

Community Transportation Program: Project Evaluation Criteria Survey


This survey is a follow-up to the presentation of the conceptual framework of the Community Transportation Program that was presented to the MPO on October 18, 2018. In this survey, members are asked to rate the importance of various proposed project evaluation criteria. There is also an opportunity to enter written feedback. Details about each criterion can be found in an image adjacent to the relevant question, and in the Guide to the Community Transportation Project Evaluation Criteria document: <https://goo.gl/VKb3Tx>. Please complete the survey by the close of business on Monday, November 5. You can contact Sandy Johnston, sjohnston@ctps.org, with any questions.

* Required

1. Email address *

Proposed Criteria Structure

Staff presented an overall proposed structure for project evaluation together with the conceptual framework for the Community Transportation Program on October 18, 2018. The image below, which is a slide shown during that presentation, illustrates the structure as presented.



The slide features a dark blue background with yellow and white text. At the top, the title 'Project Evaluation' is written in large yellow font. Below it, three stages are listed in yellow and white: 'Stage 1: Fatal Flaw Analysis', 'Stage 2a: General Criteria', and 'Stage 2b: Type-Specific Criteria (Capital/Operating)'. At the bottom, a yellow call to action reads 'Look for survey on criteria soon!'. In the bottom right corner, there is a circular logo for the 'MPO' (Metropolitan Planning Organization) with the text 'NORTH REGION' and 'METROPOLITAN PLANNING ORGANIZATION' around it.

Fatal Flaw Analyses

Fatal Flaw Analysis 1: Positive impact on air quality*
--Project must show a positive impact in the MPO's air quality analysis process

*Would only apply as long as the Community Transportation Program continues to be funded with Congestion Mitigation and Air Quality funds; the MPO may choose to allocate other funds to this program.

Fatal Flaw Analysis 2: Proponent readiness and institutional capacity
--Can the project proponent adequately carry out the project?

6. Equity considerations or location in equity area *

- Does the project primarily serve a low-income, minority, or other Transportation Equity (TE) population?
- Is the project located in a TE neighborhood?

Mark only one oval.

1 2 3 4 5

Least Important Most Important

7. Alignment with MPO's and Community Transportation Program's goal of increasing use of non-automotive modes *

- Does the project facilitate new trips that would not otherwise have been possible without a car?
- Does the project shift existing trips from single-occupancy vehicles (SOV) to other modes?

Mark only one oval.

1 2 3 4 5

Least Important Most Important

8. Usage projections *

How many people will use the infrastructure or service provided through this project?

Mark only one oval.

1 2 3 4 5

Least Important Most Important

9. Other

Please list any other criteria that you think should be considered for all projects. Please review the proposed type-specific criteria below before answering. Comments on the proposed sub-criteria (bullet points) are also welcome.

Type-Specific Criteria

The Community Transportation Program is expected to fund two broad types of projects: capital and operating. In addition to the set of general criteria described above, which will be applied to all projects, staff propose to use type-specific criteria, depending on whether the project is requesting capital or operating funding. Each project would then be evaluated using the general criteria and EITHER capital or operating criteria. In addition to ranking the importance of each of these criteria, you will be given an opportunity to rate the relative importance of the general and type-specific criteria.

Criteria Specific to Capital Projects

10. **Safety benefits ***

- Improves bicycle safety
- Improves pedestrian safety

Mark only one oval.

1 2 3 4 5

Least Important Most Important

11. **Cost-effectiveness over life cycle ***

- Project will be cost-effective compared to alternatives
- Project will not excessively burden local maintenance budget after MPO funds construction

Mark only one oval.

1 2 3 4 5

Least Important Most Important

12. **Resilience to weather and environmental hazards ***

- Project is not located in an area of environmental concern
- Project will be resistant to damage from storms, floods, and so on

Mark only one oval.

1 2 3 4 5

Least Important Most Important

13. **Other**

Do you have any other criteria that you think should be considered for capital projects, or comments on the sub-criteria (bullet points) used to define them? Let us know here.

Criteria Specific to Operating Projects

14. Financial sustainability and realistic budget *

- Project will be able to continue operating after end of MPO funding
- Project budget is viable and realistic
- Projected operating costs are reasonable and realistic

Mark only one oval.

	1	2	3	4	5	
Least Important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Most Important

15. Service plan *

Project includes detailed, realistic service plan

Mark only one oval.

	1	2	3	4	5	
Least Important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Most Important

16. Performance monitoring plan *

- Project includes a plan for measuring performance and reporting to the MPO
- Performance-monitoring plan incorporates MPO's recommended and/or mandated metrics

Mark only one oval.

	1	2	3	4	5	
Least Important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Most Important

17. Other

Do you have any other criteria that you think should be considered for operating projects, or comments on the sub-criteria (bullet points) used to define them? Let us know here.

Criteria Weighting

These questions ask you to assess the relative importance of the general criteria and type-specific criteria in overall project evaluation. Please ensure that your answers add up to 100 percent.

18. What percentage of the overall project score should be assigned to the general criteria? *

Mark only one oval.

- 10%
- 20%
- 30%
- 40%
- 50%
- 60%
- 70%
- 80%
- 90%
- 100%

19. What percentage of the overall project score should be assigned to the type-specific criteria? *

Mark only one oval.

- 10%
- 20%
- 30%
- 40%
- 50%
- 60%
- 70%
- 80%
- 90%
- 100%

Further Questions

20. Do you have any further questions or comments?

Thank you!

Send me a copy of my responses.