

This document has been prepared as part of the implementation project of Legal Pathways to Deep Decarbonization (Michael B. Gerrard and John C. Dernbach, eds. Environmental Law Institute [2019]) (LPDD). For background information on the project, see <https://lpdd.org>.

Appendix A: Example Allocation Metrics

As mentioned in the model legislation document, the Allocation Metrics for states that have not adopted a statewide transportation funding prioritization process should positively weigh certain Measurement Factors and negatively weigh other Measurement Factors. States that have already adopted such a process will have to tailor the Environmental Metrics to fit the existing process.

An Example Allocation Metric is shown below, in which scores from positively weighed Measurement Factors are added together, and then the cumulative scores from the negatively weighed Measurement Factors are subtracted. Maximum scores for each Measurement Factor are merely provided as an example.

- **Positively weighed Measurement Factors**

Measurement Factor	Score range
Degree of utilization of public transportation or other alternatives to driving	0-25
Ease of access to destinations by public transportation or alternative travel modes, including homes, jobs, services stores, schools, child and health care providers, parks, and other recreational opportunities	0-25
Volume of people and/or goods transported in a given time/route	0-25
Reduction of local air quality index (AQI)	0-25
Positive Measurement Factor subtotal	0-100

- **Negatively weighed Measurement Factors**

Measurement Factor	Score range
Carbon dioxide emissions	0-40
Aggregated change in automobile vehicle miles travelled (VMT)	0-40
Impacts to natural resources (e.g. destruction of tree cover, wetlands, or other carbon sinks)	0-20
Negative Measurement Factor subtotal	0-100

Project score = (Positive Measurement Factor subtotal) – (Negative Measurement Factor subtotal)
