

# Eligible Project Types by Funding

Funding Category	Project Types		
	Expansion Vehicle	Facility	Fixed Guideway
<b>Statewide</b> (100% Criteria Score)	Not Eligible	Not Eligible	Not Eligible
<b>Regional</b> (70% Criteria Score)	Fleet Vehicle Bus Fleet Vehicle Van Fleet Vehicle Light Transit Fixed Guideway Vehicle	Administrative/Operations Facility, Bus Shelter, Park and Ride, Transfer Facility, Maintenance Facility, Passenger Facility	Commuter Rail, Light Rail, Street Car, Bus on Shoulder, Bus Rapid Transit, Track Improvement/Extension,
<b>Division</b> (50% Criteria Score)	Fleet Vehicle Bus Fleet Vehicle Van Fleet Vehicle Light Transit Fixed Guideway Vehicle	Administrative/Operations Facility, Bus Shelter, Park and Ride, Transfer Facility, Maintenance Facility, Passenger Facility	Commuter Rail, Light Rail, Street Car, Bus on Shoulder, Bus Rapid Transit, Track Improvement/Extension,

1. Bus shelters are allowed, but must be bundled and be along a route corridor.
2. No phasing of projects by the applicants. The program development branch will spread the projects over multiple years if needed.
3. Facilities are now scored either as Passenger Facilities or Admin/Operating/ Maintenance Facilities.
4. Minimum total cost of a project submittal is \$40,000.

# Eligibility Definitions

	<u>Statewide</u>	<u>Regional</u>	<u>Division</u>
<b>Public Transportation</b>	N/A	<ul style="list-style-type: none"> <li>• Service spanning two or more counties and serving more than one municipality</li> <li>• Funding amounts not to exceed 10% of regional allocation</li> </ul>	<ul style="list-style-type: none"> <li>• Service not included on Regional</li> <li>• Multimodal terminals and stations serving passenger transit systems</li> </ul>

To qualify as a Regional Project: the project must span two or more counties and serve more than one county. In P3.0 the service area had to meet this definition. In P4.0 the service area is defined by the area the project serves.

# System Service Definitions

<p><b>Demand Response:</b></p>	<p>A transit mode comprised of passenger cars, vans or small buses operating in response to calls from passengers or their agents to a transit operator, who then dispatches a vehicle to pick up and transport passengers to their destinations. The majority of these trips are scheduled at least 1 business day in advance. Services are open to the general public and to human service clients.</p>
<p><b>Fixed Route:</b></p>	<p>A transit service in which vehicles run along an established path at preset times.</p>
<p><b>Fixed Guideway:</b></p>	<p>A system of vehicles that can operate only on its own corridor constructed for that purpose (e.g. commuter rail, light rail, bus rapid transit).</p>



# Criteria



# P4.0 Public Transportation - Vehicle Criteria

<u>Criteria</u>	<u>Measure</u>	<u>Regional Weight</u>	<u>Division Weight</u>
Access	Annual OpStat Reported Hours / Vehicles in Fleet	10%	5%
System Safety	OpStat Reported Miles / 3 Year Average of Incidents	10%	10%
Impact	(Unlinked Annual Passenger Trips + Projected New Unlinked Annual Passenger Trips ) / Unlinked Annual Passenger Trips	20%	15%
Cost Effectiveness	Projected New Annual Unlinked Passenger Trips for the Life of the Vehicle / Cost to the State	20%	15%
Market Share	(Unlinked Passenger Trips + Projected New Unlinked Annual Passenger Trips) / Service Area Population	10%	5%

**Access:** 2400 hours per vehicle is considered optimum.

**Safety:** 1,000,000 miles per incident is considered a good safety record by FTA.

***FTA Definition of Incident:*** A reportable incident is an event that is related to or affects revenue service, or affects persons engaged with the transit system and meets one or more reporting thresholds:

Fatality

- Includes suicides
- Deaths resulting from illnesses or other natural causes are not reportable.

Immediate transport away from the scene for medical attention (1 or more persons)

- Each person immediately transported away from the scene for medical attention, whether or not they appear to be injured, should be reported as an injury.
- Illnesses requiring transport for medical attention are not reportable.
- Transport can be by any means (EMS, supervisor, etc.)

Estimated property damage equal to or exceeding \$25,000

- Includes ALL property involved, including damage to private vehicles, if applicable.

An evacuation for life safety reasons

- A life safety event is one that presents an imminent danger to ALL people in or on transit property

The National Safety Council defines a preventable incident as "A preventable incident is one in which the driver failed to do everything that reasonably could have been done to avoid a collision. For example, an incident with an unsafe vehicle could be classified as non-preventable if the driver did everything she reasonably could according to the National Safety Council definition. Incidents are averaged over a 3 year period to account for the occasional unpreventable incident.



**Impact:** Considers the increase in trips the project will add to the system ridership.  
Unlinked Passenger Trip=Passenger gets on and off of the transit vehicle.

**Cost Effectiveness:** Compares the return on state investment to other transit projects. Also, highlights the small amount of state investment as a percentage of the project.

**Market Share:** Measures the impact of the project on the system and the areas served.  
Service Area Population  
Fixed Route= Pop. within  $\frac{3}{4}$  mile of route  
DR = Pop. within entire system area

# P4.0 Public Transportation - Facility Criteria (Passenger)

<u>Criteria</u>	<u>Measure</u>	<u>Regional Weight</u>	<u>Division Weight</u>
Impact (Expansion projects only)	(Unlinked Annual Passenger Trips + Projected New Unlinked Annual Passenger Trips) / Unlinked Annual Passenger Trips	20%	15%
Age (Non-expansion projects)	Age / 45 years		
Cost Effectiveness	Unlinked Annual Passenger Trips / Cost to the State	20%	15%
Market Share	(Unlinked Annual Passenger Trips + Projected Annual Unlinked Passenger Trips) / Service Area Population	15%	10%
Ridership Growth	Ridership Growth Trend for the Previous 5 Years	15%	10%

Note: Weights are the same for Passenger Facility and Administrative/Maintenance/Operations Facility. All definitions are also the same, with the exception of Impact.

Facilities are split into 2 categories: Passenger and Admin/Operations/Maintenance. The difference is how the “Impact” criterion is calculated.

**Passenger Facilities** include: Neighborhood Transfer Centers, Park and Rides, Bus Shelters, and Multi-modal Centers

**Impact:** Measures improvement to current system performance. Used for passenger facilities only. .

**Age:** 45 year useful life is the same as it was in P 3.0

**Cost Effectiveness:** Measures the effectiveness of state dollars. Trips per dollar are based on annual trips.

**Market Share:** Service Area Population for the proposed Passenger Facility. Service Area must be clearly defined by the project sponsor. The formula is similar to the vehicle criteria, but looks at the service area for the facility.

**Ridership Growth:** Examines a transit systems need to expand. Ridership growth is a good indicator of need for larger or additional facilities.

**Note:** Data for individual bus shelters along a corridor is required to be submitted with the project.

# P4.0 Public Transportation - Facility Criteria (Administrative/Maintenance/Operations)

<u>Criteria</u>	<u>Measure</u>	<u>Regional Weight</u>	<u>Division Weight</u>
Impact (Expansion projects only)	(Additional Capacity + Existing Capacity) / Existing Capacity	20%	15%
Age (Non-expansion projects)	Age / 45 years		
Cost Effectiveness	Unlinked Annual Passenger Trips / Cost to the State	20%	15%
Market Share	(Unlinked Annual Passenger Trips + Projected Annual Unlinked Passenger Trips) / Service Area Population	15%	10%
Ridership Growth	Ridership Growth Trend for the Previous 5 Years	15%	10%

Note: Weights are the same for Passenger Facility and Administrative/Maintenance/Operations Facility.  
All definitions are also the same, with the exception of Impact.

**Impact:** Used for Administrative, Operating, or Maintenance facilities

Maintenance: For every 10 buses, 1 service bay and 2 mechanics are needed.

Focuses on increased workspace which should create efficiencies.

**Age:** Age since last major renovation

*Major renovation* = Improvement was at least 50% of the value of the facility.

**Cost Effectiveness:** Unlinked Passenger Trips based on current reported OpStats

**Market Share:** Service Area Population is based on the area served by the project sponsor.



# P4.0 Public Transportation - Fixed Guideway Criteria

<u>Criteria</u>	<u>Measure</u>	<u>Regional Weight</u>	<u>Division Weight</u>
Mobility	Estimated Annual Trips (1 point for every 250,000 Trips)	20%	15%
Cost Effectiveness	Cost of the Trip Over the Life of the Project (100 points for a cost of \$1 or less per trip; decreasing by 1 point for every \$0.03 increase per trip)	15%	15%
Economic Development	1 point per 1,000 new employees and 1 point per 500 new residents	20%	10%
Congestion Relief	$\frac{((\text{Guideway Passengers/Day}) \times 290 \text{ Days} \times 30 \text{ Years} \times \text{Avg Time of Trip} \times \text{Value of Time})}{\$10,000,000}$	15%	10%

**Mobility:** FTA considers a “high” score to be 25,000,000 trips per year.

**Cost Effectiveness:** This criteria reflects the actual cost of the project to the state. The formula adjusts the scoring scale to reflect the maximum state share of the project and guidance provided by FTA since Prioritization 3.0

**Economic Data:** Measures the new employment and population growth in the fixed guideway corridor over 20 years.  
(Same as P 3.0)

**Congestion Relief:** Average Time of Trip (hours) based on project submitted  
Value of time based on 50% median wage of the MSA

MPOs, RPOs, and Division Engineers will input projects. Transit Systems will not be submitting projects directly to PTD.

Project sponsors will provide maps of proposed fixed routes and locations.

Project sponsors will provide maps of proposed bus shelter locations along route corridors.

Bus shelter requests will be bundled along route corridors. No individual project submissions.

Project sponsors will provide maps of proposed bus shelter locations along route corridors.

# Supported Documentation Needed

GIS files of proposed new routes or routes with headway reduction

Provide the methodology that was used to generate projected ridership data (Please identify sources of your inputs).

Supporting Data: Be prepared to provide all variables listed in each of the criteria. PTD will be validating data that is submitted.

Project sponsors will provide maps of proposed bus shelter locations along route corridors.

Feasibility studies for facility projects. (Exception for bus shelters.)