

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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MEMORANDUM

TO: Members of the Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area (Milwaukee TIP Committee) and Local Communities with Eligible Arterial Facilities for Federal Surface Transportation Program Allocated to the Milwaukee Urbanized Area

FROM: Southeastern Wisconsin Regional Planning Commission Staff

DATE: July 11, 2023

SUBJECT: **SUMMARY OF CRITERIA UTILIZED BY OTHER METROPOLITAN PLANNING ORGANIZATIONS IN THEIR EVALUATION OF PROJECTS FOR FEDERAL HIGHWAY ADMINISTRATION SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDING**

The Milwaukee TIP Committee requested information related to criteria utilized by other Metropolitan Planning Organizations (MPOs) as part of the review and consideration of potential revisions to the Federal Surface Transportation Block Grant Program – Milwaukee Urbanized Area (STP-M) project evaluation and prioritization process. Attachment A to this memorandum provides a summary of the STP evaluation and prioritization criteria utilized by seven other MPOs. The MPOs selected for the review serve urbanized areas both smaller and larger than, and are geographically close to, the Milwaukee urbanized area. The types of criteria and the weighting of criteria varied greatly by MPO.

Table 1 shows a comparison of the processes from the other MPOs and the Milwaukee and the Milwaukee urbanized area. The criteria presented in the table were grouped into three categories—physical and operational criteria, desired outcome criteria, and other criteria that do not align with the previous two categories. In addition, as the total points that could be received could vary by MPO, the weighting of each criterion was calculated as the percentage of the maximum points that could be received under each criterion to the total possible points, as shown in the table. In addition, to align with the project categories used in the process utilized for the Milwaukee urbanized area, the weighting for resurfacing/reconditioning/reconstruction projects and capacity expansion projects were identified separately.

The comparison on Table 1 represents an update to a similar analysis that was provided to the Committee for consideration at a meeting held on October 11, 2021, when it was considering potential changes to the STP-M evaluation process to include requested desired-outcome-related criteria. Similar to the process used for the Milwaukee urbanized area, all of the seven MPOs reviewed utilize both physical and operational-characteristics criteria and desired outcome criteria. While some criteria utilized vary by MPO, many are

similar to the criteria currently being utilized by the Milwaukee urbanized area. With the exception of the Indianapolis urbanized area, the MPOs reviewed utilize desired outcome criteria to a greater extent than currently utilized in the Milwaukee urbanized area, as shown on Figures 1 and 2.

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Table 1
Examples of Criteria Categories and Weights Used by Various Metropolitan Planning Organizations (MPOs) to Evaluate and Prioritize Surface Transportation Program (STP) Roadway Projects

MPO / Urbanized Area	Criteria Category	Criteria	Criteria Weighting (Percent of Total Points)	
			Resurfacing / Reconditioning / Reconstruction- Type Projects	Capacity Expansion-Type Projects
Southeastern Wisconsin Regional Planning Commission (SEWRPC) / Milwaukee Urbanized Area	Physical and Operational Roadway Characteristics	Measure of pavement condition	45.5	16.7
		Measure of use – average weekday traffic volume per lane	18.2	4.2
		Measure of connectivity – length of route	9.1	8.3
		Measure of function – current functional classification	13.6	8.3
		Measure of safety – crash rate	4.5	12.5
		Measure of congestion – volume-to-capacity ratio	- -	33.3
		Subtotal	90.9	83.3
	Desired Outcomes	Implementation of transit, bicycle, and pedestrian measures	9.1	8.3
		Projects in communities having job/housing balance	- -	4.2
		Projects in communities having transit accessibility	- -	4.2
	Subtotal	9.1	16.7	
	Total	100.0	100.0	
Chicago Metropolitan Agency for Planning (CMAP) / Chicago & Round Lake Beach Urbanized Areas	Physical and Operational Roadway Characteristics	Current condition/need	20.0	20.0
		Improvement	20.0	20.0
		Subtotal	40.0	40.0
	Desired Outcomes	Jobs/Housing benefit	10.0	10.0
		Inclusive growth	15.0	15.0
		Complete streets	5.0	5.0
		Resilience	5.0	5.0
		Freight Movement	5.0	5.0
		Subtotal	40.0	40.0
	Other	Engineering/Land Acquisition	10.0	10.0
Financial Commitments		5.0	5.0	
Subregional Priority		5.0	5.0	
	Subtotal	20.0	20.0	
	Total	100.0	100.0	

Table 1 (continued)

MPO / Urbanized Area	Criteria Category	Criteria	Criteria Weighting (Percent of Total Points)	
			Resurfacing / Reconditioning / Reconstruction- Type Projects	Capacity Expansion-Type Projects
East-West Gateway Council of Governments (EWGCG) / St. Louis Urbanized Area	Physical and Operational Roadway Characteristics	Preserve & Maintain the Existing System	52.0 or 57.6 ^a	4.0
		Promote Safety	6.4	6.4
		Usage	4.0	4.0
		Support a Diverse Economy with a Reliable Transportation System	0.8	40.0
		Subtotal	63.2 or 68.8	54.4
	Desired Outcomes	Multimodal: Support Public Transportation / Provide More Transportation Choices	4.0 or 9.6 ^b	8.0
		Support Neighborhoods & Communities	3.2	3.2
		Support Quality Job Development	3.2	4.0
		Strengthen Intermodal Connections	4.0	6.4
		Protect Air Quality & Environmental Assets	0.8	8.0
		Subtotal	15.2 or 20.8	29.6
	Other	Cost	16.0	16.0
		Subtotal	16.0	16.0
		Total	100.0	100.0
Mid-America Regional Council (MARC) / Kansas City Urbanized Area	Physical Roadway Characteristics	Safety and Security	15.4	15.4
		System Condition	7.7	7.7
		System Performance	15.4	15.4
		Subtotal	38.5	38.5
	Desired Outcomes	Economic Vitality	11.5	11.5
		Place Making	7.7	7.7
		Equity	7.7	7.7
		Climate Change & Energy Use	3.9	3.9
		Transportation Choices	7.7	7.7
		Public Health	7.7	7.7
		Environment	11.5	11.5
Subtotal	57.7	57.7		
Other	Implementation	3.8	3.8	
	Subtotal	3.8	3.8	
	Total	100.0	100.0	

Table 1 (continued)

MPO / Urbanized Area	Criteria Category	Criteria	Criteria Weighting (Percent of Total Points)	
			Resurfacing / Reconditioning / Reconstruction- Type Projects	Capacity Expansion-Type Projects
Indianapolis MPO / Indianapolis Urbanized Area	Physical and Operational Roadway Characteristics	Federal Functional Classification	15.0	15.0
		Existing Operations (Level of Service)	- -	20.0
		Existing Average Daily Traffic Volume	40.0	25.0
		Existing Pavement Condition Index / PASER	40.0	- -
		Subtotal	95	60.0
	Desired Outcomes	Project is Located on the Freight Network	5.0	5.0
		Subtotal	5.0	5.0
	Other	Long Range Plan Priority Time Period (timing of project)	- -	25.0
		Application is the Next Phase of a Committed/Funded Added Capacity Project	- -	10.0
		Subtotal	- -	35.0
	Total		100.0	100.0

Table 1 (continued)

MPO / Urbanized Area	Criteria Category	Criteria	Criteria Weighting (Percent of Total Points)	
			Resurfacing / Reconditioning / Reconstruction- Type Projects	Capacity Expansion-Type Projects
Metropolitan Council / Minneapolis- St. Paul Urbanized Area	Physical and Operational Roadway Characteristics	Congestion Within Project Area, Level of Adjacent Congestion, or Principal Intersection Conversion Study Priorities	- -	6.7
		Current Daily Person Throughput	9.2	9.2
		Forecast 2040 Average Daily Traffic Volume	5.4	5.4
		Date of Construction	4.2	3.3
		Geometric, Structural, or Infrastructure Deficiencies	10.4	- -
		Vehicle Delay Reduction	4.2	8.3
		Crash Reduction	19.4	16.6
		Pedestrian Crash Reduction	3.9	4.2
		Subtotal	56.7	53.7
	Desired Outcomes	Connections to Total Jobs and Manufacturing/Distribution. Jobs	5.4	4.2
		Regional Truck Corridor Study Tiers	3.3	6.7
		Engagement	2.5	2.5
		Equity Population Benefits and Impacts	3.3	3.3
		Affordable Housing Access	2.5	2.5
		Emissions Reduction	2.5	4.2
		Transit, Bicycle, or Pedestrian Project Elements and Connections	9.2	8.3
	Subtotal	31.4	31.7	
	Other	Risk Assessment	6.3	6.3
		Cost Effectiveness	8.3	8.3
		Subtotal	14.6	14.6
		Total	100.0	100.0

Table 1 (continued)

MPO / Urbanized Area	Criteria Category	Criteria	Criteria Weighting (Percent of Total Points)	
			Resurfacing / Reconditioning / Reconstruction- Type Projects	Capacity Expansion-Type Projects
Des Moines Area MPO / Des Moines Urbanized Area	Physical and Operational Roadway Characteristics	Project Addresses Pavement Condition	10.0	10.0
		Project is on a Corridor with Existing Congestion	10.0	10.0
		Project on a Roadway with High Traffic Volumes	10.0	10.0
		Project is Located in a High-Crash Corridor and Incorporates Traffic Calming and Proven Counter Measures	15.0	15.0
		Subtotal	45.0	45.0
	Desired Outcomes	Project is Partially or Entirely Located Within an Environmental Justice Area	10.0	10.0
		Project is Located on an Existing or Planned Transit Route	5.0	5.0
		Project Includes Addition to or Improvement of Bicycle Network	5.0	5.0
		Project Improves Pedestrian Access and Facilities	10.0	10.0
		Project Increases Number of Street Tree Plantings	5.0	5.0
		Project Uses Permeable Paving, Vegetation, or Other Green Streets Techniques to Manage 1.25 in. of Average Rainfall	5.0	5.0
		Project is Located in an Area with Multimodal Access to Jobs, Food, Medical Facilities, and Parks	5.0	5.0
		Project is Located Near a School	5.0	5.0
		Project Includes Digital Infrastructure Elements that Serve a Transportation or Mobility- Related Purpose	5.0	5.0
		Subtotal	55.0	55.0
Total		100.0	100.0	

Table 1 (continued)

MPO / Urbanized Area	Criteria Category	Criteria	Criteria Weighting (Percent of Total Points)	
			Resurfacing / Reconditioning / Reconstruction- Type Projects	Capacity Expansion-Type Projects
Ohio-Kentucky- Indiana Regional Council of Governments (OKI) / Cincinnati Urbanized Area	Physical and Operational Roadway Characteristics	Safety	4.5	4.6
		Impact on Safety	4.5	4.5
		Average Daily Traffic	4.5	4.5
		Travel Time	4.6	4.6
		Impact on Travel Time	4.6	4.6
		Freight Volumes	4.5	4.5
		Existing Conditions	4.6	4.6
		Subtotal	31.8	31.8
	Desired Outcomes	Complete Streets	4.6	4.6
		Air Quality Cost Effectiveness	4.6	4.6
		Intermodal Connections	4.6	4.6
		Replacement/Expansion	4.6	4.6
		Environmental Justice	9.1	9.1
		Economic Vitality: Existing Employment	4.5	4.5
		Economic Vitality: Investment Bonus / Employment Bonus	4.5	4.5
		Strategic Regional Policy Plan	4.5	4.5
		Local Planning	4.5	4.5
		Subtotal	45.5	45.5
	Other	Status of Project	4.5	4.5
		Local Share	9.1	9.1
		Technology	9.1	9.1
Applicant's History of Project Delivery		-9.1 – 0.0 ^c	-9.1 – 0.0 ^c	
Subtotal		22.7	22.7	
Total		100.0	100.0	

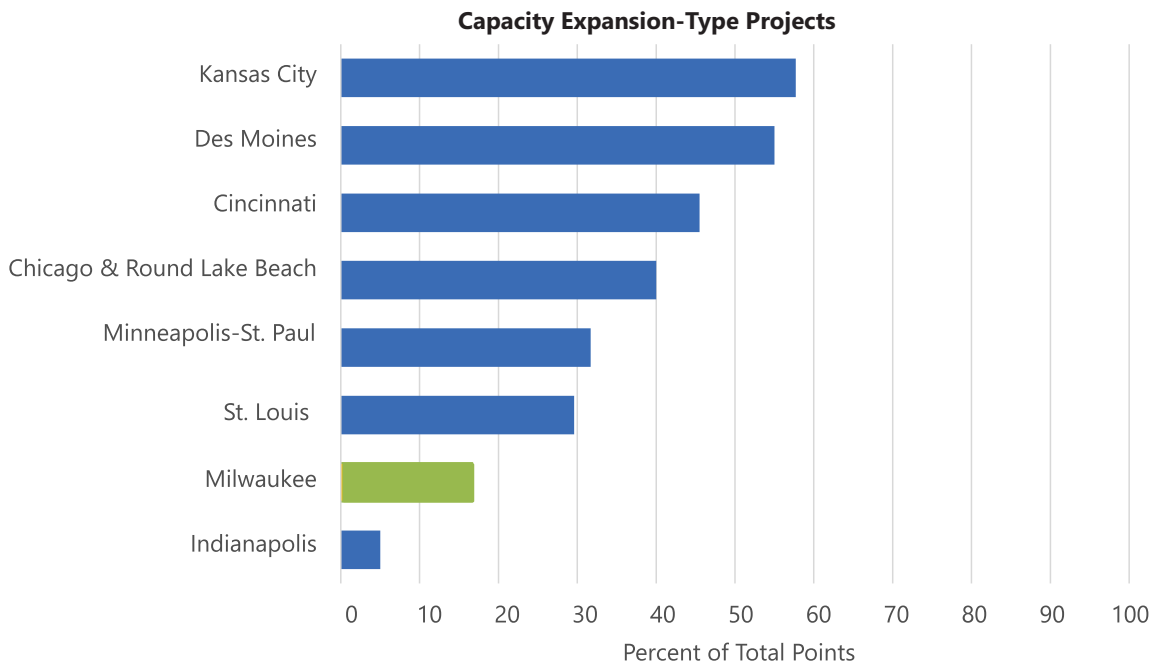
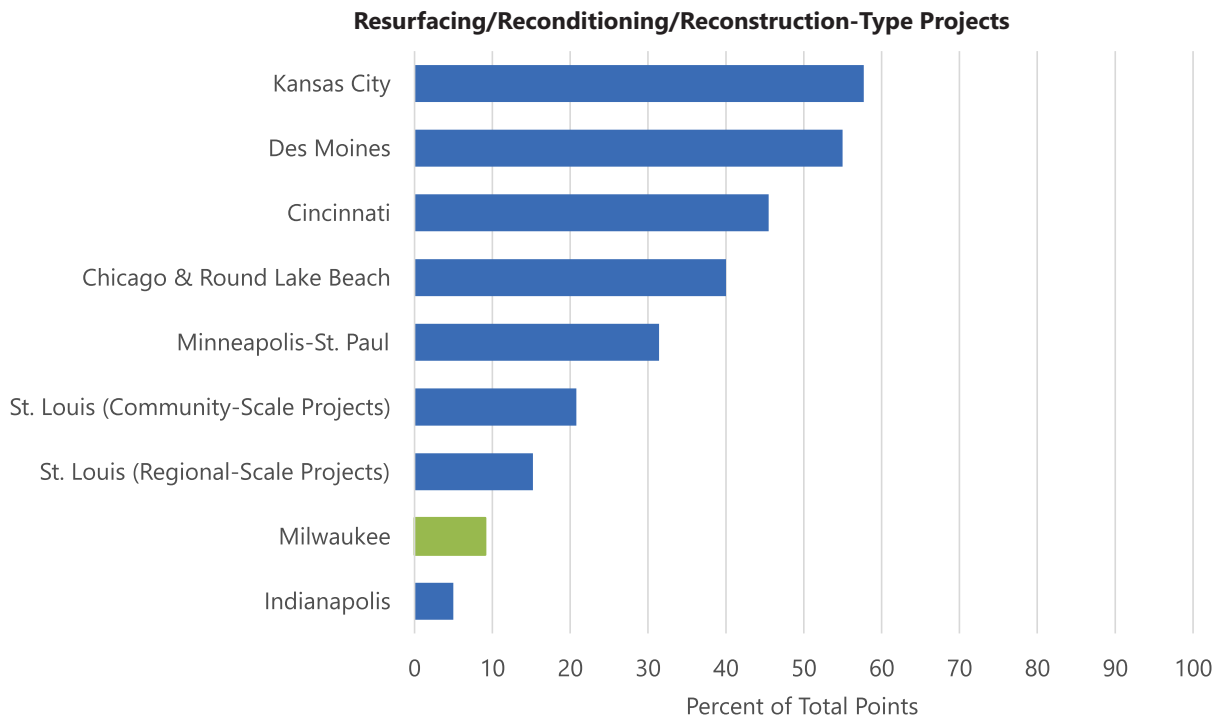
^a Smaller, community-scale projects have a weighting of 52 percent. Larger, regional-scale projects have a weighting of 58 percent.

^b Larger, regional-scale projects have a weighting of 4 percent. Smaller, community-scale projects have a weighting of 10 percent.

^c Points can be deducted if a project sponsor has delayed or cancelled projects previously awarded Surface Transportation Block Grant (STBG) funding.

Source: SEWRPC

Figure 1
Percentage of Points Received by Candidate STP Projects With
Criteria Related to a Desired Outcome for Various Urbanized Areas



Attachment A

Summary of Criteria Utilized to Evaluate and Prioritize Projects for STP Funding to Urbanized Areas of Similar Size or in Proximity to the Milwaukee Urbanized Area

Chicago Urbanized Area

Resurfacing/Reconditioning/Reconstruction/Capacity Expansion Projects		
Criteria	Maximum Points	Criteria Description
Engineering / Land Acquisition	10	Up to five points are awarded for demonstration of substantial completion of phase two (design) engineering and up to five points are awarded for the completion of, or lack of need for, land acquisition.
Financial Commitments	5	Up to five points are awarded based on demonstrated leveraging of other funding sources. Points are awarded based on the amount of funding requested from the shared fund (STP) as a percent of the federally-eligible share of the total project cost.
Current Condition / Need	20	<p><u>Resurfacing/Reconditioning/Reconstruction Projects</u> Up to 20 points are awarded based on a need score calculated based on weighted information about pavement condition (50%), mobility (10%), reliability (20%), and safety (20%).</p> <p><u>Capacity Expansion Projects</u> Up to 20 points are awarded based on a need score calculated based on weighted information about pavement condition (15%), mobility (30%), reliability (30%), and safety (25%).</p>
Improvement	20	<p><u>Resurfacing/Reconditioning/Reconstruction Projects</u> Up to 10 points are awarded for improvements in condition, calculated by subtracting the raw condition score from 100, and then scaling to 10, and up to 10 points are awarded if the project has, or helps implement, various Transportation System Management (TSM), incident response, or incident recovery elements.</p> <p><u>Capacity Projects</u> Up to 10 points are awarded for improvements in mobility, calculated by subtracting the mobility score from 100, and then scaling to 10, and up to 10 points are awarded if the project has, or helps implement, various Transportation System Management (TSM), incident response, or incident recovery elements.</p>
Jobs / Housing Benefit	10	Up to 10 points are awarded for the number of jobs and households within the project's travel shed, as calculated by CMAP's regional travel model, indexed against the other submitted projects.
Inclusive Growth	15	Up to 15 points are awarded based on the percent of travelers using a facility that are people of color below the poverty line.
Complete Streets	5	Two points are awarded if the local jurisdiction in which the project is located has an adopted complete streets policy. Up to three points are awarded if the project includes one or more complete streets elements (e.g., sidewalks, bike lanes, curb bump outs, etc.).
Resilience	5	One point is awarded if the local jurisdiction in which the project is located has an adopted policy with a goal of increasing transportation resilience (i.e., ability to function in response to flooding, natural disasters, or other hazards). Up to four points are awarded if the project contains specific elements designed to address climate vulnerability (e.g., flooding, extreme heat, etc.) and/or uses green infrastructure.
Freight Movement	5	Three points are awarded if the project is located on a regional freight network (e.g., National Highway Freight Network, designated truck route, etc.). Up to two points are awarded if the project sponsor or local jurisdiction has identified the project in a freight mobility plan or has adopted certain freight policies (e.g., online truck permitting program, truck routing study, systematic review of truck restrictions, etc.).
Subregional Priority	5	The CMAP region consists of 11 subregional councils of majors and the City of Chicago. Up to five points are awarded to the five highest priority projects in each subregion.

Source: STP Shared Fund FFY 2024-2028 Program Application Booklet, *Chicago Metropolitan Agency for Planning, January 17, 2023*

Attachment A (continued)

St. Louis Urbanized Area

Resurfacing/Reconditioning/Reconstruction Projects		
Criteria	Maximum Points	Measure Description
Road Condition	60	Up to 60 points are awarded based on the existing pavement condition assessed using the Pavement Surface Evaluation and Rating (PASER) Guide.
Significance	5 or 12	<p><u>Project Within Community^a</u> Up to five points are awarded based on the functional classification of the road.</p> <p><u>Project Outside Community^a</u> Up to 12 points are awarded based on the functional classification of the road.</p>
Multimodal Accommodation	12 or 5	<p><u>Project Within Community^a</u> Up to 12 points are awarded for incorporating bicycle, pedestrian, transit-access, and multimodal safety improvement elements.</p> <p><u>Project Outside Community^a</u> Up to five points are awarded for incorporating bicycle, pedestrian, transit-access, and multimodal safety improvement elements.</p>
Addressing Social Equity	4	Up to four points are awarded if a project is located in, or partially in, environmental justice (EJ) areas with high concentrations of low-income or minority populations, or if a project is located in, or partially in, EJ areas with high concentrations of zero-vehicle households, elderly persons, or persons with a disability and the project addresses pedestrian, bicycle, or transit-supportive infrastructure.
Safety Countermeasures	8	Up to eight points are awarded based on a comparative analysis of all projects' fatality or serious injury crash rates and total crash rates. Points are only awarded if the project includes a safety countermeasure.
Improved Facility Efficiency	1	One point is awarded if the project includes management & operations (M&O) strategies (e.g., traffic operations improvements, Intelligent Transportation System (ITS) technologies, etc.)
Access to Jobs	4	Up to four points are awarded based on employment density in the project area, using the <i>OnTheMap</i> tool.
Regional Freight Significance	5	Three points are awarded if the project improves freight movement using commercial vehicle countermeasures that improve freight efficiency, security, or safety. An additional 2 points are awarded if the project improves access to a key industrial site area, intermodal freight facility, or other freight-centric land use.
Impact to the Environment	1	One point is awarded if the project includes green infrastructure elements that help address storm water management, the urban heat island effect, public health, and air quality.
Cost	20	Up to 20 points are awarded based on the amount of Federal funds requested compared to the total Federal funds available (i.e., projects requesting fewer Federal funds are awarded more points).
Usage	5	Up to five points are awarded based on the project's calculated Person Miles of Travel

Attachment A (continued)

St. Louis Urbanized Area (continued)

Capacity Expansion Projects		
Criteria	Maximum Points	Measure Description
Road Condition or ITS Condition	5	Up to five points are awarded based on the existing pavement condition assessed using the Pavement Surface Evaluation and Rating (PASER) Guide, or five points are awarded if existing ITS components will be preserved, repaired, improved, or upgraded.
Multimodal Accommodation	10	Up to 10 points are awarded based on bicycle and pedestrian facility improvement elements, multimodal connectivity elements, and bicycle and pedestrian safety elements included in the project.
Addressing Social Equity	4	Up to four points are awarded if a project is located in, or partially in, environmental justice (EJ) areas with high concentrations of low-income or minority populations, or if a project is located in, or partially in, EJ areas with high concentrations of zero-vehicle households, elderly persons, or persons with a disability and the project addresses pedestrian, bicycle, or transit-supportive infrastructure.
Safety Countermeasures	8	Up to eight points are awarded based on a comparative analysis of all projects' fatality or serious injury crash rates and total crash rates. Points are only awarded if the project includes a safety countermeasure.
Improved Mobility and Congestion	50	Up to 50 points are awarded based on the reduction in total travel time during peak hour. Change in travel time is derived from the project length, peak hour volume, and speed before and after improvements.
Access to Jobs	5	Up to five points are awarded based on employment density in the project area, using the <i>OnTheMap</i> tool.
Regional Freight Significance	8	Three points are awarded if the project improves freight movement using commercial vehicle countermeasures that improve freight efficiency, security, or safety. An additional two points are awarded if the project improves access to a key industrial site area, intermodal freight facility, or other freight-centric land use. An additional three points are awarded if the project is on an Interstate or expressway, or if the project is on a principal or minor arterial roadway and is within 0.5 mile of an Interstate interchange.
Impact to the Environment	10	One point is awarded if the project includes green infrastructure elements that help address storm water management, the urban heat island effect, public health, and air quality. Up to an additional 9 points are awarded based on the estimated emissions reduction of the precursors of ground-level ozone (volatile organic compounds and nitrogen oxides).
Cost	20	Up to 20 points are awarded based on the amount of Federal funds requested compared to the total Federal funds available (i.e., projects requesting fewer Federal funds are awarded more points).
Usage	5	Up to five points are awarded based on the project's calculated Person Miles of Travel (PMT)

^a Projects are assigned a geographic scale based on the project's population and employment index (PEI). Projects that are "within community" emphasize safe, multimodal connections and access to community resources. Projects that are "outside community" emphasize mobility to ensure the region is well connected.

Source: Scoring Criteria Guide, Surface Transportation Block Grant Program, East-West Gateway Council of Governments, November 2022.

Attachment A (continued)

Kansas City Urbanized Area

All Projects		
Criteria	Maximum Points	Measure Description
Supports the Regional Freight Network	5	Up to five points are awarded based on the project's location on designated freight corridor, average daily truck traffic, and connections to warehousing sites, manufacturers, intermodal facilities, Foreign Trade Zones, areas served by two or more freight modes, and areas within a mile of a significant freight corridor.
Serves Regional Activity & Employment Centers	10	Up to 10 points are awarded based on the intensity and walkability of activity and employment centers served by the project.
Interjurisdictional Planning	4	One point is awarded for each of the following: 1) project identified in a local land use, comprehensive, or site plan; 2) project implements a multi-agency plan; 3) project advances unique local goals and objectives; and 4) project is consistent with larger plans and/or applicable regional standards.
Relationship to Sustainable Code Framework	6	Up to six points are awarded if the project achieves 40% of the concepts within identified principles.
Public Participation	5	Up to five points are awarded based on the project's level of public participation.
Environmental Justice (EJ)	5	Project is awarded five points if the project is in an EJ tract, and the applicant clearly explains how the project improves access for that area. Project is awarded three points if the project is not in an EJ tract, but the applicant clearly explains how the project improves access for an EJ tract.
Facilitation of Other Modes	10	Points are awarded for improvements to Level of Service (LOS) of other modes (pedestrian, bicycle, transit): 10 points for all three modes, five points for two modes, and two points for one mode.
Crash Severity	7	Up to seven points are awarded based on roadway's total number of crashes, fatal crashes, injury crashes, property damage only crashes, severity ratio, and project severity ratio
Five-Year Crash Rate	5	Up to five points are awarded based on roadway's crash rate
Data Driven Analysis & Countermeasures	8	Up to five points are awarded based on the project's level of safety analysis and explanation of safety countermeasures. Up to three points are awarded based on the number of safety countermeasures implemented.
Useful Life	10	Ten points are awarded if the roadway is more than 25 years old or the project includes replacement or rehabilitation of a bridge with a sufficiency rating of 70 or less. Seven points are awarded if the roadway is 20-24 years old. Four points are awarded if the roadway is 15-19 years old.
Congestion Management & System Efficiency	6	Three points are awarded if the project is on a congested CMS segment or one point is awarded if the project is on the CMS network; and/or up to six points are awarded for each CMS Toolbox strategy that is deployed.
Reduces Ozone Precursor Emissions	5	One point is awarded for each project strategy: reduces urban heat island effect through materials or landscaping; decreased energy/fuel use; alternative fuel use; multi-modal/increased bike/ped access; traffic flow/congestion mitigation.
Environmental Lands	10	Up to 10 points are awarded based on the applicant's documentation of environmental lands protection/restoration.
MetroGreen^a Implementation	10	Ten points are awarded if the applicant clearly explains how the project implements MetroGreen. Five points are awarded if applicant clearly explains how the project enhances connectivity to MetroGreen.
Energy Use and Climate Change	5	Three points are awarded if the project reduces vehicle miles traveled (VMT) by increasing access to multimodal transportation options (connecting trails, park and rides, transit). Two points are awarded if the project reduces carbon-based fuel usage through alternative fuels, renewable energy, or landscaping/right-of-way management.
Project Readiness, ROW	5	One point is awarded if the project is included in a local capital improvement program (CIP). One point is awarded if conceptual plans are up to 35% complete. One point is awarded if preliminary/final plans are more than 35% complete. Two points are awarded if all right-of-way (ROW) has been acquired (or no ROW is required).

Attachment A (continued)

Kansas City Urbanized Area (continued)

Capacity Expansion Projects		
Criteria	Maximum Points	Measure Description
Level of Service (LOS)	6	Up to three points are awarded based on the roadway's current LOS. Up to three points are awarded based on the roadway's future LOS.
Average Annual Daily Traffic per Lane (AADT/Lane)	8	Up to four points are awarded based on the roadway's current AADT/Lane. Up to four points are awarded based on the roadway's future AADT/Lane.

Transportation Operations and Management (Including Resurfacing, Reconditioning, and Reconstruction) Projects		
Criteria	Maximum Points	Measure Description
Corridor/Access Management	4	Four points are awarded if the project implements a corridor/access management plan.
Average Annual Daily Traffic per Lane (AADT/Lane)	10	Up to five points are awarded based on the roadway's current AADT/Lane. Up to five points are awarded based on the roadway's future AADT/Lane.

^a MetroGreen is a regional greenway initiative for the Kansas City metropolitan area.

Source: Call for Projects: Kansas City Metropolitan Region Federal Fiscal Years 2025-2026 Kansas & Missouri Surface Transportation Block Grant Program (STP) Funds, *Mid-America Regional Council*.

Attachment A (continued)

Indianapolis Urbanized Area

Resurfacing / Reconditioning / Reconstruction Projects		
Criterion	Maximum Points	Measure Description
Federal Functional Classification	15	Up to 15 points are awarded based on the roadway's existing Federal functional classification.
Existing Pavement Condition	40	Up to 40 points are awarded based on the roadway's existing pavement condition assessed by the Pavement Condition Index (PCI) or Pavement Surface Evaluation and Rating (PASER) Guide.
Project is Located on a Freight Network	5	Up to 5 points are awarded if the project is located on a freight network as designated by the <i>Central Indiana Regional Freight Plan</i> .
Existing Traffic Volumes (ADT)	40	Up to 40 points are awarded based on the roadway's existing traffic volumes (ADT).

Capacity Expansion Projects		
Criterion	Maximum Points	Measure Description
Federal Functional Classification	15	Up to 15 points are awarded based on the roadway's functional classification.
Existing Operations	20	Up to 20 points are awarded based on the roadway's existing Level of Service (LOS)
Existing Average Daily Traffic Volumes	25	Up to 25 points are awarded based on the roadway's existing average daily traffic volume.
Priority Time Period	25	Up to 25 points are awarded based on the project's Priority Time Period identified in the <i>2050 Metropolitan Transportation Plan</i> .
Application is the Next Phase of an IMPO Committed/Funded Added-Capacity Project	10	10 points are awarded if the project is the next phase of an IMPO committed/funded added-capacity project.
Project is Located on a Freight Network	5	Up to 5 points are awarded if the project is located on a freight network as designated by the <i>Central Indiana Regional Freight Plan</i> .

New Roadway Construction Projects		
Criterion	Maximum Points	Measure Description
Projected Average Daily Traffic Volumes	30	Up to 30 points are awarded based on the new roadway's projected average daily traffic volume.
Priority Time Period	25	Up to 25 points are awarded based on the project's Priority Time Period identified in the <i>2050 Metropolitan Transportation Plan</i> .
Proposed Federal Functional Classification	25	Up to 15 points are awarded based on the new roadway's proposed Federal functional classification.
Corridor Connectivity	15	Up to 15 points are awarded based on how the new roadway fills in gaps between existing principal arterials, minor arterials, and major collectors.
Project is Located on a Freight Network	5	Up to 5 points are awarded if the project is located on a freight network as designated by the <i>Central Indiana Regional Freight Plan</i> .

Source: TIP Project Selection Criteria, *Indianapolis Metropolitan Planning Organization, Adopted 2018 – Revised 2022.*

Attachment A (continued)

Minneapolis-St. Paul Urbanized Area

Resurfacing / Reconditioning / Reconstruction Projects		
Criteria	Maximum Points	Measure Description
Connection to Total Jobs, Manufacturing Distribution Jobs, and Students	65	Up to 65 points are awarded based on the existing total employment, existing manufacturing/distribution-related employment, and existing post-secondary students located within one mile of the project.
Regional Truck Corridor Study Tiers	40	Up to 40 points are awarded based on the project being located along a Tier 1, Tier 2, or Tier 3 truck corridor, as defined by the <i>Regional Truck Corridor Study</i> .
Current Daily Person Throughput	110	Up to 110 points are awarded based on the project's existing daily person throughput, calculated using average annual daily traffic volume and average annual daily transit ridership.
Forecast 2040 Average Daily Traffic Volume	65	Up to 65 points are awarded based on the project's forecast 2040 average daily traffic volume.
Engagement	30	Up to 30 points are awarded based on a qualitative assessment of the project's active engagement with Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing.
Equity Population Benefits and Impacts	40	Up to 40 points are awarded based on a qualitative assessment of the project's benefits and negative impacts to Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing.
Affordable Housing Access	30	Up to 30 points are awarded based on a qualitative assessment of the benefits to current and future affordable housing residents within 0.5 mile of the project.
Equity and Affordable Housing - Bonus Points	25	If the project is awarded at least 80 percent of the available Equity and Affordable Housing points, the project is awarded up to 25 bonus points based on the project's geographic location (e.g., within an Area of Concentrated Poverty, within census tracts above the regional average for population in poverty or population of color, or other areas).
Date of Construction	50	Up to 50 points are awarded based on the age of the roadway.
Geometric, Structural, or Infrastructure Deficiencies	125	Up to 125 points are awarded based on type/number of geometric, structural, or infrastructure deficiencies that will be improved as part of the project (e.g., freight movement accommodations, clear zones or sight lines, roadway geometrics, access management, vertical/horizontal alignment, stormwater mitigation, etc.).
Vehicle Delay Reduced	50	Up to 50 points are awarded based on peak hour vehicle delay reduced by the project.
Kilograms of Emissions Reduced	30	Up to 30 points are awarded based on the kilograms of emissions (carbon monoxide, nitrogen oxides, and volatile organic compounds) reduced.
Pedestrian Crash Reduction (Proactive)	47	Up to 47 points are awarded based on project-based pedestrian safety enhancements and risk elements, existing location-based pedestrian risk factors, and existing location-based pedestrian safety exposure factors.
Transit, Bicycle, or Pedestrian Project Elements and Connections	110	Up to 110 points are awarded based on a qualitative assessment of how the project positively affects the multimodal system (e.g., transit, bicycle, and pedestrian transportation modes).
Risk Assessment Form	75	Up to 75 points are awarded based on the assessed risk of the project being withdrawn at a later date. Risk assessment takes into consideration the status of public involvement, status of the project layout (e.g., proposed geometries and existing and proposed right-of-way boundaries), presence of Section 106 historic resources, status of right-of-way easements/acquisition, and status of railroad involvement.
Cost Effectiveness	100	Up to 100 points are awarded based on the total points awarded for the other measures (i.e., the project's "benefits") divided by the project's cost.

Attachment A (continued)

Minneapolis-St. Paul Urbanized Area (continued)

Capacity Expansion Projects		
Criteria	Maximum Points	Measure Description
Congestion Within Project Area	80	Up to 80 points are awarded based on free-flow and peak hour travel speeds, free-flow and peak hour travel speeds along adjacent parallel routes, and/or reduction in travel delay at high-, medium-, and low-priority intersections.
Connection to Total Jobs, Manufacturing Distribution Jobs, and Students	65	Up to 65 points are awarded based on the existing total employment, existing manufacturing/distribution-related employment, and existing post-secondary students located within one mile of the project.
Regional Truck Corridor Study Tiers	40	Up to 40 points are awarded based on the project being located along a Tier 1, Tier 2, or Tier 3 truck corridor, as defined by the <i>Regional Truck Corridor Study</i> .
Current Daily Person Throughput	110	Up to 110 points are awarded based on the project's existing daily person throughput, calculated using average annual daily traffic volume and average annual daily transit ridership.
Forecast 2040 Average Daily Traffic Volume	65	Up to 65 points are awarded based on the project's forecast 2040 average daily traffic volume.
Engagement	30	Up to 30 points are awarded based on a qualitative assessment of the project's active engagement with Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing.
Equity Population Benefits and Impacts	40	Up to 40 points are awarded based on a qualitative assessment of the project's benefits and negative impacts to Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing.
Affordable Housing Access	30	Up to 30 points are awarded based on a qualitative assessment of the benefits to current and future affordable housing residents within 0.5 mile of the project.
Bonus Points	25	If the project is awarded at least 80 percent of the available Equity and Affordable Housing points, the project is awarded up to 25 bonus points based on the project's geographic location (e.g., within an Area of Concentrated Poverty, within census tracts above the regional average for population in poverty or population of color, or other areas).
Date of Construction	40	Up to 40 points are awarded based on the age of the roadway.
Vehicle Delay Reduced	100	Up to 100 points are awarded based on peak hour vehicle delay reduced by the project.
Kilograms of Emissions Reduced	50	Up to 50 points are awarded based on the kilograms of emissions (carbon monoxide, nitrogen oxides, and volatile organic compounds) reduced.
Crashes Reduced	200	<u>Projects Not Including Railroad Grade-Separation Elements</u> Up to 250 points are awarded based on the project's monetized safety benefit. <u>Projects Including Railroad Grade-Separation Elements</u> Up to 250 points are awarded based on crash risk exposure eliminated due to the project.
Pedestrian Crash Reduction (Proactive)	50	Up to 50 points are awarded based on project-based pedestrian safety enhancements and risk elements, existing location-based pedestrian risk factors, and existing location-based pedestrian safety exposure factors.
Transit, Bicycle, or Pedestrian Project Elements and Connections	100	Up to 100 points are awarded based on a qualitative assessment of how the project positively affects the multimodal system (e.g., transit, bicycle, and pedestrian transportation modes).
Risk Assessment Form	75	Up to 75 points are awarded based on the assessed risk of the project being withdrawn at a later date. Risk assessment takes into consideration the status of public involvement, status of the project layout (e.g., proposed geometries and existing and proposed right-of-way boundaries), presence of Section 106 historic resources, status of right-of-way easements/acquisition, and status of railroad involvement.
Cost Effectiveness	100	Up to 100 points are awarded based on the total points awarded for the other measures (i.e., the project's "benefits") divided by the project's cost.

Source: Roadway Reconstruction/Modernization Prioritizing Criteria and Measures and Strategic Capacity (Roadway Expansion) Prioritizing Criteria and Measures, Metropolitan Council, May 8, 2023.

Attachment A (continued)

Cincinnati Urbanized Area

Resurfacing / Reconditioning / Reconstruction and Capacity Expansion Projects		
Factor	Maximum Points	Measure Description
Safety	5	Up to five points are awarded based on the cost of excessive expected crashes in dollars per mile.
Impact on Safety	5	Up to five points are awarded based on the estimated crash reduction factor and improvement type.
Average Daily Traffic (ADT)	5	Up to five points are awarded based on the existing traffic volumes in the project area.
Travel Time	5	Up to five points are awarded based on the Level of Travel Time Reliability (LOTTR).
Impact on Travel Time	5	Up to five points are awarded based on how the project alleviates the current level of congestion.
Freight Volumes	5	Up to five points are awarded based on the percentage of truck traffic in the project area.
Existing Conditions	5	Up to five points are awarded based on the roadway pavement condition as measured by the International Roughness Index (IRI).
Complete Streets	5	Up to five points are awarded based on the project advancing the concept of complete streets as defined in the adopted OKI Complete Streets Policy. One point is awarded for each transportation mode improved or added as part of the project.
Status of Project	5	Up to five points are awarded based on how close the project is to the construction phase (i.e., the status of right-of-way acquisition and preliminary engineering are considered).
Local Share	10	Up to 10 points are awarded based on how much the local sponsor exceeds the standard 20 percent local match for OKI-allocated funds.
Air Quality Cost Effectiveness	5	Up to five points are awarded if a project contributes to a reduction in vehicle miles of travel (VMT), vehicle hours of travel (VHT), or results in cleaner vehicle emissions. Project element scoring values are summarized in an Air Quality Cost-Effectiveness Table that is based on a FHWA/EPA study of nationwide CMAQ projects.
Intermodal Connections	5	Up to five points are awarded to projects that involve new interactions or direct connections between transportation modes.
Replacement / Expansion	5	Up to five points are awarded based on the project's percentage of replacement compared to its percentage of expansion.
Technology	10	Up to 10 points are awarded based on the project's implementation of new technologies, automation, advanced materials, etc.
Applicant History of Project Delivery	-10	Up to 10 points are deducted if the applicant has delayed or cancelled projects in the past.
Environmental Justice	10	Up to 10 points are awarded based on a qualitative assessment of the project's overall net positive and negative impacts on minority populations, low-income populations, zero-car households, elderly persons, and persons with disabilities.
Economic Vitality: Existing Employment Within 0.5 Mile	5	Up to five points are awarded based on the number of existing jobs within 0.5 mile of the project area.
Economic Vitality: Investment Bonus / Employment Bonus	5	Up to five bonus points are awarded for documented permanent job creation and/or real or capital investment within the transportation project area.
Strategic Regional Policy Plan	5	Up to five points are awarded based on the project's ability to help implement the policies of OKI's <i>How Do We Grow From Here</i> Strategic Regional Policy Plan.
Local Planning	5	Up to five points are awarded based on the project's ability to help implement the Strategic Regional Policy Plan through effective local comprehensive planning.

Source: OKI-Allocated Federal Funds: Project Application Guidance for 2023 Project Prioritization Process, *Ohio-Kentucky-Indiana Regional Council of Governments*, March 2023.

Attachment A (continued)

Des Moines Urbanized Area

Application Category	Base Score	Base Score Description
System Capacity	15	A base score is awarded based on the project's application category. If the project increases the number of travel lanes, the project is automatically classified as a System Capacity application.
Major Reconstruction / Replacement	45	
System Optimization	30	

Resurfacing / Reconditioning / Reconstruction and Capacity Expansion Projects		
Criteria	Maximum Points	Performance Measure (PM) Description
Pavement Condition	10	Up to 10 points are awarded based on the roadway's existing pavement condition (excellent or good, fair, poor or very poor) as indicated on the MPO's pavement condition map.
Corridor with Existing Congestion	10	Up to 10 points are awarded based on the roadway's existing congestion score as indicated on the MPO's congestion score map.
Environmental Justice Area	10	Up to 10 points are awarded if any part of the project is located in an Environmental Justice Area, as indicated on the MPO's Environmental Justice Area map, and if the project scores points on one of four specific criteria.
Roadway with High Traffic Volumes	10	Up to 10 points are awarded based on the roadway's existing average annual daily traffic, and if the project scores points on one of four specific criteria.
Digital Infrastructure Elements	5	Five points are awarded if the project includes digital infrastructure elements that serves a transportation or mobility-related function.
Existing or Planned Transit Route	5	Five points are awarded if the project is located on an existing or planned transit route, and if the project scores points on one of four specific criteria.
Addition to or Improvement of the Bicycle Network	5	Five points are awarded if the project includes a dedicated bicycle facility (shared-use path, bike lane, protected/buffered bike lane). 2 points are awarded if the project includes a shared bicycle facility (sharrows, bike route).
Pedestrian Access and Facilities	10	Up to 10 points are awarded based on the project's pedestrian access and facility improvements (e.g. travel lane is 11 ft. or less, posted speed limit is 35 mph or less, sidewalk width is greater than 5 ft., project includes a crosswalk, project includes pedestrian signals, etc.).
Increases the Number of Street Tree Plantings	5	Five points are awarded if the project increases the number of street tree plantings.
Using Permeable Paving, Vegetation, or Other Green Streets Techniques	5	Five points are awarded if the project is using permeable paving, vegetation, or other green streets techniques to manage 1.25 inches of the average rainfall.
High-Crash Corridor and Incorporates Traffic Calming and Proven Counter Measures	15	Up to 15 points are awarded if the project is adjacent to Crashes with Major Injuries, Crashes Involving a Fatality, or Crashes with Both Major Injury and Fatalities, as indicated on the MPO's crash location map, and if the project scores points on questions pertaining to roadway's posted speed limit and the project's use of traffic calming measures.
Multimodal Access to Necessities (Jobs, Food, Medical Facilities, and Parks)	5	Five points are awarded if any part of the project is located in the multimodal access area, as indicated on the MPO's multimodal access map, and if the project scores points on one of three specific criteria.
Within 0.5 Mile Radius of a School	5	Five points are awarded if any part of the project is located in the 0.5 mile buffer of a school, as indicated on the MPO's school map, and if the project scores points on one of three specific criteria.

Note: The Des Moines Area MPO strives to fund projects based on the following categories: roadway projects (30%); bridge repair/replacement (20%); major reconstruction/replacement (25%); system optimization (15%), and transit (10%).

Source: Surface Transportation Block Grant Program Funding Guidelines for Federal Fiscal Year 2027, Des Moines Area MPO, December 2022.