

2023 Scoring Guide – 2024-2026 SRTC Preservation Call for Projects

Q1a Employment and Destinations (scored by SRTC)

(5) Project location provides a critical connection within or directly to a regional activity center based on the regional activity center map

(3) Project location serves a regionally significant transportation center based on the transportation center map (park and rides, airports, transit centers)

(1) Project location serves a local activity center based on the local activity center map

(0) None of the above

Q1b Other Economic Vitality

With Q1a and Q1c scored by SRTC, the applicant cannot get credit for restating these criteria in their narrative answer to Q1b. For example, if the project is on a FGTS classified T1-T4 freight route, the application would be credited under Q1c and the applicant cannot get duplicate points for claiming to be on a freight route. The same goes for access to employment centers and destinations under Q1a. Q1b asks that the project's connection to economic vitality must be "in addition to" what is captured by Q1a and Q1c. New information must be provided outside of Q1a or Q1c to be considered for points. If you have questions about interpretation of this, please contact SRTC.

(5) High – Project provides access to significant activity areas not awarded under Q1a (e.g. regional park) or serves a clear economic development purpose that is not captured by Q1a or Q1c

(3) Medium- Project provides access to common destinations not awarded under Q1a such as Courthouse/City Halls/Education facilities/Future planned development/Local parks, etc. or has tangential connection to economic development

(1) Low- Project response has very minor connection to economic development

(0) Project does not serve an economic destination, directly repeats reasoning from Q1a or Q1c, or has unclear connection to economic development or question unanswered

Q1c Freight Network (scored by SRTC)

(5) Project on T1 freight route

(4) Project on T2 freight route

(3) Project on T3 freight route or TFEC connector route

(1) Project on T4 freight route

(0) None of the above

Q2a Local Planning Alignment

- (5) High- Project specifically called out in respective Comprehensive Plan, Six-Year Transportation Improvement Plan, or local Capital Improvement Plan (CIP) and clearly addresses local planning policies
- (3) Medium- Project generally addresses and meets the intent of local planning policies but may not be directly identified in planning documents
- (1) Low- Project has very minor connection to local planning policies
- (0) Project inconsistent with Comprehensive Plan or question unanswered

Q2b Agency Coordination

- (5) High- Project is included in other agency's planning efforts, and provides specific benefit to the other agency or agencies
- (3) Medium- Other agencies have participated in the project proposal
- (1) Low- Project sponsor shares jurisdiction with other agencies with minor coordination
- (0) Project does not advance the goals beyond those of the project sponsor or question unanswered

Q2c CMP Corridor (scored by SRTC)

- (5) Project is on a Tier 1 CMP Corridor
- (3) Project is on a Tier 2 CMP Corridor
- (0) None of the above

Q3a Cost Effectiveness (scored by SRTC)

- (5) Upper tier of submitted projects based on cost effectiveness formula
- (3) Middle tier of submitted projects based on cost effectiveness formula
- (1) Lower tier of submitted projects based on cost effectiveness formula

Q3b Roadway Usage (scored by SRTC)

- (5 to 1) Based on Urban or Rural status and provided ADT as shown in application

Q3c Funding (scored by SRTC)

- (5) Project sponsor contributes additional 11.5% or more above required local/state match
- (3) Project sponsor contributes additional 6.5% to 11.4% above required local/state match
- (0) None of the above

Q4a Structural Condition (score to be verified by SRTC)

(30) OCI range of 66-85

(20) OCI range of 56-65

(10) OCI range of 41-55

Q4b National Highway System (scored by SRTC)

(10) Project is on the NHS

(8) Project is on a Minor Arterial or Major Collector

(0) None of the above

Q5a Pedestrian Improvements

(5) Direct pedestrian enhancements are part of the project, such as crosswalk improvements or ADA upgrades that are not otherwise required by law

(3) Project offers ancillary benefits to pedestrian travel, such as shoulder work

(0) None of the above or question unanswered

Q5b Bicycle Improvements

All applications that met the Q5b criterion for 5 points have been scored and noted in the scoring worksheet. For the remaining that are not scored, the reviewer needs to evaluate whether the applicant's Q5b response merits 3 points or 0 points.

(5) Project is on the Horizon 2045 Regional Bike Priority Network and improves pavement condition in the bicycle travel way (bike lane, shared lane, or shoulder)

(3) Project is not on the Horizon 2045 Regional Bike Priority Network, but project can claim a demonstrable benefit to bicycle transportation

(0) None of the above or question unanswered

Q5c Population (scored by SRTC based on population density around project)

(5) Upper tier of population density among all submitted projects

(3) Middle tier of population density among all submitted projects

(1) Lower tier of population density among all submitted projects