

STP-U Program Project Prioritization Criteria

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - Economic Development: This criterion attempts to reflect the positive impact a transportation project may have on the economic vitality of the area.
 - 6 Points: The project would have a high, positive impact on economic activity.
 - 4 Points: The project would have a moderate, positive impact on economic activity.
 - 2 Points: The project would have a low positive impact on economic activity.
 - 0 Points: The project would have no positive or would have a negative impact on economic activity.
- Increase the safety of the transportation system for motorized and non-motorized users.
 - Safety: This criterion is based on an assessment of existing safety problems and the extent to which the proposed project will reduce such problems. Crash statistics and standards should be used when considering roadway and bicycle/pedestrian projects, while safety aspects of passengers and employees should be considered for transit projects.
 - 6 Points: The project would have a high positive impact on safety (i.e. reduction in crashes).
 - 4 Points: The project would have a moderate positive impact on safety.
 - 2 Points: The project would have a low positive impact on safety.
 - 0 Points: The project would have no impact on safety.
- Increase the security of the transportation system for motorized and non-motorized users.
 - Security: This criterion is based on an assessment of existing security problems and the extent to which the proposed project will reduce such problems. Security aspects of projects may include, but not be limited to, traffic cameras, pedestrian-scale lighting, access control, or IT infrastructure for emergency response.
 - 6 Points: The project would have a high positive impact on security.
 - 4 Points: The project would have a moderate positive impact on security.
 - 2 Points: The project would have a low positive impact on security.
 - 0 Points: The project would have no impact on security.
- Increase the accessibility and mobility options available to people and to freight.
 - Congestion relief: This criterion is based on an assessment of existing congestion problems and the impact a proposed project may have in reducing such problems.
 - 6 Points: The project would have a high positive impact on reducing congestion. Examples include projects that construct a new or reconstruct an existing facility to add accommodations for all users (i.e. a new arterial road that has bike lanes, sidewalks,

and transit pull-outs); high-occupancy vehicle lanes, or improvements to traffic operations systems.

4 Points: The project would have a moderate positive impact on reducing congestion. Examples include projects that would provide auxiliary lanes, left-turn bays, or park-and-ride lots; fill gaps in the sidewalk system; add bicycle and/or transit accommodations within the project right-of-way.

2 Points: The project would have a low positive impact on reducing congestion. Examples include projects that address congestion through operations rather than through added capacity.

0 Points: The project would have little to no positive impact on reducing congestion.

- Mobility and accessibility options: This criterion rewards projects that improve the mobility and accessibility of users within the transportation system through improved connections and design. Projects that fill critical gaps in the system, remove barriers, or improve the geometrics of intersections to accommodate vehicle turning movements would receive points under this criterion.

6 Points: The project would complete critical connections, remove barriers, provide intersection improvements, or enhance the grid system for all modes.

4 Points: The project would complete critical connections, remove barriers, provide intersection improvements, or enhance the grid system for at least two modes.

2 Points: The project would complete critical connections, remove barriers, provide intersection improvements, or enhance the grid system for motor vehicles only.

0 Points: The project would have no positive impact on improving mobility and accessibility.

-6 Points: The project would create a barrier to user movement.

- Promotes implementation of local/regional land use plans: This criterion is an indicator of how well the transportation project promotes the implementation of adopted local and regional land use and transportation plans, and how the project affects the region as a whole.

6 Points: The project implements recommendations of adopted plans and improves the transportation system of the region as a whole.

4 Points: The project helps promote adopted plans and improves the transportation system of more than one municipality.

2 Points: The project is consistent with adopted plans.

0 Points: The project has little to no relationship to adopted plans.

-6 Points: The project is inconsistent with adopted plans.

- Multimodalism: This criterion rewards projects that accommodate more than one mode of travel.

6 Points: The project accommodates more than three modes of travel.

4 Points: The project accommodates only three modes of travel.

2 points: The project accommodates only two modes of travel.

0 Points: The project accommodates only motor vehicles.

➤ Protect and enhance the environment, promote energy conservation, and improve quality of life.

- Impacts on the natural environment: This criterion rewards projects that enhance or have minimal negative impact on, for example, the region's farmland, forestland, bluffs, wetlands, or rivers.

6 Points: The project would enhance the region's natural environment.

4 Points: The project would have no negative impact on the region's natural environment.

2 Points: The project would have some minimal and mitigable negative impact on the region's natural environment.

0 Points: The project would have some minimal and unmitigable negative impact on the region's natural environment.

-6 Points: The project would have significant negative impact on the region's natural environment.

- Energy Conservation: This criterion credits those projects that promote a shift from the single-occupancy vehicle (SOV) to other modes such as transit, pedestrian, and bicycle, or to carpooling.

6 Points: The project would directly reduce SOVs (i.e. high-occupancy vehicle (HOV) lanes, most projects that enhance transit service, bicycle/pedestrian projects that are commuter-oriented).

4 Points: The project would indirectly reduce SOVs.

2 points: The project would have low impact on reducing SOVs.

0 Points: The project would have no impact on reducing SOVs.

-6 Points: The project would encourage SOV travel.

- Social and community effects: This criterion assesses the impact a project has on the social, community, or human environment.

6 Points: The project would enhance neighborhoods or community livability to a high degree.

4 Points: The project would enhance neighborhoods or community livability to a moderate degree.

2 Points: The project would enhance neighborhoods or community livability to a low degree.

0 Points: The project would not enhance neighborhoods or community livability.

-6 Points: The project would divide neighborhoods, reduce livability, and discourage people from walking and biking.

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
 - Intermodal/multimodal connectivity: This criterion credits projects that provide for an interconnection with other modes (transfer points). An intermodal project that provides connections to truck, rail, and barge, for example, would be considered a three-mode transfer point.
 - 6 points: The project provides a transfer point (or points) for three or more modes.
 - 4 Points: The project provides a transfer point (or points) for two modes.
 - 2 Points: The project that provides a transfer point (or points) for one mode.
 - 0 Points: The project that accommodates only one transportation mode.

- Promote efficient system management and operation.
 - Supports efficient land use patterns: This criterion rewards those projects that promote an increase in density (population and/or employment), serve areas of mixed land uses, and reduce auto dependency.
 - 6 Points: The project meets all three criteria (density, mixed use, and auto dependency).
 - 4 Points: The project meets two of the criteria.
 - 2 points: The project meets only one criterion.
 - 0 Points: The project meets none of the criteria.

 - Cost effectiveness: This criterion reflects the degree of use each mode is expected to attain as a result of a candidate project compared to the costs of the project (i.e. number of bus riders attracted per day). Using an estimated cost of the project, a measure of the project's cost-per-user may be calculated to provide a point of comparison among the projects.
 - 6 Points: The project is highly cost effective.
 - 4 Points: The project is moderately cost effective.
 - 2 Points: The project is not very cost effective.
 - 0 Points: The project is not at all cost effective.

- Emphasize the preservation of the existing transportation system.
 - Preserves existing system: This criterion rewards those projects that strive to preserve the existing transportation infrastructure.
 - 6 points: The project preserves the existing system through pavement replacement and rehabilitation. Resurfacing projects that include signage, pavement markings, and crossing improvements for bicyclists and pedestrians shall also receive 6 points.
 - 4 Points: The project preserves the existing system, but may include some new construction to provide connections and continuity.
 - 2 Points: The project preserves some of the existing system, but is dominated by significant changes in alignments, routes, and facilities.

0 Points: The project does not strive to preserve the existing system.

- Transportation corridor preservation: This criterion recognizes the preservation or protection of corridors or other land parcels for future transportation use. Projects that seek to preserve transportation corridors generally include right-of-way acquisition for scenic byways, transit centers, park-and-rides, and rails-to-trails for transportation purposes.

6 Points: The project seeks to preserve or protect land along an endangered transportation corridor.

4 Points: The project seeks to preserve or protect land along a “major” corridor.

2 Points: The project seeks to preserve or protect land along a “minor” corridor.

0 Points: The project does not seek to preserve or protect land.

➤ Other criteria:

- Project coordination: A project that can be coordinated with another planned or programmed project for significant cost and time savings shall receive 6 points.
- Timeliness: Projects whose funding and subsequent programming is necessary to avoid loss of previous funding or to avoid delaying another project shall receive 6 points.