

**TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PRIORITIZATION CRITERIA**

**-DRAFT-**

**MINIMUM CRITERIA – VERY IMPORTANT:**

- A. Resolution of support from the municipality/applicant required in order for application to be accepted and evaluated for ranking. This requirement will be waived in the 2013 cycle only.
- B. Projects/Programs must be consistent with the LRTP or one of the following documents: County's Bike/Ped Plan and/or the Local Comprehensive Plan/CIP/Mobility Plan. If not consistent with any of these documents, the application is not to be accepted and evaluated for ranking.
- C. Review existing ROW plans to make sure **no additional ROW and/or permanent easement will be required. If ROW/permanent easement required, application is not eligible for funding.**

**PRIORITIZATION CRITERIA**

- 1. **DEMONSTRATES ANTICIPATED HIGH BENEFIT OF THE PROJECT/PROGRAM RELATIVE TO THE SIZE OF THE COMMUNITY (DESCRIBE THE PERCENTAGE BENEFIT TO MUNICIPAL POPULATION/EMPLOYMENT):** 15 Points
- 2. **PROVIDES SAFE ROUTES FOR NON-DRIVERS TO ACCESS DAILY NEEDS AND MULTIMODAL TRANSPORTATION:** 25 Points
- 3. **PROMOTES SAFETY AND SECURITY:** 25 Points
- 4. **DOCUMENTED PROJECT/PROGRAM SUPPORT:** 10 Points
- 5. **SUPPORTS A HIGH DENSITY LAND USE SUCH AS AN ACTIVITY CENTER:** 10 Points
- 6. **BENEFITS SPECIFIC POPULATIONS (such as traditionally underserved/represented, transportation disadvantaged, economically distressed areas, tourism):** 15 Points

**Record of Sponsor's 'follow-thru' – reflects a history of sponsor's ability to honor the original application terms and information, such as the scope of work, limits, etc. Starting with the 2014 cycle, applicants will be deducted a one-time point deduction of 15 points if they have defaulted on any previous (back to the 2010 cycle) projects**

**ADDITIONAL INFORMATION ON THE PRIORITIZATION CRITERIA:**

**1. DEMONSTRATES ANTICIPATED HIGH BENEFIT OF THE PROJECT/PROGRAM RELATIVE TO THE SIZE OF THE COMMUNITY (DESCRIBE THE PERCENTAGE BENEFIT TO MUNICIPAL POPULATION/EMPLOYMENT):**

- The application should explain, in detail, 'how' the proposed project/program will benefit the community; provide number of people in need of the project and a projected number of people to use the project/program when constructed/implemented; the applicant should explain in detail and providing graphics, as to how the project will enhance and preserve air quality and improve 'livability' (responsibility lies with applicant to fully explain and document benefit and need of the project).

**2. PROVIDES SAFE ROUTES FOR NON-DRIVERS TO ACCESS DAILY NEEDS AND MULTIMODAL TRANSPORTATION:**

Emphasis will be given to projects to provide safe routes for children, older adults and individual with disabilities to improve access to their daily needs, such as schools, school busses, job centers, health care centers, municipal downtowns, transit stations/stops etc. relative to the size of the community. (i.e. Access to School = 10 points, Access to Activity Center relative to the size of the community = 15, Access to School and Activity Center relative to the size of community = 25). **Safe Routes To School (SRTS) Programs will receive maximum points.**

**3. PROMOTES SAFETY AND SECURITY:**

- Improves an existing hazardous condition (s) and the quality of life within a community. To receive the full points, a complete description with supporting documentation (i.e crashes, illegal activity, etc.) is needed (responsibility lies with applicant to fully explain and document benefit and need of the project/program).

**4. DOCUMENTED PROJECT/PROGRAM SUPPORT:**

- Project/Program support could be provided from local officials, such as mayors, commissioners, neighborhood associations, HOAs, private non-profit agencies and adjacent municipalities, communities, business, etc. This is over-and-above the resolution required from the applicant beginning with the 2014 cycle.

**5. SUPPORTS A HIGH DENSITY LAND USE SUCH AS AN ACTIVITY CENTER:**

- The applications would be evaluated, if located within, abutting, or connecting to a City Center/Downtown area or part of a revitalization/economic development plan/area. (i.e. City Center/Downtown relative to the size of the community = 5 points,

revitalization/economic development area = 5, Both City Center/Downtown and revitalization/economic development area = 10).

**6. BENEFITS SPECIFIC POPULATIONS (such as traditionally underserved/represented, transportation disadvantaged, economically distressed areas, tourism):**

- The application would receive maximum points if located in an area as stated above. Applicant must demonstrate the applicability of this criteria.

**Tips for an improved application (1 point each):**

- Provide a project/program location map: a color coded map that clearly shows the beginning and end of project, road names, activity centers/businesses the project will serve, bus stations, connectivity to existing sidewalks and other infrastructures.
- Provide drawings, sketches, anything else that will visualize the need, purpose and benefit of the project/program.
- Provide a schedule of the project/program and have a realistic completion plan.
- Plan for cost increases and inflation.
- Be creative and prepare an appealing, clear and concise application; use numbers and percentages to justify the need and benefit/usage, if implemented, of the project/program.
- Provide photographs of the proposed project location and 'before' and 'after' pics: a picture 'is worth it a million words'.
- Community outreach - notification of the public about the project/program

**Tips for an improved application (3 points each):**

- Adopted Complete Streets Guidelines
- Adopted Complete Streets policies
- Adopted Complete Streets plan
- Project identified in Complete Streets plan
- System Linkage: Is the project a needed connecting link in a transportation system? Explain how the proposed project would address the needs of the transportation system.