

**FINAL DRAFT**  
**MCTC 2014 RTP SCS EVALUATION CRITERIA**  
**Capacity Increasing Projects**  
**Application of Quantitative & Qualitative Evaluation Criteria**  
**February 13, 2014**

#	Points Applied	Criteria	Other Details
<b>1 Per Trip Served = Project Cost / (ADT X Length X Design Life)</b>			
	8	In lowest 20% of qualified projects	A lower cost per trip served is a more cost effective project.
	6	In between the lowest 40% and lowest 20% of qualified projects	
	4	In between the lowest 60% and lowest 40% of qualified projects	
	2	In between the lowest 80% and lowest 60% of qualified projects	
	0	In highest 20% of qualified projects	
<b>2 Improved Level of Service</b>			
		Urban	Rural
	16	LOS F to LOS D or better	LOS F to LOS C or better
	14	LOS E to LOS D or better	LOS F to LOS D or better
	12	LOS F to LOS E	LOS F to LOS E
	10	LOS F to LOS F with traffic signal synchronization, transit service or bike facilities	LOS E to LOS C
	8	LOS D to LOS C or better	LOS E to LOS D
	6	LOS C to LOS B or better	LOS D to LOS C or better
	0	Does not improve LOS	Does not improve LOS
Source: MCTC Year 2040 Traffic Model / Prior MCTC RTP Project Prioritization Process			
<b>3 Improves Air Quality</b>			
	3	Project includes synchronization of traffic signals for more than 6 traffic signals and 3 consecutive miles	Reduces nonattainment air emissions.
	3	Project includes trail or bike lanes	
	3	Project is already served by transit at least twice per hour during peak hours	
	2	Project connects roadway by widening bottleneck to connect with two already widened roadway segments	
	2	Project promotes pedestrian walkability	
	2	Project enhances an existing safety deficiency that regularly causes significant delays and congestion	
	1	Project provides a connection over, under, or through an existing circulation barrier such as a freeway, railroad, waterway	
	1	Project includes a new connection to state freeway roadway system or has freeway auxiliary lanes to serve weave or queues	
	1	Project has parallel facilities within a mile that operate at LOS F	
	0	Project relocates an existing bottleneck to a different location	
Source: MCTC Year 2040 Traffic Model / Project Definition / Prior MCTC RTP Project Prioritization Process / Subjective Criteria			
<b>4 Is Environmentally Sensitive</b>			
	3	Environmental document certified.	The project has the ability to be implemented without significant mitigation costs and environmental assessment.
	2	No significant impact on the environment or exempt from CEQA/NEPA.	
	1	Minimal impact on the environment. Neg. Declaration or FONSI required.	
	0	Significant impact on the environment. EIR or EIS required.	
Source: Prior MCTC RTP Project Prioritization Process / Subjective Criteria			
<b>5 Serves a Major Employment Center</b>			
	2	Directly serves an employment center.	Improves the economic well-being of the adjacent area.
	1	Indirectly serves an employment center.	
	0	Does not directly or indirectly serve an employment center.	
Source: Prior MCTC RTP Project Prioritization Process / Subjective Criteria			
<b>6 Provides Improved Access to Essential Services</b>			
	2	Directly serves a hospital or major government, office or shopping center.	Improves the access to major services through an improved and expanded street and road system.
	1	Indirectly serves a hospital or major government, office or shopping center.	
	0	Does not directly or indirectly serve a hospital or major government, office or shopping center.	
Source: Prior MCTC RTP Project Prioritization Process / Subjective Criteria			
<b>7 The Entity is Able to Demonstrate Maintenance can be Provided Over Time</b>			
	2	Yes.	Insures that the project can be sustained over time.
	0	No.	
Source: Prior MCTC RTP Project Prioritization Process / Subjective Criteria			
<b>8 Project Improves Safety</b>			
	10	Improves safety on a high speed roadway greater than 50 MPH (85 percentile) or weave operations (auxiliary lanes)	Safety is improved with roadway widening.
	8	Improves safety on a moderate speed roadway greater than 35 MPH (85 percentile) or provides synchronization to reduce stop and go	
	6	Involves a roadway with high accident frequency	
	4	Provides improvements to railroad grade separation or improvement to RR at grade facility	
	2	Improves pedestrian or bicycle safety and interaction with vehicles	
<b>9 Supports Other Modes of Transportation including Transit and Trail/Bike/Pedestrian Facilities</b>			
	2	Yes - Project includes the construction of planned trail/bike lanes, sidewalks, transit systems/amenities, or other modal improvements.	Addresses multi-modal policies in the RTP.
	1	Yes - Project provides for future planned trail/bike lanes, sidewalks, transit systems/amenities, or other modal improvements within ROW.	
	0	No.	
Source: Project Definition / Prior MCTC RTP Project Prioritization Process / Subjective Criteria			
<b>10 Supports RTP SCS Principles (4 points possible)</b>			
	1	Create walkable neighborhoods.	Project furthers implementation of the RTP & preferred SCS.
	1	Foster distinctive, attractive communities with a strong sense of place.	
	1	Provide a variety of transportation choices.	
	1	Enhance the economic vitality of the region.	
Source: Prior MCTC RTP Project Prioritization Process (Blueprint) / Subjective Criteria			
<b>11 Provides benefits or reduces burdens to low-income, minority, elderly or mobility-impaired communities (concern for Environmental Justice)</b>			
	2	Benefits or reduces burdens to low-income, minority, elderly or mobility-impaired communities. Addresses safety problems, results in reduced traffic, results in reduced noise impacts, or improves accessibility to employment.	Addresses Environmental Justice requirements set forth in Title VI.
	0	No benefits or reduced burdens to low-income, minority, elderly or mobility-impaired communities.	
Source: New Subjective Criteria			