Transit Ridership Incentive Program (TRIP): Scoring Methodology

Application Scoring and Evaluation

Applications will be evaluated using a methodological approach that considers four key criteria that reflect TRIP goals with up to 10 points awarded under each criterion. **The criteria are divided into two overall categories: service-related criteria and non service-related criteria.** The maximum points available for any project type is

Service-Related Criteria **30 Points** **+** Non Service-Related Criteria **10 Points** **=** Total Score **40 Points**

40.

More information on scoring and the different criteria can be found in the below sections:

Service-Related Criteria

The level of impact (high, medium, low, and no impact) is determined based on the ability of each project type to address the defined TRIP goals. For service-related criteria, projects will receive a default score, which has been determined based on the potential for each project type to address the TRIP goals. The default scores are depicted in the table below. The scores awarded for each project type can be found in the detailed scoring matrix.

Impact Level	Default Score
High Impact	10
Medium Impact	7
Low Impact	3
No Impact	0

Additionally, definitions of the service-related criteria can be found below.

Service-Related Criteria	Components
Impact on Ridership	Project types were awarded the default 'Impact Level' points based on the project type's ability to increase local ridership and reduce congestion through the strengthening of transit service.
Impact on Accessibility	Project types were awarded the default 'Impact Level' points based on the project type's ability to increase the accessibility of the transit system and/or provide heightened access to community resources.
Impact on Customer Experience	Project types were awarded 'Impact Level' points based on the project type's ability to improve the customer experience, thus increasing the desirability of transit use.

Non Service-Related Criteria

The non service-related criteria will be evaluated through a review of supporting documentation that outlines the project scope, as well as an assessment of the quality and completeness of the application submitted. TRIP was designed to support positive, long-term improvements to transit service. Therefore, a project is considered ready for funding when there is a strong, demonstrated local commitment *and* when the appropriate level of planning has been completed. In contrast to the service-related criteria, non service-related criteria will be evaluated based on the quality of information provided, not the predetermined 'impact' score.

Non Service-Related Criteria	Components
Project Readiness and Scope	Project readiness can be demonstrated through signed letters of support- from primary funding bodies, the localities served by the project, and other local or regional planning organizations. Additionally, applicants can demonstrate commitment through proposing a multi-year funding plan, where the local share increases, as the state share decreases year-to-year throughout the duration of the project. Applicants can further show readiness by providing technical analysis or existing performance data illustrating the need for or the impacts of the proposed project. Points awarded for project scope will reflect the level of the identified need and the project's ability to increase ridership, improve system or community accessibility, or enhance the customer experience. For projects that have an operational impact, additional consideration will be given to applications that demonstrate that work is prepared to begin, with minimal startup costs and delays. Lastly, this criterion will capture the quality and completeness of the applications submitted. Applicants seeking funding within the Regional Connectivity category will receive additional consideration if they have previously received Demonstration funding and have satisfied the requirements of the program.

The detailed scoring matrix outlined below depicts the total potential points slated for each project type. The service-related criteria depend on the project type, while the non service-related criteria depends on the application itself.

Detailed Scoring Matrix

TRIP Project Category	Eligible Project Type	Service-Related Criteria				Non Service-Related Criteria	Total Possible Points (max)
		Impact on Ridership	Impact on Accessibility	Impact on Customer Experience	Total Service-Related Points	Project Readiness and Scope	
Regional Connectivity	New Regional Route	High	High	High	**30**	0 – 10 points	**40**
	Improvements to Existing Regional Route	High	High	Medium	**27**	0 – 10 points	**37**
	Integrated Fare Collection	Low	Medium	High	**20**	0 – 10 points	**30**
	Financing Subsidy Model	Low	None	Medium	**10**	0 – 10 points	**20**
Zero and Reduced Fare	Systemwide Zero Fare Project	High	High	High	**30**	0 – 10 points	**40**
	Development or Improvement of Zero Fare Zone	Medium	High	Medium	**24**	0 – 10 points	**34**
	Zero Fare Passes	Medium	High	Medium	**24**	0 – 10 points	**34**
	Reduced Fare Passes	Medium	High	Low	**20**	0 – 10 points	**30**
	Fare Evaluation and Transition Planning	Medium	Medium	Low	**17**	0 – 10 points	**27**

Public Safety	Safety Equipment	Medium	Medium	High	**24**	0 – 10 points	**34**
	Safety Programming and Training	Low	Medium	High	**20**	0 – 10 points	**30**
	Safety Planning	Low	Low	Medium	**13**	0 – 10 points	**23**
Passenger Amenities and Facilities	Improvements to Existing Bus Stops	Medium	High	High	**27**	0 – 10 points	**37**
	Improvements to Other Passenger Facilities	Medium	High	High	**27**	0 – 10 points	**37**
	Addition of New Bus Stops	Medium	Medium	Medium	**21**	0 – 10 points	**31**
	Passenger Facility Planning	Low	Medium	Low	**13**	0 - 10 points	**23**