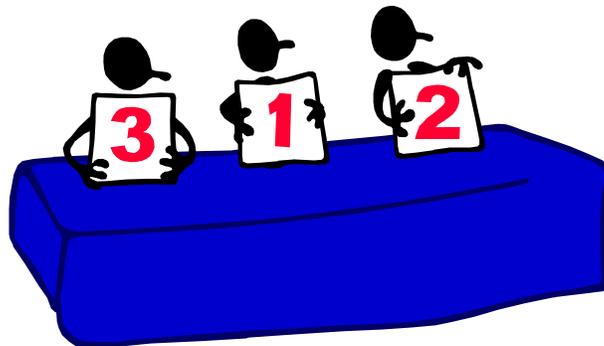


TAC Subcommittees | TIP 2013 – 2016

Application Scoring Instructions & Review Process

1. Please refer to the Transportation Improvement Program, Guidance on Applying Criteria for Evaluation of Project Proposals when scoring TIP applications. This Guidance will assist you in determining the intent of the criteria being measured, as well as suggested points for certain criteria items.
2. Please use the attached project score sheet, unique to each TIP Program Category, to score the projects listed in each column. Please fill in values for all applicable cells according to the corresponding subcategory. Once you return your completed score sheet to Statewide Planning, we will take care of the math and determine your overall category scores and total project scores on the computer.
3. Each measure should be scored on a scale of -5 to 5
 - a. A negative score should be used when the project has a negative impact
 - b. Zero should be used when there is no impact or the criterion is not applicableCategory totals cannot be more than 20 points or less than -20 points. The maximum score is 120. The minimum score is -120.
4. Please return your completed score sheets in the provided envelope to Statewide Planning by December 12, 2011. Statewide Planning will then compile your individual scores into a composite score sheet for each project that will be distributed at your subcommittee's initial meetings during the week of December 19, 2011.
5. The subcommittee meetings will provide an opportunity to discuss all of the individual applications within the specific TIP program category and members will have the opportunity to request supplemental information from the applicants if necessary. If supplemental information is requested, applicants will be given 2 weeks to respond. RIDOT staff will also give each subcommittee an overview of projects currently listed in the TIP that have been reprioritized by municipalities, as well as a summary of the entire RIDOT submittal within the specific TIP program category.
6. If necessary, after the discussions of first meeting, subcommittee members will review and revise original scores. We then ask that you return your final score sheet to Statewide Planning by a date to be determined at the various subcommittees' initial meetings.
7. The subcommittees will meet again the week of January 9, 2012 to review the supplemental information if requested, complete the final project rankings, and complete a recommended funding list to be included in the full draft TIP which will be presented at the February 23, 2012 TAC meeting.
8. If you have any questions, please contact Linsey Callaghan at Linsey.callaghan@doa.ri.gov or 222-6479.



TRANSPORTATION IMPROVEMENT PROGRAM

Guidance on Applying Criteria for Evaluation of Project Proposals

1. MOBILITY BENEFITS

a. Number of travelers served, or volume of freight transported

For highways, indicators are average daily traffic (ADT) and number of bus routes, runs, or passengers. ADT in Rhode Island typically ranges as follows:

heaviest urban Interstates	100,000-160,000
other 4-lane highways	20,000-100,000
most 2-lane highways	2,000- 20,000
low-volume 2-lane highways	less than 2,000

Traffic counts are not done for most low-volume roads. For bicycle/pedestrian facilities, an indicator is trip generation potential - e.g., number of people expected to use them (for example: near schools, tourist areas, elderly housing, etc.). For freight rail projects, indicators are number of trains, freight cars, or tons of freight per week. For passenger rail, indicators are number of trains, cars, or passengers.

b. Level of service improved, congestion reduced; or efficiency of freight service improved

For highways, this refers to ease of traffic flow. To have an effect on traffic congestion, a project has to involve widening, intersection improvements, or other work beyond resurfacing. A design study will include engineering calculations of level-of-service (LOS) improvement, "F" being worst and "A," best. For transit, an example of improved efficiency is construction of park-and-ride lots, which provide a single loading point. For rail, higher speeds improve efficiency.

c. Number of modes provided for (multimodal) and linkages among different transportation modes (intermodal)

Multimodal refers to serving more than one mode. Examples are a highway improvement that is on a bus route, widens shoulders for bicycles, or fixes sidewalks; or an intersection project that adds pedestrian signals; or an industrial highway that includes rail improvements. Points can be given for number, quality, or importance of multiple modes. Intermodal refers to transfer of travelers or goods between modes. Examples are projects that improve pedestrian access to a transit stop, or bus access to a bike path, or a rail connection to a port. Terminals (including airports and ferry) and park-and-ride (or satellite) lots are by definition intermodal and multimodal. More points could be given for a greater number of connections, or for quality or importance of connections. Improved signage, unless part of a larger project, should receive credit in item 1f.

d. Regional scale and impact

Effect on more than one community is the measure. At the highest level are projects that affect the whole state or southeastern New England; for example, major highways (often, interstate), rail lines, or passenger or freight terminals. Next are projects such as a new bicycle path or reconstructed highway that passes through three or more communities. Projects that complete links between transportation facilities should score well. Projects that are entirely within one community or that are located in two communities but have a minor impact (e.g., road resurfacing) would score lower.

e. Mobility provided to transit users and people not using personal motor vehicles

This criterion relates to transportation service for people who are getting around without the use of a personal motor vehicle (i.e., using transit, bicycling, or walking). Examples include transit service in areas with a low rate of auto ownership and bicycle/pedestrian facilities in areas with many students. The project data sheets make note of areas with low auto ownership: Census block groups that average less than 1.0 auto/household, 1990 (the statewide average was 1.67). The applicant should provide information on group, elderly, or student housing in the project area. This should encourage the use of alternate modes for those who currently rely on their own vehicles, as well as those who depend on alternate modes.

f. Improvement of user comfort, convenience, or information

This refers to increased ease of use or friendliness to travelers and applies to all modes. Examples are cutoff lighting fixtures, new bus shelters and information systems, and highway and intermodal information signs. For the walkers and bicyclists, this could include street furniture, plantings, traffic calming, or bike lanes that allow safer and more pleasant travel. The emphasis is on comfort, not efficiency, which is addressed in other criteria. (Related measures are reduced congestion, which should be credited in item 1b, and smoother pavement, which should be credited in item 2c.)

2. COST-EFFECTIVENESS

a. Capital cost in proportion to travel benefit (time, distance, or delay reduced, etc.) or economic benefit

This criterion gets at the scale of cost vs. the number of users benefiting. A project study may identify such measures. Otherwise, judgment has to be used to compare high, medium, or low cost against significant or minor improvement in travel. Projects that are hugely expensive, or save only a few minutes of travel time, or serve few people will tend to score low. Economic benefits can also be considered.

b. Project uses innovative and low cost alternative designs

Points can be awarded for inclusion of design features or materials that improve efficiency, performance, or durability/life expectancy. Examples may be new or innovative materials, use of stamped concrete rather than brick, or automation.

c. Utilization and preservation of existing infrastructure (including improvement in pavement condition and sidewalk surfaces), consideration of future maintenance, operating, and capital costs

A new facility would score low. High scores should be reserved for projects whose purpose is to restore facilities that are extremely dilapidated or unused and would be brought back to good condition and into active use, or projects that would have a notable effect in reducing maintenance costs. Most projects will score in the middle (typical road rehabilitation), according to needs to address pavement and other conditions. Based on the existing pavement condition rating provided by RIDOT, projects will be scored as follows: Failed condition = 5 points, Poor = 4 points, Fair = 3 points, Good = 2, Excellent = 0. In cases where RIDOT data is not available, this item will be scored subjectively. Negative points may be assigned to projects involving reconstruction of facilities that are less than 10 years old (e.g. built or re-constructed in past 10 years).

d. Potential to leverage federal transportation funds with other public or private investment

Points would be given if the project is proposed to be funded partly from other federal or state programs or from private sources. (Note that local share is covered in criterion 5b.) A suggested scale is:

>50% from other sources	5 points
25-49%	4 points
10-24%	3 points
5- 9%	2 points
1- 4%	1 point

e. Project scaled back to achieve cost savings.

This criterion can be used, most commonly, to give credit for proposals that scale back the cost of projects as once planned. More points can be given for more drastic cutbacks. A suggested scale is:

<10% of previous cost	5 points
10-25%	4 points
26-50%	3 points
51-75%	2 points
76-90%	1 point

3. ECONOMIC DEVELOPMENT IMPACT

a. Support of state-designated enterprise zones

If a project is in an enterprise zone, it should get 5 points; if not, 0.

b. Creation or retention of jobs, as by improving access to employment centers

An employment center can be an industrial park or area, one very large industrial use, a downtown or village, a major institution such as a college or hospital, or other place that has a large number of employees. In the case of a developing industrial park, potential employment can be considered. Points can be given according to the relative amount of employment and the significance of the project in improving access. "Main Street" and village center projects should be scored higher than strip retail areas. Also includes improved transit, walking or bicycling infrastructure. Points may be deducted for projects that support the relocation of jobs to remote areas not accessible to public transit

c. Facilitating the movement of goods

For highways, one indicator is percent truck traffic. To give a sense of numbers, more than 8 percent is high, 5-8 percent is medium, and less than 5 percent is low. A high score can also be given to projects that have a special role for goods movement, such as any freight rail project or a project serving a freight terminal.

d. Encouraging tourism (enhanced access to historical, recreational, cultural, and scenic assets)

More points can be given to projects that improve transportation service or that support tourist use of such an area. Examples are projects improving a road to a beach, or improving pedestrian or transit access to a park, or contributing to the revitalization of a historical area.

e. Benefit to economically disadvantaged populations

The applicant should demonstrate not only that low-income individuals reside or work in the project area, but also that they will benefit from the proposed improvements. Other benefits may also be considered, such as neighborhood improvement in a low-income area. The project data sheets identify low-income areas as follows:

5 points:	Less than 50% of the state median income (very low)
3 points:	50%-80% of the state median income (low)
1 point:	81%-99% of the state median income (moderate)
0 points:	equal or greater than state median income

f. Results in rehabilitation of brownfield sites, reuse of a certified mill building(s), or is located in a state designated growth center.

A state designated growth center receives 5 points. Brownfield sites and mill buildings should be scored according to overall scope, quality, and project impact.

4. ENVIRONMENTAL IMPACT

a. Improves air quality (emissions reduced)

If a study has been done quantifying air quality impacts, points can be given for any positive impacts shown. (For typical highway projects, these will be very small.)

Benefits can be presumed from synchronizing traffic signals, providing bicycle/pedestrian facilities, increasing transit service, improving vehicle inspection-maintenance programs, or other projects that make auto travel more efficient, reduce trips or vehicle miles of travel (VMT), or have particular air quality significance (such as alternative fuel vehicles). Projects can receive negative points for adverse impacts.

b. Promotes energy conservation (consumption reduced, as by fewer trips or reduced vehicle miles of travel)

Projects such as some of those just listed above will also have energy conservation benefits. New structures (such as terminals or stations) that use green design methods, solar energy, etc. will have benefits. Projects can receive negative points for adverse impacts.

c. Improves water quality (pollution impacts reduced)

Road projects can benefit water quality, and projects impacting this resource should demonstrate improved drainage control. Impacts must be mitigated, especially if the affected water body is a drinking water source. Projects can receive negative points for adverse impacts.

d. Protection and enhancement of environmental resources

This covers a variety of resources not named in other criteria; for example, wetlands, wildlife habitat (by the use of "critter crossings"), floodplains, farmland. A project description should indicate existing natural resources and the measures taken to protect them. Projects can receive negative points for adverse impacts.

e. Preservation and enhancement of scenic and historic districts or viewscapes, or improvement of visual appeal

RIDOT has designated eight scenic roadways in the state. Scenic landscapes in Rhode Island have been inventoried by the Department of Environmental Management. Historic districts have been identified by the Historical Preservation and Heritage Commission and by local commissions. A project description should indicate whether such areas are enhanced. The emphasis here is on entire neighborhoods or vistas, not just individual sites. Points can also be given for projects that beautify an area; for example, by redesigning cluttered streetscapes or providing landscaping along a highway. This applies to areas that are presently unattractive or in need of improvement, not just to designated scenic and historic assets. Projects can receive negative points for adverse impacts.

f. Contribution to a greenways system

Greenways have been recommended in the state Greenspace and Greenways Plan and by local plans and groups. A project might contribute to a greenway by improving access to it, for example. Projects can receive negative points for adverse impacts.

g. Promotes walkability and bikeability of neighborhoods, retains community and quality-of-life values

This refers to projects that make a special effort not to cut through existing neighborhoods, cause residential and commercial relocation, or damage the character of a place. On the positive side, a project could enhance community cohesiveness or character by providing pedestrian facilities and streetscape improvements, and incorporating traffic calming techniques. Projects can receive negative points for adverse impacts.

h. Consistency with environmental justice for minority and low-income populations

Federal Executive Order 12898 requires federal agencies whose programs affect human health or the environment to identify and avoid "disproportionately high and adverse" effects on minority and low-income populations. Existing conditions and impacts should be taken into account. In transportation programs, an example would be new highway construction disrupting low-income neighborhoods or reconstruction of an existing facility that has negative impacts. Thought should also be given to less obvious effects, such as support of industrial or commercial projects that draw jobs out of inner-city areas, or disproportionate subsidy of suburban transit service. Projects can receive negative points for adverse impacts.

i. Improvement of urban or village centers and/or preservation of open space

This criterion gives credit to projects that strengthen existing urban areas, as opposed to encouraging growth in rural or open areas with new highway interchanges. Projects can receive negative points for adverse impacts.

The project data sheets give population figures for the city/town involved. Points can be given, in descending order, for projects that support revitalization of

- large cities (Providence, Warwick, Cranston, Pawtucket, East Providence -- all over 50,000 in 1990),
- smaller, old cities (Woonsocket, Newport, Central Falls),
- the urban "downtown" centers or villages of large towns (such as Bristol, Wickford, North Providence, Wakefield, Westerly, West Warwick -- all over 20,000),
- village centers of smaller towns.

5. DEGREE OF SUPPORT TO LOCAL AND STATE GOALS AND PLANS

a. Priority given by local government compared to other projects

The project data sheets give the local priority number in relation to the total (e.g., #1 priority = 5 points, #5 priority = 1 point). No points should be awarded if the city/town did not prioritize their projects.

b. Past commitment such as completion of studies or design and provision of local funding share

The project data sheets usually mention the status of studies or design. Points can be given on a scale ranging from no work (new project), to preliminary or planning studies, to Environmental Assessment, to Draft and Final Environmental Impact Statement (if applicable), to increasing percentages of design completed. Consideration can also be given to the extent/cost of study and design work invested.

Credit should be given if the city/town or sponsor offers to pay part of the cost of the project. More points would accrue for a greater share, ranging from design costs to the full non-federal match for design and construction (20 percent).

c. Linkage with other local projects

This refers to ways that the project and other local projects support each other. For example, points could be given if the transportation project complements urban revitalization efforts or is being coordinated with a sewer construction, recreation, "Main Street," or elderly housing project. The idea is that economies or increased benefits are desirable.

d. Cooperation among two or more municipalities

This criterion would come into play if two or more communities requested the same project or a linked project. More points could be given for evidence of active cooperation or for more than two communities' involvement.

e. Implements land use, housing, and other goals and policies of local comprehensive plans

It is required that projects be consistent with comprehensive plans. This criterion is to give credit where a project --beyond that -- carries out a specific recommendation of a comprehensive plan or is instrumental in achieving plan goals and policies. Zero to three points can be given according to the importance of the project in this regard. The locality should provide such information in its submission. Two additional points (for a total maximum of 5) can be awarded to communities with state approved comprehensive plans. Communities without a state-approved comprehensive plan may lose points.

f. Implements goals and policies of the state transportation plan and other State Guide Plan elements

Similarly, it is required that projects be consistent with the State Guide Plan; this is to give credit for the importance of a project in carrying out specific policies or recommendations. The applicant should cite specific goals and policies to receive maximum points.

g. Degree of public support

Points are awarded for projects that have received significant public support. This refers not to local government support but to support from the general public, the business community, or public-interest groups. Projects with public opposition may lose points. The scorer should differentiate between isolated “NIMBY-ism” or widespread opposition.

6. SAFETY, SECURITY AND TECHNOLOGY

a. Corrects a significant safety problem or enhances safety

5 points: project addresses safety in a segment / intersection where there are annual fatalities
(applicant should provide summary data)

1-4 points: project addresses safety in a segment / intersection where there have been fatalities and other injuries based on quality of data (i.e. crash data vs. anecdotal)

0 points: no safety or crash data provided

negative points: project undermines safety or creates new hazards

b. Improves walking and bicycling safety on routes to schools and other public facilities, especially for children and the elderly

5 points: top priority project identified in a community Safe Routes to School study

3-4 points: identified in comprehensive plan or other planning study

1-2 points: not identified in a study but demonstrates safety benefits

0 points: does not improve safety of walking / bicycling routes to facilities

negative points: project undermines safety or creates new hazards

c. Improves evacuation route (hurricane or otherwise) [map not yet available]

5 points: improves traffic flow on major designated hurricane evacuation route in high hazard / high population area

3-4 points: improves traffic flow on secondary evacuation roads or lower risk / lower population area

1-2 points: improves route to inland shelter

0 points: does not serve evacuation route or shelter

negative points: project allows for increased development in flood hazard areas or increases congestion on evacuation route

d. Improves diversionary route for Interstates and other major highways [see Emergency Response Network map in Transportation 2025]

5 points: improves traffic flow on designated diversionary route with Interstate AADT >125,000

3-4 points: improves traffic flow on designated diversionary route with Interstate AADT >75,000

1-2 points: improves traffic flow on designated diversionary route with Interstate AADT <75,000

0 points: not on a designated diversionary route

negative points: project increases congestion on diversionary route

e. Serves hospital or other public safety facility

5 points: project serves a hospital on Emergency Response Network map or multiple public safety facilities

1-4 points: project serves other hospitals or public safety facilities

0 points: no public facilities are served

negative points: project impedes access or increases congestion in and around public safety facilities

f. Improves security of a critical asset or system

5 points: project is on STRAHNET (Strategic Highway Network); protects bridges or reservoirs

3-4 points: hardening (blast-proofing) of infrastructure, passenger screening systems

1-2 points: fencing or surveillance of passenger or freight terminal

0 points: does not improve security

negative points: hinders security or creates a vulnerability or new risk

g. Enhances Intelligent Transportation System network

5 points: provides hardware and / or monitoring equipment to implement Rhode WAYS Strategic Deployment Plan or RIPTA ITS Plan (bus fareboxes, vehicle locators, etc.)

1-4 points: installation of fiber-optic cable on off-system highway; enhances dissemination of information; provides for shared use of equipment already in place

0 points: no ITS elements are part of the project

negative points: project is on a RhodeWAYS route that calls for ITS equipment, but equipment not provided