

PACTS Transportation Funding Framework

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Background and Guiding Principles

Background

The Portland Area Comprehensive Transportation System (PACTS) shares responsibility with the Maine Department of Transportation (MaineDOT) for programming projects and investments¹ funded with Federal Highway and Federal Transit Administration (FHWA and FTA) funds in the PACTS Funding Area. As required by 23 U.S.C. 134, PACTS develops a Transportation Improvement Program (TIP)² for all transportation modes for review and approval by the FHWA and FTA. The TIP must be prioritized and consistent with the metropolitan transportation plan (the long-range transportation plan) and must include all investments in the metropolitan area that are proposed for funding with either Title 23 or Federal Transit Act (Title 49, U.S.C., Chapter 53) money.

In 2016, PACTS developed, and the PACTS Policy Committee approved, a new scoring system used to prioritize FHWA capital projects in the TIP. The system was designed to help PACTS invest in regionally significant capital improvements and implement the Priority Corridors and Centers recommendations in *Destination 2040*, the long-range transportation plan. The new scoring system replaced several separate scoring formulas used previously. PACTS first used the new system in 2017 and, as a result, programmed projects that met more of PACTS' regional goals and objectives. However, PACTS lacked a formal mechanism for prioritizing most projects funded with FTA dollars.

The goal of this funding framework is to develop a comprehensive, consistent, multimodal framework that can be used to select projects for funding, expanding the scoring system to cover projects in all modes and ensuring PACTS is making the best use of its investments in support of PACTS' regional goals. The multidisciplinary ad-hoc TIP Committee, created by the PACTS Executive Committee in October 2019 and comprised of municipal staff and representatives from all seven (7) transit agencies³, was instrumental in guiding and developing this framework.

The proposed framework addresses the following challenges and opportunities:

- Increasingly complex, multimodal projects
- Changing regional priorities, including, but not limited to, preparing for and mitigating climate change, and social equity

¹ The terms “project” and “investment” will be used interchangeably throughout this document. This document is intended to encompass all types of transportation projects and investments, including capital projects, operational investments, etc.

² The TIP is the “staged, four-year, intermodal program of prioritized transportation improvement projects. The TIP is an interactive MaineDOT-MPO (Metropolitan Planning Organization) document that lists all federally funded transportation projects in each MPO area. MPOs include projects they intend to program with their federal allocations, and MaineDOT lists the state-selected projects in each MPO area that will receive federal money. An initiative not listed in the TIP cannot receive federal transportation funds. MPO TIPs become part of Maine’s overall statewide transportation improvement program.” ([PACTS TIP Policies & Procedures](#), September 2016)

³ Biddeford-Saco-Old Orchard Beach (BSOOB) Transit, Casco Bay Lines (CBL), Greater Portland Transit District (METRO), Northern New England Passenger Rail Authority (NNEPRA), Regional Transportation Program (RTP), South Portland Bus Service (SPBS), York County Community Action Corporation (YCCAC).

- A new vision for public transportation based on *Transit Tomorrow*, the long-range public transportation plan for Southern Maine, and the upcoming *Metropolitan Transportation Plan* to be completed in 2021

Guiding Principles

Through discussions with and surveying of the TIP Committee, the following six principles were identified to guide the development of the proposed funding framework:

1. **Simpler.** Framework reduces complicated processes, criteria, and scoring, and is less time consuming for applicants and staff.
2. **Objective.** Framework limits subjectivity in scoring, improving consistency and fairness.
3. **Transparent.** Framework is clear and applicants, staff, and general public understand the process and scoring.
4. **Focused on regional significance.** Framework rewards investments that are oriented around regional strategic priorities and concrete goals.
5. **Data-driven.** Framework emphasizes the use of data to inform scoring of projects, leading to greater objectivity and transparency.
6. **Leverage existing available datasets.** Framework uses existing available datasets to inform scoring of projects and minimize applicant and staff resources needed.

The proposed funding framework largely uses the same evaluation criteria and scoring framework regardless of mode or type of investment. In that way, all investments, even if they would not be compared in practice due to different funding sources, can be compared quantitatively and help the TIP Committee⁴ (or future PACTS Regional Transportation Advisory Committee) make more informed recommendations about funding allocation. The process is also more transparent and focuses on regional significance.

Funding Allocation

PACTS currently receives FTA funding, FHWA funding, and state roadway/multimodal funding. The allocation system, as practiced before the adoption of the funding framework, is described below.

FHWA and State Roadway/Multimodal Funding

The PACTS region receives annual federal and state capital improvement funding for roadway/multimodal projects. The funding levels have remained unchanged for many years. Organizations eligible to propose projects for these funds are listed in the *TIP Policies & Procedures*.

Prior to adoption of the funding framework, federal (FHWA) funding was allocated to projects according to the following set-asides and spending targets:

- Collector Paving Set-Aside (40% set-aside)

⁴ The PACTS Policy Committee, at its meeting on October 22, 2020, approved a new PACTS committee structure, creating a Regional Transportation Advisory Committee (RTAC). Eventually the TIP Committee will be dissolved and the RTAC will assume its responsibilities. Both TIP Committee and RTAC are used throughout this document.

- Preservation, Modernization, Expansion (60%)
 - Other Preservation Work (25% target)
 - Modernization (20% target)
 - Expansion (15% target)

The state funding is currently used for the PACTS Municipal Partnership Initiative (MPI).

FTA Funding

Each year the PACTS region receives FTA Section 5307 Urbanized Area Formula funding and FTA Section 5337 State of Good Repair fixed guideway funding. Currently the region anticipates a 2% annual increase in FTA funding and uses this assumption when developing the Six Year Capital and Operating Plan (SYCOP). This assumption should be evaluated regularly.

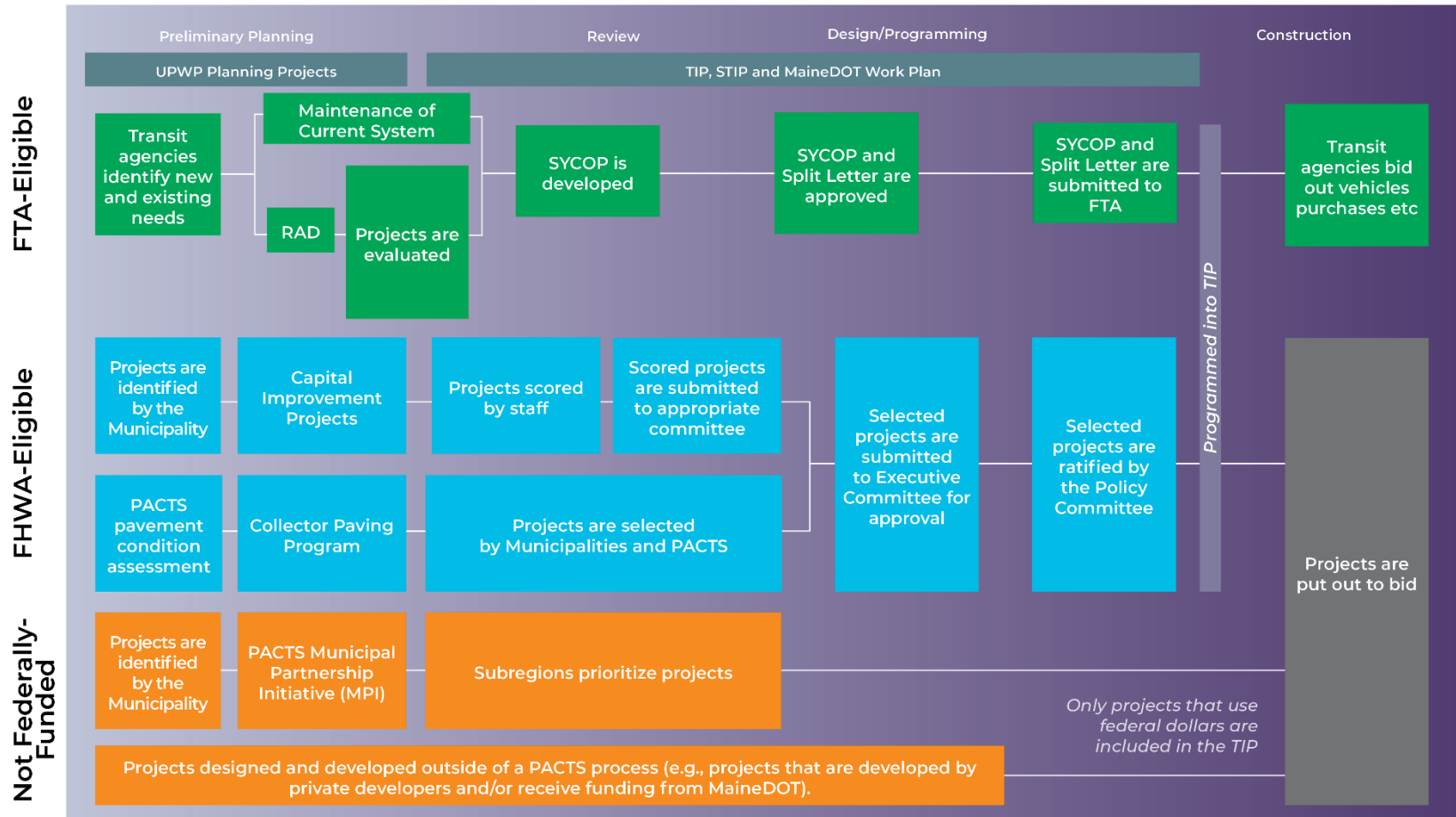
FTA Section 5307 funds are available for capital, operations, ADA paratransit support, or planning. They are available to all transit agencies in our region, although not all agencies may use them for all categories.

FTA Section 5337 funds are available for “capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair” and for “developing and implementing Transit Asset Management plans.”⁵ Thus far, only Casco Bay Lines (CBL) and Northern New England Passenger Rail Authority (NNEPRA) have been eligible for these funds. Bus rapid transit, for example, could also be eligible for these funds.

The prior funding allocation processes (pre-Funding Framework) are shown in Figure 1.

⁵ <https://www.transit.dot.gov/funding/grants/state-good-repair-grants-5337>

Figure 1: Prior Funding Allocation Processes⁶



⁶ UPWP - Unified Planning Work Program
 STIP - Statewide Transportation Improvement Program
 SOGR - State of Good Repair
 RAD - Regionally Administered Discretionary (Transit Fund)
 SYCOP - Six Year Capital and Operating Plan

Funding Framework

The sections below describe the components of the funding framework.

Application Process

The first step in the application process is the threshold assessment. Potential applicants self-assess whether a proposed investment meets the threshold of being a regionally significant investment, as described in the following section. If the project is considered regionally significant, the applicant will then submit a written application for scoring. Applicants submit a written application that provides spatial information for the location of the project, project narrative, and commitment for local match. GPCOG staff will use spatial information to conduct quantitative analysis, awarding one portion of the application score. A scoring committee will evaluate and score narrative responses, awarding the second portion of the application score. The members of the scoring committee will be selected each year and will include at least one representative from MaineDOT. More information on the scoring process is described in the following sections.

Regional Significance

The funding framework is oriented around regional strategic priorities and concrete goals. As explained above, the first step in the application process is the potential applicant's self-assessment of the project's regional significance. A regionally significant project does at least one of the following:

1. Serves regionally significant origins, destinations, and corridors, defined as PACTS priority centers and corridors, including those identified in *Transit Tomorrow* and the upcoming Metropolitan Transportation Plan (an update to *Destination 2040*).
 - Include highly-travelled roads; transportation terminals; employment centers; higher education campuses; major tourism, entertainment, and recreation venues; equity target areas; and places zoned for higher density and affordable housing.
2. Has systemwide benefit.
 - Include improving the region's major intersections or traffic signal network, applying a technology for system improvement or revenue generation, supporting the transit customer's regional experience, or making a significant connection in the active transportation network.
3. Meaningfully reduces regional greenhouse gas emissions or improves the resiliency of the regional transportation network.

In addition, the evaluation criteria, as described in the following section, emphasize regional significance.

Evaluation Criteria

The funding framework has four criteria categories to logically and transparently evaluate and select investments for programming in the TIP that advance the region's vision for transportation. The categories include: Regional Access, Safe & Reliable Mobility, Efficient Land Use, and Environmental

Sustainability. With the exception of investments funded through potential set-asides, the criteria apply to all investments, regardless of type, mode, funding source, or size. Each category has three (3) to five (5) criteria as shown in Table 1.

Table 1: Evaluation Criteria

Regional Access: The transportation system helps people reach desired goods, services, opportunities, activities, and destinations.
1. Access to Jobs
2. Access to Prominent Tourist, Entertainment, and Recreation Venues
3. Access to Region's Transit Network
4. Access to Region's Active Transportation Network
5. Universal Access
Safe & Reliable Mobility: The transportation system helps people, goods, and services reliably and safely travel throughout the region, whether by car, transit, walking, bicycling, or using mobility aids.
6. Safety Improvements
7. Asset Management
8. Flow of People and Goods
9. Social Equity
Efficient Land Use: Transportation investments are supported by, and themselves support, existing or future development patterns (for example, by prioritizing transportation investments along growth corridors or in community centers).
10. Transit-Oriented Development
11. Regionally Significant Locations
12. Consistency with Local Plans
13. Proximity to Affordable or Workforce Housing
Environmental Sustainability: The transportation system reduces energy consumption, improves environmental quality, and improves resiliency to climate impacts like extreme heat and storm surge.
14. Vehicle Miles Traveled (VMT)
15. Greenhouse Gas Emissions
16. Climate Resilience

Scoring Framework

Questions

For each of the 16 evaluation criteria, there are questions to which applicants must provide responses. The responses take the form of spatial information regarding the location of the project (if applicable) and/or written narrative. The questions and what applicants are asked to provide in response are shown in Table 2.

Scoring and Rubric

For each of the 16 evaluation criteria, investments can receive between -5 and 5 points. In cases where applicants provide spatial information, GPCOG staff will utilize GIS mapping software (and associated data inputs) to score criteria. In cases where applicants provide written narrative, a scoring committee will award scores based on the applicant's ability to address the evaluation criteria. For criteria that have both spatial (e.g., current jobs) and narrative (e.g., future jobs) components within a single criterion, GPCOG staff will provide the spatial scores to the scoring committee for their consideration. The scoring committee members will use the data-based spatial score (if applicable), along with their evaluation of the narrative, to develop a final score for each of those criteria.

The scoring rubric, shown in Table 2, is designed to help the scoring committee award appropriate scores. Scorers can assign intermediate values as appropriate. Scores from individual scoring committee members will be averaged to arrive at a single number for each criterion. The TIP Committee will review the scores from staff and the scoring committee to aid in making investment selection recommendations to a PACTS governing board. There is no minimum score for an investment to receive funding.

Data Sources

As previously mentioned, a project applicant provides spatial information for the location of the project (if applicable) and/or a streamlined project narrative in response to questions for each evaluation criteria. Potential data sources for each of the evaluation criteria are shown in Table 2.

Table 2: Evaluation Criteria, Questions, Scoring Rubric, and Potential Data Sources

Regional Access: The transportation system helps people reach desired goods, services, opportunities, activities, and destinations.						
#	Criteria	Question(s)	Max. Points	Scoring Rubric	Applicant Provides	Data Source(s) for Mapping
1	Access to Jobs	<p>How many jobs are, or will be, located within 1/4 mile of the project?</p> <p><i>Non-Spatial:</i> How, if at all, will the project improve access to existing and/or future jobs?</p>	3	<p>0 - Less than 99 existing and/or future jobs are within 1/4 mile of the proposed project⁷ OR less than 49 existing and/or future jobs held by EJ/Title VI populations within 1/4 mile of the proposed project. In rural⁸ communities, expand to 1/2 mile of the proposed project.</p> <p>1 - Between 100 and 199 existing and/or future jobs are within 1/4 mile of the proposed project OR between 50 and 99 existing and/or future jobs held by EJ/Title VI populations within 1/4 mile of the proposed project. In rural communities, expand to 1/2 mile of the proposed project.</p> <p>2 - Between 200 and 299 existing and/or future jobs are within 1/4 mile of the proposed project OR between 100 and 149 existing and/or future jobs held by EJ/Title VI populations within 1/4 mile of the proposed project. In rural communities, expand to 1/2 mile of the proposed project.</p> <p>3 - Over 300 existing and/or future jobs are within 1/4 mile of the proposed project OR over 150 existing and/or future jobs held by EJ/Title VI populations within 1/4 mile of the proposed project. In rural communities, expand to 1/2 mile of the proposed project.</p> <p><i>Non-Spatial:</i> 0 – Project will not improve access to existing and/or future jobs. (For studies and similar projects, you may consider the potential impact of implementation of the project/concept being studied.) 1 – Project will minimally improve access to existing and/or future jobs. 2 – Project will improve access to existing and/or future jobs. 3 – Project will significantly improve access to existing and/or future jobs.</p>	Project Location for Mapping; Optional narrative regarding employment benefits beyond the proposed project’s extent. Optional narrative on projected future jobs.	LEHD (Longitudinal Employer-Household Dynamics); US Census
2	Access to Prominent Tourist, Entertainment, and Recreation Venues	<p>Does the project improve access to regionally defined tourist, entertainment, and recreation destinations?</p> <p><i>Non-Spatial:</i> How, if at all, will the project improve access to regionally defined tourist, entertainment, and recreation destinations?</p>	2	<p>0 - No</p> <p>2 - Project improves access to at least 1 regionally defined tourist, entertainment, and recreation destinations, as defined in PACTS’ upcoming Metropolitan Transportation Plan (MTP). Prior to that point, applicants can provide justification for how/why the proposed project improves access.</p> <p><i>Non-Spatial:</i> 0 – Project will not improve access to regionally defined tourist, entertainment, and recreation destinations. (For studies and similar projects, you may consider the potential impact of implementation of the project/concept being studied.) 2 – Project will improve access to at least 1 regionally defined tourist, entertainment, and recreation destination.</p>	Narrative for how/why project improves access to destinations	
3	Access to Region’s Transit Network	<p>How close is the project to a regionally defined bus stop⁹, ferry terminal, or rail station?</p> <p><i>Non-Spatial:</i> How, if at all, will the project improve access to the region’s transit network, including regionally defined bus stops, ferry terminals, and/or rail stations?</p>	3	<p>0 - Project is located beyond 1 mile of a regionally significant transit stop.</p> <p>1 - Project is located within 1/2 mile - 1 mile of a regionally significant transit stop and would improve access to stop.</p> <p>2 - Project is located within 1/4 mile - 1/2 mile of the regionally significant transit stop and would improve access to stop .</p> <p>3 - Project is located within 1/4 mile of the regionally significant transit stop and would improve access to stop.</p> <p><i>Non-Spatial:</i> 0 – Project will not improve access to the region’s transit network. (For studies and similar projects, you may consider the potential impact of implementation of the project/concept being studied.) 1 – Project will minimally improve access to the region’s transit network. 2 – Project will moderately improve access to the region’s transit network. 3 – Project will significantly improve access to the region’s transit network.</p>	Project Location for Mapping; Narrative	Transit stop database / GIS layer

⁷ The PACTS reviewing committees are encouraged to think about a project’s employment benefits beyond the project extent itself.

⁸ “The Census Bureau defines rural as any population, housing, or territory NOT in an urban area.” (<https://gis-portal.data.census.gov/arcgis/apps/MapSeries/index.html?appid=7a41374f6b03456e9d138cb014711e01>)

⁹ Regionally significant bus stops will include those identified in the [Transit Stop Access Project Phase I Report](#) as potential locations for mini-hubs. The list of locations is included in Appendix B: Regionally Significant Bus Stops of this document.

4	Access to Region's Active Transportation Network	<p>Does the project provide or improve connections to regionally significant bicycle/pedestrian infrastructure?</p> <p><i>Non-Spatial:</i> How, if at all, will the project improve access to the region's active transportation network, including regionally significant bicycle/pedestrian infrastructure?</p>	3	<p>0 - No</p> <p>1 - Project provides or improves 1 new or existing connection to regionally significant ped/bike infrastructure, such as transportation networks defined by municipalities, PACTS, or the state.</p> <p>2 - Project provides or improves 2 new or existing connections to regionally significant ped/bike infrastructure, such as active transportation networks defined by municipalities, PACTS, or the state.</p> <p>3 - Project provides or improves 3 or more new or existing connections to regionally significant ped/bike infrastructure, such as transportation networks defined by municipalities, PACTS, or the state.</p> <p><i>Non-Spatial:</i> 0 – Project will not improve access to the region's active transportation network. 1 – Project will minimally improve access to the region's active transportation network. 2 – Project will moderately improve access to the region's active transportation network. 3 – Project will significantly improve access to the region's active transportation network.</p>	Project Location for Mapping	PACTS Active Transportation Network GIS layer
5	Universal Access	<p>How will the project accommodate a diverse range of users - including, but not limited to: older adults, children (including parents or guardians with young children), people of color, blind and visually impaired people, deaf people and those with hearing loss, people with intellectual disabilities, people with limited mobility and those who use mobility devices and strollers, people with limited English proficiency, unbanked or underbanked people?</p> <p><i>Non-Spatial:</i> Same as above.</p>	3	<p>0 - Project does not accommodate and benefit a diverse range of users.</p> <p>1 - Project provides limited benefit to a diverse range of users, in accordance with State and Federal requirements and standards (such as ADA).</p> <p>2 - Project provides moderate benefit to a diverse range of users, above and beyond State and Federal requirements and standards (such as ADA).</p> <p>3 - Project provides substantial benefit to a diverse range of users, above and beyond State and Federal requirements and standards (such as ADA).</p> <p><i>Non-Spatial:</i> Same as above.</p>	Narrative	N/A
Subtotal			14			

Safe & Reliable Mobility: The transportation system helps people, goods, and services reliably and safely travel throughout the region, whether by car, transit, walking, bicycling, or using mobility aids.						
#	Criteria	Question(s)	Max. Points	Scoring Rubric	Applicant Provides	Data Source(s) for Mapping
6	Safety Improvements	<p>Does the project improve safety for active transportation users (pedestrians, cyclists)?</p> <p>Does the project aim to reduce crash severity and crash risk, or improve emergency response, in a regionally defined High Crash Node or Road Segment?</p> <p><i>Non-Spatial:</i> How, if at all, will the project improve safety for active transportation users (pedestrians, cyclists)?</p> <p>How, if at all, will the project aim to reduce crash severity and crash risk, or improve emergency response, particularly in a regionally defined High Crash Node or Road Segment?</p>	5	<p>0 - Project does not improve safety for pedestrians, bicyclists, and active transportation users. (For example, no separated or dedicated facilities, no signal improvements, or no ADA-accessible accommodations.) Project does not reduce crash severity and crash risk or does not improve emergency response on a regionally defined High Crash Node or Road Segment.</p> <p>1 - Project provides limited safety benefit for pedestrians, bicyclists, and active transportation users but does not exceed minimum standards and requirements. Project will slightly reduce crash severity and crash risk or slightly improves emergency response on a regionally defined High Crash Node or Road Segment.</p> <p>3 - Project provides moderate safety benefit for pedestrians, bicyclists, and active transportation users. Project will reduce crash severity and crash risk or improve emergency response on a regionally defined High Crash Node or Road Segment.</p> <p>5 - Yes. Project provides significant safety benefit for pedestrians, bicyclists, and active transportation users, and includes features such as grade separated crossings, separated pedestrian and bicycle facilities, and improved signal timing for pedestrians and bicyclists. Project will provide maximum reduction in crash severity and crash risk or significantly improve emergency response on more than 1 regionally defined High Crash Node or Road Segment.</p> <p><i>Non-Spatial:</i> <i>(Note that for a non-infrastructure transit project, for example, "Public transportation investment and supportive policies increase traffic safety in several ways, including reduced crash risk to travelers who shift from automobile to transit, community-wide crash reductions due to less total vehicle travel, and safer traffic speeds."¹⁰)</i></p> <p>0 - Project does not improve safety for pedestrians, bicyclists, and active transportation users, and/or project does not reduce crash severity and crash risk or does not improve emergency response on a regionally defined High Crash Node or Road Segment.</p> <p>1 - Project provides limited safety benefit for pedestrians, bicyclists, and active transportation users, and/or project will slightly reduce crash severity and crash risk or slightly improves emergency response on a regionally defined High Crash Node or Road Segment.</p> <p>3 - Project provides moderate safety benefit for pedestrians, bicyclists, and active transportation users, and/or project will reduce crash severity and crash risk or improve emergency response on a regionally defined High Crash Node or Road Segment.</p> <p>5 - Yes. Project provides significant safety benefit for pedestrians, bicyclists, and active transportation users, and/or project will provide maximum reduction in crash severity and crash risk or significantly improve emergency response on more than 1 regionally defined High Crash Node or Road Segment.</p>	Project Location for Mapping and Narrative	MaineDOT Public Crash Query Tool

¹⁰ American Public Transportation Association. (2016). *The Hidden Traffic Safety Solution: Public Transportation*. <https://www.apta.com/wp-content/uploads/Resources/resources/reportsandpublications/Documents/APTA-Hidden-Traffic-Safety-Solution-Public-Transportation.pdf>.

7	Asset Management	<p>To what extent does the project improve the pavement condition and prevent the roadway from deteriorating into lower categories (reconstruction/rehabilitation)?</p> <p>To what extent does the project improve the longevity, lifespan, and functionality of a transit asset (vehicle, facility, guideway)?</p> <p>To what extent does the project improve the longevity, lifespan, and functionality of active transportation infrastructure?</p> <p><i>Non-Spatial:</i> How, if at all, will the project improve the pavement condition and prevent the roadway from deteriorating into lower categories (reconstruction/rehabilitation)?</p> <p>How, if at all, will the project improve the longevity, lifespan, and functionality of a transit asset (vehicle, facility, guideway)?</p> <p>How, if at all, will the project improve the longevity, lifespan, and functionality of active transportation infrastructure?</p>	5	<p>0 - Project does not improve longevity, lifespan, and functionality of roadways, transit assets, or active transportation infrastructure.</p> <p>1 - Project provides limited benefit to the longevity, lifespan, and functionality of roadways, transit assets, or active transportation infrastructure.</p> <p>3 - Project provides moderate benefit to the longevity, lifespan, and functionality of roadways, transit assets, or active transportation infrastructure.</p> <p>5 - Project provides significant benefit to the longevity, lifespan, and functionality of roadways, transit assets, or active transportation infrastructure.</p> <p><i>Non-Spatial:</i> 0 - Project does not improve longevity, lifespan, and functionality of roadways, transit assets, or active transportation infrastructure.</p> <p>1 - Project provides limited benefit to the longevity, lifespan, and functionality of roadways, transit assets, or active transportation infrastructure.</p> <p>3 - Project provides moderate benefit to the longevity, lifespan, and functionality of roadways, transit assets, or active transportation infrastructure.</p> <p>5 - Project provides significant benefit to the longevity, lifespan, and functionality of roadways, transit assets, or active transportation infrastructure.</p>	Project Location for Mapping <i>and</i> Narrative	PACTS pavement condition index database
8	Flow of People and Goods	<p>To what extent does the project improve commercial operations and safety at a regionally significant intersection(s) or corridor(s)?</p> <p>To what extent does the project enhance truck or rail freight reliability and performance on key corridors (highways, rail) and facilities (terminals, ports)?</p> <p><i>Non-Spatial:</i> Same as above.</p>	5	<p>0 - Project does not improve operations and safety at a regionally significant intersection or corridor. Project does not enhance truck or rail freight reliability and performance on key corridors and facilities.</p> <p>1 - Project provides limited benefit to the operations and safety at a regionally significant intersection(s) or corridor. Project provides limited benefit to truck or rail freight reliability and performance on key corridors and facilities.</p> <p>3 - Project provides moderate benefit to the operations and safety at a regionally significant intersection(s) or corridor. Project provides moderate benefit to truck or rail freight reliability and performance on key corridors and facilities.</p> <p>5 - Project provides significant benefit to the operations and safety at a regionally significant intersection(s) or corridor. Project provides maximum benefit to truck or rail freight reliability and performance on key corridors and facilities.</p> <p><i>Non-Spatial:</i> Same as above.</p>	Narrative	

9	Social Equity	To what extent does this project benefit or harm the health or mobility of Environmental Justice (EJ) and Title VI populations? <i>Non-Spatial:</i> Same as above.	3	-5 - Project harms the health or mobility of EJ and Title VI populations living within 1/4 mile of the project location. Project will undermine safety and access or contribute to worse health outcomes for these populations. 0 - Project neither benefits nor harms the health or mobility of EJ and Title VI populations living within 1/4 mile of the project location. 1 - Project provides limited benefit to the health or mobility of EJ and Title VI populations living within 1/4 mile of the project location. Project will improve safety and access for these populations to a limited extent and could contribute to positive health outcomes. 2 - Project provides moderate benefit to the health or mobility of EJ and Title VI populations, above and beyond requirements and standards, living within 1/4 mile of the project location. Project will improve safety and access for these populations and will contribute to positive health outcomes. 3 - Project provides significant benefit to the health or mobility of EJ and Title VI populations, above and beyond requirements and standards, living within 1/4 mile of the project location. Project will substantially improve safety and access for these populations and will contribute to positive health outcomes. <i>Non-Spatial:</i> -5 - Project harms the health or mobility of EJ and Title VI populations. Project will undermine safety and access or contribute to worse health outcomes for these populations. 0 - Project neither benefits nor harms the health or mobility of EJ and Title VI populations. 1 - Project provides limited benefit to the health or mobility of EJ and Title VI populations. Project will improve safety and access for these populations to a limited extent and could contribute to positive health outcomes. 2 - Project provides moderate benefit to the health or mobility of EJ and Title VI populations, above and beyond requirements and standards. Project will improve safety and access for these populations and will contribute to positive health outcomes. 3 - Project provides significant benefit to the health or mobility of EJ and Title VI populations, above and beyond requirements and standards. Project will substantially improve safety and access for these populations and will contribute to positive health outcomes.	Project Location for Mapping; Narrative	U.S. Census
Subtotal			18			
Efficient Land Use: Transportation investments are supported by, and themselves support, existing or future development patterns (for example, by prioritizing transportation investments along growth corridors or in community centers).						
#	Criteria	Question(s)	Max. Points	Scoring Rubric	Applicant Provides	Data Source(s) for Mapping
10	Transit-Oriented Development	Is the project located within 1/4 mile of an existing or proposed transit-oriented development ¹¹ ? <i>Non-Spatial:</i> Will the project have any impact, positive or negative, on an existing or proposed transit-oriented development (TOD), or the goals of TOD?	2	0 - No. / Yes but would not benefit, or would negatively impact, the goals of transit-oriented development. 2 - Yes, and the project would benefit (not negatively impact) the goals of transit-oriented development. <i>Non-Spatial:</i> 0 – The project will have no positive impact, or may have a negative impact, on an existing or proposed transit-oriented development, or the goals of TOD. 2 – The project will have a positive impact on an existing or proposed transit-oriented development, or the goals of TOD.	Narrative	
11	Regionally Significant Locations	Is the project located within 1/4 mile of a PACTS priority center or corridor ¹² ? <i>Non-Spatial:</i> Will the project have any impact, positive or negative, on a PACTS priority center or corridor?	2	0 - No. / Yes but would not benefit, or would negatively impact, the regionally significant location. 2 - Yes, and the project would benefit the regionally significant location. <i>Non-Spatial:</i> 0 – The project will have no positive impact, or may have a negative impact, on a PACTS priority center or corridor. 2 – The project will have a positive impact on a PACTS priority center or corridor.	Project Location for Mapping	Destination 2040 GIS layer, Upcoming MTP GIS layer

¹¹ Transit-oriented development (TOD) will be defined, and a GIS layer will be developed, during the development of the Metropolitan Transportation Plan. Until then, applicants will be asked to provide narrative regarding the project's impact on the goals of TOD.

¹² PACTS priority centers and corridors include those identified in the metropolitan transportation plan (*Destination 2040* and its upcoming update) and in *Transit Tomorrow*.

12	Consistency with Local Plans	Is the transportation investment consistent with local plans (e.g., comprehensive plan, locally adopted neighborhood plan) and will the investment complement or support smart growth development? ¹³ <i>Non-Spatial:</i> Same as above.	3	0 - Project is incongruent with local plans. 1 - Project is consistent with local plans, but would not necessarily complement or support smart growth development. 2 - Project is consistent with local plans and would moderately complement or support smart growth development. Project is located where zoning supports local plan goals and where zoned density can support transit. 3 - Project would significantly complement or support smart growth development that is transit-oriented, mixed use, and/or bicycle/pedestrian-friendly. Project is located where zoning supports local plan goals and where existing density can support transit. <i>Non-Spatial:</i> 0 - Project is incongruent with local plans. 1 - Project is consistent with local plans, but would not necessarily complement or support smart growth development. 2 - Project is consistent with local plans and would moderately complement or support smart growth development. Project benefits areas where zoning supports local plan goals and where zoned density can support transit. 3 - Project would significantly complement or support smart growth development that is transit-oriented, mixed use, and/or bicycle/pedestrian-friendly. Project benefits areas where zoning supports local plan goals and where existing density can support transit.	Narrative (Please reference plans, public forums, zoning provisions, etc.)	
13	Proximity to Affordable or Workforce Housing	Is the project located within 1/4 mile of affordable or workforce housing? <i>Non-Spatial:</i> Will the project have any impact, positive or negative, on the residents of affordable or workforce housing?	1	0 – No. / Yes but would not benefit, or would negatively impact, residents of the affordable or workforce housing. 1 - Yes, and the project would benefit residents of the affordable or workforce housing. <i>Non-Spatial:</i> 0 – The project will have no positive impact, or may have a negative impact, on the residents of affordable or workforce housing. 2 – The project will have a positive impact on the residents of affordable or workforce housing.	Project Location for Mapping; Narrative	Department of Housing and Urban Development data, Portland Housing data
Subtotal			8			
Environmental Sustainability: The transportation system reduces energy consumption, improves environmental quality, and improves resiliency to climate impacts like extreme heat and storm surge.						
#	Criteria	Question(s)	Max. Points	Scoring Rubric	Applicant Provides	Data Source(s) for Mapping
14	Vehicle Miles Traveled (VMT)	How does this project impact the number of miles driven in the region? Does it encourage a mode shift away from Single Occupancy Vehicle (SOV)? <i>Non-Spatial:</i> Same as above.	3	-3 - Project increases VMT. 0 - Project is not expected to impact VMT (e.g., paving preservation project). 1 - Project makes limited improvements that work to reduce vehicle VMT through local improvements to transportation infrastructure or small enhancements to the transit and active transportation environment. 2 - Project leads to moderate reductions in VMT by building active transportation connections, improving transit frequency or span, or reducing vehicle lanes. 3 - Project leads to significant reductions in VMT through making transit, bicycling, or walking more competitive with the motor vehicle; helps build a regional network that makes transit and active transportation a more desirable choice from a cost, safety, or convenience perspective; maintains existing transit service. <i>Non-Spatial:</i> Same as above.	Narrative	

¹³ Smart Growth defined by the EPA at <https://www.epa.gov/smartgrowth/about-smart-growth>.

15	Greenhouse Gas Emissions	<p>How does this project help meet the state's greenhouse gas emission reduction goals? These can be found on the Maine Climate Council's website.</p> <p><i>Non-Spatial:</i> Same as above.</p>	3	<p>-2 - Project worsens the potential of the state to meet climate pollution reduction goals. 0 - Project does not improve the potential of the state to meet climate pollution reduction goals. 1 - Project anticipates a minor reduction in greenhouse gas emissions by working to reduce vehicle idling or encouraging use of electric vehicles. 3 - Project would lead to significant reductions in greenhouse gas emissions through encouraging more energy efficient public transit or private vehicles.</p> <p><i>Non-Spatial:</i> Same as above.</p>	Narrative	
16	Climate Resilience	<p>How does the project prepare the region's infrastructure for climate impacts (heat, flooding, storm surge, etc.)?</p> <p><i>Non-Spatial:</i> Same as above.</p>	4	<p>-3 - Project infrastructure built in a floodplain and does not address future storm events or sea level rise. 1 - Infrastructure not built in a floodplain; or, if in a floodplain, infrastructure addresses future storm events or sea level rise and will recover quickly/cost-effectively from flooding/storm surge. 3 - Infrastructure not built in a floodplain. Project addresses climate change risks through relatively small investments (e.g., tree plantings); project does not add impervious paving areas or, where not feasible aims to minimize pavement to increase natural filtration and mitigate the heat island effect. 4 - Infrastructure not built in a floodplain. Project builds infrastructure that is resilient and will mitigate climate impacts, such as bioswales, permeable pavement, and other advanced green infrastructure/stormwater management systems.</p> <p><i>Non-Spatial/Non-Infrastructure:</i> 1 - Project does not address climate impacts such as future storm events or sea level rise. 3 - Project addresses climate change risks through relatively small investments. 4 - Project improves resiliency and the region's ability to mitigate climate impacts.</p>	Narrative	
Subtotal			10			

Weighting

Each investment has a subtotal of points for each of the four evaluation categories based on the scoring of each criteria as shown in Table 2. The differing subtotals inherently weight the categories differently. This weighting reflects input gathered from the region’s priorities, discussions with the TIP Committee, and the public. The weighting is shown in Table 3.

Table 3: Evaluation Criteria Category Weighting

Evaluation Criteria Category	Max Points	Weight (% of Total Points)
Regional Access	14	28%
Safe & Reliable Mobility	18	36%
Efficient Land Use	8	16%
Environmental Sustainability	10	20%
Total	50	100%

Presentations

Project applicants will be required to give presentations to the scoring committee; members of RTAC will be invited to attend. The presentations will be brief (no more than 10 minutes) and will give a project proponent the opportunity to discuss the project’s regional significance and to answer questions. If there are a significant number of project applications, the RTAC may elect to limit the number of presentations based on initial application scores and available funding.

Set-Asides

The TIP Committee considered various possibilities for set-asides, as well as “packaging” by mode (transit, roadway, multimodal) and type (e.g., operations, state of good repair, expansion, technology, coordination) for informational purposes without being tied to set-asides. Appendix D: Project Packaging and Sample Set-Asides includes hypothetical examples to show how set-asides could impact project selection. Ultimately, following an analysis of past projects in the Six Year Capital and Operating Plan (SYCOP) and TIP, and discussions among the designated recipients of FTA 5307 funds, PACTS and its partners agreed on the set-aside categories and amounts described below. PACTS may need to regularly revisit the topic of set-asides; specifically, PACTS and the designated recipients of FTA 5307 funds will revisit the FTA 5307 set-aside policy in 2025, in anticipation of 2026.

Roadway

The current 40% (of FHWA funds) set-aside for collector paving will remain in place. The application process will remain the same.

Other roadway/multimodal projects—60% of the total FHWA funding—will use the new framework.

As mentioned above, the PACTS region also receives state funding, which is currently allocated to the PACTS Municipal Partnership Initiative (MPI), a program designed to fund road reconstruction or rehabilitation projects.¹⁴ The existing MPI project selection process will remain the same. The PACTS

¹⁴ See <https://www.gpcog.org/323/Municipal-Partnership-Initiative> for more information.

Technical Committee, at its meeting on November 10, 2020, recommended no changes to the subregional allocations.

The table below shows the approximate annual dollar values of these categories. Note that these figures do not include any local match.

FHWA	
40% Set-Aside	\$1,648,644
Remaining 60%	\$2,472,965
Total	\$4,121,609
State Funding	
Total	\$1,640,201
FHWA & State	
TOTAL	\$5,761,810

Each February, PACTS receives a letter from MaineDOT estimating the federal and state capital improvement funding PACTS will receive. PACTS will use these figures to calculate the set-aside amounts each year.

Transit

FTA 5307 Funds

From 2023 to 2025, eighty-eight percent (88%) of the PACTS region’s annual apportionment of FTA 5307 funds will be used for operating assistance, ADA paratransit, and capital maintenance and replacement. Twelve percent (12%) of the PACTS region’s annual apportionment of FTA 5307 funds will be used for investments that enhance and expand the region’s transit system (operating expansion, capital expansion, planning, technology, and transit innovation investments). The table below shows the *approximate* annual dollar values of these categories.

FTA 5307 Apportionment (Approximate FFY20)	
88% Operations and Maintenance	\$9,860,000
12% System Enhancement	\$1,320,000
Total	\$11,000,000

This *policy*—to set aside 12% of 5307 formula funds for system enhancement—will be revisited in 2025, in anticipation of 2026.

The region’s *goal* is to invest 20% of 5307 formula funds for system enhancement. Moving towards this goal will require transit agencies, MaineDOT, and PACTS to work together to explore funding opportunities:

- Leverage alternative federal funds (e.g., 5337), as appropriate
- Pursue discretionary funds
- Commit to collaborating to identify operational efficiencies and savings

Dedicating some 5307 formula funds for system enhancement will help ensure there is funding available for innovation that might, for example, help transit agencies recover from the effects of, or adapt to the changes created by, the pandemic. However, as explained in more detail below, if there are operations and maintenance needs, there is a “safety valve” to allow system enhancement funding to be used to fund those needs.

Each February, the Federal Transit Administration publishes the annual apportionment of FTA funds. For the years 2023 to 2025, PACTS will use these figures to calculate the 88%/12% split of 5307 funds. Discretionary grant funds and any carryover funds will not be included in the calculation.

The current split process used for FTA 5307 funds will remain in place, essentially as it is now, for 2021 and 2022. From 2023 to 2025, it will remain in place for the Operations¹⁵ and Preventive Maintenance projects (88% of the annual FTA 5307 apportionment). The transit agencies will submit requests for operations and maintenance funds and a SYCOP-like document will be developed. From 2023 to 2025, the SYCOP-like document will include a lump sum “System Enhancement” line item, equal to 12% of 5307 funds. A Transit Task Force, a standing subcommittee of the Regional Transportation Advisory Committee (RTAC), will meet several times at the beginning of each calendar year to develop the SYCOP-like document. The Task Force will be composed of:

- the six “designated recipients” of FTA 5307 funds:
 - Biddeford-Saco-Old Orchard Beach (BSOOB) Transit
 - Casco Bay Lines (CBL)
 - Greater Portland Transit District (METRO)
 - Northern New England Passenger Rail Authority (NNEPRA)
 - South Portland Bus Service (SPBS)
 - MaineDOT, which provides funding to RTP and YCCAC
- the other two transit providers:
 - Regional Transportation Program (RTP)
 - York County Community Action Corporation (YCCAC)
- PACTS as the metropolitan planning organization (MPO), represented by the chair and vice chair of PACTS, and the chair of RTAC

When developing the SYCOP-like document, transit providers are expected to align proposed investments to the Transit Asset Management (TAM) plan targets they and PACTS adopted. In addition, transit providers should distribute large expenses out over multiple years whenever possible. Transit providers are also asked to provide basic information for each project, to ensure the MPO and the public better understand how federal funds are being used, and to allow for review of the framework in the future.

The Transit Task Force will provide the SYCOP-like document to the RTAC for review and recommendation to a PACTS governing board.

¹⁵ As noted later in the document, in calendar year (CY) 2022, the designated recipients and PACTS will convene to develop and agree to a criteria-based process for allocating operating funds. If agreement is reached, operating funds will be incorporated into the framework (though likely with different, operations-specific criteria) beginning in CY2023.

Beginning in 2023, the selection process for the System Enhancement projects (12% of the annual FTA 5307 apportionment) will use the funding framework. Applicants will submit project proposals using an application form based on the new framework or, in cases where projects are not tied to a specific location and therefore do not have a geographical component (e.g., technology enhancements), using a “simplified” (i.e., entirely narrative-based) version of the new framework. (The “simplified” or “non-spatial” versions of the questions, and the corresponding scoring guidance, are shown in *Table 2: Evaluation Criteria, Questions, Scoring Rubric, and Potential Data Sources.*) The simplified version will be scored entirely by the scoring committee. As explained earlier, framework projects will be scored by GPCOG staff and a scoring committee, the members of which will be selected each year.

The RTAC will review the scores and recommend a list of investments for approval by a PACTS governing board. The Transit Task Force will not be involved in the selection of the System Enhancement projects, though all members of the Transit Task Force are on a PACTS governing board, and some will also serve on the RTAC.

The existing RAD (Regionally Administered Discretionary (Transit Fund)) process will be eliminated with the adoption of this funding framework. Projects previously funded through the RAD process will be selected through the framework, beginning in 2021.

PACTS will maintain a “Contingency Fund” goal of approximately \$1 million in FTA 5307 funds. The Contingency Fund may be used for any unforeseen emergencies. The Contingency Fund may be used in a given year and then replenished in subsequent years. Policies for how the Contingency Fund can be used will be further developed during the update of the *TIP Policies & Procedures*.

If Operations and Maintenance funds (88% of FTA 5307) are unable to cover operations and preventive maintenance needs, there is a “safety valve,” in that the System Enhancement funds (12% of 5307) or the Contingency Fund may be used. The Transit Task Force would be able to trigger the process for accessing those funds by making a request to the RTAC. RTAC would make a recommendation to a PACTS governing board for PACTS governing board consideration/action. It is anticipated that the PACTS monthly committee meeting structure can accommodate this process, but if action is needed more quickly than the committee calendar can deliver, PACTS will convene off-calendar in emergency session.

To ensure federal funding is being used to advance the goals of the region, in calendar year (CY) 2022, the designated recipients and PACTS will convene to develop and agree to a criteria-based process for allocating operating funds. If agreement is reached, operating funds will be incorporated into the framework (though likely with different, operations-specific criteria) beginning in CY2023. Preventive maintenance funding will not be incorporated into the framework.

FTA 5337 Funds

As mentioned above, the PACTS region also receives FTA 5337 funding. The recipients of these funds, currently Casco Bay Lines and the Northern New England Passenger Rail Authority, will continue to use their existing process for dividing the region’s annual apportionment of 5337 funds. If other agencies or

services become eligible for FTA 5337 funds¹⁶, the designated recipients and PACTS will meet to discuss the process for dividing 5337 funds.

The table below shows the *approximate* annual dollar value of 5337 funds.

FTA 5337 Apportionment	
Total	\$8,000,000

Discretionary Funds

All transit agencies are encouraged and expected to actively pursue discretionary funding whenever possible, to fund specific projects and increase the overall amount of funds available to the region.

Emergency Transit Funding

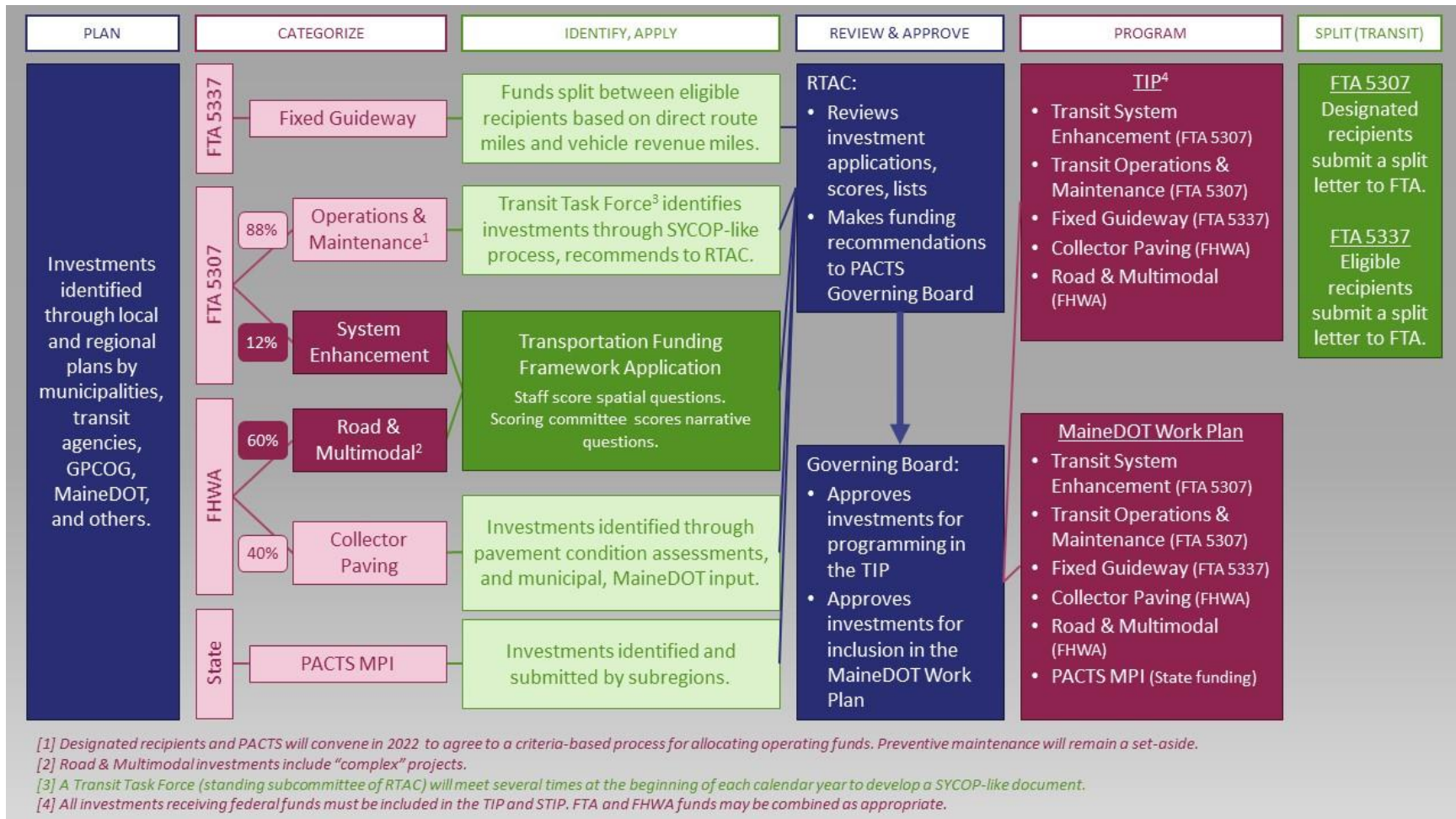
If the region receives emergency transit funding, such as that received through the CARES (Coronavirus Aid, Relief, and Economic Security) Act, emergency operations and maintenance costs will be funded first. Remaining funds will flow through the funding framework (i.e., projects will be selected, and funding will be allocated, through an application process the same way System Enhancement funding (12% of FTA 5307) is allocated). Designated recipients and the MPO will have the option to exempt emergency funds from the funding framework if circumstances suggest or dictate a more prudent alternative.

Project Selection and Funding Allocation Process

As mentioned above, GPCOG staff will provide scores related to the spatial data and a scoring committee will provide scores related to the written narratives. The scoring committee will also view presentations. The RTAC will review the scores, identify available funding, and then recommend investments for funding. Please note that funding sources—FTA and FHWA—may be combined, where appropriate, on multimodal transportation projects. RTAC recommendations will be sent to a PACTS governing board for review and approval. Approved projects that utilize federal funding will be included in the TIP. Figure 2 visualizes the new funding allocation process.

¹⁶ “Eligible recipients are state and local government authorities in UZAs with fixed guideway and high intensity motorbus systems in revenue service for at least seven years” (<https://www.transit.dot.gov/funding/grants/state-good-repair-grants-5337>).

Figure 2: Funding Allocation Processes



Framework Review

It is anticipated that the framework will be subject to regular review and updating. For example, staff will work with the region's transit agencies, MaineDOT, and FTA to incorporate agency-specific Transit Asset Management (TAM) plans and regional TAM targets into the funding framework. Transit operations will be incorporated into the full funding framework (though likely with different, operations-specific criteria) in Calendar Year 2022.

Appendix A: Glossary

EJ – Environmental Justice. “EJ is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies.” (epa.gov)

FHWA – Federal Highway Administration. Agency of the US Department of Transportation that supports state and local governments in the design, construction, and maintenance of the Nation’s highway system through financial and technical assistance.

FTA – Federal Transit Administration. Agency of the US Department of Transportation that provides financial and technical assistance to local public transit systems. FTA also oversees safety measures and helps develop next-generation technology research.

LEHD – Longitudinal Employer-Household Dynamics. The LEHD program at the U.S. Census Bureau produces several data sets that are useful for studying a local economy. One such data set, the LEHD Origin-Destination Employment Statistics (LODES) data series, helps users understand, analyze, and visualize where people work and where workers live. The data are accessible primarily via the OnTheMap application. The data is updated annually.

RAD – Regionally Administered Discretionary (Transit Fund). “The majority of 5307 funds are allocated through an asset management plan that seeks to maintain current levels of service safely and reliably throughout the region with adequate capital replacement and operating funds. Any remaining Section 5307 balance is made available for eligible new projects and unforeseen exigencies under the PACTS “Regionally Administered Discretionary (RAD) Program”.” (PACTS Transit Policies and Procedures Manual, February 14, 2019)

SOGR – State of Good Repair. One of the Federal Transit Administration’s (FTA) highest priorities is helping transit agencies maintain bus and rail systems to achieve a SOGR. FTA recommends Transit Asset Management (TAM) practices to preserve and expand transit investments. Having well maintained, reliable transit infrastructure – track, signal systems, bridges, tunnels, vehicles and stations – will help ensure safe, dependable and accessible services.

Split Letter – Split letters are letters that address how FTA funds are allocated to Direct and Sub Recipients within a Designated Recipient’s area.

STIP – Statewide Transportation Improvement Program. The STIP is a multi-year, intermodal program of federal-aid transportation projects consistent with all other required transportation plans developed within Maine. It lists all projects that MaineDOT intends to undertake with federal transportation funds within a four-year period. The STIP is updated biennially. Metropolitan Planning Organization (MPO) transportation improvement programs (TIPs) become part of the MaineDOT STIP.

SYCOP – Six Year Capital and Operating Plan. The SYCOP is the method by which PACTS annually programs the region’s Federal Transit Administration formula funds.

Title VI – Title VI, 42 U.S.C. § 2000d et seq., (Title VI) was enacted as part of the landmark Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance (<https://www.justice.gov/crt/fcs/TitleVI>).

UPWP – Unified Planning Work Program. A UPWP addresses how an MPO (Metropolitan Planning Organization) will spend its allocation of Metropolitan Planning (PL) funds from the FHWA and its transit planning funds from the FTA. It identifies the planning priorities and activities to be carried out within the MPO area in a two-year period.

Appendix B: Regionally Significant Bus Stops

These locations were identified as potential locations for transit mini-hubs in the [Transit Stop Access Project Phase I Report](#).

Transit Mini-Hub Name	Total Points	Rank
Congress Street: State – Forest	9	1
Congress Street: Franklin- Washington	7	2
Congress & Valley	7	2
Forest & Park	6	3
Maine Mall	6	3
SMCC	6	3
Morrill's Corner	5	4
Maine Medical Center	5	4
Brighton Center / Brighton Avenue: Woodford - Stevens	4	5
Bradley's Corner	4	5
Woodford's Corner	3	6
Biddeford Crossing	*	*
Main & Water	*	*
Main & Elm	*	*
Thornton Academy	*	*
Old Orchard Beach	*	*
Redbank / West End	-	-
Westbrook	-	-
Exit 32 Park and Ride	-	-
Saco Train Station	-	-
Ocean Gateway / Casco Bay Ferry Terminal	-	-
Thompson's Point / Portland Transportation Center	-	-

* Mini-hubs prioritized from 2013 Shelter High Priority and Mid Priority Locations, but hubs are not ranked in any particular order

Appendix C: Sample Project Scoring

Hypothetical Case Study: Roadway

For the roadway example, consider how two different projects would score using the criteria in the proposed framework.

- **Roadway Project #1** is developed with primarily drivers in mind. The project includes turn lanes and slip lanes. The proposed project does not include bike lanes or sidewalks but has a wide shoulder.
- **Roadway Project #2** is a Complete Streets project. It includes bike lanes, sidewalks, and ADA (Americans with Disabilities Act) accessible features.

Assumptions:

- Both projects are deemed regionally significant.
- Both projects are in a corridor with affordable housing and mixed-use, transit-oriented development.

A summary of the scores can be found in the table below.¹⁷ Roadway Project #1 scores lower because the auto-centric designs do not support regional goals such as improving safety/access for non-drivers, promoting transit-oriented development/mixed-use communities, or encouraging sustainable transportation options. Roadway Project #2 scores higher because the project would work toward achieving region-wide planning goals to create safer streets for all road users, while encouraging transportation options that help achieve statewide sustainability goals and regionwide land use goals.

Evaluation Criteria	Max Score	Roadway Project #1 (Auto-centric)	Roadway Project #2 (Complete Streets)
Regional Access Subtotal	13	7	13
Safe and Reliable Mobility Subtotal	18	14	18
Efficient Land Use Subtotal	8	3	5
Environmental Sustainability Subtotal	12	0	6
Total	51	24	42

More detail on the subtotal scores is provided in the following pages. Differences between the two projects' scores are highlighted.

¹⁷ Please note that these case studies were developed using a previous version of the scoring framework. The max scores for Efficient Land Use and Environmental Sustainability have since changed.

Regional Access

The transportation system helps people reach desired goods, services, opportunities, activities, and destinations.

Evaluation Criteria	Question	Max Score	Roadway Project #1 (Auto-centric)	Roadway Project #2 (Complete Streets)
Access to Jobs	How many jobs are, or will be, located within 1/4 mile of the project?	3	3	3
Access to Prominent Tourist, Entertainment, and Recreation Venues	Does the project improve access to regionally defined tourist, entertainment, and recreation destinations?	1	1	1
Access to Region's Transit Network	How close is the project to a regionally defined bus stop, ferry terminal, or rail station?	3	3	3
Access to Region's Active Transportation Network	Does the project provide or improve connections to regionally significant bicycle/pedestrian infrastructure?	3	0	3
Universal Access	How will the project accommodate a diverse range of users - including, but not limited to: older adults, children (including parents or guardians with young children), people of color, blind and visually impaired people, deaf people and those with hearing loss, people with intellectual disabilities, people with limited mobility and those who use mobility devices and strollers, people with limited English proficiency, unbanked or underbanked people?	3	0	3
Regional Access Subtotal		13	7	13

Safe and Reliable Mobility

The transportation system helps people, goods, and services reliably and safely travel throughout the region, whether by car, transit, walking, bicycling, or using mobility aids.

Evaluation Criteria	Question	Max Score	Roadway Project #1 (Auto-centric)	Roadway Project #2 (Complete Streets)
Safety Improvements	Does the project improve safety for active transportation users? Does the project aim to reduce crash severity and crash risk, or improve emergency response, in a regionally defined High Crash Node or Road Segment?	5	3	5
Asset Management	To what extent does the project improve the pavement condition and prevent the roadway from deteriorating into lower categories (reconstruction/rehabilitation)? To what extent does the project improve the longevity, lifespan, and functionality of a transit asset (vehicle, facility, guideway)? To what extent does the project improve the longevity, lifespan, and functionality of active transportation infrastructure?	5	5	5
Flow of People and Goods	To what extent does the project improve commercial operations and safety at a regionally significant signalized intersection(s)? To what extent does the project enhance truck or rail freight reliability and performance on key corridors (highways, rail) and facilities (terminals, ports)?	5	5	5
Social Equity	To what extent does this project benefit or harm the health or mobility of Environmental Justice (EJ) and Title VI populations?	3	1	3
Safe and Reliable Mobility Subtotal		18	14	18

Efficient Land Use

Transportation investments are supported by, and themselves support, existing or future development patterns (for example, by prioritizing transportation investments along growth corridors or in community centers).

Evaluation Criteria	Question	Max Score	Roadway Project #1 (Auto-centric)	Roadway Project #2 (Complete Streets)
Transit-Oriented Development	Is the project located within 1/4 mile of an existing or proposed transit-oriented development?	2	2	2
Regionally Significant Locations	Is the project located within 1/4 mile of a PACTS priority center or corridor?	2	2	2
Consistency with Local Plans	Is the transportation investment consistent with local plans (e.g., comprehensive plan, locally adopted neighborhood plan) and will the investment spur new development?	3	0	2
Proximity to affordable or workforce housing	Is the project located within 1/4 mile of affordable or workforce housing?	1	1	1
<i>Efficient Land Use Subtotal</i>		8	5	7

Environmental Sustainability

The transportation system reduces energy consumption, improves environmental quality, and improves resiliency to climate impacts like extreme heat and storm surge.

Evaluation Criteria	Question	Max Score	Roadway Project #1 (Auto-centric)	Roadway Project #2 (Complete Streets)
Vehicle Miles Traveled (VMT)	How does this project impact the number of miles driven in the region? Does it encourage a mode shift away from Single Occupancy Vehicle (SOV)?	5	0	5
Greenhouse Gas Emissions	How does this project help meet the state greenhouse gas emission reduction goals? These can be found on the Maine Climate Council's website .	2	0	1
Climate Resilience	How does the project prepare the region's infrastructure for climate impacts (heat, flooding, storm surge, etc.)?	5	0	4
<i>Environmental Sustainability Subtotal</i>		12	0	10

Hypothetical Case Study: Transit

For the transit example, consider how two different projects would score using the criteria in the proposed framework.

- **Transit Project #1** is adding 10 enhanced bus stops (i.e., shelters, benches, information, trash cans) in a mixed-use corridor adjacent to transit-oriented development, major employment hubs, and affordable housing.
- **Transit Project #2** is adding 10 enhanced bus stops with the same features in a suburban/rural context that has a lower concentration of environmental justice communities.

Assumptions:

- Both projects are deemed regionally significant.
- Both projects will incorporate universal access features.

A summary of the scores can be found in the table below. Although the projects are similar in their access and mobility benefits, the land use context creates a major distinction between the two projects. The Regional Access scores differ primarily because of the lower concentrations of environmental justice communities in the Transit Project #2 study area.

Evaluation Criteria	Max Score	Transit Project #1 (Mixed-use Corridor)	Transit Project #2 (Suburban/rural context)
Regional Access Subtotal	13	13	10
Safe and Reliable Mobility Subtotal	18	5	4
Efficient Land Use Subtotal	8	5	1
Environmental Sustainability Subtotal	12	2	2
Total	51	25	17

More detail on the subtotal scores is provided in the following pages. Differences between the two projects' scores are highlighted.

Regional Access

The transportation system helps people reach desired goods, services, opportunities, activities, and destinations.

Evaluation Criteria	Question	Max Score	Transit Project #1 (Mixed-use Corridor)	Transit Project #2 (Suburban/rural context)
Access to Jobs	How many jobs are, or will be, located within 1/4 mile of the project?	3	3	1
Access to Prominent Tourist, Entertainment, and Recreation Venues	Does the project improve access to regionally defined tourist, entertainment, and recreation destinations?	1	1	0
Access to Region's Transit Network	How close is the project to a regionally defined bus stop, ferry terminal, or rail station?	3	3	3
Access to Region's Active Transportation Network	Does the project provide or improve connections to regionally significant bike/ped infrastructure?	3	3	3
Universal Access	How will the project accommodate a diverse range of users - including, but not limited to: older adults, children (including parents or guardians with young children), people of color, blind and visually impaired people, deaf people and those with hearing loss, people with intellectual disabilities, people with limited mobility and those who use mobility devices and strollers, people with limited English proficiency, unbanked or underbanked people?	3	3	3
Regional Access Subtotal		13	13	10

Safe and Reliable Mobility

The transportation system helps people, goods, and services reliably and safely travel throughout the region, whether by car, transit, walking, bicycling, or using mobility aids.

Evaluation Criteria	Question	Max Score	Transit Project #1 (Mixed-use Corridor)	Transit Project #2 (Suburban/rural context)
Safety Improvements	Does the project improve safety for active transportation users? Does the project aim to reduce crash severity and crash risk, or improve emergency response, in a regionally defined High Crash Node or Road Segment?	5	2	2
Asset Management	To what extent does the project improve the pavement condition and prevent the roadway from deteriorating into lower categories (reconstruction/rehabilitation)? To what extent does the project improve the longevity, lifespan, and functionality of a transit asset (vehicle, facility, guideway)? To what extent does the project improve the longevity, lifespan, and functionality of active transportation infrastructure?	5	0	0
Flow of People and Goods	To what extent does the project improve commercial operations and safety at a regionally significant signalized intersection(s)? To what extent does the project enhance truck or rail freight reliability and performance on key corridors (highways, rail) and facilities (terminals, ports)?	5	0	0
Social Equity	To what extent does this project benefit or harm the health or mobility of Environmental Justice (EJ) and Title VI populations?	3	3	2
Safe Mobility Subtotal		18	5	4

Efficient Land Use

Transportation investments are supported by, and themselves support, existing or future development patterns (for example, by prioritizing transportation investments along growth corridors or in community centers).

Evaluation Criteria	Question	Max Score	Transit Project #1 (Mixed-use Corridor)	Transit Project #2 (Suburban/rural context)
Transit-Oriented Development	Is the project located within 1/4 mile of an existing or proposed transit-oriented development?	2	2	0
Regionally Significant Locations	Is the project located within 1/4 mile of a PACTS priority center or corridor?	2	2	2
Consistency with Local Plans	Is the transportation investment consistent with local plans (e.g., comprehensive plan, locally adopted neighborhood plan) and will the investment spur new development?	3	2	0
Proximity to affordable or workforce housing	Is the project located within 1/4 mile of affordable or workforce housing?	1	1	0
<i>Efficient Land Use Subtotal</i>		8	7	2

Environmental Sustainability

The transportation system reduces energy consumption, improves environmental quality, and improves resiliency to climate impacts like extreme heat and storm surge.

Evaluation Criteria	Question	Max Score	Transit Project #1 (Mixed-use Corridor)	Transit Project #2 (Suburban/rural context)
Vehicle Miles Traveled (VMT)	How does this project impact the number of miles driven in the region? Does it encourage a mode shift away from Single Occupancy Vehicle (SOV)?	5	1	1
Greenhouse Gas Emissions	How does this project help meet the state climate pollution reduction goals? These can be found on the Maine Climate Council's website.	2	1	1
Climate Resilience	How does the project prepare the region's infrastructure for climate impacts (heat, flooding, storm surge, etc.)?	5	0	0
<i>Environmental Sustainability Subtotal</i>		12	2	2

Appendix D: Project Packaging and Sample Set-Asides

From a functional perspective, due to different funding sources, transit projects will be compared to transit projects and roadway/multimodal projects will be compared with roadway/multimodal projects. Projects could be further separated by coding projects by mode and type so that like projects are compared to like projects and then selected based on available funding:

- a. Projects are coded by mode:
 - i. Transit
 - ii. Roadway
 - iii. Multimodal
- b. Projects are coded by type:
 - i. Operations
 - ii. State of good repair (SOGR)
 - iii. Expansion
 - iv. Technology
 - v. Coordination

Projects that are most similar to each other would be grouped into a “package” based on mode and type (e.g., Transit Operations, Roadway Expansion). Each package would be compared to available funding and be evaluated by the TIP Committee. Such “packaging” could be done simply for informational purposes, or packaging could be tied to set-asides.

Set-asides work to fund projects that would not likely score well (and therefore not likely be funded), given the scoring framework. For instance, transit technology projects may benefit the region from a “regional significance” perspective but would not necessarily impact land use so would always score low in the land use category. Roadway expansion projects, which some may deem as critical to the region’s economic growth, would tend to score low on environmental sustainability. On the other hand, set-asides create a slightly more complicated process, and it can be challenging to determine the appropriate dollar amounts or percentages.

TIP Committee members were asked about project packaging and the potential for set-asides in one of the online surveys. Those who took the survey were split on whether such packages should be for information only or if they should have dedicated set-asides. In the latter scenario, there could be dedicated set-asides for Transit Technology, Roadway SOGR, etc. Others requested more information before deciding. To further explain how these processes—set-asides or information only—would differ, consider the hypothetical projects and scores (below).

Assume there is \$1 million available for transit and \$1 million available for roadway/multimodal projects. If the TIP Committee opts for an approach in which there is a set-aside for each package, the highest scoring project within each package would be funded. Without a set-aside, the top scoring projects (by mode) would be funded. In either scenario, high scoring projects that exceed the available budget may be passed over to the next highest scoring project that meets the remaining budget. Alternatively, a higher cost project could be considered in phases rather than funded in its entirety.

To illustrate how set-asides could affect the funding outcomes, consider the following list of hypothetical projects (first transit projects, followed by roadway/multimodal projects).

Hypothetical Case Studies: Transit

Table 4: Hypothetical Case Studies -- Transit

Mode	Mode – Type – Number	Description	Requested Funding	Hypothetical Score	Set-Aside	No Set-Aside
Transit	Transit Operations 1	Maintain existing service levels	\$300,000	72	Funded	Funded
	Transit Operations 2	Extend hours of service between employment center and low-income community	\$100,000	60	Funded	Funded
	Transit Expansion 1	Add new bus route adjacent to affordable housing and TOD	\$200,000	58	Funded	Funded
	Transit Expansion 2	Add bus stops in a mixed-use corridor	\$200,000	50		Funded
	Transit Expansion 3	Add new ferry dock safety features	\$100,000	42		
	Transit Expansion 4	Add bus stops in a suburban/rural corridor	\$200,000	33		
	Transit Expansion 5	Add new train platform in affluent community	\$200,000	23		
	Transit SOGR 1	Replace buses	\$100,000	77	Funded	Funded
	Transit SOGR 2	Track replacement	\$100,000	64	Funded	Funded
	Transit Technology 1	Develop a unified mobility platform for trip planning across region	\$200,000	46	Funded	
	Transit Technology 2	Purchase route matching service for paratransit/demand response services	\$100,000	44		

Note: Assume there is \$1 million in transit funding.

Outcomes

The highest ranked transit technology project (Transit Technology 1) is funded in a set-aside scenario despite having a lower score relative to another transit project (Transit Expansion 2). Without a set-aside, transit technology is less likely to be funded because it scores low in land use, among other factors. Transit expansion tends to perform better in the no set-aside scenario, and transit operations and SOGR projects tend to get funded regardless.

Hypothetical Case Studies: Roadway/Multimodal

Table 5: Hypothetical Case Studies -- Roadway/Multimodal

Mode	Mode – Type – Number	Description	Requested Funding	Hypothetical Score	Set-Aside	No Set-Aside
Roadway & Multimodal	Roadway Expansion 1	Widening road in suburban area	\$400,000	18		
	Roadway Expansion 2	Realign road at skewed intersection to improve safety	\$200,000	50	Funded	
	Multimodal Expansion 1	Building 1-mile multi-use path	\$200,000	55		Funded
	Multimodal Expansion 2	Expanding sidewalks in a commercial district	\$200,000	70	Funded	Funded
	Roadway SOGR 1	Roadway repaving with auto-centric design	\$400,000	44		
	Roadway SOGR 2	Roadway repaving w/Complete Streets elements	\$500,000	82	Funded	Funded
	Multimodal SOGR 1	Roadway repaving with expanded shoulder in rural context	\$100,000	31		
	Multimodal SOGR 2	Repaving multi-use path	\$100,000	57	Funded	Funded

Note: Assume there is \$1 million in roadway/multimodal funding.

Outcomes

In keeping with the goals to promote active transportation in the region, roadway projects that incorporate active transportation elements are much more likely to score higher and be funded due to the emphasis on environmental sustainability and a few other criteria. Auto-centric roadway designs would likely need to have a set-aside to receive funding unless there are very few applications for multimodal roadway designs in a given year.