

# FY21-22 Call for Projects

## STBG-Competitive Scoring Rubric

Category	Description		Scoring Method	Justification	Max
<b>Connectivity</b>	<b>Bicycle and Pedestrian:</b> The project should connect to an existing bicycle or pedestrian facility in order to qualify for these points. To qualify for points, other facilities should be existing on the ground, under construction at time of application, or obligated for federal or state construction funding at the time of application. Scoring allows flexibility for new connections.	<b>Transit:</b> Directly connects the transit user with other modes, routes, systems, or destinations. The project directly serves riders and provides new connections between the transit system and other modes, routes, systems or destinations. To qualify for these points, the other modes, routes, systems, or destinations must be existing, under construction at the time of application, or obligated for federal or state construction funding at the time	For projects with less than three existing connections, one point for each planned connection up to three points maximum; 1 connection = 4 points, 2 connections = 7 points, 3 or more connections = 10 points	SPOT	10
<b>Access to Transit</b>	If the project improves access to transit services by being within ¼-mile of fixed-route transit stop.		Closest = 10; others relative ranked based on distance; 8 = next closest, etc. It is possible for multiple projects to get 10 points if they provide direct access	Supports equity, mode shift, and a multimodal transportation network.	10
<b>Population and Employment Density</b>	Variable score from 0-10 points based on the relative population and employment density within a 0.5 mile buffer of the corridor. For multi-jurisdictional agencies, the municipality where the project is located will be used to normalize scores.		Relative Score	Similar to a category in the Regional Bicycle and Pedestrian scoring rubric. MPO staff will perform this analysis using the regional model.	10

<b>Project Phase</b>	This category is intended to ensure that the MPO is leveraging federal funds for constructing projects in a timely manner.	Construction with partial funding =30; Construction phase with no funding = 25, Right-of-Way Phase =15; Design Phase=0	Keeps with precedent of prioritizing shovel-ready projects.	30
<b>Local Priority</b>	Each submitting agency will receive 15 points to apply to their projects.		Allows agencies to demonstrate their priorities. Giving all agencies that submit projects the same number of points supports fair geographic distribution of projects. No project can receive more than 10 local priority points.	15
<b>Environmental Justice and Equity</b>	Projects will receive points if located in communities of concern identified in DCHC MPO's 2020 Environmental Justice Report. <b>Sixty percent</b> of a project needs to be located in a community of concern or overlapping communities of concern to receive these points.	0 or 1 Overlap CoC = 3; 2 Overlapping CoC=6; 3 Overlapping CoC = 9; 4 Overlapping CoC = 12; 5 Overlapping CoC = 15	Aligns with Zero Disparity goal of 2050 MTP	15
<b>Safety</b>	Projects will receive a variable score from 0-15 points based on the relative number of bike/ped crashes in previous 5 years within a 1/4 mile buffer of the project, or an alternate corridor if the project is on a new location.	Relative Score	Aligns with Zero Fatalities and Serious Injury Goal of 2050 MTP	15
				<b>105</b>

<b>Geographic Distribution of Projects</b>	<p>Per the adopted DCHC Federal Funding Policy, geographic distribution (formerly "geographic equity") will be taken into account for funding recommendations once quantitative scores have been calculated.</p> <p>The DCHC Federal Funding policy states that <b>“when projects are being considered, equity and funding in jurisdictions over time will be considered.”</b> DCHC staff has interpreted this as all jurisdictions should have access to competitive federal funding sources, regardless of population.</p>
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