

FAMPO RSTP AND CMAQ FUNDING PROJECT SELECTION AND PRIORITIZATION CRITERIA METHODOLOGY

INTRODUCTION

This document describes the process the Fredericksburg Area Metropolitan Planning Organization (FAMPO) will undertake to identify and select transportation projects for inclusion in FAMPO's Transportation Improvement Program (TIP). The selection process outlined in this document will be used for all proposed projects using Federal Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality Improvements (CMAQ) program funding; beginning in Fiscal Year 2010

FAMPO's CMAQ and RSTP project selection is a cooperative process between the Fredericksburg MPO, VDOT, DRPT and Commonwealth Transportation Board member. CMAQ and RSTP project recommendations are selected and prioritized by the Fredericksburg MPO, and submitted to the Commonwealth Transportation Board for final approval.

The procedure for selecting and prioritizing includes the development of candidate project lists for each program by the Fredericksburg Technical Committee (FTC). A numeric rating procedure is used to rate each candidate project under the CMAQ and RSTP programs. The results of the ratings and project recommendations are reported to the FAMPO Policy Committee for funding consideration. The results of the project ratings based on established criteria are the basis of FTC recommendations. The FAMPO Policy Committee considers the recommendations from the FTC and selects the final recommended list of CMAQ and RSTP projects in coordination with the district CTB member for submittal to the Commonwealth Transportation Board for approval as part of the Six Year Improvement Program annually. Amendments to 23 USC funded projects, and in particular CMAQ and RSTP funded projects, must be approved by the Commonwealth Transportation Board. This project selection process, as outlined above, is consistent with 23 U.S.C. section 134(j)(3)(5)a and 23 CFR 450.330(b).

OBLIGATION AND EXPENDITURE OF CMAQ AND RSTP FUNDS

On July 1 of 2010 the State Budget Bill with Transportation Policy Goals became law. This bill contains provisions related to the obligation and expenditure of federal Regional Surface Transportation (RSTP) funds and Congestion Mitigation and Air Quality (CMAQ) funds and their local matching funds (which are provided by the Commonwealth of Virginia).

The provisions to CMAQ funds state that projects funded by CMAQ funds (whole or part) shall be federally obligated within 24 months of their allocation by the board and expended within 48 months of the obligation (total six years). If the defined timeframes are not met, the Commonwealth Transportation Board (CTB) may use the funds for any other project eligible under 23 USC 149. CMAQ funds allocated more than 6 years ago are subject to be rescinded on July 1, 2011.

The provisions to RSTP funds state that funds from FY11 and thereafter shall be federally obligated within 12 months of their allocation by the board and expended within 36 months of obligation (total four years), or “board shall rescind state match”. Fiscal Year 2010 and any preceding funds shall be federally obligated within 12 months of July 1, 2010 and expended within 36 months their obligation (total four years), or “board shall rescind state match”. If these funds are not obligated and expended within the defined timeframes the CTB has the power to rescind the 20% in matching funds that the Federal funds require. Any RSTP older than 4 years any RSTP obligated in FY06 would be in the window to have the state match rescinded on July 1, 2011.

The following table illustrates the obligation and expenditure deadlines for CMAQ and RSTP funds through 2017.

Funding Source/ Year	Obligation Deadline	Expenditure Deadline
RSTP 2006 -2010	July 1, 2011	July 1, 2014
RSTP 2011	July 1, 2012	July 1, 2015
RSTP 2012	July 1, 2013	July 1, 2016
RSTP 2013	July 1, 2014	July 1, 2017
RSTP 2014	July 1, 2015	July 1, 2018
RSTP 2013	July 1, 2016	July 1, 2019
RSTP 2016	July 1, 2017	July 1, 2020
RSTP 2017	July 1, 2018	July 1, 2021
CMAQ 2006 -2010	July 1, 2012	July 1, 2015
CMAQ 2011	July 1, 2013	July 1, 2016
CMAQ 2012	July 1, 2014	July 1, 2017
CMAQ 2013	July 1, 2015	July 1, 2018
CMAQ 2014	July 1, 2016	July 1, 2019
CMAQ 2015	July 1, 2017	July 1, 2020
CMAQ 2016	July 1, 2018	July 1, 2021
CMAQ 2017	July 1, 2019	July 1, 2022

UNUSED FUNDING

Any excess CMAQ or RSTP funds will revert to their respective FAMPO Reserve Balance for competitive re-allocation at the regional level.

REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) PROJECT SELECTION

RSTP funds should be allocated and implemented in a manner consistent with the current Federal guidelines for their use (federal guidelines are available from FAMPO upon request). Starting in FY 2010, RSTP funds will be selected based on rankings across the MPO area for:

Ranking Factors:

- Safety
- Congestion Management
- Cost Effectiveness
- Project Readiness/ Additional Committed Funding for Project
- Ability to Get Project to the Next Phase
- Natural and Built Environment
- Efficient Future Land Use
- System Continuity
- Accessibility

RSTP APPLICATION PROCESS AND PRELIMINARY SCREENING

Project funding application forms will be in an electronic format (either .doc or .pdf) and will be distributed to the localities and agencies. Once the applications are received, the projects will go through an initial screening process that will check for:

- The proposed project meets all applicable criteria under Federal regulations; the Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU)
- Determination of the projects eligibility to receive funding under the Federal RSTP/CMAQ Guidelines
- The project must be consistent with FAMPO's current Long Range Transportation Plan (2035 LRTP)
- A detailed project description with supporting data
- Cost estimates for proposed projects
- A defined project implementation schedule
- A demonstration that the project is ready for the proposed phase (PE, ROW or Construction)
- A demonstration that the project management team is in place to oversee the project

RSTP PROJECT EVALUATION

After the initial screening process has been completed, projects will be placed into one of six categories, which are listed below, and then scored. Projects within each category will then be compared to each other. FAMPO Staff will evaluate all projects according to the criteria. Staff will then prepare a list of candidate projects that have been scored and ranked in each category. The projects will be listed in descending order from the highest score to lowest score in each category. A funding amount for each project will then be assigned according to the project rankings until the available funding is expended. If the project is eligible for both RSTP and CMAQ funding, the criteria in which the project was originally scored under will determine its ranking unless there are unexpended funds from the other funding category. For example; an intersection improvement project is scored under the CMAQ Criteria. The project does not score high enough in competition with the other CMAQ projects to receive funding and there is an excess of RSTP funds; the project will then be funded via the RSTP funds or vice versa. The list of projects will then be shared with the FAMPO Technical Committee for review, comment and endorsement. The project list will then be presented to the FAMPO Policy Committee for approval.

If the total list of projects exceeds the amount of total funding available, then FAMPO staff will recommend the amount of funds to be allocated to each project, for review, comment and endorsement by the Technical Committee and approval by the FAMPO Policy Committee.

Once the list is approved by the FAMPO Policy Committee, staff will work with VDOT/DRPT to include each project's funding allocations in VDOT's Six Year Improvement Program, (SYIP) which must be submitted to VDOT by June 1 of every year. Selection of projects for inclusion in FAMPO's Transportation Improvement Program (TIP) is based on policies and procedures for programming projects in the TIP (this requires consideration of federal funds obligation requirements, as described by state and federal policies).

The six categories are as follows:

1. Roadway Capacity/Paving Projects

- Widening, new facilities, interchanges/intersection improvements
- Bridge rehabilitation projects & P/E
- Roadway paving projects

2. Intelligent Transportation Systems (ITS) and Operational Improvements

- Corridor operational improvements (i.e. signal synchronization/optimization, and incident management)

3. Intermodal Transportation Projects

4. Transit Projects

- Vehicle replacement/purchases
- Other projects/programs/equipment/signage

5. Planning/PE Studies

6. Non-Motorized Projects

- Bicycle projects
- Pedestrian projects

The descriptions of the evaluation criteria and methods used in scoring candidate projects are as follows:

1. ROADWAY CAPACITY/PAVING PROJECTS

The FAMPO highway project prioritization methodology adopted by the FAMPO Policy Committee will be employed for ranking all highway project candidates.

Bridge Replacement and Rehabilitation Projects

According to US Code: Title 23 CFR 650D – Highway Bridge Replacement and Rehabilitation Program, Section 650.403a, a bridge is defined as: A structure, including supports, erected over a depression or an obstruction, such as water, a highway, or a railway, having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between undercopings of abutments or spring lines of arches, or extreme ends of the openings for multiple boxes; it may include multiple pipes where the clear distance between openings is less than half of the smaller contiguous opening.

Section 650.405 states that all deficient highway bridges on all public roads may be eligible for replacement or rehabilitation.

Criteria	Points	Scoring Instructions
*Bridge Condition per VDOT Sufficiency Index	0-40	80-65 = 10 points 64-50 = 20 points 26-50 = 30 points 25-0 = 40 points
**Federal Functional Classification	0-20	Urban Interstate = 20 Rural Interstate = 18 Urban Principal Arterial = 16 Rural Principal Arterial = 14 Urban Minor Arterial = 12 Rural Minor Arterial = 10 Urban Collector = 8 Rural Major Collector = 6 Minor Collector = 4 Unclassified, Urban/Rural Local = 2
AADT of Bridge	0-10	Sliding Scale-Maximum points to the bridge with the highest AADT
Project Readiness	0-20	Projects with detailed design and cost estimates that are ready to be undertaken = 10 points Sliding Scale -projects with additional funding committed = 10 points
Operational/Safety Deficiencies	0-10	Bridges with operational and or safety deficiencies such as no bike/ped facilities, bridge creates a bottleneck, bridges floods during bad weather, etc.

*Bridges with sufficiency ratings between 50 and 80 are candidates for rehabilitation and bridges for sufficiency ratings under 50 may be candidates for replacement.

**Additional consideration will be given to bridges on roadways that serve as critical links for access by emergency vehicles, school buses and transit vehicles.

Roadway Paving Projects

According to VDOT's State of the Pavement - 2006 Report, pavement distress data is collected (per procedures set by VDOT's Distress Rating Manual) and is aggregated into two Pavement Condition Indices. The Load-related Distress Rating (LDR) incorporates pavement distresses that are related to traffic loadings (for example, longitudinal cracking in wheel paths). The Non Load-related Distress Rating (NDR) is comprised of distresses considered to be primarily non-load related (i.e., climate, materials or construction deficiency). Both indices range from a value of 0 to 100. A value of 100 is assigned to a pavement with no visible distress, while 0 is assigned to a pavement considered impassable. A third index – the Critical Condition Index (CCI) is calculated as the lower of the LDR and NDR. These indices were first developed in 1998, and have undergone extensive validation through a process of consensus building using numerous VDOT pavement experts.

Critical Condition Indexes (CCI) have been grouped into five ranges corresponding to condition categories: excellent, good, fair, poor and very poor. These categories in turn correspond to a likelihood of corrective action. In general, pavements with an index below 60 are likely candidates for maintenance and rehabilitation action.

Criteria	Points	Scoring Instructions
Overall Pavement Condition per VDOT CCI Index	0-50	CCI Index Very Poor Condition 0-49 = 50 points Poor Condition 50-59 = 40 points Fair Condition 60-69 = 30 points Good Condition 70-89 = 20 points Excellent Condition 90+ = 10 points
Federal Functional Classification	0-25	Urban Interstate = 20 Rural Interstate = 18 Urban Principal Arterial = 16 Rural Principal Arterial = 14 Urban Minor Arterial = 12 Rural Minor Arterial = 10 Urban Collector = 8 Rural Major Collector = 6 Minor Collector = 4 Unclassified, Urban/Rural Local = 2
Project Readiness	0-10	Projects with detailed design and cost estimates that are ready to be undertaken = 5 points Sliding Scale -projects with additional funding committed = 5 points
Safety	0-15	Does the Project address a documented safety issue? Yes = 15 No=0

2. INTELLIGENT TRANSPORTATION SYSTEMS AND OPERATIONAL IMPROVEMENTS

Criteria	Points
Will the project improve traffic flow during peak congestion periods and special circumstances?	0-25
Will the project directly reduce the number and severity of roadway incidents?	0-25
Does the project address the mobility or accessibility needs of the region?	0-10
Does the project increase the linkage and communications among various operating agencies to provide better traffic information to the motorists?	0-20
Is the project/project concept part of the Regional ITS Strategic Plan?	0-10
Additional committed funding (on a sliding scale: project bringing most funds – 10 points, least funds - 0 points)	0-10

3. INTERMODAL TRANSPORTATION PROJECTS

Criteria	Points
Will the project establish opportunities for linkages or connections between transportation modes or existing corridors and industrial, employment and population centers?	0-40
Will the project improve the operating system to better accommodate intermodal movements?	0-20
Will the project improve rail or vehicular access to freight distribution facilities, ports, major industrial clients, or employment and population centers?	0-20
Project readiness: projects with detailed design and cost estimates that are ready to go = 10 points Projects with additional committed funding = 10 (sliding scale)	0-20

4. TRANSIT PROJECTS

Vehicle Replacement/ New Vehicle Acquisitions

With respect to vehicle replacements, the evaluators should assign a score from 0-100 based on “consideration” of the following factors:

Evaluation Criteria	Points	Scoring Instructions/ Supporting Data
Vehicles to be replaced have reached end of usefulness (defined by FTA)	0-20	List of buses to be replaced with existing/projected mileage and age
Estimated cost per vehicle	0-20	Estimated price per fully equipped vehicle
Number of passenger trips effected	0-20	System ridership for past full year/ additional projected ridership
Pollution reduction and energy efficiency enhancements	0-20	Are new vehicles more energy efficient and promote green technologies
Other available funding sources	0-20	Other potential funding sources: likelihood of funding, local match requirement, grant cycle.

Evaluators should consider all of these factors when scoring the application and enter brief comments about each of them on the evaluation sheet.

Other Transit Projects: Facilities/Equipment/Signage

With respect to new or expanded transit services, the evaluators should assign a score from 0-100 based on “consideration” of the following factors:

Evaluation Criteria	Points	Scoring Instructions/ Supporting Data
Population within service area and prospective ridership within area (within ¾ mile of transit route)	0-20	Preliminary service routing, population estimate within service area, (based on most recent census) estimate of perspective ridership
Estimated service cost	0-20	Cost per hour of service, revenue hours of service, cost of buses utilized in service
Will proposed service operate in an area with significant traffic congestion	0-30	Highway LOS of D or below
Will the service attract “choice” or SOV riders and/or transit dependent populations	0-10	Median Household income above and below poverty levels by Census Block Group from most recent US Census
Other funding sources	0-10	Other potential funding sources: likelihood of funding, local match requirement, grant cycle.
Will the jurisdiction commit to continuing the service if the it meets defined ridership objectives	0-10	Letter of Commitment from jurisdiction

Evaluators should consider all of these factors when scoring the application and enter brief comments about each of them on the evaluation sheet.

5. PLANNING/PE STUDIES

Criteria	Points	Yes/No
Is the study necessary to address a major issue or to revise the LRTP?	0-10	
Is the study necessary to address a safety issue?	0-20	
Is the study concerned with encouraging multimodal transportation?	0-10	
Does the study address the region’s mobility or accessibility needs?	0-20	
Is the study well defined in terms of purpose, design concept and scope?	0-5	
Do the study’s goals and objectives show support for economic vitality, quality of life and efficient, compact land use patterns? (5 points each)?	0-15	
Do the goals/objectives foster environmental preservation/protection?	0-10	
Projects with additional committed funding (sliding scale)	0-10	

6. BICYCLE/PEDESTRIAN PROJECTS

A. Number of people the project will benefit (0-20 points)

These projects will be evaluated based on estimated users that are within a logical distance from the project. A three-mile radius will be used for bicycle projects and a one-mile radius for pedestrian projects. FAMPO 2006 Traffic Analysis Zone (TAZ) geography will be used to determine the base year and projected year (2035) population and employment.

The highest user base will receive 20 points and the lowest user base will receive 0 points.

B. Projects will address existing needs (0-40 points)

Criteria	Points	Scoring Instructions
Need for Improvements	0-10	Completion of a missing link as part of phased construction
	0-10	Provides access to transit, commercial/employment centers, recreational facilities from residential areas
	0-10	Eliminates a barrier to major destinations
	0-10	Improves bicycle/pedestrian safety

C. Transportation Function (0-20 points)

Criteria	Points	Scoring Instructions
Transportation Function	0-10	Serves trips to work/school
	0-10	Serves other trips (personal business, shopping, recreation, etc.)

D. Matching Funds (0-10 points)

Projects with additional committed funding (i.e. an approved budget, resolution, proffer, impact fee, etc) will be listed on a sliding scale, with the project pledging the most additional money receiving 10 points and the least receiving 0 points.

E. Project Readiness (0-10 points)

Projects with detailed design and cost estimates that are ready to go will receive 10 points

CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM (CMAQ) PROJECT SELECTION

Starting in FY 2010, Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds will be selected based on rankings across the MPO area for:

RANKING FACTORS:

- Project readiness/Additional committed funding
- Ability to get project to the next phase
- Demonstrated increase to safety in and around project location
- Demonstration that the project will alleviate congestion in and around the project area
- Demonstration that the project will promote efficient land use
- A demonstration that the projects improve air quality

CMAQ APPLICATION PROCESS AND PRELIMINARY SCREENING

Project funding application forms will be in an electronic format (either .doc or .pdf) and will be distributed to the localities and agencies. Once the applications are received, the projects will go through an initial screening process that will check for:

- The proposed project meets all applicable criteria under Federal regulations; the Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU)
- Determination of the projects eligibility to receive funding under the Federal RSTP/CMAQ Guidelines
- The project must be consistent with FAMPO's current Long Range Transportation Plan (2035 LRTP)
- A detailed project description with supporting data
- Cost estimates for proposed projects
- A defined project implementation schedule and project management strategy (i.e. managed by locality, VDOT, etc.)
- A demonstration that the project is ready for the proposed phase (PE, ROW or Construction)

EMISSIONS REDUCTION ANALYSIS OF ELIGIBLE PROJECTS

After the initial screening has been completed, FAMPO staff, with assistance from VDOT, local governments and agencies will conduct an emissions reduction analysis on all eligible projects. Emissions are estimated for volatile organic compounds (VOC) and nitrogen oxides (NOx). The results of the analyses will be tabulated for the eligible projects.

CMAQ PROJECT EVALUATION

After the initial screening process has been completed, projects will be placed into one of five categories, which are listed below, and then scored. Projects within each category will then be compared to each other. FAMPO Staff will evaluate all projects according to the criteria. Staff will then prepare a list of candidate projects that have been scored and ranked in each category. The projects will be listed in descending order from the highest score to lowest score in each category. A funding amount for each project will then be assigned according to the project rankings until the available funding is expended. If the project is eligible for both RSTP and CMAQ funding, the criteria in which the project was originally scored under will determine its ranking unless there are unexpended funds from the other funding category. For example; an intersection improvement project is scored under the CMAQ Criteria. The project does not score high enough in competition with the other CMAQ projects to receive funding and there is an excess of RSTP funds; the project will then be funded via the RSTP funds or vice versa. The list of projects will then be shared with the FAMPO Technical Committee for review, comment and endorsement. The project list will then be presented to the FAMPO Policy Committee for approval.

If the total list of projects exceeds the amount of total funding available, then FAMPO staff will recommend the amount of funds to be allocated to each project, for review, comment and endorsement by the Technical Committee and approval by the FAMPO Policy Committee.

Once the list is approved by the FAMPO Board, staff will work with VDOT/DRPT to include each project's funding allocations in VDOT's Six Year Improvement Program, (SYIP) which must be submitted to VDOT by June 1 of every year. Selection of projects for inclusion in FAMPO's Transportation Improvement Program (TIP) is based on policies and procedures for programming projects in the TIP (this requires consideration of federal funds obligation requirements, as described by state and federal policies).

CMAQ projects will be divided into five primary groups:

- Roadway Projects
- Non-Roadway Projects (Transit, TDM and Bicycle /Pedestrian)
- ITS Projects
- Engineering and Design
- Other Projects

ROADWAY PROJECTS

Eligible highway projects include improvements to intersection/interchange geometric design..

Scoring Factors for Roadway Projects:

Criteria	Points	Scoring Instructions
Reduction of Congestion	0-20	Greatest positive change to LOS = 20 Lowest positive change to LOS = 0 (2 point sliding scale)
Air Quality	0-30	Reduces NOx = 15 points Reduces VOC = 15 points
Safety	0-20	20 points to the project with the highest safety improvements Straight line interpolation (relative scale)
Project Readiness	0-20	Projects with detailed design and cost estimates that are ready to undertaken = 10 points Projects with additional funding committed = 10 points (sliding scale of 2 points each)
Efficient Land Use	0-10	Will the project provide access to areas of efficient, compact land use?

Isolated Intersection Projects

This project type refers to improvements at individual intersections that are not part of a coordinated signal system. The projects may include improvements in the geometric design of the intersection and signal timing or improvements in timing only. The change in emissions for a project is based on the change in delay (in hours per day) at the intersection as a result of the project.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS) AND OPERATIONAL IMPROVEMENTS

A wide array of highway and transit projects are classified as ITS/Operational projects, such as:

- Traffic signal timing
- Upgrades to traffic signal systems
- Advanced traffic management systems
- Changeable message signs
- Communications improvements
- Video surveillance infrastructure
- Automatic vehicle location and passenger counting for transit purposes

Coordinated Signal Systems

This type of project includes several intersections along a section of roadway for which the signal timing is coordinated to promote progression of traffic along that section. Most of the projects in this category consist of improvements to signal timing only. The change in emissions for a project is based on the change in average speed (in miles per hour) along the section of roadway as a result of the project.

The emissions factors are determined for the “before” and “after” average speeds. These factors are multiplied by the daily VMT (vehicle miles traveled) for the section of roadway to compute the daily change in emissions of VOC and NO_x for the section in units of kilograms per day.

Citywide and Countywide Signal System Improvements

This type of project includes a large number of intersections within a jurisdiction. Nearly all of the intersections included in this type of project are part of a coordinated traffic signal system. The projects in this category include improvements to signal equipment and signal timing. The change in emissions for a project is based on the change in average speed (in miles per hour) for the citywide/countywide system.

Improvements may include lane additions, which would permit a change in the traffic signal phasing. For instance, at an intersection with a long cycle length, the addition of left turn lanes would allow the opposing lefts to move concurrently, followed by the opposing through movements. The effect would eliminate phasing referred to as “split phasing” and reduce the overall cycle length of the intersection in a coordinated signal system.

To analyze these projects, citywide or countywide values for average speed and VMT for principal and minor arterials are obtained from a VDOT Conformity Analysis. Then, using the analysis discussed in the section on coordinated signal systems, a four miles-per-hour increase in average speed is assumed to result from the project. If the applicant submits additional “before” and “after” data and analysis, the staff will use this data in lieu of the above value estimated for this category.

The emissions factors are determined for the “before” and “after” average speeds. These factors are multiplied by the citywide daily VMT to compute the daily change in emissions of VOC and NOx in units of kilograms per day.

These projects take advantage of new technologies aimed at improving traffic flow, reducing response time to traffic incidents, improving safety, and providing timely information to the traveling public.

The scoring factors for ITS projects are as follows:

Criteria	Points
Will the project improve traffic flow during peak congestion periods and special circumstances?	0-25
Will the project directly reduce the number and severity of roadway incidents?	0-25
Does the project address the mobility or accessibility needs of the region?	0-10
Does the project increase the linkage and communications among various operating agencies to provide better traffic information to the motorists?	0-20
Is the project part of the Regional ITS Strategic Plan?	0-10
Additional committed funding (2 point sliding scale)	0-10

NON-ROADWAY PROJECTS

Transit Programs and Projects

Transit projects include replacement buses, and new/expanded transit services or facilities. Emissions benefits for most transit projects are based on the predicted reduction in automobile trips and VMT resulting from the project. Projects that involve new or expanded service also take into account the increase in emissions due to the operation of the new transit vehicles. Park & ride lot projects take into account the emissions due to the automobile trips to the lot. Emissions reductions resulting from replacement buses are due to emissions improvements in the newer bus engines and any increase in ridership due to newer vehicles.

The scoring factors for Bus Replacements are as follows:

With respect to vehicle replacements, the evaluators should assign a score from 0-100 based on “consideration” of the following factors:

Evaluation Criteria	Points	Scoring Instructions/ Supporting Data
Vehicles to be replaced have reached end of usefulness (defined by FTA)	0-20	List of buses to be replaced with existing/projected mileage and age
Estimated cost per vehicle	0-20	Estimated price per fully equipped vehicle
Number of passenger trips effected	0-25	System ridership for past full year/ additional projected ridership
Pollution reduction and energy efficiency enhancements	0-25	Are new vehicles more energy efficient and promote green technologies
Other available funding sources	0-10	Other potential funding sources: likelihood of funding, local match requirement, grant cycle.

Evaluators should consider all of these factors when scoring the application and enter brief comments about each of them on the evaluation sheet.

The scoring factors for New/Expanded Transit/ Service Projects are as follows:

With respect to new or expanded transit services, the evaluators should assign a score from 0-100 based on “consideration” of the following factors:

Evaluation Criteria	Points	Scoring Instructions/ Supporting Data
Population within service area and prospective ridership within area (within ¾ mile of transit route)	0-30	Preliminary service routing, population estimate within service area, (based on most recent census) estimate of perspective ridership
Estimated service cost	0-10	Cost per hour of service, revenue hours of service, cost of buses utilized in service
Will proposed service operate in an area with significant traffic congestion	0-30	Highway LOS of D or below
Will the service attract “choice” or SOV riders	0-10	Median Household income by Census Block Group from most recent US Census
Other funding sources	0-10	Other potential funding sources: likelihood of funding, local match requirement, grant cycle.
Will the jurisdiction commit to continuing the service if the it meets defined ridership objectives	0-10	Letter of Commitment from jurisdiction

Evaluators should consider all of these factors when scoring the application and enter brief comments about each of them on the evaluation sheet.

New Commuter Parking/Commuter Parking Expansion Projects

FAMPO's 2035 Constrained Long Range Transportation Plan calls for a total of 18,000 commuter parking spaces in the Region by 2035. This includes both VRE parking expansions as well as commuter parking lots. The following scoring mechanism will be used to prioritize the parking expansion projects. The scoring criteria includes cost-per-space analysis, demand at existing commuter lots, proximity to I-95 and rail and accessibility to existing transit routes/facilities as well as accessibility to primary roadways.

Evaluation Criteria	Points	Scoring Instructions/Supporting Data
Existing Parking Demand at Proposed Location	0-25	P&R lot presently at/over capacity will receive 20 points. A relative scale will be used for lots not presently at capacity. (for new lots; survey closest existing lot)
Commuter Type Served at P&R Lot	0-20	Carpool/Vanpool = 5 Commuter Bus = 5 Commuter Rail = 5 Local Bus = 5
Proximity to I-95 Interchanges/ Commuter Rail Stations	0-25	Less than 2 miles = 10 points Between 2 miles and 4 miles = 7.5 points Between 4 miles and 6 miles = 2.5 points Over 6 miles = 0 points
Is the Parking Expansion part of a Mixed Use Development or Promotes Efficient/Compact Land Use	0-10	Yes = 10 points No = 0 points
P&R Lot is Bike/Ped Accessible	0-10	Yes = 10 points No = 0 points
Cost Per Space	0-10	Projects with the lowest cost per space (total project cost of all phases) will receive the highest score. A relative scale will be used for all

TDM Programs

Transportation Demand Management (TDM) – GWRideConnect

GWRideConnect, the Regional Transportation Demand Management Agency, serves the residents of Stafford, Spotsylvania, Caroline and King George counties and the City of Fredericksburg. GWRideConnect promotes and facilitates ridesharing and transportation demand management initiatives to assist persons seeking transportation options to their workplaces and other destinations. The overarching policy of the GWRideConnect Program is to promote, plan and establish transportation alternatives to the use of the single occupant vehicle, thereby improving air quality, reducing congestion and improving the overall quality of life for the citizens of the region.

The activities and programs of a transportation demand management agency are all CMAQ eligible, are Regional in scope and provide air quality and congestion mitigation benefits across the entire FAMPO service area. Starting with FY 2010 allocation year, a base amount of \$125,000 of the yearly CMAQ allocation will be set aside for GWRideConnect. The GWRideConnect agency will submit project applications and corresponding materials for programs and activities each fiscal year. Any unspent portion of the yearly allocation will be returned back to FAMPO and placed into the CMAQ reserve balance for reallocation in the following fiscal year. The funding will be reviewed annually and funding will be derived from an off the top designation of the region's annual allocation of CMAQ funds. If GWRideConnect requires funds in excess of the base allocation; normal CMAQ procedures will be followed.

Bicycle and Pedestrian Projects

Air quality benefits of bicycle and pedestrian projects are calculated as a function of a reduction in the number of automobile trips and VMT. Analysis methods for bicycle and pedestrian projects are typically project specific and may be qualitative or quantitative depending on the type of project and the availability of input data. The scoring criterion that is used for bicycle and pedestrian projects under RSTP funding will be used to score the CMAQ funding requests with additional consideration given to the projects air quality benefits.

OTHER PROJECTS

The other project category includes those projects that do not fit perfectly into any other project groupings. Analysis methods for these projects are typically project specific and may be qualitative or quantitative depending on the type of project and the availability of input data. These projects will be addressed on a case by cases basis by FAMPO Staff and the FAMPO Technical Committee.