

2017 and 2019 Transportation Alternatives Call for Projects Scoring Criteria

Transportation Alternatives Set-Aside - Active Transportation Project Category
2017 Call for Projects for the North Central Texas Region¹

Category	Regional Network Connectivity	Mobility	Safety	Reducing Barriers	Congestion Reduction	Destination Density	Air Quality Benefits	Equity	Local Network Connectivity	Project Readiness and Other Factors	Project Innovation
Description	Improves connectivity of Mobility 2040 regional paths and bikeways between cities and counties.	Improves connections and access to transit.	Improves safety and provides facilities for pedestrians and bicyclists with a high level of comfort and suitable for users of all ages and abilities.	Provides safe crossing of existing travel obstacles such as major roadways, interchanges, railroads, and bodies of water.	Provides alternative travel options in lieu of motor vehicle trips in areas with greater opportunity for walking and bicycling.	Provides access to areas with a high density of major employers and destinations.	Improves air quality by supporting non-motorized facility usage.	Improves access to disadvantaged populations and underserved communities.	Implements locally planned priorities.	Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to project impact upon the community.	Project implements innovative or new treatments and technology that can serve as a model for the region.
Points	25	20	15	10	10	5	5	5	5	20	5
High Criteria / Scoring Range	Project is on the Regional Veloweb. Project closes a gap or extends an existing Regional Veloweb facility, resulting in long continuous network mileage. Project's length is long. Project is identified along a regionally-significant bikeway corridor. (20-25 Points)	Project connects to a rail station or closes a network gap significantly improving access with a low stress/high comfort facility. ² (16-20 Points)	Project is a safety countermeasure identified in a safety report or audit. Project design addresses a documented safety issue and includes a low stress/high comfort facility. ² Project is in a high bicycle and/or pedestrian crash density area. (11-15 Points)	Project features grade separation from a regionally significant barrier, such as a river, highway and/or railroad, or a combination of multiple moderately significant barriers. (8-10 Points)	Project is located in an area of severe congestion per Mobility 2040. Project is located in an area with a high density of short car trips. (7-10 Points)	Project is located in an area with a high number of destinations and the project provides seamless connections to the destinations with a low stress/high comfort facility. ² (4-5 Points)	Project is forecasted to have high traffic volumes and would provide a high quantifiable air quality improvement. (4-5 Points)	Project is located in an area with Environmental Justice index score more than 50 or the project is located in an area above the regional average for zero-car households. (4-5 Points)	Project is clearly identified in an adopted local plan. (5 Points)	Considerable design and engineering is complete. Project is feasible with realistic cost estimates. Project's benefits justify the cost. Project has strong evidence of public support. Entity will contribute more than the minimum 20% local match. (15-20 Points)	Project includes elements of innovative design that will result in a low stress/high comfort facility. ² (3-5 Points)
Medium Criteria / Scoring Range	Project is on the Regional Veloweb. Project closes a gap or extends an existing Regional Veloweb facility, resulting in moderate to short continuous network mileage. Project's length is moderate to short. Pedestrian connections are to major destinations per Mobility 2040. (13-19 Points)	Project extends an existing facility moderately improving access to a rail station or the project connects to one or more bus stops or closes a network gap significantly improving access with a low stress/high comfort facility. ² (11-15 Points)	No safety report or audit has been developed. Project includes a low stress/high comfort facility ² in a medium to low bicycle and/or pedestrian crash density area. (6-10 Points)	Project features grade separation from a moderately significant barrier, such as a principal arterial, minor local arterial, moderate size streams/creeks or an at-grade signalized crossing. (4-7 Points)	Project is located in an area of moderate congestion per Mobility 2040. Project is located in an area with a moderate density of short car trips. (4-6 Points)	Project is located in an area with a moderate number of destinations. Project provides a seamless connection to a significant destination or closes a gap improving access to destinations. (2-3 Points)	Project is forecasted to have moderate traffic volumes and provides some air quality improvement benefits. (2-3 Points)	Project is located in an area with Environmental Justice index score between 10.01 - 50. (1-3 Points)	Project is identified in a plan or study under development. (1-4 Points)	Project has some progress in preconstruction (engineering and design). Project's benefits justify the cost. Project has moderate evidence of public support. (6-14 Points)	Project includes elements of innovative design that will moderately improve the level of comfort for users. (1-2 Points)
Low Criteria / Scoring Range	Project is not on the Regional Veloweb, but connects to an existing Veloweb facility. Project is designated as a local community path or on-street bikeway in Mobility 2040. Pedestrian facilities are consistent with the recommendations of Mobility 2040. (1-12 Points)	Project does not connect to a rail station or closes a network gap improving access. Project closes a network gap moderately improving access to a bus stop. (5-10 Points) Project does not improve access to transit. (0 Points)	Project area has no documented safety issues. Project does not include a low stress/high comfort facility. ² Project is not in a bicycle and/or pedestrian crash density area. Project provides an inherent benefit to safety. (1-5 Points)	Project features grade separation from a minor barrier, such as a culvert/ditch or unsignalized crossing of a roadway. (1-3 Points) Project does not cross a barrier. (0 Points)	Project is located in an area outside of severe or moderate congestion per Mobility 2040. Project is located in an area with no or low density of short car trips, but may provide direct access to local destinations. (0-3 Points)	Project is located in an area with a limited number of destinations and the project has limited impact to improve access to destinations. (0-1 Points)	Project is forecasted to have low traffic volumes and limited air quality benefits. (0-1 Points)	Project is located in an area with Environmental Justice index score of 10 or lower. (0 Points)	Project is not identified in a plan or study. (0 Points)	No schematic design or engineering has been completed for project. Project may not be feasible and benefits do not justify the costs. Project timeline is not realistic. Project has no evidence of public support. (0-5 Points)	Project does not include elements of innovative design. (0 Points)

¹ Before evaluating projects, all applications submitted were screened for the following: Is the right-of-way acquired? Does the project have a resolution of funding commitment? If on-system, has TxDOT approved the project? Was the environmental checklist submitted? Was a budget worksheet submitted?

² A low stress/high comfort facility is considered a wide sidewalk (minimum 5 feet in width) for pedestrians or a minimum of 10-14 foot wide off-street shared-use path for both pedestrians and bicyclists, or a separated/protected bike lanes or on-street bike lanes with a suitable design for users all ages and abilities based on the context of the project location (e.g., projected traffic volumes, speeds, adjoining land uses, etc.). Such project design must be consistent with relevant Design Guidelines and resources including AASHTO, NACTO, ITE, FHWA, and TxDOT.