

Transportation Alternatives Program Project Prioritization Criteria

Final August 5, 2013

NOTE: "Project" means construction, education, enforcement, encouragement, and other non-infrastructure activities eligible for TAP funding. Because many of the criteria do not apply to non-infrastructure projects, ranking will occur using the percentage of total points available (108 for infrastructure projects and 66 for non-infrastructure projects) rather than the ranking of total points. Infrastructure projects will be assessed on all the criteria herein; whereas, non-infrastructure projects will be assessed on all but Mobility and Accessibility, Key Component of Bicycle/Pedestrian Network, Multimodal Connectivity, Connectivity between Important Destinations, Supports Efficient Land Use Patterns, Preserves Existing System, and Transportation Corridor Preservation.

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - Economic Development: This criterion attempts to reflect the positive impact a transportation project may have on the economic vitality of the area. **(Infrastructure and non-infrastructure)**
 - 6 Points: The project would have a high, positive impact on economic activity.
 - 4 Points: The project would have a moderate, positive impact on economic activity.
 - 2 Points: The project would have a low positive impact on economic activity.
 - 0 Points: The project would have no positive or would have a negative impact on economic activity.

- Increase the safety and security of the transportation system for motorized and non-motorized users.
 - Safety & Security: This criterion is based on an assessment of existing safety and security problems and the extent to which the proposed project will reduce such problems. Crash statistics and standards should be used when considering roadway and bicycle/pedestrian projects, while safety aspects of passengers and employees should be considered for transit projects. Security aspects of projects may include, but not be limited to, traffic cameras, pedestrian-scale lighting, or bicycle racks and lockers. Education projects would have a high positive impact on safety. Projects that target high-crash areas and high-volume areas of vulnerable users would rank highly. **(Infrastructure and non-infrastructure)**
 - 6 Points: The project would have a high positive impact on safety and security.
 - 4 Points: The project would have a moderate positive impact on safety and security.
 - 2 Points: The project would have a low positive impact on safety and security.
 - 0 Points: The project would have no impact on safety and security.

- Increase the accessibility and mobility options available to people and to freight.
 - Congestion relief: This criterion is based on an assessment of existing congestion (think not only auto congestion but also pedestrian/bicycle congestion) problems and the impact a proposed project may have in reducing such problems. **(Infrastructure and non-infrastructure)**

6 Points: The project would have a high positive impact on reducing congestion. Examples would include adding dedicated bicycle lanes and/or sidewalks to an existing roadway facility, constructing a shared-use facility parallel to a high volume roadway, installing a RRFB at high-volume crossings, or providing traffic calming near schools.

4 Points: The project would have a moderate positive impact on reducing congestion. Examples include projects that fill gaps in the sidewalk system or add undedicated bicycle accommodations (i.e. paved shoulder) within the project right-of-way.

2 Points: The project would have a low positive impact on reducing congestion. Examples include projects that address congestion through operations rather than through added capacity.

0 Points: The project would have little to no positive impact on reducing congestion.

- **Mobility and accessibility options:** This criterion rewards projects that improve the mobility and accessibility of users within the transportation system through improved connections and design. Projects that fill critical gaps in the system, remove barriers, or improve the geometrics of intersections to accommodate bicyclists and pedestrians, especially vulnerable users. **(Infrastructure only)**

6 Points: The project would complete critical connections, remove barriers, provide intersection improvements, or enhance the grid system.

4 Points: The project would moderately improve the mobility and accessibility of system users. These projects would include infrastructure improvements to intersections to accommodate users.

2 Points: The project would only slightly improve the mobility and accessibility of system users.

0 Points: The project would have no positive impact on improving mobility and accessibility.

- **Key component of bicycle/pedestrian network:** This criterion gives weight to projects according to their overall relationship with the rest of the bicycle or pedestrian network. **(Infrastructure only)**

6 Points: The project would have a high, positive impact on the overall bicycle/pedestrian network (i.e. projects that occur on major routes or that provide a critical link in the network).

4 Points: The project would have a moderate, positive impact on the overall bicycle/pedestrian network (i.e. projects that occur on local routes).

2 Points: The project would have a low, positive impact on the overall bicycle/pedestrian network.

0 Points: The project would have little to no positive impact on the overall bicycle/pedestrian network.

- Promotes implementation of local/regional land use plans: This criterion is an indicator of how well the transportation project promotes the implementation of adopted local and regional land use and transportation plans (includes SRTS, bicycle, and transit plans), and how the project affects the region as a whole. **(Infrastructure and non-infrastructure)**
 - 6 Points: The project implements recommendations of adopted plans and improves the transportation system of the region as a whole.
 - 4 Points: The project helps promote adopted plans and improves the transportation system of more than one municipality.
 - 2 Points: The project is consistent with adopted plans.
 - 0 Points: The project has little to no relationship to adopted plans.

- Multimodalism: This criterion rewards projects that accommodate more than one mode of travel. **(Infrastructure and non-infrastructure)**
 - 6 Points: The project accommodates more than three modes of travel.
 - 4 Points: The project accommodates only three modes of travel.
 - 2 points: The project accommodates only two modes of travel.
 - 0 Points: The project accommodates only one mode of travel.

- Vulnerable populations: This criterion rewards projects whose goal is to provide access and accommodations, and increased safety for children, the elderly, and persons with disabilities. **(Infrastructure and non-infrastructure)**
 - 6 Points: The project would benefit all vulnerable populations.
 - 4 Points: The project would benefit only two vulnerable populations.
 - 2 points: The project would benefit only one vulnerable population.
 - 0 Points: The project would provide no additional benefit to a vulnerable population.

Protect and enhance the environment, promote energy conservation, and improve quality of life.

- Impacts on the natural environment: This criterion rewards projects that enhance or have minimal negative impact on, for example, the region's farmland, forestland, bluffs, wetlands, or rivers. **(Infrastructure and non-infrastructure)**
 - 6 Points: The project would enhance or have no negative impact the region's natural environment.
 - 4 Points: The project would have minimal negative impact on the region's natural environment.
 - 2 Points: The project would have some mitigable negative impact on the region's natural environment.
 - 0 Points: The project would have significant negative impact on the region's natural environment.

- Energy Conservation: This criterion credits those projects that promote a shift from the single-occupancy vehicle (SOV) to biking, walking, or transit. **(Infrastructure and non-infrastructure)**
 - 6 Points: The project would directly reduce SOVs (i.e. high-occupancy vehicle (HOV) lanes, most projects that enhance transit service, bicycle/pedestrian projects that are commuter-oriented).
 - 4 Points: The project would indirectly reduce SOVs.
 - 2 points: The project would have low impact on reducing SOVs.
 - 0 Points: The project would have no impact on reducing SOVs.

- Social and community effects: This criterion assesses the impact a project has on the social, community, or human environment. **(Infrastructure and non-infrastructure)**
 - 6 Points: The project would enhance neighborhoods or community livability to a high degree.
 - 4 Points: The project would enhance neighborhoods or community livability to a moderate degree.
 - 2 Points: The project would enhance neighborhoods or community livability to a low degree.
 - 0 Points: The project would not enhance neighborhoods or community livability.

➤ Enhance the integration and connectivity of the transportation system.

- Multimodal connectivity: This criterion credits projects that provide for an interconnection with other modes (transfer points). A multimodal project that provides connections for bicyclists, pedestrians, and transit, for example, would be considered a three-mode transfer point. **(Infrastructure only)**
 - 6 points: The project provides a transfer point (or points) for three or more modes.
 - 4 Points: The project provides a transfer point (or points) for two modes.
 - 2 Points: The project that provides a transfer point (or points) for one mode.
 - 0 Points: The project that accommodates only one transportation mode.

- Connectivity between important destinations: This criterion rewards projects whose goal is to provide direct connections between significant destinations, especially for vulnerable populations. **(Infrastructure only)**
 - 6 Points: The project would provide direct connections among three or more major destinations AND primarily serve children, the elderly, and/or the disabled. An example would be a trail that connects a school, a YMCA, and an elderly high rise.
 - 4 Points: The project would provide direct connections between two major destinations AND primarily serve children, the elderly, and/or the disabled.
 - 2 points: The project would provide direct connections between two major destinations but does not primarily serve vulnerable populations.
 - 0 Points: The project does not provide direct connections between major destinations.

- Promote efficient system management and operation.
 - Supports efficient land use patterns: This criterion rewards those projects that promote an increase in density (population and/or employment), serve areas of mixed land uses, and reduce auto dependency. **(Infrastructure only)**
 - 6 Points: The project meets all three criteria (density, mixed use, and auto dependency).
 - 4 Points: The project meets two of the criteria.
 - 2 points: The project meets only one criterion.
 - 0 Points: The project meets none of the criteria.

- Emphasize the preservation of the existing transportation system.
 - Preserves existing system: This criterion rewards those projects that strive to preserve the existing transportation infrastructure. **(Infrastructure only)**
 - 6 points: The project preserves the existing system through pavement replacement and rehabilitation. Examples could include resurfacing projects that include signage, pavement markings, and crossing improvements for bicyclists and pedestrians.
 - 4 Points: The project preserves the existing system, but may include some new construction to provide connections and continuity.
 - 2 Points: The project preserves some of the existing system, but is dominated by significant changes in alignments, routes, and facilities.
 - 0 Points: The project does not strive to preserve the existing system.

 - Transportation corridor preservation: This criterion recognizes the preservation or protection of corridors or other land parcels for future transportation use. Projects that seek to preserve transportation corridors generally include right-of-way acquisition for scenic byways, transit centers, park-and-rides, and rails-to-trails for transportation purposes. **(Infrastructure only)**
 - 6 Points: The project seeks to preserve or protect land along an endangered transportation corridor.
 - 4 Points: The project seeks to preserve or protect land along a “major” corridor.
 - 2 Points: The project seeks to preserve or protect land along a “minor” corridor.
 - 0 Points: The project does not seek to preserve or protect land.

- Other criteria:
 - Project coordination: A project that can be coordinated with another planned or programmed project for significant cost and time savings shall receive 6 points. **(Infrastructure and non-infrastructure)**

 - Timeliness: Projects whose funding and subsequent programming is necessary to avoid loss of previous funding or to avoid delaying another project shall receive 6 points. **(Infrastructure and non-infrastructure)**

