

# Bus and Bus Livability

A. Linkage to Livability Principles		
Page	Goal (As Stated in the NOFA)	Notes from Working Group
20	1 Support the connection of bus service with multiple modes of transportation such as: rail, <del>ferry</del> , <del>intercity</del> <i>local</i> bus, <i>express bus</i> and private transportation providers, and <i>bicycle and pedestrian accessibility</i> .	Localize the language to be relevant to the MAG region; add in Bicycle and Pedestrian as additional modes.
22	2 Will significantly enhance user mobility through the creation of more convenient transportation options for travelers	Keep unchanged
22	3 The degree to which the proposed project contributes significantly to broader traveler mobility through intermodal connections, or improved connections between residential and commercial areas.	Keep unchanged
22	4 3. Will improve existing transportation choices by enhancing points of modal connectivity or, in urban areas, by reducing congestion on existing transit systems or roadways.	Keep unchanged
23	5 Will improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities.	Keep unchanged
23	6 Is the result of a planning process which coordinated transportation and land-use planning decisions and encouraged community participation in the process.	Keep unchanged
23	7 HUD Preferred Sustainability Status	Eliminate goal.
<b>Total Possible Points</b>		
<b>Weight</b>		

B. Linkage to Environmental Sustainability		
Page	Goal (As Stated in the NOFA)	Notes from Working Group
23	8 Improve energy efficiency or reduce energy consumption/green house gas emissions.	Keep unchanged for now. But address cost/benefit of project in the metrics.
23	9 Maintain, protect or enhance the environment, as evidenced by environmentally friendly policies and practices utilized in the project design, construction, and operation. <del>that exceed the requirements of the National Environmental Policy Act.</del>	Eliminate language regarding exceeding NEPA standards. But address if we can create a meaningful metric.
<b>Total Possible Points</b>		
<b>Weight</b>		

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C. Leveraging of public and private investments.		
Page	Goal (As Stated in the NOFA)	Notes from Working Group
24	10 Use of non-Federal funds, including the scope of involvement and share of total funding. FTA will assess the amount of co-investment from State, local or other non-profit sources	Keep unchanged. But address the issue of commitment of local funds in metric or qualifying criteria.
24	11 FTA will give priority to projects that receive financial commitments from, or otherwise involve, State and local governments, other public entities, or private or nonprofit entities, including projects that engage parties that are not traditionally involved in transportation projects, such as nonprofit community groups or the private owners of real property abutting the project	Keep unchanged.
<b>Total Possible Points</b>		
<b>Weight</b>		

D. Demonstrated Need for Resources:		
Page	Goal (As Stated in the NOFA)	Notes from Working Group
25	12 The project represents a one-time or periodic need that cannot reasonably be funded from <del>FTA program formula allocations or State and/or local revenues</del> <b>that have regional significance</b> .	Eliminate FTA language; add in regional significance.
25	13 <del>The project or applicant did not receive sufficient Federal funding in previous years.</del>	Eliminate goal.
25	14 The project will have a significant impact on service delivery.	Keep unchanged.
28	15 Geographic diversity and the applicant's receipt of other discretionary awards may be considered in FTA's award decisions.	Left at the discretion of committee members.
<b>Total Possible Points</b>		
<b>Weight</b>		

<b>Total Available Points</b>
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## State of Good Repair

I. Demonstration of Need - Bus Replacement or Rehabilitation		
Page	Goal (As Stated in the NOFA)	Notes from Working Group
10	1 Support the connection of bus service with multiple modes of transportation such as: rail, <del>ferry, intercity</del> <b>local</b> bus, <b>express bus</b> and private transportation providers, and <b>bicycle and pedestrian accessibility</b> .	Localize the language to be relevant to the MAG region, add in Bicycle and Pedestrian as additional modes.
10	2 Asset Management	FTA high priority issue.
13	3 Impact on service delivery <b>and safety</b> .	Include language for safety.
13	4 <del>One-time or periodic need that cannot be reasonably funded from FTA formula funds</del>	Eliminate goal.
14	5 The age relative to its useful life.	Leave unchanged.
14	6 Demonstrated and verifiable backlog of deferred maintenance	Leave unchanged.
14	7 Consistent with the proposer's bus fleet management plan.	Leave unchanged.
14	8 Condition and performance of the asset to be replaced by the proposed project, as ascertained through field inspections or otherwise, if available.	Leave unchanged.
14	9 <del>The project conforms to FTA's spare ratio guidelines</del>	Eliminate goal.
14	10 The project improves energy efficiency or reduces energy consumption/green house gas emissions.	
<b>Total Possible Points</b>		
<b>Weight</b>		

## State of Good Repair

I. Demonstration of Need - Bus Facilities and Equipment		
Page	Goal (As Stated in the NOFA)	Notes from Working Group
14	11 The age relative to its useful life.	Leave unchanged.
15	12 Addresses a demonstrated and verifiable backlog of deferred maintenance.	Leave unchanged.
15	13 The degree to which the proposed project will enable the agency to improve the maintenance and condition of the agency's fleet and/or other related transit assets.	Leave unchanged.
15	14 The degree to which the proposed project addresses a current capacity constraint that is limiting ability of the agency to maintain vehicles and equipment in a state of good repair.	Leave unchanged.
18	15 Supports emerging or advanced technologies and green building initiatives for transit facilities and equipment.	Leave unchanged.
<b>Total Possible Points</b>		
<b>Weight</b>		

II. Planning and Local/Regional Prioritization:		
Page	Goal (As Stated in the NOFA)	Notes from Working Group
16	16 Project is consistent with the transit priorities identified in the long range plan and/or contingency/illustrative projects	Leave unchanged.
16	17 Local support is demonstrated by availability of local match and letters of support for the project.	Make this goal a requirement for all projects as a qualifying criteria.
16	18 The proposal demonstrates coordination with, and support of, other transit operators, or other related projects within the proposer's Metropolitan Planning Organization (MPO) or the geographic region within which the proposed project will operate.	Leave unchanged.
18	19 Geographic diversity and the applicant's receipt of other discretionary awards may be considered in FTA's award decisions.	Left at the discretion of committee members.
<b>Total Possible Points</b>		
<b>Weight</b>		

**Total Available Points**