

Evaluation Methodology and Definitions
On- and Off-System Projects

	Column Name	Definition
Eligibility Screen	Eligible County	Dallas, Tarrant, Denton, & Collin County are the only counties eligible to participate in this funding initiative
	Eligible Project Type	Project variations that can be funded under each category (requirements vary by project type)
	Eligible Match = 20%	Is the Eligible State/Local Match of the Total Cost greater than or equal to 20% of the Total Cost?
	Must include Construction Phase	Does the project involve the construction or implementation of a transportation improvement?
	Does Project have Added Capacity? (i.e. widen, extend, construct new roadway)	Will the project widen or extend an existing roadway or construct a new roadway? Reconstruction projects are not eligible.
	Warranted In 2007 (SOV Analysis)	Will the addition of general-purpose lane(s) significantly reduce congestion if the roadway is constructed by 2007? (Measured using daily volume to capacity ratio)
	Warranted In 2015 (SOV Analysis)	Will the addition of general-purpose lane(s) significantly reduce congestion if the roadway is constructed by 2015? (Measured using daily volume to capacity ratio)
	Warranted in 2030 (SOV Analysis)	Will the addition of general-purpose lane(s) significantly reduce congestion if the roadway is constructed by 2030? (Measured using daily volume to capacity ratio)
	Are Additional Lanes Warranted (SOV Analysis)?	Will the addition of general-purpose lane(s) significantly reduce congestion if the roadway is constructed in 2007, 2015, or 2030?
	Adopted Clean Fleet Policy	Has implementing agency adopted RTC Clean Fleet Vehicle Model Ordinance? *Applies as an eligibility requirement only to Dallas & Tarrant County. In Collin & Denton County, this criteria applies to the Technical Screen.
	Pass Eligibility Screen	Does project meet minimum eligibility requirements?
Strategic Screen	Initial Assessment of RTC Interest	Given existing RTC policies & priorities, would the RTC be interested in funding this project?
	Is Project Warranted in Near Term? (i.e., 2007 or 2015)	Is the roadway expansion (i.e. number of lanes) warranted in the short term (i.e. 2007 or 2015) rather than in the future (2030)?
	Creates Permanent or Long Term Improvement	Does the project create a permanent or long term improvement? The RTC prefers not to invest in temporary or "throw-away" improvements.
	Pass Strategic Screen	Does the project meet minimum strategic requirements?
Technical Screen	Federal Functional Classification System (FFCS) of Collector or Greater	Are the project improvements located on an arterial that is designated as an Urban Collector or greater as defined by the FFCS?
	Supports Transportation System vs. Stand Alone	Does the construction of the project support the existing/future transportation system as opposed to being a stand-alone project?
	Project Consistent with Metropolitan Transportation Plan (MTP)	Is the project correctly documented/referenced in the current Metropolitan Transportation Plan?
	MTP Comments	Comments provided by the Metropolitan Transportation Plan team regarding Plan consistency (as needed)
	Interjurisdictional Project (Crosses Jurisdictional Lines or Funded by More Than One City)	Does the project traverse city limit lines and/or is the project's local match funded by more than one city?
	% Local Match	Percent of Local/State Match committed by project sponsor(s)
	% of Other Leveraging	Percent of Other Funding Sources above and beyond the required 20% match
	Sum of all Leveraging	Sum of all Local Match funding and Other Leveraging committed by submitting agency
	Is Local Match and Other Leveraging >=50%	Is the sum of the Local Match and Other Leveraging greater than or equal to 50% of the Total Cost?
	Intermodal/ Multiple Transportation Modes	Does the project involve the use of multiple modes of transportation (i.e. pedestrian, transit, roadway, intermodal)?
	Congestion Management Process (CMP) Strategy	Does the project utilize one or more of the congestion management strategies identified in the currently approved CMP?
	Environmental Justice Score	Measures positive impacts on protected populations, such as minority and low income populations (1=Communities of Lowest Concern will have a lower population of protected classes and a low to moderate density) , (2=Communities of Moderate Concern will have a moderate percent of protected classes and a moderate to high density), and (3=Communities of Highest Concern will have a high percent of protected classes and a moderate to high density).
	Meets Environmental Justice Threshold	Staff proposes scores of 2 or higher for projects located in Denton and Collin Counties and scores of 3 for projects located in Tarrant and Dallas Counties in order to meet threshold.
	Regional Facility	Is this project defined as a regional arterial in the MTP?
Final 2015 Volumes	Projected daily vehicular volumes generated by the Regional Travel Model for year 2015	
2015 Level of Service (E-F=Yes/A-D=No)	Is the vehicular traffic flow on the roadway seriously impeded or congested beyond normal daily traffic flow in year 2015? Rated like grades in school: A = good traffic flow ---> F = highly congested roadway)	
2015 Cost Benefit of Congestion	Cost benefit of congestion shows the costs incurred for congestion reduced. Calculation provides cents per mile output for year 2015.	

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	Column Name	Definition
Technical Screen	2015 Cost Benefit of Congestion (Threshold)	Staff proposes using a 15 cents/mile threshold for year 2015.
	Air Quality Benefit NOx 2015	Amount of NOx emissions reduced in tons per day in year 2015
	Meets Air Quality Threshold	Staff proposes using a 2.31 tons per day threshold for year 2015, which is the average tons per day reduction of NOx for submitted On- and Off-System projects.
	Air Quality Cost Effectiveness	Air Quality Cost Effectiveness provides the cost per ton of emissions reduced over lifetime of project
	Meets Air Quality Cost Effectiveness Threshold	Staff proposes using a \$17,349,458 per ton threshold and a \$5,723,089 per ton threshold, which are the average cost per ton of emissions reduced over lifetime for submitted On- and Off-System projects, respectively.
	Safety (# of Incidents)	Number of vehicular traffic accidents reported along the roadway between 2003 and 2007
	Meets Safety Threshold	Staff proposes that a minimum of one incident be reported to meet threshold
	Safety Severe (# of Incidents)	Number of severe vehicular traffic accidents (i.e. incidents with an injury or fatality) reported along the roadway between 2003 and 2007
	Meets Severity Threshold	Staff proposes that a minimum of one severe incident be reported to meet threshold
	Adopted Clean Fleet Policy	Has implementing agency adopted RTC Clean Fleet Vehicle Model Ordinance? *Applies as an eligibility requirement only to Dallas & Tarrant County. In Collin & Denton County, this criteria applies to the Technical Screen.
	Technical Screen Count	Sum of all 'Yes' responses found in Technical Screen
	Recommend	Does staff recommend project for RTC approval?
	Final Comments	Comments relevant to approval or understanding of project

Evaluation Methodology and Definitions Bicycle/Pedestrian Projects

	Column Name	Definition
Eligibility Screen	Eligible County	Dallas, Tarrant, Denton, & Collin County are the only counties eligible to participate in this funding initiative
	Eligible Project Type	Project variations that can be funded under each category (requirements vary by project type)
	Eligible Match = 20%	Is the Eligible State/Local Match of the Total Cost greater than or equal to 20% of the Total Cost?
	Must include Construction Phase	Does the project involve the construction or implementation of a transportation improvement?
	Adopted Clean Fleet Policy	Has implementing agency adopted RTC Clean Fleet Vehicle Model Ordinance? *Applies as an eligibility requirement only to Dallas & Tarrant County. In Collin & Denton County, this criteria applies to the Technical Screen.
	Pass Eligibility Screen	Does project meet minimum eligibility requirements?
Strategic Screen	Initial Assessment of RTC Interest	Given existing RTC policies & priorities, would the RTC be interested in funding this type of project?
	Supports Transportation System vs. Stand Alone	Does the construction of the project support the existing/future transportation system as opposed to being a stand-alone project?
	Creates Permanent or Long Term Improvement	Does the project create a permanent or long term improvement? The RTC prefers not to invest in temporary or "throw-away" improvements.
	Pass Strategic Screen	Does the project meet minimum strategic requirements?
Technical Screen	Project Consistent with Metropolitan Transportation Plan (MTP)	Is the project correctly documented/referenced in the current Metropolitan Transportation Plan?
	MTP Comments	Comments provided by the Metropolitan Transportation Plan team regarding Plan consistency (as needed)
	Interjurisdictional Project (Crosses Jurisdictional Lines or Funded by More Than One City)	Does the project traverse city limit lines and/or is the project's local match funded by more than one city?
	% Local Match	Percent of Local/State Match committed by project sponsor(s)
	% of Other Leveraging	Percent of Other Funding Sources above and beyond the required 20% match
	Sum of all Leveraging	Sum of all Local Match funding and Other Leveraging committed by submitting agency
	Is Local Match and Other Leveraging >=50%	Is the sum of the Local Match and Other Leveraging greater than or equal to 50% of the Total Cost?
	Intermodal/ Multiple Transportation Modes	Does the project involve the use of multiple modes of transportation (i.e. pedestrian, transit, roadway, intermodal)?
	Congestion Management Process (CMP) Strategy	Does the project utilize one or more of the congestion management strategies identified in the currently approved CMP?
	Environmental Justice Score	Measures positive impacts on protected populations, such as minority and low income populations (1=Communities of Lowest Concern will have a lower population of protected classes and a low to moderate density) , (2=Communities of Moderate Concern will have a moderate percent of protected classes and a moderate to high density), and (3=Communities of Highest Concern will have a high percent of protected classes and a moderate to high density).
	Meets Environmental Justice Threshold	Staff proposes scores of 2 or higher for projects located in Denton and Collin Counties and scores of 3 for projects located in Tarrant and Dallas Counties in order to meet threshold.
	Air Quality Benefit NOx 2015	Amount of NOx emissions reduced in tons per day in year 2015
	Meets Air Quality Threshold	Staff proposes using a 1,518 tons per day threshold for year 2015, which is the average tons per day reduction of NOx for submitted Bicycle/Pedestrian projects.
	Air Quality Cost Effectiveness	Air Quality Cost Effectiveness provides the cost per ton of emissions reduced over lifetime of project
	Meets Air Quality Cost Effectiveness Threshold	Staff proposes using a \$1,726,147 per ton threshold, which is the average cost per ton of emissions reduced over lifetime for submitted Bicycle/Pedestrian projects.
	# of Users Served	Amount of daily users modeled to use proposed facility
	Mobility (Serves 1500 or more)	Is the amount of daily users modeled to use proposed facility over 1500?
	Provides Transit Connectivity	Does project contain a comprehensive strategy for easing passengers' movement from one transit system to another by providing more reliable connections, making it easier to pay fares, improving way-finding signage and reducing overall travel times?
	Veloweb Connectivity	Does project connect to Regional Veloweb (a 644 mile, designated off-street trail network that has been planned to provide bicycle and pedestrian connections in the Dallas-Fort Worth metroplex)?
	Indicate Special Generator	Does project contain special generators (eg. airports, shopping centers, hospitals, schools, sporting events, etc.) that produce trips on a regular, periodic, or special basis?
	Special Generator	Staff proposes at least one special generator to meet threshold
	Includes Safety Elements	Does project contain safety elements including marked crosswalks, accessible pedestrian signals, left/right turn prohibitions, etc.?
	Adopted Clean Fleet Policy	Has implementing agency adopted RTC Clean Fleet Vehicle Model Ordinance? *Applies as an eligibility requirement only to Dallas & Tarrant County. In Collin & Denton County, this criteria applies to the Technical Screen.
	Sum Technical Screen	Sum of all 'Yes' responses found in Technical Screen
	Recommend	Does staff recommend project for RTC approval?
	Final Comments	Comments relevant to approval or understanding of project

Evaluation Methodology and Definitions Intersection Improvement Projects

	Column Name	Definition
Eligibility Screen	Eligible County	Dallas, Tarrant, Denton, & Collin County are the only counties eligible to participate in this funding initiative
	Eligible Project Type	Project variations that can be funded under each category (requirements vary by project type)
	Must include Construction Phase	Does the project involve the construction or implementation of a transportation improvement?
	Eligible Match = 20%	Is the Eligible State/Local Match of the Total Cost greater than or equal to 20% of the Total Cost?
	Adopted Clean Fleet Policy	Has implementing agency adopted RTC Clean Fleet Vehicle Model Ordinance? *Applies as an eligibility requirement only to Dallas & Tarrant County. In Collin & Denton County, this criteria applies to the Technical Screen.
	Pass Eligibility Screen	Does project meet minimum eligibility requirements?
Strategic Screen	Initial Assessment of RTC Interest	Given existing RTC policies & priorities, would the RTC be interested in funding this type of project?
	Creates Permanent or Long Term Improvement	Does the project create a permanent or long term improvement? The RTC prefers not to invest in temporary or "throw-away" improvements.
	Pass Strategic Screen	Does the project meet minimum strategic requirements?
Technical Screen	Supports Transportation System vs. Stand Alone	Does the construction of the project support the existing/future transportation system as opposed to being a stand-alone project?
	Project Consistent with Metropolitan Transportation Plan (MTP)	Is the project correctly documented/referenced in the current Metropolitan Transportation Plan?
	Interjurisdictional Project (Crosses Jurisdictional Lines or Funded by More Than One City)	Does the project traverse city limit lines and/or is the project's local match funded by more than one city?
	% Local Match	Percent of Local/State Match committed by project sponsor(s)
	% of Other Leveraging	Percent of Other Funding Sources above and beyond the required 20% match
	Sum of all Leveraging	Sum of all Local Match funding and Other Leveraging committed by submitting agency
	Is Local Match and Other Leveraging >=50%	Is the sum of the Local Match and Other Leveraging greater than or equal to 50% of the Total Cost?
	Intermodal/ Multiple Transportation Modes	Does the project involve the use of multiple modes of transportation (i.e. pedestrian, transit, roadway, intermodal)?
	Congestion Management Process (CMP) Strategy	Does the project utilize one or more of the congestion management strategies identified in the currently approved CMP?
	Environmental Justice Score	Measures positive impacts on protected populations, such as minority and low income populations (1=Communities of Lowest Concern will have a lower population of protected classes and a low to moderate density) , (2=Communities of Moderate Concern will have a moderate percent of protected classes and a moderate to high density), and (3=Communities of Highest Concern will have a high percent of protected classes and a moderate to high density).
	Meets Environmental Justice Threshold	Staff proposes scores of 2 or higher for projects located in Denton and Collin Counties and scores of 3 for projects located in Tarrant and Dallas Counties in order to meet threshold.
	Regional Facility	Is this project defined as a regional arterial in the MTP?
	Final 2015 Volumes	Projected daily vehicular volumes generated by the Regional Travel Model for year 2015
	2015 Level of Service (E-F=Yes/A-D=No)	Is the vehicular traffic flow on the roadway seriously impeded or congested beyond normal daily traffic flow in year 2015? Rated like grades in school: A = good traffic flow ---> F = highly congested roadway)
	Air Quality Benefit NOx 2015	Amount of NOx emissions reduced in tons per day in year 2015
	Meets Air Quality Threshold	Staff proposes using a 0.458 tons per day threshold for year 2015, which is the average tons per day reduction of NOx for submitted Intersection Improvement projects.
	Air Quality Cost Effectiveness	Air Quality Cost Effectiveness provides the cost per ton of emissions reduced over lifetime of project
	Meets Air Quality Cost Effectiveness Threshold	Staff proposes using a \$3,484,524 per ton threshold, which is the average cost per ton of emissions reduced over lifetime for submitted Intersection Improvement projects.
	Safety (# of Incidents)	Number of vehicular traffic accidents reported along the roadway between 2003 and 2007
	Meets Safety Threshold	Staff proposes that a minimum of one incident be reported to meet threshold
	Safety Severe (# of Incidents)	Number of severe vehicular traffic accidents (i.e. incidents with an injury or fatality) reported along the roadway between 2003 and 2007
	Meets Severity Threshold	Staff proposes that a minimum of one severe incident be reported to meet threshold
	Adopted Clean Fleet Policy	Has implementing agency adopted RTC Clean Fleet Vehicle Model Ordinance? *Applies as an eligibility requirement only to Dallas & Tarrant County. In Collin & Denton County, this criteria applies to the Technical Screen.
	Technical Screen Count	Sum of all 'Yes' responses found in Technical Screen
	Recommend	Does staff recommend project for RTC approval?
	Final Comments	Comments relevant to approval or understanding of project

Evaluation Methodology and Definitions Intelligent Transportation System Projects

	Column Name	Definition
Eligibility Screen	Eligible County	Dallas, Tarrant, Denton, & Collin County are the only counties eligible to participate in this funding initiative
	Eligible Match = 20%	Is the Eligible State/Local Match of the Total Cost greater than or equal to 20% of the Total Cost?
	Must include Construction Phase	Does the project involve the construction or implementation of a transportation improvement?
	Adopted Clean Fleet Policy	Has implementing agency adopted RTC Clean Fleet Vehicle Model Ordinance? *Applies as an eligibility requirement only to Dallas & Tarrant County. In Collin & Denton County, this criteria applies to the Technical Screen.
	Pass Eligibility Screen	Does project meet minimum eligibility requirements?
Strategic Screen	Initial Assessment of RTC Interest	Given existing RTC policies & priorities, would the RTC be interested in funding this type of project?
	Creates Permanent or Long Term Improvement	Does the project create a permanent or long term improvement? The RTC prefers not to invest in temporary or "throw-away" improvements.
	No Duplication of Service	The proposed project shall not duplicate other existing ITS project(s).
	Pass Strategic Screen	Does the project meet minimum strategic requirements?
Technical Screen	Project Consistent with Metropolitan Transportation Plan (MTP)	Is the project correctly documented/referenced in the current Metropolitan Transportation Plan?
	Interjurisdictional Project (Crosses Jurisdictional Lines or Funded by More Than One City)	Does the project traverse city limit lines and/or is the project's local match funded by more than one city/agency?
	% Local Match	Percent of Local/State Match committed by project sponsor(s)
	% of Other Leveraging	Percent of Other Funding Sources above and beyond the required 20% match
	Sum of all Leveraging	Sum of all Local Match funding and Other Leveraging committed by submitting agency
	Is Local Match and Other Leveraging >=50%	Is the sum of the Local Match and Other Leveraging greater than or equal to 50% of the Total Cost?
	Intermodal/ Multiple Transportation Modes	Does the project involve the use of multiple modes of transportation (i.e. pedestrian, transit, roadway, intermodal)?
	Final 2015 Volumes	Projected daily vehicular volumes generated by the Regional Travel Model for year 2015
	2015 Volume Threshold	Is the project's 2015 daily volume greater than or equal to the average 2015 daily volume among all ITS projects?
	Congestion Management Process (CMP) Strategy	Does the project utilize one or more of the congestion management strategies identified in the currently approved CMP?
	Environmental Justice Score	Measures positive impacts on protected populations, such as minority and low income populations (1=Communities of Lowest Concern will have a lower population of protected classes and a low to moderate density) , (2=Communities of Moderate Concern will have a moderate percent of protected classes and a moderate to high density), and (3=Communities of Highest Concern will have a high percent of protected classes and a moderate to high density).
	Meets Environmental Justice Threshold	Staff proposes scores of 2 or higher for projects located in Denton and Collin Counties and scores of 3 for projects located in Tarrant and Dallas Counties in order to meet threshold.
	Safety (# of Incidents)	Number of vehicular traffic accidents reported along the roadway between 2003 and 2007
	Meets Safety Threshold	Staff proposes that a minimum of one incident be reported to meet threshold
	Safety Severe (# of Incidents)	Number of severe vehicular traffic accidents (i.e. incidents with an injury or fatality) reported along the roadway between 2003 and 2007
	Meets Severity Threshold	Staff proposes that a minimum of one severe incident be reported to meet threshold
	Fills Gaps in Existing System	Does project fill gaps in existing system leading to more seamless/uninterrupted ITS coverage?
	Enhance Interagency Cooperation/Coordination	Does project enhance information sharing among organizations?
	Innovative Partnership	Does project contain unique financing or partnerships that can be used to provide a means to quickly and cost effectively fund the project?
	Air Quality Benefit NOx 2015	Amount of NOx emissions reduced in tons per day in year 2015
	Meets Air Quality Threshold	Staff proposes using a 0.069 tons per day threshold for year 2015, which is the average tons per day reduction of NOx for submitted Intelligent Transportation System projects.
	Air Quality Cost Effectiveness	Air Quality Cost Effectiveness provides the cost per ton of emissions reduced over lifetime of project
	Meets Air Quality Cost Effectiveness Threshold	Staff proposes using a \$242,566 per ton threshold, which is the average cost per ton of emissions reduced over lifetime for submitted Intelligent Transportation System projects.
	Adopted Clean Fleet Policy	Has implementing agency adopted RTC Clean Fleet Vehicle Model Ordinance? *Applies as an eligibility requirement only to Dallas & Tarrant County. In Collin & Denton County, this criteria applies to the Technical Screen.
	Technical Screen Count	Sum of all 'Yes' responses found in Technical Screen
	Recommend	Does staff recommend project for RTC approval?
	Comments	Comments relevant to approval or understanding of project

Evaluation Methodology and Definitions Park and Ride Projects

	Column Name	Definition
Eligibility Screen	Eligible County	Dallas, Tarrant, Denton, & Collin County are the only counties eligible to participate in this funding initiative
	Eligible Project Type	Project variations that can be funded under each category (requirements vary by project type)
	Eligible Match = 20%	Is the Eligible State/Local Match of the Total Cost greater than or equal to 20% of the Total Cost?
	Must include Construction Phase	Does the project involve the construction or implementation of a transportation improvement?
	Adopted Clean Fleet Policy	Has implementing agency adopted RTC Clean Fleet Vehicle Model Ordinance? *Applies as an eligibility requirement only to Dallas & Tarrant County. In Collin & Denton County, this criteria applies to the Technical Screen.
	Pass Eligibility Screen	Does project meet minimum eligibility requirements?
Strategic Screen	Initial Assessment of RTC Interest	Given existing RTC policies & priorities, would the RTC be interested in funding this type of project?
	At Least 200 Users/Day 2015	Is the number of daily users estimated to use proposed facility greater than 200?
	Creates Permanent or Long Term Improvement	Does the project create a permanent or long term improvement? The RTC prefers not to invest in temporary or "throw-away" improvements.
	Pass Strategic Screen	Does the project meet minimum strategic requirements?
Technical Screen	Supports Transportation System vs. Stand Alone	Does the construction of the project support the existing/future transportation system as opposed to being a stand-alone project?
	Project Consistent with Metropolitan Transportation Plan (MTP)	Is the project correctly documented/referenced in the current Metropolitan Transportation Plan?
	Interjurisdictional Project (Crosses Jurisdictional Lines or Funded by More Than One City)	Does the project traverse city limit lines and/or is the project's local match funded by more than one city?
	Sum of all Leveraging	Sum of all Local Match funding and Other Leveraging committed by submitting agency
	Is Local Match and Other Leveraging >=50%	Is the sum of the Local Match and Other Leveraging greater than or equal to 50% of the Total Cost?
	Congestion Management Process (CMP) Strategy	Does the project utilize one or more of the congestion management strategies identified in the currently approved CMP?
	Environmental Justice Score	Measures positive impacts on protected populations, such as minority and low income populations (1=Communities of Lowest Concern will have a lower population of protected classes and a low to moderate density) , (2=Communities of Moderate Concern will have a moderate percent of protected classes and a moderate to high density), and (3=Communities of Highest Concern will have a high percent of protected classes and a moderate to high density).
	Meets Environmental Justice Threshold	Staff proposes scores of 2 or higher for projects located in Denton and Collin Counties and scores of 3 for projects located in Tarrant and Dallas Counties in order to meet threshold.
	Regional Facility	Is this project defined as a regional arterial in the MTP?
	Number of Spaces Requested	Number of new parking spaces requested
	Air Quality Benefit NOx 2015	Amount of NOx emissions reduced in tons per day in year 2015
	Air Quality Benefit VOC 2015	Amount of VOC emissions reduced by tons per day in year 2015
	Meets Air Quality Threshold	Staff proposes using a 0.681 tons per day threshold for year 2015, which is the average tons per day reduction of NOx for submitted Park-and-Ride projects.
	Air Quality Cost Effectiveness	Air Quality Cost Effectiveness provides the cost per ton of emissions reduced over lifetime of project
	Meets Air Quality Cost Effectiveness Threshold	Staff proposes using a \$1,523,292 per ton threshold, which is the average cost per ton of emissions reduced over lifetime for submitted Park-and-Ride projects.
	Serves Alternative Mode of Transportation?	Does project serve carpools/vanpools, rail transit, bus transit, or other modes?
	Identified in MIS, EIS/EA, Transit, or Area Study?	Is project identified in current or previous MIS, EIS/EA, Transit, or Area Study?
	Provides Convenient Access for users?	Does project provide convenient access for patrons?
	Construction of a Dedicated PNR Facility?	Does project involve the construction of a dedicated Park and Ride Facility vs a joint use parking lot?
	Adopted Clean Fleet Policy	Has implementing agency adopted RTC Clean Fleet Vehicle Model Ordinance? *Applies as an eligibility requirement only to Dallas & Tarrant County. In Collin & Denton County, this criteria applies to the Technical Screen.
Technical Screen Count	Sum of all 'Yes' responses found in Technical Screen	
Comments	Comments relevant to approval or understanding of project	
Recommend	Does staff recommend project for RTC approval?	

Evaluation Methodology and Definitions Traffic Signal Improvement Projects

	Column Name	Definition
Eligibility Screen	Eligible County	Dallas, Tarrant, Denton, & Collin County are the only counties eligible to participate in this funding initiative
	Eligible Project Type	Project variations that can be funded under each category (requirements vary by project type)
	Eligible Match = 20%	Is the Eligible State/Local Match of the Total Cost greater than or equal to 20% of the Total Cost?
	Must include Construction Phase	Does the project involve the construction or implementation of a transportation improvement?
	Involves Signal Retiming?	Does project involve retiming of existing traffic signals?
	Signals Never Retimed or Last Retimed Prior to December 2003	Does project include signals that have either never been retimed or were last retimed prior to December 2003? Signal retiming improvements generally last 4 years before retiming is needed again.
	Adopted Clean Fleet Policy	Has implementing agency adopted RTC Clean Fleet Vehicle Model Ordinance? *Applies as an eligibility requirement only to Dallas & Tarrant County. In Collin & Denton County, this criteria applies to the Technical Screen.
	Pass Eligibility Screen	Does project meet minimum eligibility requirements?
Strategic Screen	Initial Assessment of RTC Interest	Given existing RTC policies & priorities, would the RTC be interested in funding this type of project?
	Creates Permanent or Long Term Improvement	Does the project create a permanent or long term improvement? The RTC prefers not to invest in temporary or "throw-away" improvements.
	Pass Strategic Screen	Does the project meet minimum strategic requirements?
Technical Screen	Project Consistent with Metropolitan Transportation Plan (MTP)	Is the project correctly documented/referenced in the current Metropolitan Transportation Plan?
	Interjurisdictional Project (Crosses Jurisdictional Lines or Funded by More Than One City)	Does the project traverse city limit lines and/or is the project's local match funded by more than one city?
	% Local Match	Percent of Local/State Match committed by project sponsor(s)
	% of Other Leveraging	Percent of Other Funding Sources above and beyond the required 20% match
	Sum of all Leveraging	Sum of all Local Match funding and Other Leveraging committed by submitting agency
	Is Local Match and Other Leveraging >=50%	Is the sum of the Local Match and Other Leveraging greater than or equal to 50% of the Total Cost?
	Intermodal/ Multiple Transportation Modes	Does the project involve the use of multiple modes of transportation (i.e. pedestrian, transit, roadway, intermodal)?
	Congestion Management Process (CMP) Strategy	Does the project utilize one or more of the congestion management strategies identified in the currently approved CMP?
	Which CMP Strategy?	Lists the CMP Strategy that applies to project.
	Environmental Justice Score	Measures positive impacts on protected populations, such as minority and low income populations (1=Communities of Lowest Concern will have a lower population of protected classes and a low to moderate density) , (2=Communities of Moderate Concern will have a moderate percent of protected classes and a moderate to high density), and (3=Communities of Highest Concern will have a high percent of protected classes and a moderate to high density).
	Meets Environmental Justice Threshold	Staff proposes scores of 2 or higher for projects located in Denton and Collin Counties and scores of 3 for projects located in Tarrant and Dallas Counties in order to meet threshold.
	Final 2015 Volumes	Projected daily vehicular volumes generated by the Regional Travel Model for year 2015
	Final 2015 Threshold (>=40000)	Staff proposes 40,000 vehicles/day as a minimum threshold.
	Agency Has Not Received RTC Funding Support for Traffic Signals in Last 5 Years	Gives credit to implementing agencies that have not received RTC funding support for traffic signals in the past 5 years.
	Safety (# of Incidents)	Number of vehicular traffic accidents reported along the roadway between 2003 and 2007
	Meets Safety Threshold	Staff proposes that a minimum of one incident be reported to meet threshold
	Safety Severe (# of Incidents)	Number of severe vehicular traffic accidents (i.e. incidents with an injury or fatality) reported along the roadway between 2003 and 2007
	Meets Severity Threshold	Staff proposes that a minimum of one severe incident be reported to meet threshold
	Air Quality Benefit NOx 2015	Amount of NOx emissions reduced in tons per day in year 2015
	Meets Air Quality Threshold	Staff proposes using a 22,681 tons per day threshold for year 2015, which is the average tons per day reduction of NOx for submitted Traffic Signal Improvement projects.
	Air Quality Cost Effectiveness	Air Quality Cost Effectiveness provides the cost per ton of emissions reduced over lifetime of project
	Meets Air Quality Cost Effectiveness Threshold	Staff proposes using a \$1,099,796 per ton threshold, which is the average cost per ton of emissions reduced over lifetime for submitted Traffic Signal Improvement projects.
	Adopted Clean Fleet Policy	Has implementing agency adopted RTC Clean Fleet Vehicle Model Ordinance? *Applies as an eligibility requirement only to Dallas & Tarrant County. In Collin & Denton County, this criteria applies to the Technical Screen.
	Technical Screen Count	Sum of all 'Yes' responses found in Technical Screen
	Recommend	Does staff recommend project for RTC approval?
	Comments	Comments relevant to approval or understanding of project

Evaluation Methodology and Definitions Transit Projects

	Column Name	Definition
Eligibility Screen	Eligible County	Dallas, Tarrant, Denton, & Collin County are the only counties eligible to participate in this funding initiative
	New or Expanded Service?	Is this project establishing new or expanded service?
	Eligible Project Type	Project variations that can be funded under each category (requirements vary by project type)
	Must include Construction Phase	Does the project involve the construction or implementation of a transportation improvement?
	Eligible Match = 20%	Is the Eligible State/Local Match of the Total Cost greater than or equal to 20% of the Total Cost?
	Adopted Clean Fleet Policy	Has implementing agency adopted RTC Clean Fleet Vehicle Model Ordinance? *Applies as an eligibility requirement only to Dallas & Tarrant County. In Collin & Denton County, this criteria applies to the Technical Screen.
	Pass Eligibility Screen	Does project meet minimum eligibility requirements?
Strategic Screen	Initial Assessment of RTC Interest	Given existing RTC policies & priorities, would the RTC be interested in funding this type of project?
	Creates Permanent or Long Term Improvement	Does the project create a permanent or long term improvement? The RTC prefers not to invest in temporary or "throw-away" improvements.
	Pass Strategic Screen	Does the project meet minimum strategic requirements?
Technical Screen	Supports Transportation System vs. Stand Alone	Does the construction of the project support the existing/future transportation system as opposed to being a stand-alone project?
	Project Consistent with Metropolitan Transportation Plan (MTP)	Is the project correctly documented/referenced in the current Metropolitan Transportation Plan?
	Interjurisdictional Project (Crosses Jurisdictional Lines or Funded by More Than One City)	Does the project traverse city limit lines and/or is the project's local match funded by more than one city?
	% Local Match	Percent of Local/State Match committed by project sponsor(s)
	% of Other Leveraging	Percent of Other Funding Sources above and beyond the required 20% match
	Sum of all Leveraging	Sum of all Local Match funding and Other Leveraging committed by submitting agency
	Is Local Match and Other Leveraging >=50%	Is the sum of the Local Match and Other Leveraging greater than or equal to 50% of the Total Cost?
	Intermodal/ Multiple Transportation Modes	Does the project involve the use of multiple modes of transportation (i.e. pedestrian, transit, roadway, intermodal)?
	Congestion Management Process (CMP) Strategy	Does the project utilize one or more of the congestion management strategies identified in the currently approved CMP?
	Which CMP Strategy?	Lists the CMP Strategy that applies to project.
	Environmental Justice Score	Measures positive impacts on protected populations, such as minority and low income populations (1=Communities of Lowest Concern will have a lower population of protected classes and a low to moderate density) , (2=Communities of Moderate Concern will have a moderate percent of protected classes and a moderate to high density), and (3=Communities of Highest Concern will have a high percent of protected classes and a moderate to high density).
	Meets Environmental Justice Threshold	Staff proposes scores of 2 or higher for projects located in Denton and Collin Counties and scores of 3 for projects located in Tarrant and Dallas Counties in order to meet threshold.
	Regional Facility	Is this project defined as a regional arterial in the MTP?
	2030 Expected Ridership (Daily)	Number of daily riders estimated to use proposed facility in the regional travel model for transit.
	Meets Ridership Threshold (>=3000)	Is the number of daily users over 3000?
	Air Quality Benefit NOx 2030	Amount of NOx emissions reduced in tons per day in year 2030
	Air Quality Benefit VOC 2030	Amount of VOC emissions reduced by tons per day in year 2030
	Meets Air Quality Threshold	Staff proposes using a 6.764 tons per day threshold for year 2030, which is the average tons per day reduction of NOx for submitted Transit projects.
	Air Quality Cost Effectiveness	Air Quality Cost Effectiveness provides the cost per ton of emissions reduced over lifetime of project
	Meets Air Quality Cost Effectiveness Threshold	Staff proposes using a \$2,369,090 per ton threshold, which is the average cost per ton of emissions reduced over lifetime for submitted Transit projects.
	Safety (# of Incidents)	Number of vehicular traffic accidents reported along the roadway between 2003 and 2007
	Meets Safety Threshold	Staff proposes that a minimum of one incident be reported to meet threshold
	Safety Severe (# of Incidents)	Number of severe vehicular traffic accidents (i.e. incidents with an injury or fatality) reported along the roadway between 2003 and 2007
	Meets Severity Threshold	Staff proposes that a minimum of one severe incident be reported to meet threshold
	Improves Seamless Connections	Does project allow transit patrons to travel from origin to destination without transferring to another mode or transit carrier?
	Increases Reliability of System	Does project increase reliability of existing transit system?
	Adopted Clean Fleet Policy	Has implementing agency adopted RTC Clean Fleet Vehicle Model Ordinance? *Applies as an eligibility requirement only to Dallas & Tarrant County. In Collin & Denton County, this criteria applies to the Technical Screen.
	Technical Screen Count	Sum of all 'Yes' responses found in Technical Screen
	Recommend	Does staff recommend project for RTC approval?
	Comments	Comments relevant to approval or understanding of project

RTC Action
August 21, 2008