

Technical Memorandum 5

Performance Measures Matrix and Targets

Roadway							
Goal	Objective	Evaluation Criteria	Scoring Method	Scoring Model	Highest Possible Score	Notes	
Ensure a safe, secure, and resilient transportation system	Support efforts to reduce the number of traffic fatalities and serious injuries	The number of Fatal/Injury crashes in the past 10 years divided by the length of the project	Number of total and serious crashes per mile along the line of the project	0.1-2.99; 3-4.99; 5-5.99; 6-7.99; 8+ at 2 points each range	10		
		Fatal/Injury crashes at intersections in the past 10 years divided by the project length	Number of high crash intersections per mile	0.01-0.5; 0.6-1; 1.01-1.5; 1.6-2; 2.01+ at 2 pts each range	10		
	Improve safety for all modes and users	Number of high-crash (>50 in last 5 years) locations	Number of high crash locations per mile	0.01-0.5; 0.6-1; 1.01-1.5; 1.6-2; 2.01+ at 2 pts each range	10		
		Are safety improvements included in the scope?	Safety improvements such as crosswalks, narrower lanes, safety technology, etc. Y/N	Yes - 4 pts No - 0 pts	4		
	Minimize conflicts between different modes of travel	Sidewalk/bicycle/transit facility coverage and dedicated space	Number of new modes offered that provide separation from roadway?	sidewalk facilities - 2 pts pedestrian crossing facilities - 2 pts bicycle facilities - 2 pts transit facilities - 2 pts	8	This model will allow projects that have scope details to be scored higher	
	Reduce system vulnerability and improve system resiliency	Yes/No for new alignment on any roadway class	Does project provide a new route?	Yes - 2 pts No - 0 pts	2		
		Yes/No for presence in floodplain and access to evacuation routes.	Does project provide improvements on an existing facility within 100 year floodplain and/or provide improved access to coastal routes that lead to I-95 in cases of evacuation? Y/N	Yes - 2 pts No - 0 pts	2	https://www.ncdot.gov/travel-maps/maps/Documents/coastal-evacuation-routes.pdf_routes-NC_24_NC_87_US_471_1-95	
Manage congestion and system reliability	Improve travel time reliability on the transportation system	LOTR	Level of Travel Time Reliability	1-1.04; 1.05-1.09; 1.10-1.14; 1.15+ At two points for each range	8	These ranges are relevant to FAMPO area LOTTR	
	Implement and monitor effectiveness of congestion management strategies	Yes/no: is corridor or intersection congested and/or are data available?	Intersection identified as future hot spot in current CMP? Yes/No	Yes - 2 pts No - 0 pts	2	https://acrobat.adobe.com/id/urn:aaid:sc:V46C2:b564475-4724-4085-9b9f-45c6ba70d824	
	Adapt transportation infrastructure and technologies to meet changing traveler needs and desires	On state EV-corridor list?	Is the project along an NC alternative fuel corridor?	Yes - 2 pts No - 0 pts	2	https://www.ncdot.gov/initiatives-policies/environmental/climate-change/Documents/alternative-fuel-corridors.pdf	
Improve connectivity and accessibility for all modes	Encourage land development patterns that promote transportation efficiency	Promote developments that support sustainable transportation and allow efficient movement of people in a multimodal transportation network	Does the project provide a new route or new location for connectivity that will reduce Vehicle Miles Traveled?	Yes - 2 pts No - 0 pts	2	vehicle-miles-traveled-reduction-tool-kit.pdf (ncdot.gov)	
	Increase access to essential services and activity centers	Proximity to community resources/activity centers	Number of community resources/activity centers within 0.25 miles	1; 2; 3; 4+ at 2 points each	8	Community resources defined in plan	
	Enhance regional connectivity	Yes/no for creating additional connection to two or more high volume corridors?	Does the project provide new connectivity to two or more roadways classed arterial or principal arterial?	Yes - 2 pts No - 0 pts	2		
		Yes/no for connecting multiple agencies	Does the project connect two or more FAMPO member jurisdictions? Y/N	Yes - 2 pts No - 0 pts	2		
	Maintain existing transportation facilities in good condition	Yes/no for maintenance category	Is the project maintaining an existing facility? Y/N	Yes - 2 pts No - 0 pts	2		
Preserve the existing transportation system	Utilize technology and innovation to maximize sustainability of the transportation system	Yes/no for new right of way requirement	Does the project require ROW acquisition	Yes - 0 pts No - 0 pts	2		
	Prioritize maintenance when allocating funding	NCDOT pavement/bridge condition	Are there any obsolete bridges along the corridor of the proposed project?	Poor - 4 pts Good - 0 pts	4	https://www.arcgis.com/apps/mapviewer/index.html?webmap=f072c3ba0be144e593b6a30931c1d61 https://www.ncnemap.gov/datasets/NCDOT-bridge-structures-2?explorer?location=35.229930%2C-79.24228%2C11.13	
			Yes is POOR, No is GOOD				
Enhance economic development opportunities and competitiveness	Promote improvements that facilitate the efficient movement of freight	On NCDOT freight network	Is the project along the NCDOT truck network or along a rail network?	Yes - 2 pts No - 0 pts	2		
	Improve project delivery for all modes	Proximity to major employers / employment density	Number of jobs within 0/25 miles of the projects	6051 - 12100 12101 - 18150 18150 + at 2 points each	8		
	Explore and pursue alternative funding sources	Eligible for DA/LAPP funding	Is the project eligible to receive LAPP funding? Y/N	Yes - 2 pts No - 0 pts	2		
	Invest in the multimodal transportation system	Yes/no for multimodal/complete streets and yes/no for transit service	Is the project located on a corridor that has existing bicycle or pedestrian facilities or fixed route transportation services?	Yes - 2 pts No - 0 pts	2		
Prioritize equitable transportation options	Design the transportation system for all users	Number of non-auto modes serviced. Accessibility improvements	What modes of transportation are included in this project other than roadway?	Bicycle; Pedestrian; Transit at 2 points each	6		
	Equitably distribute transportation investments	NCDOT TDI (Transportation Disadvantage Index) Mapping	Average TDI scores of Census Block Groups within 0.25 miles of project	9.5 or less - 6 pts 10 - 13 - 4 pts 13.5 - 16.5 - 2 pts 17 or higher - 0 pts	6	https://storymaps.arcgis.com/stories/7e3bbd00fe014a77f5f16260334209712 For projects that fall between within multiple block groups, block group with the highest score will be used to assign score.	
Strengthen relationships with transportation partners	Regularly coordinate with resource agencies, EJ communities, neighboring MPOs, and other key partners	Yes/no agency priority. Number of plans with prior adoption	Is the project in a community-adopted plan?	Yes - 4 pts No - 2 pts	4		
	Participate in transportation-related planning efforts initiated by other agencies and organizations throughout the region. And Expand outreach and engagement techniques	Projects that are top priority for the member jurisdiction	Staff from member jurisdiction identifies top 5 projects using the following criteria: - public engagement and feedback - known professional and political support - known funding sources - existing studies/plans pertaining to project	2 points for being labeled a top project by agency	2	The public input map currently has 3 public comments. None of which are explicitly in favor of any proposed project. This method allows for evaluation of the public input map to be compiled with input from subject matter experts and community leaders	
	Minimize or mitigate impacts to natural and cultural resources	Nearby natural/cultural resources	Number of natural/cultural points of interest within 0.25 miles	1; 2; 3; 4+ at 2 points each	8		
Protect the natural environment and promote public health	Reduce emissions from mobile sources	Yes/no compliance with TDM strategies	Is this project a Transportation Demand Management strategy? Y/N	Yes - 2 pts No - 0 pts	2	Transportation Demand Management Organizing and Planning for Operations - FHWA Office of Operations (dot.gov)	
	Provide transportation solutions that contribute to improved public health	Improve air quality, offer active transportation, offer recreational use, safety improvement project	Does the project offer opportunity to improve the physical health of users and nearby communities?	Reduce SOV capacity and use (roadway only) - 2 pts Paved trail component - 2 pts Public transportation component - 2 pts	4		
					100		

Bicycle						
Goal	Objective	Evaluation Criteria	Scoring Method	Scoring Model	Highest Possible Score	Notes
Ensure a safe, secure, and resilient transportation system	Support efforts to reduce the number of traffic fatalities and serious injuries	Fatal/injury crashes in the past 10 years	Number of fatal and serious crashes per mile along the line of the project	0.1-99; 1-1.99; 2-2.99; 3+; at 2 points each range	8	
	Improve safety for all modes and users	Bicycle Level of Traffic Stress. 1 being the best score, 4 being the worst.	Bicycle Level of Service. The higher the LTS, the higher the score	LTS 1; LTS 2; LTS 3; LTS 4 at 2 points each	8	
	Minimize conflicts between different modes of travel	Sidewalk/bicycle facility coverage	Creation of new bicycle facility	Yes - 2 pts No - 0 pts	2	row 21 offers opportunity for MUPs to score higher
	Reduce system vulnerability and improve system resiliency	Yes/No for presence in flood plain	Does project provide improvements on an existing facility within 100 year flood plain? Y/N	Yes - 2 pts No - 0 pts	2	
Manage congestion and system reliability	Improve travel time reliability on the transportation system	LOTR	N/A			
	Implement and monitor effectiveness of congestion management strategies	Provide opportunities to limit the need for vehicular travel	Does the project create a new dedicated route for bicycle travel? Y/N	Yes - 4 pts No - 0 pts	4	Think about a neighborhood with two dead end streets that could be connected by a sidewalk/path.
		Provide opportunities to limit vehicular travel on high volume roads	Does the project propose a facility less than 1,000 ft from an arterial roadway?	Yes - 2 pts No - 0 pts	2	Extra points if that path also prevents cars from having to use a main road
	Adapt transportation infrastructure and technologies to meet changing traveler needs and desires	On state EV-corridor list?	N/A			
Improve connectivity and accessibility for all modes	Encourage land development patterns that promote transportation efficiency	Increase connectivity to parks or residential communities	Does the project fill a gap or provide a connection to or from parks or schools. Significance of connection measured by distance	0 to 0.25 miles, 0.26 to 0.75 miles 0.76 to 0.99 miles 1 mile or greater at 2 pts each	8	
	Increase access to essential services and activity centers	Proximity to community resources/activity centers	Number of community resources/activity centers within .25 miles	1; 2; 3; 4+ at 2 points each	8	
	Enhance regional connectivity	Improve the bicycle network	Does the project fill a gap within an existing bicycle/pedestrian network at any location?	0.25 miles or less; 0.26-0.5 miles; 0.5 miles+ at 2 pts each	6	
		Yes/no for removing barrier	Yes/No does the project create a new, safe connection where a current barrier exists? E.g. geographic (river), built environment (arterial or collector road)	Yes - 4 pts No - 0 pts	4	
Preserve the existing transportation system	Maintain existing transportation facilities in good condition	Yes/no for maintenance category	Is the project maintenance of an existing dedicated bicycle facility? Y/N	Yes - 2 pts No - 0 pts	2	
	Utilize technology and innovation to maximize sustainability of the transportation system	Yes/no for new ROW requirement	Does the project require ROW acquisition?	Yes - 0 pts No - 2 pts	2	
	Prioritize maintenance when allocating funding	NCDOT pavement/bridge condition	Are there any obsolete bridges along the corridor of the proposed project?	Poor - 4 pts Good - 0 pts	4	Only applicable to on-road facilities
	Promote improvements that facilitate the efficient movement of freight	On NCDOT freight network	N/A			
Enhance economic development opportunities and competitiveness	Improve project delivery for all modes	Proximity to major employers / employment density	Number of employment centers within 0.25 miles	1; 2; 3; 4+ at 2 points each	8	
	Explore and pursue alternative funding sources	Eligible for DA/LAPP funding	Is the project eligible to receive LAPP funding? Y/N	Yes - 2 pts No - 0 pts	2	
Prioritize equitable transportation options	Invest in the multimodal transportation system	Yes/no for the project significantly contributing to the existing bicycle network	Does the project connect to one or more existing bicycle facilities that allows continued movement for a distance greater than 0.5 miles?	Yes - 2 pts No - 0 pts	2	
	Design the transportation system for all users	Number of non-auto modes serviced and to what extent it serves different users	What facilities are included in this project? Does the project accommodate users of different ages, abilities, and purposes?	Bike lanes - 2 pts MUP - 4 pts	4	higher score for MUP because it serves larger audience
	Equitably distribute transportation investments	NCDOT TDI (Transportation Disadvantage Index) Mapping	Does the project take place within 0.25 miles of a Census Block Group with a high TDI score? For projects that fall within multiple block groups, block group with the highest score will be used to assign score.	9.5 or less - 0 pts 10 to 13 - 2 pts 13.5 to 16.5 - 4 pts 17 to higher - 6 pts	6	
	Regularly coordinate with resource agencies, EJ communities, neighboring MPOs, and other key partners	Community adopted plan	Is the project in a community-adopted plan? Y/N	Yes - 2 pts No - 0 pts	2	
Strengthen relationships with transportation partners		Serve multiple FAMPO member jurisdictions	Does the project serve more than one FAMPO member jurisdiction? Y/N	Yes - 4 pts No - 0 pts	4	
	Participate in transportation-related planning efforts initiated by other agencies and organizations throughout the region. And expand outreach and engagement techniques	Projects that are top priority for the member jurisdiction	Staff from member jurisdiction identifies top 5 projects using the following criteria: - public engagement and feedback - known professional and political support - known funding sources - existing studies/plans pertaining to project	4 points for being labeled a top project by agency	4	The public input map currently has 3 public comments. None of which are explicitly in favor of any proposed project. This method allows for evaluation of the public input map to be compared with input from subject matter experts and community leaders
	Minimize or mitigate impacts to natural and cultural resources	Nearby natural/cultural resources	Number of natural/cultural points of interest within 0.25 miles	1; 2; 3; 4+ at 2 points each	8	
	Reduce emissions from mobile sources	Yes/no compliance with TDM strategies	Does the project encourage or enable users to utilize a mode of transportation other than a SOV in addition to bicycling? Y/N including facility at park and ride locations, public transit	Yes - 2 pts No - 0 pts	2	
Protect the natural environment and promote public health	Provide transportation solutions that contribute to improved public health	Yes/no for recreational use and education	Does the project offer the opportunity for users to safely and conveniently use the facility as a means of recreation or educational purposes?	Yes - 2 pts No - 0 pts	2	Think about if the facility is close to a green space where groups can gather. Or that is walking distance from a school where class can be held outside
					100	

Pedestrian						
Goal	Objective	Evaluation Criteria	Scoring Method	Scoring Model	Highest Possible Score	Notes
Ensure a safe, secure, and resilient transportation system	Support efforts to reduce the number of traffic fatalities and serious injuries	Fatal/injury crashes in the past 10 years	Number of total and serious pedestrian crashes per mile along the line of the project	0.1-3; 3.01-6; 6.01-9; 9.01-12.13; 13.01+ at 2 points each range	10	
	Improve safety for all modes and users		Does the project include a signalized crosswalk?	Yes - 2pts No - 0 pts	2	
		Offer of a new, safe street crossing	Does the project include an ADA compliant crossing?	Yes - 2pts No - 0 pts	2	
	Minimize conflicts between different modes of travel	Sidewalk/bicycle facility coverage	What is the level of separation	Sidewalk on one side of the road - 2 pts sidewalk on two sides of the road - 4 pts pedestrian refuge or similar - 2 pts	6	row 20 offers opportunity for MUPs to score higher
Manage congestion and system reliability	Reduce system vulnerability and improve system resiliency	Yes/No for presence in flood plain	Does project provide improvements on an existing facility within 100 year flood plain? Y/N	Yes - 2 pts No - 0 pts	2	
	Improve travel time reliability on the transportation system	LOTTB	N/A			
			Does the project create a new dedicated route for pedestrian travel? Y/N	Yes - 4 pts No - 0 pts	4	
	Implement and monitor effectiveness of congestion management strategies	Provide opportunities to limit the need for vehicular travel				
			Does the project propose a facility 1,000 ft or less from an arterial roadway?	Yes - 2 pts No - 0 pts	2	Think about abutting streets with two dead end streets that could be connected by a sidewalk/path. Pointee if that path also prevents cars from having to use a main road.
	Adapt transportation infrastructure and technologies to meet changing traveler needs and desires	On state EV-corridor list?	N/A			
Improve connectivity and accessibility for all modes				0 to 0.25 miles 0.26 to 0.75 miles 0.76 to 0.99 miles 1 mile or greater at 2 pts each	8	
	Encourage land development patterns that promote transportation efficiency	Increase connectivity to parks or residential communities	Does the project fill a gap or provide a connection to or from parks or schools? Significance of connection measured by distance	1; 2; 3; 4+ at 2 points each	8	
	Increase access to essential services and activity centers	Proximity to community resources/activity centers	Number of community resources/activity centers within .25 miles			
Preserve the existing transportation system	Enhance regional connectivity	Improve the pedestrian network and improve overall walkability	Does the project fill a gap within an existing bicycle/pedestrian network?	0.25 miles or less; 0.26-0.5 miles; 0.5 miles+ at 2 pts each	6	
		Yes/no for removing barriers that prevent pedestrian movement	Yes/No does the project create a new, safe connection where a current barrier exists? E.g. geographic (river), built	Yes - 4 pts No - 0 pts	4	
	Maintain existing transportation facilities in good condition	Yes/no for maintenance category	Is the project maintenance of existing facility? Y/N	Yes - 4 pts No - 0 pts	2	
Enhance economic development opportunities and competitiveness	Utilize technology and innovation to maximize sustainability of the transportation system	Yes/no for new ROW requirement	Does the project require ROW acquisition ?	Yes - 0 pts No - 2 pts	2	
	Prioritize maintenance when allocating funding	NCDDOT pavement/bridge condition	N/A			
	Promote improvements that facilitate the efficient movement of freight	On NCDDOT freight network	N/A			
	Improve project delivery for all modes	Proximity to major employers / employment density	Number of employment centers within 0.25 miles	1; 2; 3; 4+ at 2 points each	8	
Prioritize equitable transportation options	Explore and pursue alternative funding sources	Eligible for DA/LAPP funding	Is the project eligible to receive LAPP funding? Y/N	Yes - 2 pts No - 0 pts	2	
	Invest in the multimodal transportation system	Yes/no for the project significantly contributing to the existing pedestrian network	Does the project connect to one or more existing pedestrian facilities that allows continued movement for a distance greater than 0.5 miles?	Yes - 2 pts No - 0 pts	2	
	Design the transportation system for all users	Number of non-auto modes serviced and to what extent it serves different users	What facilities are included in this project? Does the project accommodate users of different ages, abilities, and purposes?	Sidewalks - 2 pts MUP - 4 pts	4	
	Equitably distribute transportation investments	NCDDOT TDI, Title VI mapping (where applicable)	Does the project take place within 0.25 miles of a Census Block Group with a high TDI score? For projects that fall within multiple block groups, block group with the highest score will be used to assign score.	9.5 or less - 0 pts 10 to 13 - 2 pts 13.5 to 16.5 - 4 pts 17 to higher - 6 pts	6	
Strengthen relationships with transportation partners	Regularly coordinate with resource agencies, EJ communities, neighboring MPOs, and other key partners	Regularly coordinate with resource agencies, EJ communities, neighboring MPOs, and other key partners	Is the project in a community-adopted plan? Y/N	Yes - 2 pts No - 0 pts	2	
		Serve multiple FAMPO member jurisdictions	Does the project serve more than one FAMPO member jurisdiction? Y/N	Yes - 4 pts No - 0 pts	4	
	Participate in transportation-related planning efforts initiated by other agencies and organizations throughout the region. And Expand outreach and engagement techniques	Projects that are top priority for the member jurisdiction	Staff from member jurisdiction identifies top 5 projects using the following criteria: - public engagement and feedback - known professional and political support - known funding sources - existing studies/plans pertaining to project	4 points for being labeled a top project by agency	4	The public input map currently has 3 public comments. None of which are explicitly in favor of any proposed project. This method allows for evaluation of the public input map to be combined with input from subject matter experts and community leaders
Protect the natural environment and promote public health	Minimize or mitigate impacts to natural and cultural resources	Nearby natural/cultural resources	Number of natural/cultural points of interest within 0.25 miles	1; 2; 3; 4+ at 2 points each	8	
	Reduce emissions from mobile sources	Yes/no compliance with TDM strategies	Does the project encourage or enable users to utilize a mode of transportation other than a SOV in addition to walking? Y/N Including facility at park and ride locations, public transit	Yes - 2 pts No - 0 pts	2	
	Provide transportation solutions that contribute to improved public health	Yes/no for recreational use and education	Does the project offer the opportunity for users to safely and conveniently use the facility as a means of recreation or educational purposes?	Yes - 2 pts No - 0 pts	2	Think about if the facility is close to a green space where groups can gather. Or that is walking distance from a school where class can be held outside
					100	

Transit							
Goal	Objective	Evaluation Criteria		Scoring Method	Scoring Model	Highest Possible Score	Thoughts/Notes/Questions
Ensure a safe, secure, and resilient transportation system	Support efforts to reduce the number of traffic fatalities and serious injuries	Fatal/Injury crashes in the past 10 years		N/A			
	Improve safety for all modes and users	Offer amenities that improve safety		Does the project include new or improved facilities that include lighting, a paved stop, bus pullout, covered bus shelter, benches, etc.	Yes - 4pts No - 0 pts	4	
	Minimize conflicts between different modes of travel	Pedestrian facilities at bus stop		Does new or improved service take place along route in which stops have sidewalks at 10% of stops? Y/N	Yes - 4 pts No - 0 pts	4	
	Reduce system vulnerability and improve system resiliency	Yes/No for presence in flood plain or emergency route		Does project provide improvements on an existing facility within 100 year floodplain and/or provide improved access to coastal routes that lead to I-95 in cases of evacuation? Y/N	Yes - 4 pts No - 0 pts	4	
Manage congestion and system reliability	Improve travel time reliability on the transportation system	Trip frequency		Does new or improved service increase route frequency?	Yes - 4 pts No - 0 pts	4	
	Implement and monitor effectiveness of congestion management strategies	Provide opportunities to limit the use of single occupancy vehicles on congested corridors		Level of Travel Time Reliability	1-1.04; 1.05-1.09; 1.10-1.14; 1.15+ At two points for each range	4	
	Adapt transportation infrastructure and technologies to meet changing traveler needs and desires	On state EV-corridor list?		N/A			
Improve connectivity and accessibility for all modes	Encourage land development patterns that promote transportation efficiency	Park and Ride		Does the project offer a route or amenity to or at a park and ride location?	Yes - 4pts No - 0 pts	4	
	Increase access to essential services and activity centers	Proximity to community resources/activity centers		Does project provide new access to community resources/activity centers within 0.25 miles or transit stop	1; 2; 3; 4+ at 2 points each	8	
	Enhance regional connectivity	New service		Does the project offer a new transit service? Y/N	Yes - 2 pts No - 2 pts	2	
		Connectivity to existing bicycle or pedestrian network		Does the service provide access with 0.25 miles of an existing bicycle or pedestrian network?	Yes - 2 pts No - 2 pts	2	
Preserve the existing transportation system	Maintain existing transportation facilities in good condition	Yes/no for maintenance category		Is the project maintenance of existing facility? Y/N	Yes - 2 pts No - 0 pts	2	
	Utilize technology and innovation to maximize sustainability of the transportation system	Yes/no for new ROW requirement		N/A			
	Prioritize maintenance when allocating funding	NCDOT pavement/bridge condition		N/A			
Enhance economic development opportunities and competitiveness	Promote improvements that facilitate the efficient movement of people	Population density		Number of locations along route with a population density of 2,000 persons/square mile or greater?	1; 2; 3; 4+ at 2 points each	8	
	Improve project delivery for all modes	Proximity to major employers / employment density		Number of employment centers within 0.25 miles of route stops	1; 2; 3; 4+ at 2 points each	8	
	Explore and pursue alternative funding sources	Eligible for DA/LAPP funding		Is the project eligible to receive LAPP funding? Y/N	Yes - 2 pts No - 0 pts	2	
Prioritize equitable transportation options	Invest in the multimodal transportation system	Yes/no for the project significantly contributing to the transit network		Does the project connect to one or more existing pedestrian facilities that allows continued movement for a distance greater than 0.5 miles?	Yes - 2 pts No - 0 pts	2	
	Design the transportation system for all users	Number of non-auto modes serviced and to what extent it serves different users		Is the route or facility within a location with 25% or greater of the population over 65?	Yes - 2 No - 0	2	
				Does the route or facility within a location in which over 10% or more of the population has no car?	Yes - 2 No - 0	2	
	Equitably distribute transportation investments	NCDOT TDI, Title VI mapping (where applicable)		Does the project take place within 0.25 miles of a Census Block Group with a high TDI score? For projects that fall within multiple block groups, block group with the highest score will be used to assign score.	9.5 or less - 0 pts 10 to 13 - 2 pts 13.5 to 16.5 - 4 pts 17 to higher - 6 pts	6	
Strengthen relationships with transportation partners	Regularly coordinate with resource agencies, EJ communities, neighboring MPOs, and other key partners	Yes/no agency priority. Number of plans with prior adoption		Is the project in a community-adopted plan?	Yes - 2 pts No - 0 pts	2	
	Participate in transportation-related planning efforts initiated by other agencies and organizations throughout the region	Number of agencies serviced, supporting project. Spread projects throughout		Does this project service more than one FAMPO agency?	Yes - 4 pts No - 0 pts	4	
	Expand outreach and engagement techniques	Projects that are top priority for the member jurisdiction		Staff from member jurisdiction identifies top 5 projects using the following criteria: - public engagement and feedback - known professional and political support - known funding sources - existing studies/plans pertaining to project	4 points for being labeled a top project by agency	4	
Protect the natural environment and promote public health	Minimize or mitigate impacts to natural and cultural resources	Nearby natural/cultural resources		Number of natural/cultural resources within 0.25 miles	1; 2; 3; 4+ at 2 points each	8	
	Reduce emissions from mobile sources	Yes/no compliance with TDM strategies		Does the project encourage or enable users to utilize a mode of transportation other than a SOV in addition to transit? Y/N	Yes - 2 pts No - 0 pts	2	
	Provide transportation solutions that contribute to improved public health	Improve air quality, increase access to essential services or health-focused services		Does the service provide direct access to a park, grocery store, medical center or healthcare provider, or other location that focuses on community engagement, physical, social, or mental wellness/activity or the like	Yes - 4 pts No - 0 pts	4	