

TRANSPORTATION ALTERNATIVES PROGRAM

PROJECT SCORING CRITERIA

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Project Scoring Criteria Background

The Bay County Transportation Planning Organization (TPO) Transportation Alternatives Program (TAP) Project Scoring Criteria has been written to assist the Bay County TPO and advisory committees with the review and ranking of the submitted TAP applications. The purpose of the BAY COUNTY TPO TAP Project Scoring Criteria is to convey the BAY COUNTY TPO's evaluation criteria in a quantified and logically organized fashion. The Project Scoring Criteria has been designed to be used in conjunction with the Florida Department of Transportation (FDOT) TAP Application. This allows potential applicants and project sponsors to internally score and evaluate their projects prior to the final submission.

On October 20th, 2015, TPO staff hosted a workshop for updating the current TAP Scoring Criteria. The DRAFT TAP Project Scoring Criteria from the workshop was presented for information, comments and review to the TPO Board and Advisory Committees on October 28th, 2015. The Final Draft of the Project Scoring Criteria addressed comments from the review period.

The Project Scoring Criteria addresses the state regulations, local considerations and generally supports the transportation goals of the Bay County TPO. The Project Scoring Criteria developed specific, quantifiable criteria that addresses each of the larger evaluation criterion. These criteria were selected and developed with a focus on the details while maintaining an understanding of the embedded Transportation Alternatives Program.

Project Scoring Criteria Requirements

The Transportation Alternatives Program (TAP) Project Scoring Criteria must be completed and submitted with the FDOT TAP Application to the TPO for project review and ranking.

General Guidelines for Supplemental Data

The Project Scoring Criteria is structured to enable the TAP application process at the Bay County TPO to be intuitive and easily interpreted for the applicant, the TPO staff, TPO Board and advisory committees. The Scoring Criteria is written with a focus to logically quantify physical attributes of the project, safety, connectivity, location efficiency, proximity to school, design quality, and environmental/archeological/historic preservation issues.

Supplemental data is requested and noted for certain criteria. Please note the following guidelines for supplemental data:

Supplemental data that includes mapping, document references, and quantitative data must be included as an attachment/addendum to the Project Scoring Criteria.

State Traffic Counts, Annual Average Daily Traffic (AADT) data must include the Florida Department of Transportation or Alabama Department of Transportation (ALDOT) County Code and Site Number.

Local Traffic Counts must include a brief summary of the methodology; this includes the machine type, axle detection, vehicle classifications, the dates and the times that the traffic was counted. A traffic count of 48 hours is the minimum that will be accepted.

References to planning documents must include the document title, year of adoption/publication and the section-chapter-page location of the referenced project. Where applicable, web site links to the referenced documents are encouraged.

When asked to provide a brief description of a claimed criterion, please limit the description to one short paragraph.

If a claimed criterion is mapped, please note that it is mapped in the Criterion Category.

Eligible Projects for the Transportation Alternatives Program:

TAP funds are available for specific project types. These project types are determined by the Federal Highway Administration, and generally include planning, design, or construction of projects previously eligible under the Safe Routes to School and Transportation Enhancements programs. Specific eligible project types include, but are not limited to:

- Provision of facilities for pedestrians and bicycles;
- Provision of safety and educational activities for pedestrians and bicyclists;
- Acquisition of scenic easements and scenic or historic sites;
- Scenic or historic highway programs;
- Rehabilitation and operation of historic transportation buildings, structures, or facilities;
- Preservation of abandoned railway corridors;
- Archaeological planning and research; and
- Environmental mitigation.

For a complete and detailed list of eligible project types, please reference FHWA's on-line guidance:

<http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>.

Who May Apply?

Eligible project sponsors are determined by the FHWA and should be Local Agency Program (LAP) certified:

- Local governments;
- Regional transportation authorities;
- Transit agencies;
- Natural resource or public land agencies;
- School districts, local education agencies, or schools;
- Tribal governments; and
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or State agency).

TPOs are not able to directly sponsor projects.

	Evaluation Category	Scoring (Maximum Points Possible)	Project Score
Criterion 1	Safety	25	
Criterion 2	Connectivity	15	
Criterion 3	Location Efficiency	10	
Criterion 4	Public Support	15	
Criterion 5	Proximity to School	15	
Criterion 6	Design Quality	10	
Criterion 7	Environmental/Archaeological Projects/ Historic Preservation	10	
	Total	100	
Bonus Points	Age of Project <i>1 point per year, capped at 5 years</i>	5	
	Total Points Possible	105	

Criterion 1: Safety - The project is scored for making significant safety improvements to the existing and proposed transportation network. Please submit crash data to verify your selection for crashes within the project area.

Crash data reports must use the Signal Four Analytics data. Please contact TPO staff if your application claims accidents that are not reported in the Signal Four database.

Crash Data for Project - Scored crashes are car accidents that involve pedestrians and/or cyclists.	Pts	
Low crash corridor = < 3 pedestrian/cyclist incidents from the past 5 years	1	
Moderate crash corridor = 3-10 pedestrian/cyclist incidents from the past 5 years	2	
High crash corridor = >10 pedestrian/cyclist incidents from the past 5 years	3	

Project is Designed to Avoid Moderate and High Crash Corridors Provide a brief description to address claimed points. Maximum radius for exposure is ¼ mile. Scored crashes are car accidents that involve pedestrians and/or cyclists.	Pts	
Moderate crash corridor = 3-10 pedestrian/cyclist incidents from past 5 years	2	
High crash corridor = >10 pedestrian/cyclist incidents from past 5 years	3	

Safety Issue - Provide brief descriptions for each claimed criterion	Pts	
Posted speed limit over 30 mph in project area	1	
Improves mobility for disabled, elderly or youth populations - <i>(Please provide an address and note location on map for the affected facility)</i>	1	
Improves access to areas within or adjacent to an area/zone with 50% of households below poverty rate- as defined by the Census	1	
Project design encourages traffic calming or vehicle lane narrowing (road diet)	1	
Reduces traffic volume in tourist/commercial areas	1	

<p>Reduce Human Exposure – Project reduces exposure between motor vehicles and vulnerable pedestrians and bicyclists by employing a “physical barrier” or “defined space” into the project design.</p> <p><i>Provide a brief description for each claimed criterion – notate on map where applicable.</i></p>	Pts	
<p>Physical Separation Barrier A physical barrier includes, but is not limited to a pedestrian island, buffered sidewalk, protected bike lane, buffered curb, landscaping divide, or green way between road and proposed facility.</p>	1	
<p>Defined Space A “defined space” includes but is not limited to crosswalks, green lanes, striped bike lanes and a minimum 4 foot wide shoulder.</p>	1	

Vehicle Traffic					
<p>The current Annual Average Daily Traffic (AADT) for the affected roadway facilities within the project area – from which exposure would be reduced by the project. The maximum radius for exposure is ¼ mile. Documented traffic counts at the county and city level will be accepted once the source and methodology is verified by TPO staff.</p>					
40,001+ 12 pts	35,001-40,000 11 pts	30,001 to 35,000 10 pts	25,001-30,000 9 pts	20,001-25,000 8 pts	15,001-20,000 7 pts
10,001-15,000 6 pts	5,001-10,000 5 pts	4,001-5,000 4 pts	3,001-4,000 3 pts	2,001 – 3,000 2 pts	Less than 2,000 1 pt

Total Points for Safety Criteria	
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Criterion 2: Connectivity - Project improves the existing transportation network. This may include but is not limited to filling existing gaps in the current multi-modal network and/or creating new access points to public transit and pedestrian/cyclist amenities.

General Connectivity - <i>Provide a brief description for each claimed criterion – notate on map where applicable</i>	Pts	
Improves access to commercial areas	1	
Improves access to parks and recreational areas	3	
Provides pedestrian/bicycle facilities where none exist	3	
Project conforms to any TPO, Local Government, Regional or State Plan for current or future connectivity	1	
Fills a documented gap in an existing transportation network	2	
Provides pedestrian/bicycle facilities between a K-12 School and a zoned residential area	2	

Transit Connectivity (select one) - <i>Transit stops must be noted on an attached project map</i>	Pts	
Connects to existing bike/ped facility & does not connect to a transit stop	1	
Connects to existing bike/ped facility & <1/2 mile from transit stop	2	
Connects to existing bike/ped facility & <1/4 mile from transit stop	3	

Total Points for Connectivity Criteria	
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Criterion 3: Location Efficiency - Project makes significant improvements to a facility in proximity to a medium-to-high density or intensive land use; project is in a municipal city center, historic pedestrian-scaled neighborhood, or otherwise important commercial corridor; project serves multiple destinations, allowing residents and/or tourists to access essential and leisure goods and services without using an automobile. Destinations can include retail stores, restaurants, pharmacies, churches, community centers, libraries, bars, employment centers, or any establishment where commercial or social activity occurs.

Maximum Points Allowed: 10

Does the project provide access to the following destinations of interest?

Location Efficiency – Provide the name and location of each claimed destination		
High Interest Select One (5 pts total)	Moderate Interest Select One (3 pts total)	Low Interest Select One (2 pts total)
Town Center – Square	Multi-Family Development	Low Density Single Family (detached single family developments)
Mixed Use Center	Park and Ride Lot	Post Office
Major Employment Center (over 150 employees) Office Park, Big Box Retail	Park	Bank
Transit Center/Station (serves multiple routes and networks)	Greenway	Bus Stop (typically a bench or 5-15 person shelter)
School: K-12 School Facility (within 2 miles)	Retail Center	Rural Road Bike Routes
University/College (direct connection)	Religious/Civic Center	
Hospital	Unique Destination (Tourist Destinations)	
Entertainment Center Combination of Restaurants/ Theaters/Music Venues	Health Care Clinic (multiple doctors on staff < 5)	
Marinas	Libraries	
Recreation Facility (sport fields, gymnasium, etc)	Grocery Store/Farmers Market/ Stationary Food Providers	
	Hotels	

Total Points for Location Efficiency Criteria	
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Criterion 4: Public Support - Documented support can be in the form of resolutions, letters, and minutes of public record. Supporting documents can be gathered and submitted by public officials, neighborhood associations, homeowners associations, non-profit agencies, or other community-based organizations.

Public Support (select one)	Pts	
Resolution of support from 1 local government + 2 letters of support (1 letter from a private source and 1 from a public source)	10	
Resolutions of support from 2 local governments ; or a resolution of support from 1 local government + 4 letters of support (2 letters from a private source and 2 from a public source)	15	

**letters of support must be dated within the past 3 years*

Total Points for Public Support Criteria	
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Criterion 5: Proximity to School - Projects within 0-2 mile radius of a school receive special preference, as they combine safety goals with connectivity and educational goals. Projects that focus on the pedestrian/cyclist access to schools are strongly encouraged to submit an application through the Safe Routes to Schools program.

Proximity to School - List the name and address of schools within the 2 mile project radius	Pts	
Project >2 miles from a school	0	
Project within 1-2 miles of a school	10	
Project within 1 mile of a school	15	

Total Points for Proximity to School Criteria	
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Criterion 6: Design Quality - Points awarded based on the quality of the facility, and based on non-motorized transportation facility design standards as follows:

General Design - Provide a brief description for each claimed criterion – notate on map where applicable	Pts	
Addresses both walking and biking	2	
Buffered/Protected bicycle lane, and/or separated multiuse path > 5, or sidewalk > 5'	2	
Provides bike parking or seating for pedestrians	1	
Provides trailheads, staging areas and parking	1	
Provides desirable amenities such as fitness stations, public art, pedestrian scale lighting, unique way finding, repair stands, etc.	1	
Prior Phases of this project are under construction or have been completed. <i>Provide documentation for the prior phases.</i>	1	
All Right of Way has been secured or none is needed	2	

Total Points Design Quality Criteria	
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Criterion 7: Environmental/Archaeological Projects/

Historic Preservation

Environmental/Archaeological Projects/Historic Preservation	Pts	
Project includes elements that use renewable energy sources, semi permeable materials, recycled materials or other green technologies.	1	
Restores or preserves environmentally sensitive lands, cultural resources or agricultural lands; or conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users	1	
Includes an environmental mitigation plan - project is in proximity to environmentally sensitive lands, cultural resources or agricultural lands and there is a plan to avoid, minimize or mitigate impacts	1	
Includes community partnership between governmental and non-governmental organizations	1	
Relieves a threat to an existing historic resource; or historic preservation and rehabilitation of historic transportation facilities	1	
Construction of turnouts, overlooks, and viewing areas	1	
Project enhances access to an existing or planned activity center. (Planned activity centers must be defined in a Capital Improvement Plan or similar document that shows construction beginning in 5 years.)	1	
Removes existing visual blighting influence; or substantially enhances visual environment; inventory, control, or removal of outdoor advertising	1	
Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control	1	
Provides bike-ped access to deter automobile access to environmentally sensitive areas; or other pollution abatement activities as described in 23 U.S.C. 101(a)(29) (MAP-21 §1103)	1	

Total Points for Environmental/Archaeological Projects/ Historic Preservation Criteria	
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Bonus Points:

Age of Project	Pts	
Age of Project : 1 point per year, capped at 5 years	1-5	

Total Bonus Points	
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Information Only — The following answers are for the TPO project review and will not be scored

Total project cost:			
Does the submitted budget include contributions from the sponsor and involved municipalities? Define the amount of local contributions, which may include in-kind services or ROW donation.			
Total length of the project (miles) ?			
How many intersections are located within the project boundaries?			
Does the project address a unique safety issue not detailed in the Safety Criteria?			
Project Readiness – Project Phase as submitted:	Conceptual Only	Preliminary Plans Complete	Final Plans Complete (shovel ready)

Definitions for Criterion 3 –Location Efficiency

High Interest Destinations: These are common, highly-trafficked destinations within a particular city, town, or region.

Town Center/Square: Downtown or central business district of a city or town.

Mixed Use Center: An integrated development project which combines multiple uses within individual buildings or sites. Example: A retail development with residential units above or adjacent.

Major Employment Center: A dense collection of retail or non-retail employment locations, where the percentage of employers is significantly higher than that of surrounding areas. Typically total employment will exceed 150 employees. Example: An office park or big box retail.

Transit Center: A station or hub which serves as the central location for multiple routes or networks.

School: Any K-12 school facility located within 1/2 mile of project/facility.

University/College: Any public or private university, college, or community college.

Entertainment Center: A combination of restaurants, theaters, music venues or other entertainment venues within a centralized location.

Marinas: A specially designed harbor with moorings for pleasure craft and small boats.

Recreation Facility: A public facility that provides infrastructure and amenities for organized sports. Example: a sports complex with multiple soccer fields, gymnasiums or other leisure sports.

Moderate Interest Destinations: These are common, moderately-trafficked destinations, typically found in many cities and towns.

Multi-family Development: Multiple residential housing units located in one building/structure, or multiple buildings within one complex. Example: Apartment complex.

Park-n-Ride Lot: A designated parking location which allows drivers to park private automobiles, bicycles, or other vehicles, and access public transportation or transit.

Park: Regional, local, or neighborhood space for passive or active recreation.

Greenway: A natural or paved path, typically located outside of vehicular rights-of-way, intended for non-motorized active transportation.

Retail Center: A collection of retail locations where the percentage of retailers is significantly higher than that of surrounding areas.

Religious/Civic Center: A private or public venue which offers religious or civic services to the general public.

Unique Destination / Tourist Destination: A specific destination of civic or cultural value which attracts visitors, is unique to a particular city, town, or county, and may not satisfy other destination descriptions.

Health Care Clinic: These can include facilities with less than 10 doctors on staff.

Libraries: A physical location which provides access to reading materials such as books, periodicals, and newspapers, and often other forms of video or audio media.

Rural Road Bike Routes Rural: suburban roads which typically do not include prescribed bicycle facilities, but may be signed as state, historic, scenic, or recreational bicycle routes.

Food Options: Large and small grocery stores, farmer's markets, or fresh foods. Other local, stationary food providers will be considered.

Hotels: Hotels, motels, and other commercial establishments offering lodging, meals, and other guest services.

Low Interest Destinations: These are common destinations, which typically experience less human traffic.

Low Density Single Family Development: Detached single family developments which can be found in rural, suburban, and urban environments.

Bus Stop: Typically a bench, or 5 to 15 person shelter.