Phase 2 - STBG - All Projects

1.2 Place Making -- Interjurisdictional Planning -- 4 Points	
Project is identified in a local land use, comprehensive or site plan	1
Project will implement a multi-agency plan	1
Project advances unique local goals and objectives	1
Project is consistent with larger plans and/or applicable regional standards	1

1.2b Place Making -- Relationship to Sustainable Code Framework -- 6 Points	
Project achieves 40% of the concepts within:	
1-2 Principles	1
3-4 Principles	2
5 Principles	4
6+ Principles	6

1.3 Other -- Implementation -- 5 Points	
Project is included in a local CIP or equivalent	1
Readiness of Project Plans	
Conceptual Plans (up to 35% complete)	1
Preliminary/Final Plans (>35% complete)	1
All Right-of-Way has been acquired (or no ROW will be acquired)	2

1.4 Public Participation -- 5 Points	
Project included previous public engagement, which is clearly described in the application.	2
Previous engagement process identified potentially impacted transportation disadvantaged communities and employed tactics to inform and include these populations. Transportation disadvantaged populations include, but are not limited to, low-income, disabled, zero-car households and veterans.	2
Project applicant intends to conduct engagement for remainder of project timeline.	1

1.5 Historically Disadvantaged Communities and Areas of Persistent Poverty -- 5 Points	
Project is in a tract identified as an area of persistent poverty and applicant clearly explains how project improves access for that area	5
Project is not in a similar tract but applicant clearly explains how project improves access for such tracts	3
Project is not in a historically disadvantaged community and area of persistent poverty	0

1.6 Energy Use and Climate Change -- 5 Points	
Reduces VMT by increasing access to multimodal transportation options (connecting trails, park and rides, transit)	3
Reduces carbon based fuel usage through alternative fuels, renewable energy or landscaping/right-of-way Management	2

1.7 Housing -- 5 Points		
Housing choice is facilitated by a mix of housing land use types.	Half the blocks within ½ mile of the project have at least 4 or more housing land use types.	5
	Half the blocks within ½ mile of the project have 2-3 or more housing land use types.	3
	Less than half the blocks in the study area have at least 2 or more housing land use types.	0

Phase 2 - STBG - Bridge Restoration, Rehabilitation & Replacement

2.1 Transportation Choices / Public health – Off Federal Aid System – 10 Points	
Facilitation of Other Modes	
Adds a new or preserves an existing B/P facility	10
Project documents an exemption under Complete Streets Policy	5
None of the above	0

2.2 Economic Vitality – 15 Points		
Supports the Regional Freight Network		**Supports the Regional Freight Network**
On Federal Aid System		Off Federal Aid System
On a designated National, Regional, or Local Freight Corridor or Direct connection to all A,B,C,D,F (does not include E) or	5	1 point for each criteria met (maximum 5 points)
Any combination of 4 of A through F Any combination of 3 of A through F Any combination of 2 of A through F 1 of A through F	4 3 2 1	•Improves identified MoDOT, KDOT, MARC freight movement issue or corridor •Remove/substantially improve freight related land-use compatibility, noise, or safety issue •Located on or provides access to regional freight network and provides travel time and/or reliability benefits •Enhances access to key freight activity center and/or generator (airports, major manufacturing/distribution centers, industrial park, grain elevators, etc.) •Enhances access to intermodal freight movement and facilities (air to truck/rail, rail to truck, etc.) •Average daily truck traffic greater than 20% of AADT
Within a mile of: A One of the identified Industrial Land Use Areas B. Top twenty manufacturing and/or distribution employers by number of employees C. Presence of a rail/truck, port/truck or air/truck intermodal facility D. Presence of a Foreign Trade Zone site/location E. Area with at least two out of four transportation modes: air, barge, rail, truck F. Located within a mile of a significant/critical freight corridor, i.e., roadway with greater than 500 trucks/day **Local delivery truck traffic does not constitute significant freight movement**		
Serves Regional Activity & Employment Centers		
On Federal Aid System – 10		Off Federal Aid System – 10
Project serves activity center found to be of high or highest development intensity, and/or Project implements elements & recommendations of "Planning Sustainable Places" or corridor demonstration projects from "Creating Sustainable Places" initiatives, and/or Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a high or very high intensity status.	10	2 points (up to a maximum of 10 total for each facility located within 1 mi of the bridge
Project serves activity center found to be of medium development intensity. Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a medium intensity status.	6	Hospital Emergency Operations Center Electric Substation Nursing Home School Power Generation Facility Wastewater Treatment Facility Hazardous Materials Facility Freight/Agriculture Facility
Project serves any activity center	4	
None of the above	0	

2.3 Environment – 15 points			
Environmental Lands - 10		**Metrogreen Implementation - 5**	
Applicant provides a data-driven plan that demonstrates how the project will improve a specific environmental metric, such as enhancing water quality, reducing stormwater runoff, or mitigating the urban heat island effect, by using nature-based solutions. The plan describes how the project will protect and/or restore a targeted natural resource or habitat within its footprint and a map is provided identifying those conservation and restoration opportunities.	10	Applicant clearly explains how project implements the MetroGreen network.	5
Applicant demonstrates how the project will protect and/or restore a targeted natural resource or habitat within the project's footprint, such as incorporating tree plantings, vegetated buffers, or permeable pavements. The response also indicates which resources will be required. The application includes a map identifying those conservation and restoration opportunities.	6	Applicant clearly explains how project enhances connectivity to the MetroGreen network.	2
Applicant provides a map identifying priority natural resource conservation and restoration opportunities along the project corridor and in the project's watershed, such as streams, wetlands, or forests.	2	Project does not implement or enhance connectivity to MetroGreen network.	0

2.4 Safety - 20 points												
Detour Length - 7				**Load Limits - 7**		**Crash Data Analysis - 3**				**Crash Reduction Factor - 4**	
Data On Federal Aid System	Points	**Off Federal Aid System**	Points	**% of Legal Limit**		**High-Injury Network:**		**High-Risk Network:**		· 15% or less	0
DL: Detour Length >50,000	5	>5,000	5	· <12.5% or Closed	7	· Yes	2	Yes	1	· 16 - 25%	1
AADT: Annual Average	3	3,000 – 5,000	3	· 25 - 12.4%	5	· No	0	No	0	· 26 – 35%	2
Daily Traffic	2	1,000 – 3,000	2	· 37.5 - 25.1%	**3**	**Countermeasures - 1**				· 36 - 50%	3
UCL: User Cost Index	1	<1,000	1	· 50 - 37.6%	1	Yes		1		· 51% or higher	4
UCI=DL x AADT				· >50%	0	· No		0			

2.4 Service & Safety – 20 Points							
Service - 13							
	Detour Length – 5				Load Limits - 8		
Data: DL: Detour Length AADT: Annual Average Daily Traffic UCL: User Cost Index UCI=DL x AADT	On Federal Aid System		Off Federal Aid System		% of Legal Limit		
	>50,000	5	>5,000	5	<12.5% or closed	8	
	30,001 - 50,000	3	3,000 – 5,000	3	25 - 12.4%	6	
	10,001 - 30,000	2	1,000 – 3,000	2	37.5 - 25.1%	4	
	<10,000	1	<1,000	1	50 - 37.6%	2	
					>50%	0	

Safety - 7	
Crash Data Analysis – 3	
Applicant describes the safety analysis method used **and** describes the findings (such as identified patterns in crash history or identified roadway risk factors). Crash data may include a half mile of roadway on each side.	3
Countermeasures – 4	
Project implements **4 or more** safety countermeasures based on the risk factors and/or crash types identified in the safety analysis	4
Project implements **3** safety countermeasures based on the risk factors and/or crash types identified in the safety analysis	3
Project implements **2** safety countermeasures based on the risk factors and/or crash types identified in the safety analysis	2
Project implements **1** safety countermeasure based on the risk factors and/or crash types identified in the safety analysis	1

2.5 System Performance -- 10 Points				2.6 System Condition -- 30 Points	
Current AADT/Lane				Bridge Condition Sufficiency Rating	
On Federal Aid System – 10		Off Federal Aid System – 10			
>10,001	10	>1,000	10		
7501 - 10,000	8	7501 - 10,000	8	<=40	30
5,001 - 7,500	6	5,001 - 7,500	6	40-54	15
2,501 - 5,000	4	2,501 - 5,000	4	55-69	7
0 - 2,500	2	0 - 2,500	2	>=70	0

Phase 2 - STBG – Bicycle / Pedestrian

3.1 Accessibility / Public Health – 15 Points	
Relationship to Transportation - 15	
Creates link in identified gap or provides new access in walking or bicycling network	15 possible
General improvements (no plans referenced) (including Planning Sustainable Places (PSP) plans)	
Implements part or all of a preferred alternative in a local plan (including Planning Sustainable Places (PSP) plans)	5
Implements part of an alignment of a planned regional network (MetroGreen or Regional Bikeway Plan)	
Improves the bicycle or pedestrian network within ¼ mile of an active public transportation stop	

3.2 Economic Vitality – 15 points	
Serves Regional Activity & Employment Centers - 15	
Project serves activity center found to be of high or highest development intensity, and/or Project implements elements & recommendations of "Planning Sustainable Places" or corridor demonstration projects from "Creating Sustainable Places" initiatives, and/or Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a high or very high intensity status.	15
Project serves activity center found to be of medium development intensity. Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a medium intensity status.	9
Project serves any activity center	6
None of the above	0

3.3 Environment – 15 points	
Environmental Lands - 15	
Applicant provides a data-driven plan that demonstrates how the project will improve a specific environmental metric, such as enhancing water quality, reducing stormwater runoff, or mitigating the urban heat island effect, by using nature-based solutions. The plan describes how the project will protect and/or restore a targeted natural resource or habitat within its footprint and a map is provided identifying those conservation and restoration opportunities.	15
Applicant demonstrates how the project will protect and/or restore a targeted natural resource or habitat within the project's footprint, such as incorporating tree plantings, vegetated buffers, or permeable pavements. The response also indicates which resources will be required. The application includes a map identifying those conservation and restoration opportunities.	9
Applicant provides a map identifying priority natural resource conservation and restoration opportunities along the project corridor and in the project's watershed, such as streams, wetlands, or forests.	3

3.4 Public Health – 5 points	
Reduce Ozone Precursor Emissions - 5	
Project includes elements that use renewable energy sources, recycled materials, or other green technologies	5

3.5 Safety – 20 points	
Safety Elements - 20	
Federally recognized Proven Safety Countermeasures are provided at intersections and crossings: • Project includes two or more Proven Safety Countermeasures of any category • Project includes two or more Proven Safety Countermeasures of the Pedestrian/Bicyclist category • Project includes two or more Proven Safety Countermeasures of the Pedestrian/Bicyclist category, and two or more countermeasures of any other category	 2 5 10
1 – On-Street Bicycle Facilities • Striped bike lanes, minimum 5-feet wide • Buffered bike lanes, minimum 5-feet wide (excluding buffer) • Separated bike lanes, minimum 6.5 feet for one-way lanes or minimum 10 feet wide for two-way lanes	 3 6 10
2 – Trail Facilities • Shared use path, 10 feet wide • Shared use path, 11 feet wide or wider	 8 10
3 – Pedestrian Facilities • Sidewalk, one side, minimum 5 feet wide • Sidewalk, both sides, minimum 5 feet wide • Sidewalk, both sides, one or both equal or greater than 6 feet wide	 3 6 10
In the case of a project with both bicycle, trail and/or pedestrian facilities, scores do not stack. The highest score will be used.	

3.6 System Performance – 20 Points	
Addresses Identified System Preservation Need - 20	
Population residents & employees w/in 1-mi radius	
<5,000	4
5,000-9,999	6
10,000-14,999	8
15,000-20,000	12
>20,000	20

3.7 Place Making – 10 Points	
Design Elements - Appropriate design elements contributing to quality places (up to 10 pt. total)	
Bicycle parking	1
Trash cans	1
Benches	1
Traffic calming such as bulb outs, narrowing travel lanes, raised crosswalks	2
Uses new tested visibility technology or treatment beyond MUTCD	2
Lighting	2
Other (must describe)	2

Phase 2 - STBG – Public Transportation

4.1 Transportation Choices/Public Health – 10 points	
Facilitation of other Modes	
7	
Improvement in 3 modes level of service Improvement in 2 modes level of service Improvement in 1 mode level of service	10 5 2

4.2 Economic Vitality – 15 points	
Serves Regional Activity & Employment Centers	
15	
Project serves activity center found to be of high or highest development intensity, and/or Project implements elements & recommendations of "Planning Sustainable Places" or corridor demonstration projects from "Creating Sustainable Places" initiatives, and/or Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a high or highest intensity status.	15
Project serves activity center found to be of medium development intensity. Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a medium intensity status.	9
Project serves any activity center	6
None of the above	0

4.3 Environment – 15 points			
Environmental Lands		**Metrogreen Implementation**	
10		5	
Applicant provides a data-driven plan that demonstrates how the project will improve a specific environmental metric, such as enhancing water quality, reducing stormwater runoff, or mitigating the urban heat island effect, by using nature-based solutions. The plan describes how the project will protect and/or restore a targeted natural resource or habitat within its footprint and a map is provided identifying those conservation and restoration opportunities.	10	Applicant clearly explains how project implements MetroGreen	5
Applicant demonstrates how the project will protect and/or restore a targeted natural resource or habitat within the project's footprint, such as incorporating tree plantings, vegetated buffers, or permeable pavements. The response also indicates which resources will be required. The application includes a map identifying those conservation and restoration opportunities.	6	Applicant clearly explains how project enhances connectivity to MG	2
Applicant provides a map identifying priority natural resource conservation and restoration opportunities along the project corridor and in the project's watershed, such as streams, wetlands, or forests.	2	Project does not implement or enhance connectivity to MetroGreen	0

4.4 Safety – 20 Points		
Safety Elements		Points (cumulative)
Technology	Incorporates technology to reduce transit vehicle crashes or replaces obsolete transit vehicles that are equipped with new/better safety technology (object detection or collision warning systems, etc.)	5
Facilities & Operations	Incorporates or improves safety/security measures at new or existing facility stations and/or stops (lighting, cameras, emergency call stations, etc.)	5
Services	Incorporates measures that provide safety/security services on transit vehicles for passengers (interior/exterior cameras, audio equipment, extendable ramps, wheelchair securement, etc.)	5
Analysis	Applicant describes the safety analysis method used and describes the findings.	5

4.5 Public Health – 5 Points	
Reduces precursor emissions	
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	1 per strategy

4.6 System Condition – 15 points	
Addresses Identified System Preservation Need	
15 Points Maximum	
• Replaces Obsolete Vehicles	10
• Includes Preventive Maintenance Activities	10
• Improves Existing Transit Stop Facilities	5
• Enhances Existing Transit Fleet Maintenance Facilities	5

4.7 System Performance - 15 Points			
SmartMoves Implementation		Operational Efficiency	
10		5	
• Project Addresses a Fast and Frequent/Commuter Corridor	10	• Improves coordination with other transit providers or services • Reduces operating costs without reducing ridership	5
• Project Addresses Supporting (30-minute) Service	6	• Increases ridership on existing routes	
• Project is Local Community Based Service coordinated with the Regional System	3		

Phase 2 - STBG – Roadway Capacity

5.1 Transportation Choices/Public Health -- 10 Points	
Facilitation of Other Modes	
10	
Improvement in 3 modes level of service	10
Improvement in 2 modes level of service	5
Improvement in 1 modes level of service	2
Pedestrian LOS Bicycle LOS Transit LOS	

5.2 Economic Vitality -- 15 Points	
Supports the Regional Freight Network - 5	
On a designated National, Regional, or Local Freight Corridor or Direct connection to all A, B, C, D, F (does not include E)	5
Any combination of 4 of A through F	4
Any combination of 3 of A through F	3
Any combination of 2 of A through F	2
1 of A through F	1
Within a mile of: A. One of the identified Industrial Land Use Areas B. Top twenty manufacturing and/or distribution employers by number of employees C. Presence of a rail/truck, port/truck, or air/truck intermodal facility D. Presence of a Foreign Trade Zone site/location E. Area with at least two out of four transportation modes: air, barge, rail, truck F. Located within a mile of a significant/critical freight corridor, i.e., roadway with greater than 500 trucks/day **Local delivery truck traffic does not constitute significant freight movement**	
Serves Regional Activity & Employment Centers - 10	
Project serves activity center found to be of high or highest development intensity, and/or Project implements elements & recommendations of "Planning Sustainable Places" or corridor demonstration projects from "Creating Sustainable Places" initiatives, and/or Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a high or highest intensity status.	10
Project serves activity center found to be of medium development intensity. Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a medium intensity status.	6
Project serves any activity center	4
None of the above	0

5.3 Environment – 20 points			
Environmental Lands		**Metrogreen Implementation**	
10		10	
Applicant provides a data-driven plan that demonstrates how the project will improve a specific environmental metric, such as enhancing water quality, reducing stormwater runoff, or mitigating the urban heat island effect, by using nature-based solutions. The plan describes how the project will protect and/or restore a targeted natural resource or habitat within its footprint and a map is provided identifying those conservation and restoration opportunities.	10	Applicant clearly explains how project implements MetroGreen	10
Applicant demonstrates how the project will protect and/or restore a targeted natural resource or habitat within the project's footprint, such as incorporating tree plantings, vegetated buffers, or permeable pavements. The response also indicates which resources will be required. The application includes a map identifying those conservation and restoration opportunities.	6	Applicant clearly explains how project enhances connectivity to MG	5
Applicant provides a map identifying priority natural resource conservation and restoration opportunities along the project corridor and in the project's watershed, such as streams, wetlands, or forests.	2	Project does not implement or enhance connectivity to MetroGreen	0

5.4 Public Health – 5 Points	
Reduces precursor emissions	
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	1 per strategy

5.5 Safety – 20 Points			
Crash Data Analysis – 10			
High-Injury Network (HIN: regional or local)		High-Risk Network (HRN: regional or local)	
Yes – High level	6	Yes – High level	4
Yes – Medium level	4	Yes – Medium level	3
Yes – Low level	3	Yes – Low level	2
Not on a HIN	0	Not on a HRN	0
Countermeasures – 6			
Project implements 5 **or more** safety countermeasures based on the risk factors and/or crash types identified in the safety analysis			6
Project implements **4** safety countermeasures based on the risk factors and/or crash types identified in the safety analysis			5
Project implements **3** safety countermeasures based on the risk factors and/or crash types identified in the safety analysis			4
Project implements **2** safety countermeasures based on the risk factors and/or crash types identified in the safety analysis			3
Project implements **1** safety countermeasure based on the risk factors and/or crash types identified in the safety analysis			2
Crash Reduction Factor (CRF) – 4			
% Average			
30% or higher		4	
25 – 29%		3	
20 – 24%		2	
15 – 19%		1	
14% or less		0	

5.6 System Condition – 10 Points		**5.7 System Performance (a) – 6 Points**			
Useful Life 10		**Congestion Management & System Efficiency** 6			
>25 Years or project includes replacement or rehabilitation of a bridge with a sufficiency rating of 70 or less	10	On Congested CMS Segment	3	CMS Toolbox strategies deployed	1 point/strategy up to 6 maximum
20-24 years	7	On CMS Network	1		
15-19 years	4				
<15 years	0				

5.7 System Performance (b) – 6 Points				**5.7 System Performance (c) – 8 Points**			
Current LOS		Future LOS		Current AADT/Lane		Future AADT/Lane	
3		3		4		4	
E or F	3	E or F	0	>10,001	4	>10,001	4
d	2	d	2	5,001 – 10,000	3	5,001 – 10,000	3
c	1	c	1	2,501 – 5,000	2	2,501 – 5,000	2
A or B	0	A or B	0	0 – 2,500	1	0 – 2,500	1

Phase 2 - STBG – Transportation Operations and Management

6.1 Transportation Choices/Public Health -- 10 Points	
Facilitation of Other Modes	
Improvement in 3 modes level of service	10
Improvement in 2 modes level of service	5
Improvement in 1 modes level of service	2
Pedestrian LOS Bicycle LOS Transit LOS	

6.2 Economic Vitality -- 15 Points	
Supports the Regional Freight Network	
5	
On a designated National, Regional, or Local Freight Corridor or Direct connection to all A, B, C, D, F (does not include E)	5
Any combination of 4 of A through F	4
Any combination of 3 of A through F	3
Any combination of 2 of A through F	2
1 of A through F	1
Within a mile of: A. One of the identified industrial land-use areas B. Top twenty manufacturing and/or distribution employers by number of employees C. Presence of a rail/truck, port/truck, air/truck intermodal facility D. Presence of a Foreign Trade Zone site/location E. Area with at least two out of four transportation modes: air, barge, rail, truck F. Located within a mile of a significant/critical freight corridor, i.e., roadway with greater than 500 trucks/day **Local delivery truck traffic does not constitute significant freight movement**	
Serves Regional Activity & Employment Centers	
10	
Project serves activity center found to be of high or highest development intensity, and/or Project implements elements & recommendations of "Planning Sustainable Places" or corridor demonstration projects from "Creating Sustainable Places" initiatives, and/or Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a high or very high intensity status.	10
Project serves activity center found to be of medium development intensity walkability. Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a medium intensity status.	6
Project serves any activity center	4
None of the above	0

6.3 Environment – 20 points			
Environmental Lands		**Metrogreen Implementation**	
10		10	
Applicant provides a data-driven plan that demonstrates how the project will improve a specific environmental metric, such as enhancing water quality, reducing stormwater runoff, or mitigating the urban heat island effect, by using nature-based solutions. The plan describes how the project will protect and/or restore a targeted natural resource or habitat within its footprint and a map is provided identifying those conservation and restoration opportunities.	10	Applicant clearly explains how project implements MetroGreen	10
Applicant demonstrates how the project will protect and/or restore a targeted natural resource or habitat within the project's footprint, such as incorporating tree plantings, vegetated buffers, or permeable pavements. The response also indicates which resources will be required. The application includes a map identifying those conservation and restoration opportunities.	6	Applicant clearly explains how project enhances connectivity to MG	5
Applicant provides a map identifying priority natural resource conservation and restoration opportunities along the project corridor and in the project's watershed, such as streams, wetlands, or forests.	2	Project does not implement or enhance connectivity to MetroGreen	0

6.4 Public Health – 5 Points	
Reduces precursor emissions	
5	
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	1 per strategy

5.5 Safety (20 points)		
Crash Data Analysis (10)		**Crash Reduction Factor (4)**
High-Injury Network:	**High-Risk Network:**	15% or less (0)
Yes (6)	Yes (4)	16 - 25% (1)
No (0)	No (0)	26 - 35% (2)
Countermeasures (6)		36 - 50% (3)
Yes (6)		51% or higher (4)
No (0)		

5.5 Safety (20 points)		
Crash Data Analysis (10)		**Crash Reduction Factor (4)**
High-Injury Network:	**High-Risk Network:**	15% or less (0)
Yes (6)	Yes (4)	16 - 25% (1)
No (0)	No (0)	26 - 35% (2)
Countermeasures (6)		36 - 50% (3)
Yes (6)		51% or higher (4)
No (0)		

6.5 Safety – 20 Points			
Crash Data Analysis – 10			
High-Injury Network (HIN: regional or local)		High-Risk Network (HRN: regional or local)	
Yes – High level	6	Yes – High level	4
Yes – Medium level	4	Yes – Medium level	3
Yes – Low level	3	Yes – Low level	2
Not on a HIN	0	Not on a HRN	0
Countermeasures – 6			
Project implements 5 **or more** safety countermeasures based on the risk factors and/or crash types identified in the safety analysis		6	
Project implements **4** safety countermeasures based on the risk factors and/or crash types identified in the safety analysis		5	
Project implements **3** safety countermeasures based on the risk factors and/or crash types identified in the safety analysis		4	
Project implements **2** safety countermeasures based on the risk factors and/or crash types identified in the safety analysis		3	
Project implements **1** safety countermeasure based on the risk factors and/or crash types identified in the safety analysis		2	
Crash Reduction Factor (CRF) – 4			
% Average			
30% or higher	4		
25 – 29%	3		
20 – 24%	2		
15 – 19%	1		
14% or less	0		

6.6 System Performance (a) – 10 Points			
Current AADT/Lane		Future AADT/Lane	
5		5	
>10,001	5	>10,001	5
5,001 – 10,000	3	5,001 – 10,000	3
2,501 – 5,000	2	2,501 – 5,000	2
0 – 2,500	1	0 – 2,500	1

6.6 System Performance (b) – 10 Points				
Congestion Management & System Efficiency - 6				**Corridor/Access Management - 4**
On Congested CMS Segment	3	CMS Toolbox strategies deployed	1 point/strategy up to 6 maximum	if project implements a corridor/access management plan, award full points. If not, award zero points
On CMS Network	1			

6.7 System Condition – 10 Points	
Useful Life	
>25 Years or project includes replacement or rehabilitation of a bridge with a sufficiency rating of 70 or less	10
20-24 years	7
15-19 years	4
<15 years	0

Phase 2 - STBG – Transportation Safety

7.1 Stakeholder Engagement – 10 Points	
Extent to which the project will engage multiple professional sectors and their stakeholders.	10

7.2 Transportation Choices / Public Health – 10 Points	
Facilitates Other Transportation Modes	
Improves highway-rail grade crossing safety Improves bicycle and pedestrian safety Improves bus transit safety or transit rider safety	10

7.3 Economic Vitality -- 15 Points	
Supports the Regional Freight Network - 5	
On a designated National, Regional, or Local Freight Corridor or Direct connection to all A, B, C, D, F (does not include E)	5
Any combination of 4 of A through F	4
Any combination of 3 of A through F	3
Any combination of 2 of A through F	2
1 of A through F	1
Within a mile of: A. One of the identified industrial land use areas. B. Top twenty manufacturing and/or distribution employers by number of employees C. Presence of a rail/truck, port/truck or air/truck intermodal facility D. Presence of a Foreign Trade Zone site/location E. Area with at least two out of four transportation modes: air, barge, rail, truck F. Located within a mile of a significant/critical freight corridor, i.e., roadway with greater than 500 trucks/day **Local delivery truck traffic does not constitute significant freight movement**	
Serves Regional Activity & Employment Centers	
Project serves activity center found to be of high or highest development intensity, and/or Project implements elements & recommendations of "Planning Sustainable Places" or corridor demonstration projects from "Creating Sustainable Places" initiatives, and/or Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a high or very high intensity status.	10
Project serves activity center found to be of medium development intensity. Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a medium intensity status.	6
Project serves any activity center	4
None of the above	0

7.4 Environment -- 10 Points	
Environmental Lands	
Applicant also articulates a comprehensive plan to conserve and restore natural resources on a watershed or sub-watershed scale with explicit linkages to other community and environmental assets	10
Applicant specifies which natural resource areas will be protected and restored, articulates how, and identifies what resources will be required	4
Applicant specifies which conservation areas will be protected, articulates how, and what resources will be required	2
Applicant provides a map identifying priority natural resource conservation and restoration opportunities along the project corridor and in project watershed	1

5.5 Safety (20 points)					
Crash Data Analysis - 10				**Crash Reduction Factor - 4**	
High-Injury Network:		**High-Risk Network:**		15% or less	0
Yes	6	Yes	4	16 - 25%	1
No	0	No	0	26 - 35%	2
Countermeasures - 6				36 - 50%	3
· Yes			6	51% or higher	4
· No			0		

7.5 Safety – 20 Points			
Crash Data Analysis – 10			
High-Injury Network (HIN: regional or local)		High-Risk Network (HRN: regional or local)	
Yes – High level	6	Yes – High level	4
Yes – Medium level	4	Yes – Medium level	3
Yes – Low level	3	Yes – Low level	2
Not on a HIN	0	Not on a HRN	0
Countermeasures – 6			
Project implements 5 **or more** safety countermeasures based on the risk factors and/or crash types identified in the safety analysis		6	
Project implements **4** safety countermeasures based on the risk factors and/or crash types identified in the safety analysis		5	
Project implements **3** safety countermeasures based on the risk factors and/or crash types identified in the safety analysis		4	
Project implements **2** safety countermeasures based on the risk factors and/or crash types identified in the safety analysis		3	
Project implements **1** safety countermeasure based on the risk factors and/or crash types identified in the safety analysis		2	
Crash Reduction Factor (CRF) – 4			
% Average			
30% or higher		4	
25 – 29%		3	
20 – 24%		2	
15 – 19%		1	
14% or less		0	

7.6 System Performance (a) – 20 Points			
Current AADT/Lane		**Future AADT/Lane**	
>10,001	10	>10,001	10
5,001 – 10,000	8	5,001 – 10,000	8
2,501 – 5,000	6	2,501 – 5,000	6
0 – 2,500	4	0 – 2,500	4

Phase 2 - STBG – Other Eligible Projects

8.1 Transportation Choices/Public Health	
- Number of transportation modes directly integrated - Project improves bicycle/pedestrian connections between complimentary land uses	10
8.2 Economic Vitality	
- Serves regional activity or employment center - Supports regional freight network	15
8.3 Environment	
- Preserves or restores environmentally sensitive lands, cultural resources and agricultural lands and/or includes an environmental mitigation plan - Helps implement or connect MetroGreen® regional trails and greenways system	20
8.4 Public Health	
- Reduces ozone precursor emissions	5

8.5 Safety

Crash Data Analysis – 10

High-Injury Network (HIN: regional or local)		High-Risk Network (HRN: regional or local)	
Yes – High level	6	Yes – High level	4
Yes – Medium level	4	Yes – Medium level	3
Yes – Low level	3	Yes – Low level	2
Not on a HIN	0	Not on a HRN	0

Countermeasures – 6

Project implements 5 **or more** safety countermeasures based on the risk factors and/or crash types identified in the safety analysis	6
Project implements **4** safety countermeasures based on the risk factors and/or crash types identified in the safety analysis	5
Project implements **3** safety countermeasures based on the risk factors and/or crash types identified in the safety analysis	4
Project implements **2** safety countermeasures based on the risk factors and/or crash types identified in the safety analysis	3

Crash Reduction Factor (CRF) – 4	
% Average	
30% or higher	4
25 – 29%	3
20 – 24%	2
15 – 19%	1
14% or less	0
8.7 System Performance	
- Increases efficiency of existing system - Reduces current congestion - Volume of travel	15