APPENDIX F:

PROJECT SELECTION METHODOLOGY

PROJECT SELECTION METHODOLOGY AND PROJECT LIST

Appendix F summarizes the process used to solicit, evaluate, and select capital projects for inclusion in Mobilizing Tomorrow.

Project Solicitation

MPO staff developed an online application for project sponsors to use when submitting projects for the plan update. The application was designed to collect information for each project that related to the performance measures that had been identified for inclusion in the plan. MPO staff developed an online map of all data gathered for performance measures (e.g., pavement condition, bridge condition, level of service, environmental justice areas, and so on). MPO staff made this map available, along with copies of performance measures and targets as well as project evaluation criteria, for member governments to consider as they developed project applications. In addition to the application, the MPO requested GIS shapefiles of projects submitted for consideration.

Staff solicited projects via an email to the Transportation Technical Committee in October 2018. Staff requested that member governments submit all capacity projects planned for construction between 2025 and 2050. Projects from the 2020-2024 time period of the plan were collected from the Transportation Improvement Program (TIP) and the Transportation Capital Improvement Program (TCIP).

The MPO received approximately 190 projects from member governments and the Iowa DOT. Staff reviewed the submitted projects; removing projects that did not meet the solicitation criteria, duplicate projects, and combined phased projects from the same time period together. Following this review, there are a total of 147 capacity projects included in the plan update.

Project Evaluation

Evaluation Criteria

MPO staff worked with the Planning and Engineering Subcommittees of the Transportation Technical Committee, as well as the Long-Range Transportation Plan Steering Committee, to develop project evaluation criteria against which projects would be reviewed. The criteria were intended to help identify projects that performed best at moving the region towards key performance measure targets.

The evaluation criteria were designed to be as objective as possible, relying on GIS data as well as responses from project applications. Eleven criteria were identified for use, as shown in **Figure F1**. To receive the points, a project must have been either located in an area with an identified condition as indicated in a GIS map or have a certain project characteristic as indicated in the project application.

FIGURE F1: LRTP PROJECT EVALUATION CRITERIA AND POSSIBLE POINTS

ID	EVALUATION CRITERIA	YES	NO
Goal 1: Transportation infrastructure and services are well-managed and optimize			
1	Project is on an existing corridor	25	0
2	Project includes the replacement of a bridge that is in poor condition	10	0
3	Project addresses a corridor with poor pavement condition	10	0
4	Project incorporates Smart City elements	15	0
5	Project is on corridor that exceeds reliability threshold	10	0
Goal 2: Enhance Multimodal Transportation Options			
6	Project includes a bicycle facility	5	0
7	Project includes sidewalks	5	0
8	Project include public transit amenities (e.g. bus shelters)	5	0
Goal 3: Improve the Region's Environmental Health			
9	Project contributes to improved water quality (e.g. significant investment in trees, vegetated Stormwater management strategies, permeable surfaces)	5	0
Goal 4: Further Health, Safety, and Well-Being			
10	Project includes traffic calming solutions (e.g. 10 ft travel lanes, street trees, planted median, reduced speed limit)	5	0
11	Project incorporates pedestrian features at intersections (e.g. crosswalks, pedestrian signals, median refuge)	5	0
	TOTAL	100	0

Project Review and Ranking

MPO staff reviewed each project against the performance criteria. Project shapefiles were compared against GIS data, and applications were reviewed to understand project characteristics. MPO staff determined whether evaluation criteria were met and awarded points accordingly. The projects were then rank by score from highest to lowest. The Year of Expenditure (YOE) cost for each of the ranked projects was compared to the projected funding outlined in **Chapter 3** and **Appendix D**. The analysis showed that the region has the required fiscal-capacity to fund all of the projects that were submitted for the plan.

Annual Project Scoring

The MPO will evaluate projects for federal funding on an annual basis. The evaluation criteria for the annual award allocation is more specific than the criteria used to evaluate projects in the long-range plan. The MPO will use the criteria in **Figure F2** to evaluate applications for Surface Transportation Block Grant (STBG) funding on an annual basis. The annual scoring criteria is organzied by the four goals outlined in Chapter 2 and the scoring criteria relate either directly or indirectly to the performance measures outlined in the plan. The higher the project scores is an indication of how well the project is addressing multiple performance measures.

PM#	EVALUATION CRITERIA	SCORE
Goal 1: Transportation infrastructure and services are well-managed and optimize		
1	Project addresses major maintenance including deficient or obsolete bridge, pavement in poor or very poor condition or state of good repair for buses	15
2	Project is on a corridor with existing congestion (Point-Based System)	10
	a. CMP Score of 0-3	*0*
	b. CMP Score of 4-6	*5*
	c. CMP Score of 7+	*10*
3	Project is on a corridor with future congestion (LOS E or F during peak hours by 2050 based on the MPO's Travel Demand Model)	5
	a. LOS A-B	*0*
	b. LOS C-D	*2*
	c. LOS E-F	*5*
4	Project addresses freight bottleneck	5
5	Project scores points on PM# 1 or 2 and is partially or entirely located in a environmental justice area	5
	a. Number of EJ areas equals 3-5	*2*
	b. Number of EJ areas equals 6 or more	*5*
6	Project scores points on PM# 1, 2, or 3 and is on a roadway with high traffic volumes	5
	a. Less than 5,000 AADT	*0*
	b. 5,000 - 10,000 AADT	*2*
	c. More than 10,000 AADT	*5*
7	Projects includes any of the following (1 point each, up to 5 points total)	5
	Provides for existing/future digital connectivity with another agency (e.g., neighboring jurisdiction, transportation operator, public facility)	
	Adds/upgrades digital/communications infrastructure (e.g., coax, fiber, conduit, duct bank, pull boxes) to current industry standards and be sufficient to continue current public uses	
	Includes elements such as controllers, detectors, remote viewing to support automated performance measures/ data collection	
	Is supported by adequate resources (e.g, personnel and funding) be implemented and maintained	
	Integrates/implements projects identified in the ITS Architecture (when it's completed)	

FIGURE F2: STBG PROJECT EVALUATION CRITERIA AND POSSIBLE POINTS (CONTINUED)

PM#	EVALUATION CRITERIA	SCORE
Goal 2: Enhance Multimodal Transportation Options		
8	Project is on an existing or planned transit route and improves transit service or improves safety, comfort or access to transit	5
9	Project includes an addition to or improvement of the bicycle network	5
	a. Shared Facility (sharrows, bike route)	*2*
	b. Dedicated Facility (Shared-Use Path, Bike Lane, Protected/Buffered Bike Lane)	*5*
10	Project improves pedestrian access and facilities	5
Goal 3: Improve the Region's Environmental Health		
11	Project increases the number of street tree plantings	5
12	Project is using permeable paving, vegetation or other green streets techniques to manage 1 ¼ inches of the average rainfall.	5
13	Project decreases energy consumption (idle reduction, electric vehicle infrastructure, etc.)	5
Goal 4: Further Health, Safety, and Well-Being		
14	Project is located in a high-crash area and the project incorporates traffic calming solutions	5
15	Project scores points in PM# 8 or 9 and located in area with multimodal access to necessities (jobs, food, medical facilities, and parks)	5
16	Project scores points in PM# 8, 9, or 10 and is within 1/2 mile radius of a school	5
TOTAL		100