

DRAFT – 6/19/09

Centre County Metropolitan Planning Organization (CCMPO)

Project Ranking Criteria

The overall purpose of the project ranking criteria is to ensure consistency in the prioritization of transportation projects that may address transportation needs in Centre County. The criteria are intended to serve as a significant factor in the process of selecting projects for funding.

Candidate transportation projects will be evaluated using the criteria that were defined by the Centre County Metropolitan Planning Organization (CCMPO). **The first eight** criteria are based on the Goals and Objectives outlined in the Centre County Long Range Transportation Plan and are consistent with the Federal Planning Factors and the Goals and Objectives of the PA Mobility Plan.

Criterion #9 is intended to award a bonus point to the requesting entity's top priority project request. Each requesting entity may submit only one #1 priority project.

Criteria and Scoring System:

Each criterion is set up listing an Overall Goal and then is further defined by underlying objectives that could be achieved under this criterion.

Each criterion allows the rater to award points to the projects based on how important they feel the respective project is toward achieving that goal.

Points are to be awarded using the following scoring process:

- **3 points:** Project is very important toward achieving this goal
- **2 points:** Project is important toward achieving this goal
- **1 point:** Project is slightly important toward achieving this goal
- **0 points:** Project is not important toward achieving this goal

Weighting:

Based on a survey of CCMPO Coordinating Committee conducted in 2009, the criteria were ranked in priority order to determine an overall weighting of each criterion. The criteria appear in this document in priority order. Based on the CCMPO's ranking, the top priority (Safety and Security) will be worth approximately twice the value of the lowest priority (Economic Vitality). Weighting will be applied to the rater's score at the time of tabulation by CCMPO staff.

Further Refinements:

The priority order will be further refined based on eligibility and availability of specific funding sources [such as National Highway System (NHS), bridge, etc.], and policy guidance determined by the CCMPO Coordinating Committee.

Goal	Defining Objectives
1. Safety and Security	<ul style="list-style-type: none"> ▪ Reduces crash rates ▪ Reduces conflicts between motorized and non-motorized transportation modes ▪ Improves safety of intersections and roadway alignments ▪ Improves the security of the traveling public (Ex. Improves upon incident response, establishes detour/evacuation routes, implements security features on public transportation vehicles and facilities)
2. Preservation of the Existing Transportation System	<ul style="list-style-type: none"> ▪ Prolongs useful life of the existing transportation system and infrastructure through reconstruction, rehabilitation and preventative maintenance ▪ Rehabilitates and modernizes public transportation facility/fleet ▪ Improves ride quality (Ex. reduces International Roughness Index)
3. Efficient System Management and Operation	<ul style="list-style-type: none"> ▪ Reduces congestion, improves Levels of Service, reduces travel times ▪ Increases public transportation service frequency and capacity ▪ Improves system functionality (Ex. signal upgrades, ITS applications, access management)
4. Integration and Connectivity of the Transportation System	<ul style="list-style-type: none"> ▪ Eliminates/overcomes barriers (Ex. closures, detours & delays, weight restrictions) in key corridors ▪ Establishes/maintains intermodal connections ▪ Introduces new connections between existing network patterns (Ex. street connectivity, linking bicycle/pedestrian routes, connections between transit routes and providers) ▪ Aligns residents with their destinations
5. Accessibility and Mobility <u>Options</u> for People and Freight	<ul style="list-style-type: none"> ▪ Improves public transportation services: routes, ride share opportunities, vanpools and park and ride lots ▪ Improves pedestrian and bicycle facilities ▪ Improves access to airports, freight distribution facilities, or major industrial districts ▪ Implements Complete Streets principles
6. Consistency with Planned Growth and Development Areas	<ul style="list-style-type: none"> ▪ Is consistent with County, Regional and Municipal Comprehensive Plans and associated documents (Ex. Official Map, Zoning Ordinances) ▪ Improves/supports existing the transportation infrastructure in existing and planned growth areas ▪ Promotes Smart Growth Principles (Ex. Establishes walkable communities, fosters distinct communities and sense of place, supports integration of mixed land uses into communities) ▪ Avoids negative impacts on communities and the environment
7. Environment and Air Quality Conformity	<ul style="list-style-type: none"> ▪ Improves air quality ▪ Promotes energy conservation ▪ Avoids impacts on endangered or threatened species, key natural habitats, agricultural lands and historic and cultural resources ▪ Avoids impacts upon water resources (Ex. water recharge areas and exceptional value/high quality streams)
8. Economic Vitality	<ul style="list-style-type: none"> ▪ Improves access and/or enhances freight movement to regional and national economic centers ▪ Encourages tourism ▪ Encourages infill development, the redevelopment of brownfield sites within reach of existing infrastructure and the overall revitalization of core communities
9. Priority	<ul style="list-style-type: none"> ▪ A project ranked as the <u>number one priority</u> by the requesting entity shall receive a bonus of <u>one half (0.5) of one point or one (1.0) point.</u> ▪ <i>The PRC is still testing these levels.</i>