

DRAFT - Regional Public Transportation Project Prioritization

Purpose

There the objectives of the regional public transportation project prioritization process are to:

- To ensure that proposed projects meet the objectives of the 3C Local Mobility Network Plan, Communities in Motion, and valley**connect**.
- To meet the coordination requirements of the Federal Transit Administration and the Idaho Transportation Department.
- To coordinate and prioritize regional projects for application to ITD for 5310, 5311, 5316 rural, 5316 small urban, 5317 rural and 5317 small urban funds.
- To coordinate and select regional projects for 5307, 5316 large urban and 5317 large urban funds.
- To have projects ready for the balancing process which have local funding but need federal funding.
- To have projects ready for grant applications which have local funding but need federal funding.
- To identify projects for which local funding is needed.

Prioritization Process

Where ever possible, this process parallels the project prioritization process established by a sub-committee of the COMPASS Regional Technical Advisory Committee (RTAC) and approved by the COMPASS board.

This prioritization process will be used for all Ada and Canyon counties projects for 5307, 5310, 5311, 5316 and 5317 federal funding sources. This process will use the same application, timing and steps for all funding sources, allowing for maximum project coordination. It will also eliminate the need for applicants to track different processes and understand the nuances of the various funding sources.

Funds needed to plan, operate and maintain the current transit system will be taken off the top of the 5307 Large Urban and 5307 Urban funding. All other projects will be scored according to the criteria outlined in this document.

The prioritization process will follow the steps outlined below:

1. COMPASS staff will mail a letter calling for projects to all cities, counties and service providers .
2. VRT staff will contact any other parties known to have potential projects.

3. Any entity can submit projects without prior contact from COMPASS or VRT.
4. Projects will be submitted to COMPASS staff using the Project Prioritization Request Form (see COMPASS website).
5. COMPASS and VRT staff will review applications to identify coordination opportunities and applicable funding sources.
6. COMPASS staff, VRT staff and any applicants who wish to participate will score and prioritize each project based on the criteria outline below.
7. The Regional Coordination Council will finalize scores for each project and adopt a prioritized list of projects.
8. The VRT Executive Board will take action on the prioritized project list.
9. The VRT Board will take action on the projects recommended for 5307, 5316 large urban and 5317 large urban funds.
10. The VRT Board will take action on the prioritization list of projects to submit to ITD for 5310, 5316 rural, 5316 small urban, 5317 rural and 5317 small urban.
11. The Regional Technical Advisory Committee will review scores and adopt the prioritized list of projects to submit to ITD for 5310, 5316 rural, 5316 small urban, 5317 rural and 5317 small urban funds.
12. The COMPASS Board will review scores and adopt the prioritized list of projects to submit to ITD for 5310, 5316 rural, 5316 small urban, 5317 rural and 5317 small urban funds.
13. Selected applicants for 5310, 5316 rural, 5316 small urban, 5317 rural and 5317 small urban will complete ITD application.
14. ITD will select projects for 5310, 5316 rural, 5316 small urban, 5317 rural and 5317 small urban funding.
15. COMPASS will put selected projects for all funding sources in the TIP.
16. VRT will seek funding for high priority projects with local match in the balancing process.
17. VRT will seek grant funding for high priority project with local match when grant opportunities become available.

Goals

All criteria are based on the goals stated in the 3C Local Mobility Network Plan, Communities in Motion and valley**connect**.

The overarching goals of the 3C Local Mobility Network Plan are as follows:

- The 3C Local Mobility Management Network values safe and accessible mobility services and facilities that will connect people to the community, enhance economic prosperity, promote independent living and aging in place,

and improve the health and well being of residents and the environment.

- The 3C Local Mobility Management Network values a convenient, aesthetic, and economically viable mobility system that considers all transportation and mobility modes for the efficient movement of goods and services, and provides connectivity, access, and ease of travel for all users (including but not limited to, the elderly, youth, low-income, commuters, recreationalists, students, persons with disabilities, single parents, veterans, and refugee and minority populations).
- The 3C Local Mobility Management Network values planning, coordination, and collaboration for the investment and improvement to existing transportation and mobility systems, while respecting private property rights and preserving historic places.

Strategies and priorities are updated annually for the 3C LMMN plan. Please refer to the most current version.

The overarching goals of Communities in Motion 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 overarching goals of the VRT Strategic Plan are as follows:

- Service Quality and Ridership – Demonstrate responsible stewardship of public funds through improved service quality and increased ridership on existing transit services and the effectiveness of new program/services to meet service needs.
- Community Partnerships – Build community partnerships and build support for the Treasure Valley In Transit Plan, the Transportation Service Coordination Plan, and Communities in Motion targeted communication strategies, program coordination, land use/transportation system integration, and education/outreach programs
- Institutional Capacity – Improve the institutional capacity to address gaps in services, prepare for future service increases and enhance the responsiveness of the regional authority to changes in the, political/ policy environment.

Program Funding Available

Funding Source	Funding Path
5307 Large Urban – Boise	Direct VRT Allocation Agencies compete
5307 Urban – Nampa	Direct VRT Allocation Agencies compete
5310 Elderly & Disabled	ITD Allocation Agencies compete
5311 Non Urban Formula	ITD Allocation Agencies compete
5316 JARC Large Urban – Boise	VRT Allocation Agencies compete
5316 JARC Small Urban – Nampa	ITD Allocation Agencies compete
5316 JARC Rural	ITD Allocation Agencies compete
5317 New Freedom Large Urban – Boise	VRT Allocation Agencies compete
5317 New Freedom Small Urban – Nampa	ITD Allocation Agencies compete
5317 New Freedom Rural	ITD Allocation Agencies compete
Grants	Federal Agencies compete

Go/No Go Scoring Criteria

Projects are first evaluated based on the following Go/No Go Criteria. Those projects that pass the criteria will be prioritized and placed into the first tier. Available funding will be allocated or sought for all first tier projects based on project ranking. Those that do not pass the criteria will be prioritized as second tier projects. If, at a future date, the project does meet the go/no go criteria, the project along with its prioritization score will be moved into tier one.

1. Is the project conceptualized in the 3C Local Mobility Network Plan, Communities In Motion or valley**connect**?
2. Does project follow the COMPASS Complete Streets Policy?
3. Is there committed available local match?
4. Is there committed funding to paying ongoing operating/maintenance costs through the life of the project?

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.

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, vehicles, transit transfer centers, operations and maintenance facilities, maintenance equipment, bus stop enhancements, shelters, bike racks, park-and-ride lots, roadway widening for bus routes, new pathways to public transportation facilities, or bus pullouts.

Public Transportation - Operations

This category includes all projects that have a primary objective of operating new service. Projects could include operating services, mobility programs, planning, marketing, and customer service.

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 of vehicles for existing bus systems, paratransit services, mobility programs and vanpool programs, maintenance equipment, shelters, bike racks, or facilities. Projects could include maintenance of bus stops, pathways to public transportation facilities, park and ride lots, or transfer centers.

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, 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, Transportation Demand Management, Intelligent Transportation System Projects and Studies

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.

Service Quality/Ridership

Projects should improve the quality of service provided by enhancing service or a customer's ability to use service. Emphasis should be placed on projects that will increase ridership on service or improve mobility.

Community Partnerships

Projects should improve mobility by coordinating to make the most efficient use of resources. Projects should enhance the implementation of implementation of regional transportation and land use plans.

Institutional Capacity

Projects should position the transportation system to address and adjust to future needs and regional issues. Priority should be given to projects that enhance responsiveness to change.

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) or service that connects to regional service.

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 passenger and vehicle safety.

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 the project. 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.

Evaluation Criteria				
	Capital	Transportation Demand Management	Intelligent Transportation System	Studies
Service Quality/Ridership	30	30	30	20
Community Partnerships	20	20	20	20
Institutional Capacity	20	20	20	30
System Continuity	10	10	20	20
Congestion Mitigation/System Management	10	40	30	20
Safety Enhancement	20	20	10	10
Multi-Modal Enhancement	20	0	10	20
Timely Implementation	20	10	10	10
Land Use	20	20	20	20
SUB-TOTAL	170	170	170	170
BONUS POINTS				
Funding Incentives	5	5	5	5
Coordination Efforts	5	5	5	5

SUB-TOTAL	10	10	10	10
TOTAL	180	180	180	180

Scoring Guidelines

Scoring Guidelines for Capital Projects		
Criterion	Assessment	Score
Service Quality/ Ridership	Project will increase ridership by providing new capital equipment for expanding service without detracting from existing service.	30
	Project will increase ridership by providing new capital equipment that will enhance customer's ability to use existing service.	20
	Project will increase ridership by providing new capital equipment to enhance quality of existing service.	10
	Project will not increase ridership or quality of service.	0
Community Partnerships	Project will result in cost savings by providing new capital equipment that can be used for at least two mobility methods stated in regional transportation or land use plans.	20
	Project will provide new capital equipment that will improve connections between at least two mobility methods stated in regional transportation or land use plans.	10
	Project will provide new capital equipment that will further implementation of regional transportation or land use plans.	5
	Project will not increase system efficiency or enhance implementation of regional transportation or land use plans.	0
Institutional Capacity	Project will provide new capital equipment that will position the region to respond to immediate changes in demand or funding availability.	20
	Project will provide new capital equipment that will position the region to respond to long term changes in demand or funding availability.	10
	Project will provide new capital equipment that will position the region to respond to currently unspecified air quality, land use or other future regional issues.	5
	Project will not enhance the regions ability to respond to demand, funding or other future regional issues.	0
System Continuity	Project provides for a new or increased service between origins and destinations of regional importance or connecting to regional service.	10
	Project will provide substantial support facilities or equipment to a service of regional importance.	7
		4

Scoring Guidelines for Capital Projects		
Criterion	Assessment	Score
<p>“Local importance” benefits only the city or county where facility is located.</p> <p>Support facilities or equipment includes transit facilities, cameras, etc...</p>	Project will provide moderate support facilities or equipment to a service of regional importance.	2
	Project will enhance system continuity only at the local level.	0
	Project will not enhance regional or local system continuity.	
<p>Congestion Mitigation / System Management</p> <p>Congestion as related to the Congestion Management Process (CMP).</p> <p>Applicant must demonstrate the shift from congested roadways to transit.</p> <p>Support facilities or equipment includes transit facilities, cameras, etc...</p>	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
<p>Safety and Security Enhancement</p>	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

Scoring Guidelines for Capital Projects		
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		

Scoring Guidelines for Capital Projects		
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.

Scoring Guidelines for Transportation Demand Management Projects		
Criterion	Assessment	Score
Service Quality/ Ridership	Project will increase ridership by providing financial incentives to use mobility options other than driving alone.	30
	Project will increase ridership by implementing non-financial incentive programs to use mobility options other than driving alone.	20
	Project will increase ridership by implementing marketing/public information campaigns in encourage use of mobility options other than driving alone.	10
	Project will not increase ridership.	0
Community Partnerships	Project will provide cost savings by implementing incentive programs that promote use of at two mobility methods stated in regional transportation or land use plans.	20
	Project will provide cost savings by conducting marketing/	10

Scoring Guidelines for Transportation Demand Management Projects

Criterion	Assessment	Score
	<p>public information campaigns that promote use of at two mobility methods stated in regional transportation or land use plans.</p> <p>Project will implement a incentive program or marketing/public information campaign that will further implementation of regional transportation or land use plans.</p> <p>Project will not increase system efficiency or enhance implementation of regional transportation or land use plans.</p>	<p>5</p> <p>0</p>
<p>Institutional Capacity</p> <p>“Immediate changes” are identified changes in the next 2 fiscal years.</p> <p>“Long term changes” are anticipated changes at least 3 fiscal years out.</p>	<p>Project will provide new or enhance existing incentive or marketing/public information programs that will position the region to respond to immediate changes in demand or funding availability.</p> <p>Project will provide new or enhance existing incentive or marketing/public information programs that will position the region to respond to long term changes in demand or funding availability.</p> <p>Project will provide new or enhance existing incentive or marketing/public information programs that will position the region to respond to currently unspecified air quality, land use or other future regional issues.</p> <p>Project will not enhance the regions ability to respond to demand, funding or other future regional issues.</p>	<p>20</p> <p>10</p> <p>5</p> <p>0</p>
<p>System Continuity</p> <p>“Regional importance” benefits 3 cities or 2 counties.</p> <p>“Local importance” benefits only the city or county where facility is located.</p>	<p>Project will strongly enhance and support other travel- demand management programs which are already in place and which have regional importance.</p> <p>Project will moderately enhance and support other travel-demand management programs which are already in place and which have regional importance.</p> <p>Project will enhance and support other travel-demand management programs which are already in place and which are of local importance.</p> <p>Project will not enhance or support other travel-demand management programs currently in place.</p>	<p>10</p> <p>7</p> <p>4</p> <p>0</p>
<p>Congestion Mitigation / System Management</p> <p>VMT reduction on daily basis.</p>	<p>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.</p> <p>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.</p> <p>Project will reduce vehicle trips per VMT by less than 50 vehicles or provide educational material expecting to reach 100-499 people.</p> <p>Project will not measurably improve traffic congestion or provide educational materials to a measurable number of people.</p>	<p>40</p> <p>32</p> <p>24</p> <p>0</p>

Scoring Guidelines for Transportation Demand Management Projects		
Criterion	Assessment	Score
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		
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

Scoring Guidelines for Transportation Demand Management Projects

Criterion	Assessment	Score
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.

Scoring Guidelines for Intelligent Transportation System Projects

Criterion	Assessment	Score
Service Quality/ Ridership	Project will increase ridership and service quality by providing new or enhancing existing intelligent transportation systems.	30
	Project will increase ridership by providing new or enhancing existing intelligent transportation systems.	20
	Project will increase service quality by providing new or enhancing existing intelligent transportation systems.	10
	Project will not increase ridership or service quality.	0
Community Partnerships	Project will provide cost savings by providing new or enhancing existing intelligent transportation systems that promote use of at two mobility methods stated in regional transportation or land use plans.	20
	Project will provide new or enhance existing intelligent transportation systems that promote use of at two mobility methods stated in regional transportation or land use plans.	10
	Project will implement new or enhancing existing intelligent transportation systems that will further implementation of regional transportation or land use plans.	5
	Project will not increase system efficiency or enhance implementation of regional transportation or land use plans.	0
Institutional Capacity	Project will provide new or enhance existing intelligent transportation systems that will position the region to respond to immediate changes in demand or funding availability.	20
	Project will provide new or enhance existing intelligent transportation systems that will position the region to respond to long term changes in demand or funding availability.	10
	Project will provide new or enhance existing intelligent transportation systems that will position the region to respond to currently unspecified air quality, land use or other future	5

Scoring Guidelines for Intelligent Transportation System Projects		
Criterion	Assessment	Score
anticipated changes at least 3 fiscal years out.	regional issues. Project will not enhance the regions ability to respond to demand, funding or other future regional issues.	0
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
Congestion Mitigation / System Management	Project will directly assist SOV drivers in finding and using an alternative mode for a regional trip.	20
	Project will directly assist SOV drivers in finding and using an alternative mode for a local trip.	14
	Project will allow for more efficient use of alternative transportation vehicle by helping to consolidate or better plan trips.	7
	Project will not lead to reduction in SOV use or an improvement in system efficiency.	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

Scoring Guidelines for Intelligent Transportation System Projects		
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 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
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

Scoring Guidelines for Intelligent Transportation System Projects		
Criterion	Assessment	Score
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.

Scoring Guidelines for Studies Projects		
Criterion	Assessment	Score
Service Quality/ Ridership	Project will provide information, research and data needed for a funded project that will lead to increased ridership and service quality.	20
	Project will provide information, research and data needed to obtain funding for project that will lead to increased ridership and service quality.	10
	Project will provide information, research and data needed for a future project that will lead to increased ridership and service quality.	5
	Project will not increase ridership or service quality.	0
Community Partnerships	Project will provide cost savings by providing information, research and data needed for a funded project that promotes use of at two mobility methods stated in regional transportation or land use plans.	20
	Project will provide information, research and data needed to obtain funding for a project that promotes use of at two mobility methods stated in regional transportation or land use plans.	10
	Project will provide information, research and data needed for further development of regional transportation or land use plans.	5
	Project will not increase system efficiency or enhance implementation of regional transportation or land use plans.	0
Institutional Capacity "Immediate changes" are	Project will provide information, research and data that will position the region to respond to immediate changes in demand or funding availability.	30
	Project will provide information, research and data that will	20

Scoring Guidelines for Studies Projects		
Criterion	Assessment	Score
<p>identified changes in the next 2 fiscal years.</p> <p>“Long term changes” are anticipated changes at least 3 fiscal years out.</p>	<p>position the region to respond to long term changes in demand or funding availability.</p>	10
	<p>Project will provide information, research and data that will position the region to respond to currently unspecified air quality, land use or other future regional issues.</p> <p>Project will not enhance the regions ability to respond to demand, funding or other future regional issues.</p>	
<p>System Continuity</p> <p>“Regional importance” benefits 3 cities or 2 counties.</p> <p>“Local importance” benefits only the city or county where study is located.</p>	<p>Study will have a regional scope and enhance multiple modal components of the transportation system or provides substantial benefit to the regional vision.</p>	20
	<p>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.</p>	14
	<p>Study will have a sub-area scope and enhance multiple modal components of the transportation system or provides minimal benefit to the regional vision.</p>	7
	<p>Study will have a collector-level scope and enhance only selected segment(s) on the transportation system which have no regional importance.</p>	0
<p>Congestion Mitigation / System Management</p> <p>Congestion as related to the Congestion Management Process (CMP).</p>	<p>Study will analyze a segment of roadway that has been listed in the highly congested category or is a study that is directly mentioned in the long range transportation plan.</p>	20
	<p>Study will analyze a service and its potential impact on congestion.</p>	14
	<p>Study will analyze current conditions to provide a basis for future mobility service that will reduce congestion.</p>	7
	<p>Study will not address or be applicable to a congestion management.</p>	0
<p>Safety Enhancement</p>	<p>Study will result in significantly improved safety for travelers in any mode.</p>	10
	<p>Study will result in moderately improved safety for travelers in any mode.</p>	7
	<p>Study will result in some improvement of safety for travelers in any mode.</p>	4
	<p>Study will result in no identifiable safety benefits.</p>	0
<p>Multi-Modal Enhancement</p>	<p>Study will analyze significant benefits for at least three modes of travel.</p>	20
	<p>Study will analyze significant benefits for two modes of travel.</p>	14
	<p>Study will analyze benefits for a single mode of travel.</p>	0

Scoring Guidelines for Studies Projects		
Criterion	Assessment	Score
Timely Implementation	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		
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.

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.

Service Quality/Ridership

Projects should improve the quality of service provided by enhancing service or a customer's ability to use service. Emphasis should be placed on projects that will increase ridership on service or improve mobility.

Community Partnerships

Projects should improve mobility by coordinating to make the most efficient use of resources. Projects should enhance the implementation of implementation of regional transportation and land use plans.

Institutional Capacity

Projects should position the transportation system to address and adjust to future needs and regional issues. Priority should be given to projects that enhance responsiveness to change.

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 or 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.

Potential Points By Evaluation Criteria	
Evaluation Criteria	Project Category
	Maintenance
Service Quality/Ridership	50
Community Partnerships	10
Institutional Capacity	10
Life Cycle/Cost	45
Maintenance Cost	35
Lease vs. Own	20
SUB-TOTAL	170
BONUS POINTS	
Funding Incentives	5
Coordination Efforts	5
SUB-TOTAL	10
TOTAL	180

Scoring Guidelines for Maintenance Projects		
Criterion	Assessment	Score
Service Quality/ Ridership	Project will increase service quality by enhancing preventative maintenance practices and vehicle repair practices without detracting from existing practices.	50
	Project will increase service quality by enhancing preventative practices without detracting from existing practices.	40
	Project will increase service quality by enhancing vehicle repair practices without detracting from existing practices.	30
	Project will retain current level of service quality by providing existing level of preventative maintenance.	20
	Project will retain current level of service quality by providing existing level of vehicle repair.	10
	Project will not increase service quality.	0
Community Partnerships	Project will result in cost savings by enhancing preventative maintenance practices and vehicle repair practices that can be used for at least two mobility methods stated in regional transportation or land use plans.	10
	Project will result in cost savings by enhancing preventative maintenance practices or vehicle repair that can be used for at least two mobility methods stated in regional transportation or land use plans.	7
	Project will retain existing cost levels by improving coordination of existing preventative maintenance and vehicle repair practices.	4
	Project will not enhance coordination or partnerships in preventative maintenance and vehicle repair practices.	0
Institutional Capacity	Project will enhance preventative maintenance practices or vehicle repair practices that will position the region to respond to immediate changes in demand or funding availability.	10
	Project will enhance preventative maintenance practices or vehicle repair process that will position the region to respond to long term changes in demand or funding availability.	7
	Project will enhance preventative maintenance practices or vehicle repair practices that will position the region to respond to currently unspecified air quality, land use or other future regional issues.	4
	Project will not enhance the regions ability to respond to demand, funding or other future regional issues.	0
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

Scoring Guidelines for Maintenance Projects		
Criterion	Assessment	Score
Applicant must include the necessary date of replacement of a vehicle.	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
	A facility with minor damage or safety issues, as demonstrated by the project sponsor.	9
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
	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 Major Classification = multi-modal project, adds capacity, or improves safety Minor Classification = utility improvements,	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

Scoring Guidelines for Maintenance Projects		
Criterion	Assessment	Score
overlays		

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.

Evaluation Criteria Definitions for Operations Projects

The following criteria are used for operations projects that expand service.

Service Quality/Ridership

Projects should improve the quality of service provided by enhancing service or a customer's ability to use service. Emphasis should be placed on projects that will increase ridership on service or improve mobility.

Community Partnerships

Projects should improve mobility by coordinating to make the most efficient use of resources. Projects should enhance the implementation of implementation of regional transportation and land use plans.

Institutional Capacity

Projects should position the transportation system to address and adjust to future needs and regional issues. Priority should be given to projects that enhance responsiveness to change.

Service Levels

Projects should assist in retaining existing service levels. Emphasis should be placed on maintaining the goal of 70 percent productivity service and 30% connectivity service. New service should not be implemented at the expense of successful existing service.

Mobility Options

Projects should retain or increase mobility options for all populations. Emphasis should be given to projects that connect multiple mobility options thereby expanding the usability of the system.

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).

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 the project. 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.

Potential Points By Evaluation Criteria	
Evaluation Criteria	Project Category
	Operations
Service Quality/Ridership	40
Community Partnerships	10
Institutional Capacity	10
Service Levels	40

Mobility Options	30
System Continuity	20
Timely Implementation	10
Land Use	10
SUB-TOTAL	170
BONUS POINTS	
Funding Incentives	5
Coordination Efforts	5
SUB-TOTAL	10
TOTAL	180

Scoring Guidelines for Operations Projects		
Criterion	Assessment	Score
Service Quality/ Ridership	Project will increase ridership and service quality by enhancing service without detracting from existing service.	40
	Project will increase ridership by enhancing service without detracting from existing service.	20
	Project will increase service quality by enhancing service without detracting from existing service.	10
	Project will not increase ridership or service quality.	0
Community Partnerships	Project will result in cost savings by enhancing service without detracting from existing service for at least two mobility methods stated in regional transportation or land use plans.	10
	Project will result in improving connectivity between at least two mobility methods stated in regional transportation or land use plans.	7
	Project will enhance implementation of regional transportation and land use plans.	4
	Project will not enhance coordination or partnerships.	0
Institutional Capacity	Project will enhance operations practices that will position the region to respond to immediate changes in demand or funding availability.	10
	“Immediate changes” are identified changes in the next 2 fiscal years. Project will enhance operations practices that will position the region to respond to long term changes in demand or funding availability.	7
	“Long term” Project will enhance operations practices that will position the region to respond to currently unspecified air quality, land use	4

Scoring Guidelines for Operations Projects		
Criterion	Assessment	Score
changes" are anticipated changes at least 3 fiscal years out.	or other future regional issues. Project will not enhance the regions ability to respond to demand, funding or other future regional issues.	0
Service Levels	Project will provide a 5 percent or greater increase in service without detracting from existing service.	40
	Project will provide between 1 and 4 percent increase in service with detracting from existing service.	20
	Project will retain existing revenue hours.	0
Mobility Options	Project will provide a new mobility option.	30
	Project will provide an increase in service for one mobility option that will enhance usability of other mobility options.	20
	Project will provide an increase in service to social service agencies.	10
	Project will retain existing mobility options.	0
System Continuity "Regional importance" is beneficial for 3 cities or 2 counties. "Local importance" benefits only the city or county where facility is located.	Project provides for a new or increased service between origins and destinations of regional importance.	20
	Project provides for a new or increased service between origins and destinations of local importance.	10
	Project connects two existing services.	5
	Project will not enhance regional or local system continuity.	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</i> : Community Choices.	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.	10
	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."	5
	Project is outside the "growth area" in the Community Choices land use scenario.	0
*BONUS POINTS		

Scoring Guidelines for Operations Projects		
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.