

TIP Project Prioritization Guidance

Approved by COMPASS Board July 19, 2010

All criteria is based solely on the *Communities in Motion* overarching goals, as well as specific plan goals, objectives, and principles. Funding for the urban programs is based on a rolling five-year average.

The overarching goals are as follows:

- Connections – Provide options for safe access and mobility in a cost-effective manner in the region.
- Coordination – Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment – Minimize transportation impacts to people, cultural resources, and the environment.
- Information – Coordinate data gathering and dispense better information.

The “Connections” goal provides the greatest direction to project prioritization, with the following related objectives:

- Objective 1.1 – In order to integrate land use and transportation planning, the land use scenario titled “Community Choices,” which emphasizes a more compact development with design elements that favor expanded effectiveness of public transportation, walking and biking, is hereby identified as the targeted scenario for implementation through this plan. Growth occurring outside the targeted growth areas under “Community Choices” will not be a priority for public funding of transportation systems.
- Objective 1.2 – Maintain the existing transportation infrastructure to provide an interconnected transportation system for the movement of people and goods.
- Objective 1.3 – Expand capacity or increase efficiency of the transportation system with improvements to existing facilities and services or construction of new facilities and services to relieve congested corridors and traffic bottlenecks and to ensure a connected regional system.
- Objective 1.4 – Develop and implement transportation alternatives and land use patterns to achieve an average mode split of 5% of all trips.
- Objective 1.5 – Maximize funding sources for transportation system improvements and maintenance.
- Objective 1.7 – Approach programming, planning, maintenance, construction, operations and project development activities and products in a “context sensitive” manner.
- Objective 1.8 – Preserve freight travel as a priority in order to ensure the Treasure Valley’s economic competitiveness.
- Objective 1.9 – Provide choices for travel in the region and service special access needs for all people, including youth, the elderly, persons with disabilities, and persons of varying economic status.

Related objectives from other goals are:

- Objective 3.1 – Consider the natural, cultural, and built environment during the planning phase.
- Objective 3.3 – Develop method to analyze proposed corridors to avoid negative impacts in environmental justice consideration areas.
- Objective 3.5 – Protect critical open space and farmland resources as part of the Community Choices scenario.

The following summary principles as stated in *Communities in Motion* are also relevant to the prioritization process:

- “Community Choices” is the preferred growth and transportation scenario. Investment decisions regarding public funds will support implementation of this scenario.
- An essential outcome of the plan must be the establishment of a regional transportation investment prioritization system to provide and maintain a safe, efficient, multi-modal transportation system.
- A 50% split of funding between Operations/Maintenance and Capital Improvements is acceptable pending subsequent annual reviews to determine pavement, bridge, safety and equipment standards.
- Maintenance and safety of the transportation system are highest priority when considering funding allocations.
- The Board recognizes the need to identify funding shortfalls and to secure new funding for a multi-modal transportation system as the highest priority.

Project Ranking

Through the process outlined below, categories of projects are considered in a “silo” effect. Road projects are compared with road projects, transit compared with transit, etc... In the end, the Regional Technical Advisory Committee (RTAC) uses a ranking of all projects within their silos to determine a recommendation of new funded projects. A table similar to the one shown below will be presented to the Board along with funding recommendations:

Table 1: Scoring Metric														
Priority by Score	Metric		Priority by Project Type											
	Project	Score	Local Projects							*State Projects				
			Roadway Maintenance	Roadway Capital	PT Maintenance	PT Capital	Enhancement	ITS	Studies	State Roads – ITD Rank	State Roads – COMPASS	Bridges	State Safety – ITD Rank	State Safety – COMPASS
1	A	55						1						
2	B	53								1	1			
3	C	50	1											
4	D	48		1										
5	E	45					1							
6	F	43					2							
7	G	40	2											
8	H	38											1	**N 1
9	I	35		2										
10	J	34				1					1			
11	K	32						2						
12	L	30							1					
13	M	28			1									

*State projects are shown by ITD Rank compared to the COMPASS Rank (except bridges).

**If a project does not pass the Go/No Go, it is ranked with an "N" to designate status.

PT = Public Transportation

Scoring Criteria

The following criteria were developed to best implement the Regional Long-Range Transportation Plan, *Communities in Motion*. The "Go/No Go" criteria are overarching and inclusive to all projects included in the TIP, including state and local projects.

Go/No Go

1. Does project follow the COMPASS Complete Streets Policy?
2. Is a capital roadway project on a corridor identified in the Long Range Transportation Plan (funded or unfunded)?
3. Is a roadway capital maintenance project on a roadway classified as a collector or above on the Federal Functional Classification map?
4. Is a transit capital or capital maintenance project conceptualized in the long-range transportation plan?
5. Is a "special"¹ project or study consistent with the long-range transportation plan?
6. Is the project consistent with the Community Choices land use scenario?
 - Project must either be inside the City Limits and/or Area of Impact or on a corridor that connects multiple cities or counties. Boundaries, as shown in the existing long-range transportation plan.
7. Has the sponsor committed available local match through a formal agency action, such as a Resolution?
8. Has the sponsor committed to paying ongoing operating/maintenance costs through a formal action, such as a resolution?

If yes,
Go

If no,
No Go

Selection Criteria

Off-the-Top

For the Urban Program,
5% - 10% for mandatory studies² and special projects
Commuteride Funding (\$220,000 in Ada, \$55,000 in Canyon)
COMPASS (\$306,000)

For the Urban Program, at least 50% of remaining funds programmed for maintenance³ projects and up to 50% on capital projects.

¹ Special Projects include projects that are not typical roadway or transit projects including but not limited to transportation enhancements, studies for local agencies, or other non-roadway, non-bus purchase projects. Some examples include bicycle lockers, transportation enhancements, and intelligent transportation systems.

² Mandatory Studies include those that are mandated by federal law. An example is the long-range transportation plan.

³ For the purposes of project selection only, a replacement bus purchase is considered maintenance because it maintains the existing transit system.

Urban Program Funding Analysis

Table 2: Urban Funding Analysis	
Ada and Canyon Counties	
	Running Total
Start	~\$9,000,000
<u>Off-the-Top</u>	
Commuteride \$275,000	\$8,725,000
COMPASS \$306,000	\$8,419,000
Mandatory / Special (up to \$900,000)	\$7,519,000
Maintenance Min - \$3,759,500	\$3,759,500
Capital Up to \$3,759,500	0

If a process is currently in place, such as the bridge program at the Idaho Transportation Department (ITD) and the public transportation prioritization process for formula funds developed by Valley Regional Transit (VRT), those existing processes will be used for the specific types of projects. Some methods will be completed by other agencies with the results shared with and considered by COMPASS staff, RTAC, and the COMPASS Board.

Definitions of Project Categories

Projects should be prioritized among those of a similar nature; only in this manner can a set of evaluation criteria be uniformly applied to projects for comparative purposes. It is recognized that the relative importance of each criterion could be different for the various project categories. Therefore a scoring and weighting system was developed for each project category. The resultant weighted points are then used to rank projects within each category.

Roadways - Capital

This category includes all projects having a primary objective of improving the infrastructure for safe and efficient vehicular movement. Such projects could include new roadways, roadway widening, intersection and access improvements, shoulder widening, new bridges or reconstruction of bridges, and improvements at rail and highway grade crossings.

Roadways - Maintenance

This category includes all projects having a primary objective of maintaining existing roadways. Roadways need continual maintenance service in order to remain efficient. Overall, the costs to maintain a roadway are less than rebuilding a roadway, which is a capital expense. A maintenance project should only be approved when the segment is in the optimal time in the project's life cycle. Local entities deem an overlay project as an eligible expense for federal maintenance funds through the Surface Transportation Program (STP). This category also includes maintenance for bridges.

Beginning in FY2016, at least half of available funds, as described in Table 2, will be set aside for maintenance projects, unless an applicant requests additional capital funds and the rolling average is enacted. In this case, additional funds would be set aside the following year to ensure the average is met. Applications for maintenance projects will be requested two years prior to the availability of funds to ensure projects are in the optimal time of their life cycle, yet provide ample time for project development.

Public Transportation - Capital

This category includes all projects having a primary objective of expanding public transportation services and facilities. Projects in this category include vehicle purchase to expand a fleet, new system facilities, and expanded infrastructure. Projects could include new buses, vans, transit transfer centers, operations and maintenance facilities, maintenance equipment, bus stop enhancements, shelters, park-and-ride lots, roadway widening for bus routes, or bus pullouts.

Public Transportation - Maintenance

This category includes all projects having a primary objective of maintaining public transportation fleets and facilities in safe and efficient operating order. Projects could include replacement vehicles for existing bus systems, paratransit services, and the regional vanpool programs; or maintenance equipment or facility maintenance. Projects could include bus stops, park and ride lots, or transfer centers.

Paved Pathways

This category includes all projects with a primary purpose of providing for safe and efficient bicycle or pedestrian movement. Projects could include sidewalks/paved pathways or supporting facilities such as bike racks, storage lockers, lighting, etc.

Enhancement

These projects would include scenic enhancements and transportation related historic improvements.

Travel Demand Management

These projects provide planning, marketing, education, and management support for programs which will reduce usage of Single Occupancy Vehicle and will encourage a shift in mode from single occupancy vehicle travel in the region. Examples of such projects could include ridesharing, preferential parking, alternative ridership incentive programs, and telecommuting.

Intelligent Transportation Systems

This category includes all projects with a primary purpose of providing technological enhancements that improve the efficiency of the existing transportation system. Projects could include signal and control upgrades, signal timing, variable message signs, cameras on roadway for real-time crash information, freeway speed estimates, parking

availability data, electronic customer information systems, fare collection and sales systems, traffic and passenger counting systems, and other “intelligent” data and reporting mechanisms that make the transportation system more efficient for every mode.

Studies

Projects in this category would provide a detailed study to determine needed improvements in the most efficient manner.

Evaluation Criteria Definitions for Capital Projects

Although the following definitions are sufficiently broad to be applicable to all capital project categories, the definitions as related to each category are further refined by the more detailed scoring guidelines. Some criteria are not suitable for certain scoring categories.

System Continuity

Projects should complete gaps or improve incomplete or inadequate segments in the regional system. Emphasis should be placed on regional connections (into, through, and out of cities) rather than local connections (within cities).

Congestion Mitigation/System Management

Projects should reduce congestion by capacity or operational improvements, or by reducing demand through trip reduction or shifts to alternative modes. Corridors used heavily by freight transporters should also be a priority.

Safety Enhancement

Projects should enhance safety based on safety concerns and crashes per million vehicles miles traveled (MVMT).

Multi-Modal Enhancement

Projects should enhance more than a single mode of travel or should improve connection between modes.

Timely Implementation

Projects should be able to be implemented in a timely manner, and should not face any significant political or logistical roadblocks.

Land Use

Projects should encourage implementation of the Community Choices land use scenario by making public investment in non-motorized access to transit facilities and major activity centers. The Community Choices scenario identifies these areas as the focus for higher density development.

BONUS POINTS

An executed Development or Partnership Agreement documenting details of additional funding and/or coordination efforts is needed in order to obtain bonus points.

Funding Incentives

Sponsors must demonstrate the ability to provide at least the minimal local match for all projects. Sponsors providing additional financial or in-kind support for a project will receive additional points.

Coordination Efforts

Projects receive additional points if the sponsor can demonstrate that the project coordinates with another project, or is a confirmed joint project with another agency, thus providing a cost savings or development efficiency.

Table 3: Potential Points by Evaluation Criteria and Project Category for Capital							
Evaluation Criteria	Project Category						
	Roadways - Capital	Public Transportation - Capital	Paved Pathways	Enhancement	Transportation Demand Management	Intelligent Transportation System	Studies
System Continuity	20	10	20	30	10	20	20
Congestion Mitigation / System Management	20	10	10	0	40	30	20
Safety Enhancement	20	20	20	30	20	10	10
Multi-Modal Enhancement	10	20	20	0	0	10	20
Timely Implementation	10	20	10	20	10	10	10
Land Use	20	20	20	20	20	20	20
SUB-TOTAL	100	100	100	100	100	100	100
BONUS POINTS							
Funding Incentives	5	5	5	5	5	5	5
Coordination Efforts	5	5	5	5	5	5	5
SUB-TOTAL	10	10	10	10	10	10	10
TOTAL	110	110	110	110	110	110	110

Evaluation Criteria Definitions for Maintenance Projects

Maintaining existing infrastructure is a local and federal goal. Maintenance projects do not fit the same overall categories as capital projects, therefore, the following criteria are used for maintenance projects.

Roadways – Maintenance

Life Cycle Cost

Each agency calculates the life cycle cost to maintain the specific section of roadway or bridge. Projects in this category should be in

the optimal time of the life cycle, but not beyond the end of the life cycle for maintenance to be cost effective.

Pavement Index

Each agency calculates the pavement index based on certain criteria. The applicant must describe the scoring mechanism for pavement index and describe how their system fits with the TIP scoring criteria. Roadways with a status beyond a maintenance treatment should not be considered.

Roadway Volume

Federal funds should be prioritized for regional benefits.

Freight Corridor

Corridors used heavily by freight transporters should be a priority.

BONUS POINTS

An executed Development or Partnership Agreement documenting details of additional funding and/or coordination efforts is needed in order to obtain bonus points.

Funding Incentives

Sponsors must demonstrate the ability to provide local match for all projects. Sponsors providing additional financial or in-kind support for a project will receive additional points.

Coordination Efforts

Projects receive additional points if the sponsor can demonstrate that the project coordinates with another project, thus providing a cost savings or development efficiency.

Public Transportation – Maintenance

Life Cycle Cost

Each vehicle has a life cycle that is considered safe for passengers based on the age or mileage of the vehicle. Vehicles near the end of their useful life should be considered. A typical bus order takes a year or more to arrive. Maintenance and operations equipment reach a point where they are out of date or no longer in safe operating order. Public facilities supporting public transportation reach a point where they are no longer adequate or safe. The applicant must document the inadequate or unsafe condition.

Maintenance cost

Even if mileage is relatively low, sometimes the age and make of the vehicle limit availability of parts for repair. The applicant will document the costs of repair and maintenance for the vehicle being replaced compared to a typical vehicle. If the project is for maintenance and operations equipment or facilities, the applicant must document a comparison of the replacement of upgrade cost versus maintenance costs.

Lease vs Own

Owning a vehicle, equipment or facilities is less expensive than leasing a them. Priority is placed on owning, rather than leasing, vehicles, equipment, or facilities.

BONUS POINTS

An executed Development or Partnership Agreement documenting details of additional funding and/or coordination efforts is needed in order to obtain bonus points.

Funding Incentives

Sponsors must demonstrate the ability to provide local match for all projects. Sponsors providing additional financial or in-kind support for a project will receive additional points.

Coordination Efforts

Projects receive additional points if the sponsor can demonstrate that the project coordinates with another project, thus providing a cost savings or development efficiency.

Table 4: Potential Points by Evaluation Criteria and Project Category for Maintenance		
Evaluation Criteria	Project Category	
	Roadways	Public Transportation
Life Cycle/Cost	30	45
Pavement Index	35	0
Roadway Volume	25	0
Freight Corridor	10	0
Maintenance Cost	0	35
Lease vs. Own	0	20
SUB-TOTAL	100	100
BONUS POINTS		
Funding Incentives	5	5
Coordination Efforts	5	5
SUB-TOTAL	10	10
TOTAL	110	110

Table 5: Scoring Guidelines for Roadways - Capital		
Criterion	Assessment	Score
System Continuity	Project will complete or improve a road segment that connects two improved intersections and helps to provide a continuous link between two points of regional importance for travel OR is a bridge project that helps to provide a continuous link between two points of regional importance for travel OR project will improve an intersection or interchange of at least one corridor of regional importance.	20
“Regional importance” is beneficial for 3 cities or 2 counties.		15
“Local importance” benefits only the city or county where facility is located.	Project will complete or improve a road segment that connects one improved intersections and helps to provide a continuous link between at least one point of regional importance for travel.	10
“Point of regional	Project will complete or improve a road segment that connects no improved intersections and helps to provide a continuous	

Table 5: Scoring Guidelines for Roadways - Capital		
Criterion	Assessment	Score
importance" is a major concentration of employment and commercial activity that may be found in suburban areas as well as in downtown areas.	link between at least one point of regional importance for travel.	5
	Project will complete or improve efficiency of a corridor, intersection, or bridge that enhances continuity of a local system. Project is on a segment that does not enhance continuity of either a priority corridor or a local system.	0
Congestion Mitigation / System Management Congestion as related to the Congestion Management Process (CMP) Applicant must demonstrate congestion mitigation if segment is not part of the CMP.	Project will mitigate congestion and includes segment in the high congestion category for the last three years.	10
	Project will mitigate congestion and includes segment in the high congestion category for the current year.	7
	Project will mitigate congestion and includes segment in the medium congestion category for the current year.	4
	Project will mitigate congestion and includes segment in the low congestion category for the current year.	2
	Not classified as congested in the CMP consistently over the last three years.	0
	Project receives additional points if it is on a freight corridor specified on the Freight Corridor Map and score sheet.	0-10
Safety Enhancement Once MVMT is figured, points are assigned on a sliding scale compared to other projects within the same application year.	This criteria is based on crashes per million vehicle miles traveled (MVMT). This reflects the number of crashes that have occurred on a selected length of roadway for every MVMT. Three years of accident data is collected, totaled, then divided by the number of years the accident data was collected, resulting in the average number of accidents on that stretch of road. The average number of crashes is divided by MVMT in a year (average daily traffic in a period of 365 days and divided by one million miles of travel). This results in the crashes per million vehicle miles (Crash/MVMT). The one exception to this rule is for roadway sections that do not currently exist. Staff will use two similar existing roadway sections and average the crash and MVMT for the new project, unless the applicant provides an engineer's estimate of this data in the application. An intersection project receives bonus points based on average compared with road segments with a maximum of 20 points available. (The scorer will take the difference in points between the highest road segment and highest intersection and add that number to each intersection project due to inequities in gathering crash data at intersections.)	20-0

Table 5: Scoring Guidelines for Roadways - Capital		
Criterion	Assessment	Score
Multi-Modal Enhancement "Regional importance" is beneficial for 3 cities or 2 counties. "Local importance" benefits only the city or county where facility is located.	Project will accommodate and create significant benefits to at least two additional modes of travel, or will complete a link to an intermodal facility of regional importance.	10
	Project will accommodate and create significant benefits to one other mode of travel, or will bring to standards an existing segment which connects to an intermodal facility of regional importance.	7
	Project will accommodate other mode(s) of travel, but benefits are expected to be limited; or project will enhance a connection to an intermodal facility of local importance.	4
	Project will accommodate no other modes of travel and will not improve a connection to any intermodal facility.	0
Timely Implementation A project schedule is required, including an operations plan if appropriate.	Project could be implemented in five years and expects no political roadblocks exist from a preliminary view.	10
	Project could be implemented within five years and expects some political roadblocks exist from a preliminary view.	5
	Project could not be implemented within five years.	0
Land Use (Non-motorized access encourages land uses envisioned in the long-range transportation plan.) Transit routes are identified in the long-range transportation plan. Major Activity Centers are located on the COMPASS Major Activity Center Map.	Project will improve non-motorized access to an existing or planned premium transit route or major activity center, as specified by the project sponsor.	20
	Project encourages the "Community Choices" land use scenario in other ways, as provided by the applicant. (This is a special case and determined by the scoring committee.)	0-20
	Project will improve non-motorized access to an express or primary transit route, as specified by the project sponsor.	15
	Project will improve non-motorized access on a secondary route, flex route areas, or rural service area, as specified by the project sponsor.	10
	Project will improve non-motorized access, but not on a transit route.	5
	Project does not encourage the "Community Choices" land use scenario.	0
*BONUS POINTS		
Funding Incentives	Project sponsor will provide additional monetary or in-kind support to the project equaling over 30% of the project total.	5
	Project sponsor will provide additional monetary or in-kind support to the project equaling 21%-30% of the project total.	4
	Project sponsor will provide additional monetary or in-kind support to the project equaling 11%-20% of the project total.	3
	Project sponsor will provide additional monetary or in-kind support to the project above the required local match up to 10% of the project total.	2
	Project sponsor will provide the required program match, typically 7.34%.	0

Table 5: Scoring Guidelines for Roadways - Capital		
Criterion	Assessment	Score
Coordinated Efforts	Project is coordinated with a separate funded project resulting in a cost savings or development efficiency. The coordinating benefits are classified as "major."	5
Major Classification = multi-modal project, adds capacity, or improves safety	Project is coordinated with a separate funded project resulting in a cost savings or development efficiency. The coordinating benefits are classified as "minor."	3
Minor Classification = utility improvements, overlays	This project is not coordinated with any other funded project.	0

*An executed Development or Partnership Agreement documenting details of additional funding and/or coordination efforts is needed in order to obtain bonus points.

Table 6: Scoring Guidelines for Roadways - Maintenance		
Criterion	Assessment	Score
Life Cycle Cost	This criteria is based on the comparison of this projects with other applications. Roads or bridges with higher cost efficiency receive higher points.	0-30
Pavement Index	The pavement index for this project falls in a medium ranking category, as demonstrated by the project sponsor.	35
	The pavement index for this project falls in a high or low ranking category, as demonstrated by the project sponsor.	0
Roadway Volume	This criteria is based on the comparison of this projects with other applications. Roads or bridges with higher volume receive higher points.	0-25
Freight Corridor	Project receives additional points if it is on a freight corridor specified on the Freight Corridor Map and score sheet.	0-10
*BONUS POINTS		
Funding Incentives	Project sponsor will provide additional monetary or in-kind support to the project equaling over 30% of the project total.	5
	Project sponsor will provide additional monetary or in-kind support to the project equaling 21%-30% of the project total.	4
	Project sponsor will provide additional monetary or in-kind support to the project equaling 11%-20% of the project total.	3
	Project sponsor will provide additional monetary or in-kind support to the project above the required local match up to 10% of the project total.	2
	Project sponsor will provide the required program match.	0
Coordinated Efforts	Project is coordinated with a separate funded project resulting in a cost savings or development efficiency. The coordinating benefits are classified as "major."	5
Major Classification = multi-modal project, adds capacity, or improves safety	Project is coordinated with a separate funded project resulting in a cost savings or development efficiency. The coordinating benefits are classified as "minor."	3
Minor Classification = utility improvements,	This project is not coordinated with any other funded project.	0

Table 6: Scoring Guidelines for Roadways - Maintenance		
Criterion	Assessment	Score
overlays		

*An executed Development or Partnership Agreement documenting details of additional funding and/or coordination efforts is needed in order to obtain bonus points.

Table 7: Scoring Guidelines for Public Transportation - Capital <i>(Only for projects that do not receive funding through the designated recipient. Those projects are prioritized with an approved process through Valley Regional Transit.)</i>		
Criterion	Assessment	Score

System Continuity "Regional importance" is beneficial for 3 cities or 2 counties. "Local importance" benefits only the city or county where facility is located. Support facilities or equipment includes transit facilities, cameras, etc...	Project provides for a new or increased service between origins and destinations of regional importance.	10
	Project will provide substantial support facilities or equipment to a service of regional importance.	7
	Project will provide moderate support facilities or equipment to a service of regional importance.	4
	Project will enhance system continuity only at the local level.	2
	Project will not enhance regional or local system continuity.	0
Congestion Mitigation / System Management Congestion as related to the Congestion Management Process (CMP). Applicant must demonstrate the shift from congested roadways to transit. Support facilities or equipment includes transit facilities, cameras, etc...	Project provides new or expanded transit service or support facilities or equipment on a roadway identified in the high congestion category for the last three years; OR will reduce transit overloading or crowding.	10
	Project provides new or expanded transit service or support facilities or equipment on a roadway identified in the high congestion category for the current year.	7
	Project provides new or expanded transit service or support facilities or equipment on a roadway identified in the medium congestion category for the current year.	4
	Project provides new or expanded transit service or support facilities or equipment on a roadway identified in the low congestion category for the current year.	2
	Project will provide no congestion mitigation benefits	0
Safety and Security Enhancement	Project will significantly improve a documented unsafe transit operations situation or will significantly improve transit passenger/employee security.	20
	Project will improve a documented safety situation or will improve transit passenger/employee security at a low activity location.	13
	Project will improve only equipment/assets safety or security.	7
	Project will have no identifiable safety benefits.	0

Table 7: Scoring Guidelines for Public Transportation - Capital

(Only for projects that do not receive funding through the designated recipient. Those projects are prioritized with an approved process through Valley Regional Transit.)

Criterion	Assessment	Score
Multi-Modal Enhancement Support facilities include transit facilities, cameras, etc...	Project significantly improves a connection between modes or will provide essential facilities to serve riders who are elderly, low income or disabled; or support facilities.	20
	Project will provide for support facilities; or moderately improve a connection between modes or will provide desirable facilities to serve riders who are elderly, disabled, or low income.	13
	Project will provide only minor enhancement for a connection between modes or for riders who are elderly, disabled, or low income.	7
	Project will neither improve the ability for a connection between modes nor enhance service for riders who are elderly, disabled, or low income.	0
Timely Implementation A project schedule is required, including an operations plan if appropriate.	Project could be implemented in five years and expects no political roadblocks exist from a preliminary view.	20
	Project could be implemented within five years and expects some political roadblocks exist from a preliminary view.	10
	Project could not be implemented within five years.	0
Land Use (Non-motorized access encourages land uses envisioned in the long-range transportation plan.) Transit routes are identified in the long-range transportation plan. Major Activity Centers are located on the COMPASS Major Activity Center Map.	Project will improve non-motorized access to or increase service on a premium transit route or service to a major activity center, as specified by the project sponsor.	20
	Project encourages the "Community Choices" land use scenario in other ways, such as serving high density development. Documentation will be provided by the applicant. (This is a special case and determined by the scoring committee.)	0-20
	Project will improve non-motorized access to or increase service on an express or primary transit route, as specified by the project sponsor.	13
	Project will improve non-motorized access to or increase service on a secondary route, flex route areas, or rural service area, as specified by the project sponsor.	7
	Project does not encourage the "Community Choices" land use scenario.	0
*BONUS POINTS		

Table 7: Scoring Guidelines for Public Transportation - Capital <i>(Only for projects that do not receive funding through the designated recipient. Those projects are prioritized with an approved process through Valley Regional Transit.)</i>		
Criterion	Assessment	Score
Funding Incentives	Project sponsor will provide additional monetary or in-kind support to the project over 30% of the project total.	5
	Project sponsor will provide additional monetary or in-kind support to the project equaling 21%-30% of the project total.	4
	Project sponsor will provide additional monetary or in-kind support to the project equaling 11%-20% of the project total.	3
	Project sponsor will provide additional monetary or in-kind support to the project above the required local match up to 10% of the project total.	2
	Project sponsor will provide the required program match, typically 7.34%.	0
Coordinated Efforts	Project is coordinated with a separate funded project resulting in a cost savings or development efficiency. The coordinating benefits are classified as "major."	5
Major Classification = multi-modal project, adds capacity, or improves safety	Project is coordinated with a separate funded project resulting in a cost savings or development efficiency. The coordinating benefits are classified as "minor."	3
Minor Classification = utility improvements, overlays	This project is not coordinated with any other funded project.	0

*An executed Development or Partnership Agreement documenting details of additional funding and/or coordination efforts is needed in order to obtain bonus points.

Table 8: Scoring Guidelines for Public Transportation - Maintenance		
Criterion	Assessment	Score
Life Cycle	Project for a vehicle or equipment is beyond its life cycle within 6 years of the date of application, as demonstrated by the project sponsor.	45
	A facility with major damage or safety issues, as demonstrated by the project sponsor.	36
	Project for a vehicle or equipment is at the end of its life cycle within 6 years of the date of application, as demonstrated by the project sponsor.	27
	Project for a vehicle or equipment will be within 1 years of the end of its life cycle within 6 years of the date of application, as demonstrated by the project sponsor.	18
	Applicant must include the necessary date of replacement of a vehicle.	A facility with minor damage or safety issues, as demonstrated by the project sponsor.
Maintenance Cost	Vehicle, equipment, or facility that has repair costs more than three times an average vehicle or comparable equipment, as documented by the project sponsor.	35

Table 8: Scoring Guidelines for Public Transportation - Maintenance		
Criterion	Assessment	Score
	Vehicle, equipment, or facility that has repair costs more than two times an average vehicle or comparable equipment, as documented by the project sponsor.	17
	The project should be replaced rather than repaired.	0
Lease vs. Own	Vehicle, equipment, or facility is converting from a lease to ownership.	20
	Vehicle, equipment or facility is already owned, but needs to be replaced.	10
*BONUS POINTS		
Funding Incentives	Project sponsor will provide additional monetary or in-kind support to the project over 30% of the project total.	5
	Project sponsor will provide additional monetary or in-kind support to the project equaling 21%-30% of the project total.	4
	Project sponsor will provide additional monetary or in-kind support to the project equaling 11%-20% of the project total.	3
	Project sponsor will provide additional monetary or in-kind support to the project above the required local match up to 10% of the project total.	2
	Project sponsor will provide the required program match, typically 7.34%.	0
Coordinated Efforts	Project is coordinated with a separate funded project resulting in a cost savings or development efficiency. The coordinating benefits are classified as "major."	5
Major Classification = multi-modal project, adds capacity, or improves safety	Project is coordinated with a separate funded project resulting in a cost savings or development efficiency. The coordinating benefits are classified as "minor."	3
Minor Classification = utility improvements, overlays	This project is not coordinated with any other funded project.	0

*An executed Development or Partnership Agreement documenting details of additional funding and/or coordination efforts is needed in order to obtain bonus points.

Table 9: Scoring Guidelines for Paved Pathways		
Criterion	Assessment	Score
System Continuity	Project will complete a missing section in the regional pathway system or will complete a link to a school or to more than one separate major destination.	20
The "regional pathway system" is defined in the Ridge to Rivers Pathway Plan.	Project will partially complete a missing section, or improve an existing link, in the regional pathway system or will complete a link to a major destination other than a school.	14
	Project will complete a missing link in a local pathway system.	7
	Project will not address a missing link in the system, regionally or locally.	0

Table 9: Scoring Guidelines for Paved Pathways		
Criterion	Assessment	Score
Congestion Mitigation / System Management Congestion as related to the Congestion Management Process (CMP).	Project will primarily serve non-recreational travel, and will be located along or will provide an alternate route to a highly congested roadway.	10
	Project will primarily serve non-recreational travel, but will provide a parallel facility to a low to medium congested roadway.	7
	Project will serve primarily recreational travel (but some non-recreational travel), and will be located along or will provide an alternate route to a highly congested roadway, or will relieve traffic on a congested pathway that serves primarily non-recreational travel.	4
	Project has little or no potential to reduce congestion on nearby roadways or regional pathways.	0
Safety Enhancement Conflict can be eliminated through methods such as separated facilities.	Project will eliminate conflicts between bicyclists/pedestrians and autos or trains, or will improve a situation which has resulted in recorded bicycle/pedestrian accidents with automobiles/trains.	20
	Project will improve (but not eliminate) a situation in which bicyclists/pedestrians are in direct conflict with autos or trains, but where no accidents have been reported.	14
	Project will improve a bicycle or pedestrian facility which presents a hazard to bicyclists or pedestrians without any conflicts with autos or trains, or which presents serious conflicts between bicyclists and pedestrians.	7
	Project will have no discernible safety benefits for bicyclists or pedestrians.	0
Multi-Modal Enhancement "Regional importance" is beneficial for 3 cities or 2 counties. "Local importance" benefits only the city or county where facility is located.	Project will provide a direct bicycle/pedestrian connection to a transit facility of regional importance.	20
	Project will provide a direct bicycle/pedestrian connection to a transit facility of local importance.	14
	Project will improve a connection to a transit facility.	7
	Project will not improve connections to any transit facility.	0
Timely Implementation A project schedule is required, including an operations plan if appropriate.	Project could be implemented in five years and expects no political roadblocks exist from a preliminary view.	10
	Project could be implemented within five years and expects some political roadblocks exist from a preliminary view.	5
	Project could not be implemented within five years.	0

Table 9: Scoring Guidelines for Paved Pathways		
Criterion	Assessment	Score
Land Use "Growth areas" as defined in <i>Communities in Motion: Community Choices</i> .	Project is wholly within the "growth areas" in the Community Choices land use scenario; or it connects two or more "growth areas" in the Community Choices land use scenario, although it also traverses through "no growth" areas as well.	20
	At least 60% of the project is physically located within a "growth area" in the Community Choices land use scenario, but does not connect two or more "growth areas."	10
	Project is outside the "growth area" in the Community Choices land use scenario.	0
*BONUS POINTS		
Funding Incentives	Project sponsor will provide additional monetary or in-kind support to the project equaling over 30% of the project total.	5
	Project sponsor will provide additional monetary or in-kind support to the project equaling 21%-30% of the project total.	4
	Project sponsor will provide additional monetary or in-kind support to the project equaling 11%-20% of the project total.	3
	Project sponsor will provide additional monetary or in-kind support to the project above the required local match up to 10% of the project total.	2
	Project sponsor will provide the required program match, typically 7.34%.	0
Coordinated Efforts Major Classification = multi-modal project, adds capacity, or improves safety Minor Classification = utility improvements, overlays	Project is coordinated with a separate funded project resulting in a cost savings or development efficiency. The coordinating benefits are classified as "major."	5
	Project is coordinated with a separate funded project resulting in a cost savings or development efficiency. The coordinating benefits are classified as "minor."	3
	This project is not coordinated with any other funded project.	0

*An executed Development or Partnership Agreement documenting details of additional funding and/or coordination efforts is needed in order to obtain bonus points.

Table 10: Scoring Guidelines for Enhancements		
Criterion	Assessment	Score
System Continuity	<u>Transportation-Related Historic Preservation/Archaeological Projects.</u> Project is part of a local, regional or state preservation or archaeological effort	30
	Project positively affects the regional transportation system.	15
	Project does not affect the regional transportation system.	0
	<u>Transportation Aesthetics and Scenic Values Projects.</u>	
	Project is part of the state's scenic highway program or	30

Table 10: Scoring Guidelines for Enhancements		
Criterion	Assessment	Score
	enhances the visual environment.	
	Project positively affects the regional transportation system.	15
	Project does not affect the regional transportation system.	0
	<u>Projects that Mitigate Water Pollution due to Highway Runoff.</u>	
	Project implements mitigation measures for a demonstrated water quality problem.	30
	Project provides evidence that the proposed mitigation will improve water quality, preserve wetlands, or create new ones.	20
	Project positively affects the regional transportation system.	10
	Project does not affect the regional transportation system.	0
Congestion Mitigation / System Management	Not applicable.	
Safety Enhancement	Project will significantly improve safety for travelers or site visitors in any mode.	30
	Project will moderately improve safety for travelers or site visitors in any mode.	20
	Project will result in some improvement of safety for travelers or site visitors in any mode.	10
	Project will result in no identifiable safety benefits.	0
Multi-Modal Enhancement	Not applicable.	
Timely Implementation	Project could be implemented in five years and expects no political roadblocks exist from a preliminary view.	20
A project schedule is required, including an operations plan if appropriate.	Project could be implemented within five years and expects some political roadblocks exist from a preliminary view.	10
	Project could not be implemented within five years.	0
Land Use	Project is wholly within the “growth areas” in the Community Choices land use scenario; or it connects two or more “growth areas” in the Community Choices land use scenario, although it also traverses through “no growth” areas as well.	20
“Growth areas” as defined in <i>Communities in Motion: Community Choices</i> .	At least 60% of the project is physically located within a “growth area” in the Community Choices land use scenario, but does not connect two or more “growth areas.”	10
	Project is outside the “growth area” in the Community Choices land use scenario.	0
*BONUS POINTS		

Table 10: Scoring Guidelines for Enhancements		
Criterion	Assessment	Score
Funding Incentives	Project sponsor will provide additional monetary or in-kind support to the project equaling over 30% of the project total.	5
	Project sponsor will provide additional monetary or in-kind support to the project equaling 21%-30% of the project total.	4
	Project sponsor will provide additional monetary or in-kind support to the project equaling 11%-20% of the project total.	3
	Project sponsor will provide additional monetary or in-kind support to the project above the required local match up to 10% of the project total.	2
	Project sponsor will provide the required program match, typically 7.34%.	0
Coordinated Efforts	Project is coordinated with a separate funded project resulting in a cost savings or development efficiency. The coordinating benefits are classified as "major."	5
Major Classification = multi-modal project, adds capacity, or improves safety	Project is coordinated with a separate funded project resulting in a cost savings or development efficiency. The coordinating benefits are classified as "minor."	3
Minor Classification = utility improvements, overlays	This project is not coordinated with any other funded project.	0

*An executed Development or Partnership Agreement documenting details of additional funding and/or coordination efforts is needed in order to obtain bonus points.

(tie to SIP update – needs to be strengthened)

Table 11: Scoring Guidelines for Transportation Demand Management		
Criterion	Assessment	Score
System Continuity "Regional importance" benefits 3 cities or 2 counties. "Local importance" benefits only the city or county where facility is located.	Project will strongly enhance and support other travel- demand management programs which are already in place and which have regional importance.	10
	Project will moderately enhance and support other travel- demand management programs which are already in place and which have regional importance.	7
	Project will enhance and support other travel-demand management programs which are already in place and which are of local importance.	4
	Project will not enhance or support other travel-demand management programs currently in place.	0

Table 11: Scoring Guidelines for Transportation Demand Management		
Criterion	Assessment	Score
Congestion Mitigation / System Management VMT reduction on daily basis.	Project will reduce traffic congestion by reducing vehicle trips or VMT by 100 or more vehicles or provide educational material expecting to reach 1,000 people or more.	40
	Project will reduce traffic congestion by reducing vehicle trips or VMT by 50-99 vehicles or provide educational material expecting to reach 500-999 people.	32
	Project will reduce vehicle trips per VMT by less than 50 vehicles or provide educational material expecting to reach 100-499 people.	24
	Project will not measurably improve traffic congestion or provide educational materials to a measurable number of people.	0
Safety Enhancement	Project will significantly improve safety for travelers in any mode.	20
	Project will moderately improve safety for travelers in any mode.	14
	Project will result in some improvement of safety for travelers in any mode.	7
	Project will result in no identifiable safety benefits.	0
Multi-Modal Enhancement	Not applicable.	
Timely Implementation A project schedule is required, including an operations plan if appropriate.	Project could be implemented in five years and expects no political roadblocks exist from a preliminary view.	10
	Project could be implemented within five years and expects some political roadblocks exist from a preliminary view.	5
	Project could not be implemented within five years.	0
Land Use "Growth areas" as defined in <i>Communities in Motion: Community Choices</i> .	Project is wholly within the "growth areas" in the Community Choices land use scenario; or it connects two or more "growth areas" in the Community Choices land use scenario, although it also traverses through "no growth" areas as well.	20
	At least 60% of the project is physically located within a "growth area" in the Community Choices land use scenario, but does not connect two or more "growth areas."	10
	Project is outside the "growth area" in the Community Choices land use scenario.	0
*BONUS POINTS		

Table 11: Scoring Guidelines for Transportation Demand Management		
Criterion	Assessment	Score
Funding Incentives	Project sponsor will provide additional monetary or in-kind support to the project equaling over 30% of the project total.	5
	Project sponsor will provide additional monetary or in-kind support to the project equaling 21%-30% of the project total.	4
	Project sponsor will provide additional monetary or in-kind support to the project equaling 11%-20% of the project total.	3
	Project sponsor will provide additional monetary or in-kind support to the project above the required local match up to 10% of the project total.	2
	Project sponsor will provide the required program match, typically 7.34%.	0
Coordinated Efforts Major Classification = multi-modal project, adds capacity, or improves safety Minor Classification = utility improvements, overlays	Project is coordinated with a separate funded project resulting in a cost savings or development efficiency. The coordinating benefits are classified as "major."	5
	Project is coordinated with a separate funded project resulting in a cost savings or development efficiency. The coordinating benefits are classified as "minor."	3
	This project is not coordinated with any other funded project.	0

*An executed Development or Partnership Agreement documenting details of additional funding and/or coordination efforts is needed in order to obtain bonus points.

Table 12: Scoring Guidelines for Intelligent Transportation System		
Criterion	Assessment	Score
System Continuity	Project is listed in the current ITS Plan and on a priority corridor as identified in the ITS plan.	20
	Project will strongly enhance and support other ITS projects which are already in place and which have regional importance.	16
	Project will moderately enhance and support other ITS projects which are already in place and which have regional importance.	14
	Project will enhance and support other ITS which are already in place and which are of local importance.	7
	Project will not enhance or support other ITS projects currently in place.	0

Table 12: Scoring Guidelines for Intelligent Transportation System		
Criterion	Assessment	Score
Congestion Mitigation / System Management Congestion as related to the Congestion Management Process (CMP)	Project will mitigate congestion and includes segment in the high congestion category for the last three years.	20
	Project will mitigate congestion and includes segment in the high congestion category for the current year.	16
	Project will mitigate congestion and includes segment in the medium congestion category for the current year.	12
	Project will mitigate congestion and includes segment in the low congestion category for the current year.	7
	Not classified as congested in the CMP consistently over the last three years.	0
	Project receives additional points if it is on a freight corridor specified on the Freight Corridor Map.	0-10
Safety Enhancement Once MVMT is figured, points are assigned on a sliding scale compared to other projects within the same year.	This criteria is based on crashes per MVMT. This reflects the number of crashes that have occurred on a selected length of roadway for every MVMT. Three years of accident data is collected, totaled, then divided by the number of years the accident data was collected, resulting in the average number of accidents on that stretch of road. The average number of crashes is divided by MVMT in a year (average daily traffic in a period of 365 days and divided by one million miles of travel). This results in the crashes per million vehicle miles (Crashes/MVMT). The one exception to this rule is for roadway sections that do not currently exist. Using engineering judgment for new roads, an average value is assigned for new roadway construction.	10-0
Multi-Modal Enhancement "Regional importance" is beneficial for 3 cities or 2 counties. "Local importance" benefits only the city or county where facility is located.	Project will accommodate and create significant benefits to at least two modes of travel, or provides ITS service to an intermodal facility of regional importance.	10
	Project provide limited benefits to multiple modes of travel; or provides ITS service to an intermodal facility of local importance.	5
	Project will accommodate one mode of travel and will not improve a ITS service to any intermodal facility.	0
Timely Implementation A project schedule is required, including an operations plan if appropriate.	Project could be implemented in five years and expects no political roadblocks exist from a preliminary view.	10
	Project could be implemented within five years and expects some political roadblocks exist from a preliminary view.	5
	Project could not be implemented within five years.	0

Table 12: Scoring Guidelines for Intelligent Transportation System		
Criterion	Assessment	Score
Land Use "Growth areas" as defined in <i>Communities in Motion: Community Choices</i> .	Project is wholly within the "growth areas" in the Community Choices land use scenario; or it connects two or more "growth areas" in the Community Choices land use scenario, although it also traverses through "no growth" areas as well.	20
	At least 60% of the project is physically located within a "growth area" in the Community Choices land use scenario, but does not connect two or more "growth areas."	10
	Project is outside the "growth area" in the Community Choices land use scenario.	0
*BONUS POINTS		
Funding Incentives	Project sponsor will provide additional monetary or in-kind support to the project equaling over 30% of the project total.	5
	Project sponsor will provide additional monetary or in-kind support to the project equaling 21%-30% of the project total.	4
	Project sponsor will provide additional monetary or in-kind support to the project equaling 11%-20% of the project total.	3
	Project sponsor will provide additional monetary or in-kind support to the project above the required local match up to 10% of the project total.	2
	Project sponsor will provide the required program match, typically 7.34%.	0
Coordinated Efforts Major Classification = multi-modal project, adds capacity, or improves safety Minor Classification = utility improvements, overlays	Project is coordinated with a separate funded project resulting in a cost savings or development efficiency. The coordinating benefits are classified as "major."	5
	Project is coordinated with a separate funded project resulting in a cost savings or development efficiency. The coordinating benefits are classified as "minor."	3
	This project is not coordinated with any other funded project.	0

*An executed Development or Partnership Agreement documenting details of additional funding and/or coordination efforts is needed in order to obtain bonus points.

Table 13: Scoring Guidelines for Studies		
Criterion	Assessment	Score
System Continuity "Regional importance" benefits 3 cities or 2 counties. "Local importance" benefits only the city or county where facility is located.	Study will have a regional scope and enhance multiple modal components of the transportation system or provides substantial benefit to the regional vision.	20
	Study will have a corridor-level scope and enhance multiple segments of regional importance on the transportation system or provides some benefit to the regional vision.	14
	Study will have a sub-area scope and enhance multiple modal components of the transportation system or provides minimal benefit to the regional vision.	7
	Study will have a collector-level scope and enhance only	0

Table 13: Scoring Guidelines for Studies		
Criterion	Assessment	Score
	selected segment(s) on the transportation system which have no regional importance.	
Congestion Mitigation / System Management Congestion as related to the Congestion Management Process (CMP).	Study will analyze a segment of roadway that has been listed in the highly congested category for the last three years or provides a study that is directly mentioned in the long range transportation plan.	20
	Study will analyze a segment of roadway that is listed in the highly congested category in the current year.	15
	Study will analyze a segment of roadway that is listed in the medium congested category in the current year or provides a study that is consistent with the vision in the long range transportation plan.	10
	Study will analyze a segment of roadway that is listed in the low congested category in the current year.	5
	Study will not analyze a congested corridor.	0
Safety Enhancement	Study will result in significantly improved safety for travelers in any mode.	10
	Study will result in moderately improved safety for travelers in any mode.	7
	Study will result in some improvement of safety for travelers in any mode.	4
	Study will result in no identifiable safety benefits.	0
Multi-Modal Enhancement	Study will analyze significant benefits for at least three modes of travel.	20
	Study will analyze significant benefits for two modes of travel.	14
	Study will analyze benefits for a single mode of travel.	0
Timely Implementation A project schedule is required, including an operations plan if appropriate.	Project could be implemented in five years and expects no political roadblocks exist from a preliminary view.	10
	Project could be implemented within five years and expects some political roadblocks exist from a preliminary view.	5
	Project could not be implemented within five years.	0
Land Use "Growth areas" as defined in <i>Communities in Motion: Community Choices</i> .	Project is wholly within the "growth areas" in the Community Choices land use scenario; or it connects two or more "growth areas" in the Community Choices land use scenario, although it also traverses through "no growth" areas as well.	20
	At least 60% of the project is physically located within a "growth area" in the Community Choices land use scenario, but does not connect two or more "growth areas."	10
	Project is outside the "growth area" in the Community Choices land use scenario.	0
*BONUS POINTS		

Table 13: Scoring Guidelines for Studies		
Criterion	Assessment	Score
Funding Incentives	Project sponsor will provide additional monetary or in-kind support to the project over 30% of the project total.	5
	Project sponsor will provide additional monetary or in-kind support to the project equaling 21%-30% of the project total.	4
	Project sponsor will provide additional monetary or in-kind support to the project equaling 11%-20% of the project total.	3
	Project sponsor will provide additional monetary or in-kind support to the project above the required local match up to 10% of the project total.	2
	Project sponsor will provide the required program match, typically 7.34%.	0
Coordinated Efforts Major Classification = multi-modal project, adds capacity, or improves safety Minor Classification = utility improvements, overlays	Project is coordinated with a separate funded project resulting in a cost savings or development efficiency. The coordinating benefits are classified as "major."	5
	Project is coordinated with a separate funded project resulting in a cost savings or development efficiency. The coordinating benefits are classified as "minor."	3
	This project is not coordinated with any other funded project.	0

*An executed Development or Partnership Agreement documenting details of additional funding and/or coordination efforts is needed in order to obtain bonus points.

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