

# 1995 MULTIMODAL PROJECT APPLICATION FOR SURFACE TRANSPORTATION PROGRAM FUNDS

David Murray  
Metropolitan Transportation Commission

## INTRODUCTION

### Overview

Following this introduction is an application form for available funds which provides the means for evaluating project proposals. There are two versions of the application—a “self-scoring” version, and a shorter version, called the “Multimodal EZ” form.

Use of the self-scoring application is recommended because it allows the project sponsor to make the best case for a project. Nonetheless, an “EZ version” of the multimodal application is added as Appendix A. This is an *alternative* to the longer self-scoring version; i.e., if you complete the self-scoring version, don't complete the EZ version in Appendix A. The EZ version is intended for use by those sponsors which do not have the staff time to complete the longer version. If an EZ version application is submitted to the CMA, it will be scored using the ranking criteria embodied in the longer version.

### Eligibility

The following types of projects are eligible for Surface Transportation Program (STP) funds.

- Highway projects (including construction of HOV lanes, interchange improvements, safety, and operational improvements, and rehabilitation).
- Roadway projects on routes classified as urban major collectors or larger (including resurfacing and reconstruction signalization, striping, bus turnouts, safety and operational improvements, park-and-ride lots).
- Transit projects (including vehicles, equipment, maintenance facilities).
- Bike and pedestrian projects (including paths, sidewalks, and bike lockers).
- Freight/Port projects (including roadway improvements and intermodal transfer facilities).

### Evaluation Criteria

Before projects are scored, they must pass a set of threshold screening criteria. The screening criteria are brief and straightforward. They require that the

project come from adopted local/regional plans, be financially viable, and be ready to go.

Projects will be ranked according to the scoring criteria and the program will be derived from the ranked list. The score of a project is the sum of the scores it receives in each of the scoring criteria elements. The scoring criteria reward projects that:

- Repair the existing transportation system,
- Improve safety,
- Lessen congestion,
- Improve the economy and the movement of freight,
- Improve air quality,
- Coordinate transportation facilities with land use,
- Encourage energy conservation,
- Improve access for travelers with disabilities, and
- Increase the efficiency and productivity of the transportation system.

Projects are ranked in score order. Commission priorities, equity and distributional rules may affect the final adopted program.

### Programming Rules and Criteria

The 1995 multimodal programming cycles will program regional STP funds for the first two years of the anticipated reauthorization of the federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) Program.

Fifty percent (50%) of the total regional STP funds will be made available to each CMA, in an amount proportional to its relative population, for programming by the CMA for purposes consistent with ISTEA and subject to the Screening Criteria. The remainder of regional STP funds will be programmed in accordance with the procedures and Scoring Criteria set forth in this application.

MTC shall program projects to each county in an amount equal to no less than 85% and no more than 115% of each county's population share of total regional STP funds over the entire reauthorization period.

All new STP projects programmed in the FY 1997 TIP must be obligated by September 30, 1999.

Detailed Programming Criteria, as well as rules for amending the regional STP program and extending a project's obligation deadline, are contained in Appendix B to MTC Resolution No. 2835.

### Process

The process is a cooperative procedure, organized by MTC, but established jointly by a wider transportation partnership, including Bay Area cities, counties, transit agencies, state and federal transportation and environmental agencies, freight interests, community and bicycle groups, and members of the public.

### Regional Projects

Non-regional projects must be endorsed by the CMA in its bid list or in its set of guarantee projects. Regional projects do not need CMA endorsement and can be carried forward in the process by MTC. A regional project must meet the following definition:

1A. Benefit: Fifty percent (50%) of the users (beneficiaries) of the project reside outside the county in which the project is located, and

1B. Impact: The project must be a key, regionally-significant facility. It must meet certain threshold lines, in terms of interregional travel volumes.

2. MTC may determine that a project is a regional project based on its key importance in a major corridor, as identified in the *Regional Transportation Plan* (RTP). (This may include a reliever project in a regionally significant corridor as identified in the RTP).

### Planning Multiplier

The program is designed to give higher weight to projects with immediate transportation impacts over pure planning studies. To implement this concept, a planning multiplier is used in calculating the total project score.

All planning projects are first evaluated as if the project defined for the study were to be built. This is done according to the Screening and Scoring Criteria above. Second, the total score for the planning project is scaled down by the following multipliers. The particular multiplier used for a given project depends on the nearness and necessity of the planning project to direct and immediate transportation improvements.

For purposes of this application, the midpoint multipliers are listed.

Planning Activity	Multipliers <i>Circle only one</i>
Preconstruction Activities such as Alternatives Analysis and project design	0.9
Priority Setting Studies such as county-wide bike plans or Deficiency Plans	0.5
Long-Range Feasibility Studies and general planning activities	0.1

**SCORESHEET TEMPLATE**

The following worksheet may be used to help sponsors self-score proposed projects.

Project Title:

Project Sponsor:

Contact Name/Phone Number:

**Screening Criteria Checklist**

- ☐ Project is in an adopted local plan  
☐ If requested funds are awarded, project will be fully funded  
☐ Project is ready to obligate funds in the year indicated  
☐ Sponsor agrees to follow applicable rules and regulations

**Scoring Criteria****Category I**

Replacement/Rehabilitation: Value \_\_\_ x % of project that is R/R \_\_\_ = \_\_\_ (I)  
 to a maximum of 30 points

**Category II**

Safety: Multiplier \_\_\_ x Impact Value \_\_\_ x % Safety \_\_\_ = \_\_\_ (s)

Congestion Relief:

Multiplier \_\_\_ x Impact Value \_\_\_ x % Congestion Relief \_\_\_ = \_\_\_ (cr)

Productivity: Effectiveness Points = \_\_\_ (p)

Category II total = (s) + (cr) + (p) to a maximum of 30 points = \_\_\_ (II)

**Category III**

Strategic Expansion:

Multiplier \_\_\_ x Impact Value \_\_\_ x % Expansion \_\_\_ = \_\_\_ (III)  
 to a maximum of 15 points

**Category IV**

TCM Points = \_\_\_ (tcm)

Land Use Points = \_\_\_ (lu)

Energy Conservation Points = \_\_\_ (nrg)

ADA Points = \_\_\_ (ada)

Category IV total = (tcm) + (lu) + (nrg) + (ada) to a maximum of 25 points = \_\_\_ (IV)

**Category V**

Cost-Effectiveness Points to a maximum of 10 points = \_\_\_ (V)

**Total Project Score**

\_\_\_ + \_\_\_ + \_\_\_ + \_\_\_ + \_\_\_ = \_\_\_ x \_\_\_ = \_\_\_  
 (I) (II) (III) (IV) (V) subtotal Planning Multiplier PROJECT  
 (otherwise, 1.0) SCORE