

**Congestion Mitigation Air Quality (CMAQ) Project Evaluation Criteria
2019-2022 TIP**

1	Pollutant Reduction			Category Weighting = 2.25	Total Possible Points
					22.5
		Project reduces CO by:	> 750 lbs per day or PM-10 > 4,000 lbs per \$1 M total annual expense	10 -Or-	22.5 -Or-
			> 500 lbs per day or PM-10 > 2500 lbs per \$1 M total annual expense	6 -Or-	13.5 -Or-
			> -250 lbs per day or PM-10 > 1,500 lbs per \$1 M total annual expense	4 -Or-	9.0 -Or-
			< 250 lbs per day or PM-10 > 1,500 lbs per \$1 M total annual expense	2 -Or-	4.5 -Or-
			No Pollutant Reduction	0	0
2	Reducing Delay			Category Weighting = 1.0	Total Possible Points
					10.0
		Cost effectiveness in reducing delay (reduces vehicle hours of delay)	Significantly reduces VHD in relation to cost; incorporates TDM techniques	10 -Or-	10.0 -Or-
			Moderately reduces VHD in relation to cost; incorporates TDM techniques	6 -Or-	6.0 -Or-
			Negligible reduction in VHD	4	4
3	Air Pollutant Reduction			Category Weighting = .75	Total Possible Points
					7.5
		Reduction of other pollutants such as fine particulate (PM-2.5), air toxics, greenhouse gases	Significant benefits	10 -Or-	7.5 -Or-
			Some benefits	6 -Or-	4.5 -Or-
			No benefit	0	0
4	Safety			Category Weighting = 0.6	Total Possible Points
					6.0
		Contributions to public safety	Yes	10	6.0 -Or-
			No	0	0.0
5	Alternative Transportation			Category Weighting = 0.6	Total Possible Points
					6.0
		Project provides/encourages use of alternative transportation methods and/or discourages S.O.V. use?	Project provides for a new transit service	10 -Or-	6.0 -Or-
			Project implements a transportation demand management (TDM) strategy	6 -Or-	3.6 -Or-
			Project does not provide any of these measures	0	0
6	Plan Approval			Category Weighting = 0.6	Total Possible Points
					6.0
		Required By or Supports an Approved Plan:	Supports a required SIP project	10 -Or-	6.0 -Or-
			Supports an approved plan other than SIP (i.e. Comp Plan, Trails Plan, Transit Plan, District Plan, etc.)	6 -Or-	3.6 -Or-
			Not in an approved plan	0	0

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7	Population Served	Planning Factors 1,4 & 5		Category Weighting	Total Possible Points
				= 0.5	5.0
		Project located as to serve or benefit:	Between large segments of the city such as Downtown to Midtown and U-Med	10 -Or-	5.0 -Or-
			Between major employment centers, town centers, schools, neighborhoods or community council areas while preserving neighborhood integrity	6 -Or-	3.0 -Or-
			Within neighborhoods or community council areas while preserving neighborhood integrity	4 -Or-	2.0 -Or-
			One neighborhood	2	1.0
8	Environmental Justice	Planning Factors 1,4,5, & 9		Category Weighting	Total Possible Points
				= 0.4	4.0
		Environmental Justice	Project is located within 1/4 mile of an EJ area and will provide new or improved access to transit, pedestrian or bike facilities	10 -Or-	4.0 -Or-
			Project is located within 1/4 mile of an EJ area but does not provide any new or improved access to transit, pedestrian or bike facilities or project is not within 1/4 mile of an EJ area.	0 -Or-	0.0 -Or-
			Project creates a disproportionate negative effect on an EJ area (reduces access to transit service, or negatively impacts pedestrian or bike facilities	-5	-2.0
9	Project Readiness			Category Weighting	Total Possible Points
				= 0.4	4.0
		Can the project obligate:	All funds requested immediately and be completed within one year of receiving funding	10 -Or-	4.0 -Or-
			All funds requested within three months of FFY and be completed within 2 years of receiving funding	6 -Or-	2.4 -Or-
			A portion of requested funds immediately and begin first phase of project; project completed within 3 years of receiving first funding	4 -Or-	1.6 -Or-
			Requires concept approval; matching funds not identified; uncertain timeline for obligation, construction and completion	2	0.8
10	ITS	Planning Factors 1,2,3,4,7,9 & 10		Category Weighting	Total Possible Points
				= 0.4	4.0
		Consider the extent to which the project involves or uses ITS or other innovative technology to achieve its intended purpose:	Extensive use; new ITS/innovation technology; new application of existing technology; supports MTP goals and objectives	10 -Or-	4.0 -Or-
			Some use of ITS/innovative technology; mostly applications and technology already in use	6 -Or-	2.4 -Or-
			Minimal use; existing/old generation ITS	4 -Or-	1.6 -Or-
			No ITS or innovative technology/applications	0	0
11	Economic Benefits	Planning Factors 1,5,7, & 10		Category Weighting	Total Possible Points
				= 0.4	4.0
		Economic benefits after project completion	High	10 -Or-	4.0 -Or-
			Moderate	6 -Or-	2.4 -Or-
			Low	2	0.8

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12	Multimodal Contribution	Planning Factors 1,2,3,4,5,6 & 10		Category Weighting	Total Possible Points
				= 0.4	4.0
		Includes multimodal links	Significant links or significantly improves mode transitions and improvements are needed immediately	10 -Or-	4.0 -Or-
			Moderate links or moderately improves mode transitions and improvements are needed	6 -Or-	2.4 -Or-
			Minimal links	2 -Or-	0.8 -Or-
			No links	0	0
13	Total Project Cost			Category Weighting	Total Possible Points
				= 0.25	2.5
		Total funding required:	\$500,000 or less	10 -Or-	2.5 -Or-
			> \$500,000 but < \$750,000	6 -Or-	1.5 -Or-
			> \$750,000 but < \$1,000,000	4 -Or-	1.0 -Or-
			> \$1,000,000	2	0.5
14	O&M Costs	Planning Factors 1, 2, 7, 8, & 9		Category Weighting	Total Possible Points
				= 0.25	2.5
		O&M costs associated with project	Low	10 -Or-	2.5 -Or-
			Moderate	6 -Or-	1.5 -Or-
			High	2	0.5
15	Project Support	Planning Factors 5 & 7		Category Weighting	Total Possible Points
				= 0.25	2.5
		Public Support:	Broad based area-wide support and project is in an approved Transportation related plan	10 -Or-	2.5 -Or-
			Local area support for project (resolution from local government)	6 -Or-	1.5 -Or-
			Limited support for project (neighborhood petition, community council resolution)	4 -Or-	1.0 -Or-
			Mixed support (documented opposition and support)	2 -Or-	6.0 -Or-
			No significant support for project is documented	0 -Or-	0.5 -Or-
			Local opposition is documented	-5	-1.25