

Appendix E: Project Selection Criteria

Appendix E details the selection criteria to be completed by the applicant and that will be used by the Rating Teams to score each project. All criteria in this appendix need to be addressed by the applicant. This section has been combined with Appendix F: Additional Support Information that has been used in previous application cycles.

Applicants shall furnish the following additional support information to assist the Support Staff when rating the project. It is highly recommended that more detailed information, preferably supported by documentation, be included for all applicable rating criterion, whether noted as required or not.

Transit Infrastructure Fund

Round 4 (Program Year 2024)

Project Selection Criteria

Project: _____

Applicant: _____

Rating Team: _____

General Statement for Rating Criteria

Points awarded for all items will be based upon engineering experience, field verification, application information and additional support information supplied by the applicant, which is deemed to be relevant by the Support Staff.

Each criterion has an assigned multiplier that will be applied to its assigned score. The following is the list of multipliers:

Scoring Criteria	Scale	Weight (%)
Criterion 1 – Physical Condition	0 to 10	15
Criterion 2 – Safety	0 to 10	5
Criterion 3 – Priority	0 to 10	5
Criterion 4 – Economic Growth	0 to 10	4
Criterion 5 – Matching Funds	0 to 10	10
Criterion 6 – Regional Impact	0 to 10	5
Criterion 7 – Relative Economic Strength	0 to 10	5
Criterion 8 – Transit Impact	0 to 10	19
a. Fixed Route	0 to 10	
b. Paratransit Only	0 to 10	
Criterion 9 – Multimodal Infrastructure	0 to 10	10
Criterion 10 – Ability to Proceed	0 to 10	7
Criterion 11 – Sustainability	0 to 10	5
Criterion 12 – Past Performance	0 to 10	10
Total		100

Criterion 1 - Physical Condition (Weight 15%)

Describe the physical condition of the infrastructure that is to be replaced or repaired? What is required to improve the infrastructure so that it will realize its stated useful life?

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Capacity, serviceability, safety and health ***shall not*** be considered in this criterion. ***Documentation the applicant wishes to be considered must be included in the application package.*** For underground items which cannot be visually inspected to receive a rating greater than poor, the applicant must submit documentation demonstrating the physical condition of the infrastructure and the frequency and severity of problems related to the physical condition, including a summary.

10 - Failed or Banned - Requires complete reconstruction or replacement

9 - Critical- Requires major reconstruction to maintain integrity

8 - Extremely Poor- Requires partial reconstruction or extensive rehabilitation to maintain integrity

7 - Poor- Requires standard rehabilitation to maintain integrity

6 - Moderately Poor- Requires minor rehabilitation to maintain integrity

5 - Fair- Requires extensive maintenance and periodic repairs to maintain integrity

4 - Moderately Fair- Requires routine maintenance to maintain integrity

2 - Good- Requires periodic minor maintenance to maintain integrity

0 - Excellent/New- Requires little or no maintenance to maintain integrity

Note:

- † *The nine examples offered above are to be used as a guide in determining the condition of the infrastructure. Rating teams should not feel the need to award a score that matches one of the examples above.*
- † *If the infrastructure is in “excellent or new” condition it will not be considered for funding unless it is an expansion project that will improve serviceability or add accommodations for transit use.*

Provide a statement detailing the deficient conditions of the existing infrastructure including lack of accommodations of transit service exclusive of capacity, serviceability, safety and/or health issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. **It is strongly recommended that whenever possible, documentation should be provided to support your statements.** Documentation may include, but is not limited to: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. It is likely the infrastructure will rate no better than Good condition if evidence or documentation is not provided.

Criterion 2 - Safety (Weight 5%)

How important is the project to the safety of the public & citizens of Hamilton County and/or service area?

The applicant shall submit documentation of the deficiencies cited and explain how the project will address these deficiencies. For example, have there been vehicular crashes attributable to the problems cited? Do they involve injuries or fatalities? ***Does the infrastructure create an obstruction and/or impediment that affect the safety of the public?*** Sidewalks and non-motorized safety are taken into consideration when scoring this criterion. The inclusion of sidewalks in the project to provide safer access to bus stops or safer environment to individuals with mobility or visual impairment are scored higher. Improvements to street lighting would be eligible provided it is shown to improve the safety level. ***In all cases, specific documentation is required. Problems cited which are poorly documented generally will not receive more than 4 points.***

10 - Highly Critical Importance- Ongoing documented safety problems with multiple critical factors

8 - Critical Importance- Ongoing documented safety problems with critical factors

6 - Considerably Significant Importance- Ongoing documented safety problems

4 - Moderate Importance- Intermittent documented safety problems with severe factors

2 - Minor Importance- Minor or potential safety problems noted by the applicant and observed by the rating team

0 - No Measurable Impact- Application does not indicate a safety problem

Note:

† *Each project is rated on an individual basis to determine if any criterion of the category applies.*

† *Examples provided above are not intended to be exclusive.*

Provide a statement detailing the project's effect on the safety of the service area, noting how the design of the project is intended to reduce existing accident rates, promote safer conditions, and reduce the danger of risk, or injury. Does the infrastructure create an obstruction and/or impediment that affects the safety of the public? Typical examples may include the effect of the completed project on accident rates, emergency response time, fire protection, and highway capacity, transit/traffic conflicts (right or left turns, bus stoppage or merging back into traffic). Please be specific and provide documentation to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems, and the method of correction.

Criterion 3 – Priority (Weight 5%)

For jurisdictions with multiple applications, please rank the priority of your application:

The applicant is required to list in order of priority the projects for which it is applying. Points are awarded based solely on this information. The financial officer of the jurisdiction shall be responsible for prioritizing all applications from any agency or department of the jurisdiction.

10 - First priority project

5 - Second priority project

2 - Third priority project

0 - Fourth priority or lower

Priority 1

Priority 2

Priority 3

Priority 4

Priority 5

The applicant/s must submit a listing of the projects, in order of priority, for which it is applying. Points will be awarded on the basis of the project's priority.

Criterion 4 - Economic Growth (Weight 4%)

Provide a statement detailing how the project will enhance economic growth.

10 - The project will directly secure preferred economic development

The project will bring significant new permanent employment in the industrial, manufacturing or office field (commercial development) to the Applicant. Transit oriented development including mixed-use developments would fall under this particular score. The associated development project is a revitalization of unutilized or previously developed vacant parcels. The applicant must submit documentation demonstrating the viability of the project and the commitment of the principals involved.

7 - The project will directly secure economic development

The project will bring significant new permanent employment in the industrial, manufacturing or office field (commercial development) on undeveloped land to the Applicant. The applicant must submit documentation demonstrating the viability of the project and the commitment of the principals involved.

2 - The project will permit economic development

The project will provide access (including transit) to a development site that is underutilized or undeveloped due to a lack of access. The applicant must submit documentation demonstrating the current constraints on the development site and how the project will eliminate these constraints.

0 - The project will not impact development

The project will have no impact on business development/employment.

Note:

† *Each project is rated on an individual basis to determine if any aspects of the criterion apply. Rating teams will consider the effect development will have both on Hamilton County and the applying jurisdiction, such as number of jobs to be created, revenue to be generated, and how long the site has gone undeveloped, unutilized, or underutilized.*

Provide a statement detailing how the project will enhance economic growth. It is highly recommended to include how it will help transit service to provide access to employment, residential or commercial developments.

Criterion 5 - Matching Funds (Weight 10%)

Information is provided by the applicant detailing the amount of local funding in the project budget.

List total percentage of matching funds _____%

10 - 50% or higher

8 - 40% to 49%

6 - 30% to 39%

4 - 20% to 29%

2 - 10% to 19%

*0 - less than 10% **

* A minimum 10% match is required to receive TIF funding

Notes:

Criterion 6 – Regional Impact (Weight 5%)

Does the infrastructure have regional impact?

- † For roads and bridges and traffic/ITS projects, consider the origination and destination of traffic, functional classifications, average amount of daily traffic, size of service area, and number of jurisdictions served.
- † For all other infrastructure, regional impact will be determined on a case-by-case basis taking into consideration among other things, the size of service area, and number of jurisdictions served.
- † Other factors to be considered, but which individually do not denote the regional impact of the infrastructure, are as follows:

10 - Major Impact- Roads: Major Arterial (25,000 or more)

- † Crosses multiple jurisdictions
- † Provides a great degree of mobility.
- † Generally, conveys large traffic volumes for distances greater than one mile.
- † Is of regional importance and is intended to serve beyond the county, connecting urban centers with one another and with outlying communities, employment providers, or shopping centers.
- † Intended primarily to serve through traffic.
- † Provides limited access to property.
- † Provides direct access to an interstate highway.

8 - Significant Impact- Roads: Minor Arterial (15,000 – 24,999)

- † Serves through traffic that is similar in function to a major arterial, but operates with lower traffic volumes, serving trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

6 - Moderate Impact- Roads: Major Collector (10,000 – 14,999)

- † A roadway providing traffic movement between local roads and arterials, or community-wide activity centers.
- † May also provide direct access to abutting properties such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences.
- † Generally, are through streets carrying moderate traffic volumes over moderate distances (generally less than one mile).

4 - Minor Impact- Roads: Minor Collector (5,000 – 9,999)

- † A roadway similar in function to a major collector, but which carries lower traffic volumes over shorter distances and has a higher degree of property access.
- † May serve as main circulation streets within large residential neighborhoods, and may, or may not, be through streets.

2 - Minimal Impact- Roads: Local (4,999 and under)

- † A roadway that is primarily intended to provide access to abutting properties.
- † Accommodates lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections primarily to collector streets rather than arterials.

0 - No Impact- Not located on road network

ADT:

Provide a statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Criterion 7 – Relative Economic Strength (Weight 5%)

What is the relative economic strength of the jurisdiction?

SORTA utilizes the Integrating Committee’s predetermined relative economic strength for all applicants in Hamilton County. The relative economic strength of a jurisdiction may periodically be adjusted when pertinent US Census data is updated. The jurisdictions will be assigned a score based on U.S. Census Bureau Median Household Income in the past twelve (12) months. The following table will be used to assign project points for the Relative Economic Strength score for each jurisdiction.

Community Name:

Relative Economic Strength Score	Project Points
2	2
4	4
6	6
8	8
10	10

10 Points

Addyston Arlington Heights
 Cheviot Cincinnati
 Elmwood Golf Manor
 Lincoln Heights Lockland
 Mt. Healthy

8 Points

Forest Park North College Hill
 Norwood Reading
 Silverton Springdale
 Springfield Twp. St. Bernard
 Whitewater Twp. Woodlawn

6 Points

Cleves Columbia Twp.
 Colerain Twp. Deer Park
 Delhi Twp. Fairfax
 Greenhills Hamilton County
 Harrison Harrison Twp.
 Loveland Miami Twp.
 North Bend Sharonville
 Sycamore Twp.

4 Points

Amberley Village Anderson Twp.
 Blue Ash Crosby Twp.
 Green Twp. Mariemont
 Montgomery Newtown
 Symmes Twp.

2 Points

Evendale Glendale
 Indian Hill Madeira
 Terrace Park Wyoming

Criterion 8 – Transit Impact

If the Transit Authority’s fixed route bus service operates on the street included in the application, use section (A) for scoring; otherwise, use section (B). Remember that a project to be eligible for Transit Infrastructure Fund funding must have a score of one (1) or higher in this criterion. Any project receiving a score of zero (0) in this criterion will not be eligible for Transit Infrastructure Fund funding.

A. Serving Fixed Route Service (Weight 19%)

How well traversed is this project by transit? The number of scheduled bus trips is for a typical weekday, in one direction. At least 75% of the proposed project length has to be served by the fixed-route to receive the corresponding points based on its weekday trip.

10 – The road infrastructure is utilized by 125 or more fixed-route scheduled weekday trips or is located on a Bus Rapid Transit Corridor designated by the Transit Authority.

8 – The road infrastructure is utilized by 80-124 fixed-route scheduled weekday trips

6 – The road infrastructure is utilized by 50-79 fixed-route scheduled weekday trips

4 – The road infrastructure is utilized by 20-49 fixed-route scheduled weekday trips

2 – The road infrastructure is utilized by 10-19 fixed-route scheduled weekday trips

1 – The road infrastructure is utilized by 1-9 fixed-route scheduled weekday trips

0 – The road infrastructure is not serving any fixed-route bus or street trips

B. Serving Paratransit Service—Score only if 0 on Fixed Route (Weight 2%)

How likely this road infrastructure will serve paratransit (ACCESS) riders? This is measured by proximity from a fixed route alignment.

10 – The proposed project is within 1/3 of a mile of fixed route transit

6 – The proposed project is within 1/2 of a mile of fixed route transit

4 – The proposed project is 3/4 of a mile of fixed route transit

0 – Does not serve paratransit as the proposed project is over 3/4 of a mile of fixed route transit

Fixed Route Trips:

Distance to Fixed Route:

Describe the impact to the Transit Authority’s transit system by completing the project.

Criterion 9 – Multimodal Infrastructure (Weight 10%)

Detail the accommodation of multiple modes of transportation that are supported by the project.

10 - New facilities: to support additional modes of transportation (new sidewalks, multi-use path or other dedicated pedestrian, transit (bus lane or bus bay, BRT Station) or bicycle lanes).

5 - Improved facilities: to support additional modes of transportation (repair or replacement of existing dedicated bike, pedestrian or transit facilities including adding a bus shelter).

2 - Minor Improvements: New ADA ramps, pavement markings, signs or designated cross walks supporting additional modes of transportation i.e. dedicated pedestrian, transit or bicycle facilities.

Notes: All multimodal infrastructure improvements must be in accordance with the AASHTO, OMUTCD, local jurisdiction requirements and SORTA bus stop design guidance where applicable.



Criterion 10 – Ability to Proceed (Weight 7%)

Does the district have ownership of all necessary right-of-way and completed all design and engineering of the project to move forward with construction?

- 10 - Applicant has control of all rights-of-way, design and engineering is complete*
- 8 - Applicant has control of all right-of-way, design and engineering in process*
- 6 - Applicant has control of some right-of-way, design and engineering is complete*
- 4 - Applicant has control of some right-of-way, design and engineering in process*
- 2 - Applicant does not have control of right-of-way, design and engineering in process*
- 0 - Applicant does not have control of right-of-way, design and engineering has not started yet*

Notes: Applicant must have all right of way secured prior to awarding project. SORTA TIF funds cannot be utilized for right of way acquisition or design and engineering expenses. Applicant shall make quarterly progress reports to SORTA on the status of the project prior to, and following award, of the construction contract.

Will construction be underway within one (1) year from date of funding award unless otherwise approved? Projects with schedules that lend themselves to a future program year may be required to be submitted at a later date.

Yes or No:

Criterion II – Sustainability (Weight 5%)

It is important for Applicants to consider sustainability in their projects. The inclusion of sustainability in a project from the earliest stage of its lifecycle produces the largest benefits. Considering sustainability measures in infrastructure design and construction include, among others: reduced gas and diesel emissions and air pollutants; reduced water usage; increased use of recycled material; and promotion of innovative solutions.

In this Criterion the points awarded will be the sum of the points awarded from the table below

Category	Potential Points	
A. Energy Efficiency Energy Consumption	1	
B. Recycled Materials	1	
C. Air Quality Factors		
a. Traffic Signal Improvements		
• Traffic Signal Synchronization	2	
• Transit Signal Priority	1	
• Transit Queue Jump Phase (including lane)	1	
b. Reduce Paved Area and add Landscaping Trees	1	
c. Accommodations for Electric Vehicle/Bus Charging	2	
d. Permeable Pavement	1	

A. Energy Efficiency

Project includes removal or replacement existing traffic signals, pedestrian or roadway lighting or other electrically power devices with solid state LED lighting

	Points
Yes	1
No	0

B. Recycled Materials

Recycled Materials: New pavement, structures or ancillary materials incorporate recycled materials.

Recycled Materials	Points
No	0
Yes	2

C. Air Quality Factors

a. Traffic Signal Improvements

Does the project include smart signal solutions?

Type of Traffic Signal Improvements	Points
Traffic Signal Synchronization or Adaptive Control	2
Transit Signal Priority	2
Transit Queue Jump Phase	2

b. Trees or Open Space

Reducing impervious area/or providing additional trees as part of any eligible project will have a positive environmental impact. The cost of trees should not exceed 2% of the total project cost.

Does the roadway reduce impervious area and/or include additional plantings	Points
No	0
Yes	1

c. Accommodations for Electric Vehicle/Bus Charging

Does the proposed project include accommodations for electric vehicle/bus charging? The accommodation may be either by providing charging stations or conduits for future hook ups.

Does the roadway project include accommodations for Electric Vehicle Charging?	Points
Includes Charging Stations	2
Includes conduits for future use	1
Does not accommodate Electric Vehicle Charging	0

d. Permeable Pavement

Using permeable pavement is a low-impact development technique that can be used as part of a roadway stormwater and management plan.

For the purposes of this criterion, the key terms are defined as follows:

- “Permeable,” “porous” or “pervious” are used interchangeably to describe a pavement structural system that has more voids than a conventional paved surface such as concrete or asphalt. As a result, both infiltration and evaporation are allowed as water passes through the pavement section.
- “Permeable pavements” include, but are not limited to, porous asphalt pavement, pervious concrete pavement, or permeable block pavers.
- “Secondary pavement areas” includes all pavements that are not intended for high-speed traffic or heavy trucks. Appropriate uses would include alleys, access roadways, sidewalks, bike lanes and multi-use paths.

One of the following scores may apply:

- 1* - Use permeable pavement for more than 25% of areas on the project.
- 0* - Use permeable pavement for less than 25% of areas

Notes: Please provide details on all proposed sustainability components.

Criterion 12 – Past Performance (Weight 10%)

An applicant's frequency and amount of awarded TIF money, as well as past performance of delivering TIF-funded projects is an important differentiator to determine eligibility for future TIF-funded projects. Applicants that have never applied or received no TIF funding in the past three (3) application cycles will receive the maximum number of points for this criterion. Those applicants that have received less than \$500,000 in the past three (3) application cycles are also eligible for additional points. Meeting project delivery requirements will be acknowledged and will receive additional points.

In the event an applicant has failed to deliver a previous, on schedule and/or has not met SORTA's reporting requirements, may receive negative points in this criterion. In case an applicant has received funding for more than one project in the past, the average of their scores will be used.

10 - Never applied for SORTA TIF funding, or haven't received funding in past 3 cycles

7 - Received less than \$500,000 in past 3 cycles and previous projects have received Satisfactory progress reports.

5 - Previous project(s) met the City/Twp/Co. commitments and started within 1 year with good construction progress and timely status reports.

(-5) - Previous project delivered but with documented issues, including but not limited to late construction start (without communications or waiver), delayed completion, or lacking adequate progress reports and invoices.

(-20) - Failed to deliver previous awarded project(s)

*Support Staff will score this category based on community submittal history and performance.