

2020 Transportation Alternatives Call for Projects Scoring Criteria

Transportation Alternatives 2020 Call for Projects for the North Central Texas Region¹
Active Transportation Evaluation Criteria and Scoring Ranges

Category	Regional Network Connectivity	Transit Accessibility	Safety	Congestion Reduction	Equity	Reducing Barriers	Project Readiness and Other Factors
Description	Improves connectivity of Mobility 2045 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 alternative travel options in lieu of motor vehicle trips in areas with greater opportunity for walking and bicycling, thus improving air quality.	Improves access for disadvantaged populations and underserved communities.	Provides safe crossing of existing travel obstacles such as major roadways, interchanges, railroads, and bodies of water.	Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to project impact upon the community.
Points	20	15	15	15	10	5	20
High Criteria / Scoring Range	Project is on the Regional Veloweb. Project's length is long. Project closes a gap or extends an existing Regional Veloweb facility, resulting in significant continuous network mileage. Project is identified along a regionally-significant bikeway corridor. (13-20 Points)	Project connects to a rail station or closes a network gap significantly improving access with a low stress/high comfort facility. ² (10-15 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. (10-15 Points)	Project is located in an area with a high density of short trip by motor vehicles. Project is anticipated to provide a high quantifiable air quality improvement based on forecasted number of people walking and bicycling. Project provides seamless connections to destinations (10-15 Points)	Project is located in an area considerably above the median ratio in both Environmental Justice (EJ) categories (below poverty and minority) and above the median ratio for zero-car households. Project provides seamless connections to multiple community resources, such as medical/health facilities, pharmacies, libraries, affordable housing, employment, and/or fresh food/produce. (7-10 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. (4-5 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. (13-20 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. On-street facilities connect and extend an existing Regional Veloweb. Pedestrian connections are major destinations per Mobility 2045. (7-12 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 (6-9 Points)	Project is a safety countermeasure addressing a known issue but not identified in a safety report or audit. Project includes a low stress/high comfort facility ² in a medium to low bicycle and/or pedestrian crash density area. (6-9 Points)	Project is located in an area with a moderate density of short trip by motor vehicles. Project is anticipated to provide some air quality benefits based on forecasted number of people walking and bicycling. (6-9 Points)	Project is located in an area above the median ratio in both Environmental Justice (EJ) categories (below poverty and minority) or considerably above the median ratio for zero-car households. Project provides a seamless connection to a community resource, such as a medical/health facility, pharmacy, library, affordable housing, employment, or fresh food/produce. (4-6 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. (3 Points)	Project has some progress in preconstruction (engineering and design). Project's benefits justify the cost. Project has moderate evidence of public support. (7-12 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 2045 or identified in a local plan or study. Pedestrian facilities are consistent with the recommendations of Mobility 2045. (0-6 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. (0-5 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. (0-5 Points)	Project is located in an area with no or low density of short trip by motor vehicles, but may provide direct access to local destinations. Project is anticipated to have limited air quality benefits based on forecasted number of people walking and bicycling. (0-5 Points)	Project is located in an area with no Environmental Justice (EJ) categories (below poverty and minority), above the median ratio in on EJ category, or above the median ratio for zero-car households. (0-3 Points)	Project features grade separation from a minor barrier, such as a culvert/ditch or unsignalized crossing of a roadway. (0-2 Points) Project does not cross a barrier. (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. (0-6 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 the TxDOT District Engineer provided consent for 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 10-14 foot wide off-street shared-use path for both pedestrians and bicyclists, or separated/protected bike lanes or on-street bike lanes with a suitable design for users of 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.