Freight Mobility Strategic Investment Program Criteria

Summary of Evaluation Criteria:	Weight
Freight Mobility for the Project Area	35 Maximum
Freight Mobility for the Region, State, & Nation	35 Maximum
General Mobility	25 Maximum
Safety	20 Maximum
Freight & Economic Value	15 Maximum
Environment	20 Maximum
Partnership	25 Maximum
Consistency with Regional & State Plans	5 Maximum
Cost	10 Maximum
Special Issues	8 Maximum
	198 points

Freight Mobility for the Project Area	35 Maximum
Reduce truck, train or rail car travel time/delays	0-25
Increase capacity for peak hour truck or train movement	0-10
Freight Mobility for the Region, State, & Nation	35 Maximum
Importance to the regional freight system & regional economy	0-10
Importance to state freight system & state economy	0-10
Direct access to ports or international border	0-10
Provide a corridor/system solution	0-5
General Mobility	25 Maximum
Reduce vehicular traffic travel time/delay	0-10
Reduce queuing & backups	0-7
Reduce delay from use of alternative railroad crossing	0-5
Address urban principal arterials	
Urban principal arterial	3
• Otherwise	0
Safety	20 Maximum
Reduce railroad crossing accidents	0-5
Reduce non-railroad crossing accidents	0-5
Provide emergency vehicle access	
Essential access route	5
• Otherwise	0
Close additional related railroad crossings	
• 2 or more additional crossing closures	5
• 1 additional crossing closure	3
No crossing closures	0

Freight Mobility Strategic Investment Program Criteria

Benefit mainline rail operations 5 • High 5 • Moderate 3 • Minimal 1 • Negligible 0 Access to key employment areas 0-5 Suport faster train movements 0-5 Environment 20 Maximum Reduce vehicle emissions 0-5 • 1.0 x delay in non-attainment area -5 Reduce train whistle noise in crossing vicinity (number of sensitive receptor sites) 0-5 Diesel Emission Reduction – How project will improve air quality and/or carbon footprint 0-5 Does sponsor have adopted policy to reduce greenhouse gas emissions 0 or 5 Partnership 25 Maximum Matching Funds (35% minimum match is required) 20 maximum • Public sector participation (1 point for every 4% of match) 0-55 Consistency with Regional & State Plans 5 Maximum • Regional transportation plan 3 • State level transportation plan 2 • Not in regional or state transportation plan 2 • Not in regional or state transportation plan 0-7 Degree to which least-cost alternatives are considered 0-3 Special I	Freight & Economic Value	15 Maximum
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