

V. PRIORITY CRITERIA AND SCORES

Pursuant to the requirements in ARS §41-2702.B.6, this section identifies the criteria under which applications will be evaluated for award and the relative importance of each criterion. See the Priority Criteria and Scores table.

A. Deemed appropriate for every application

Pursuant to ARS §28-399.J, the following priority criteria have been deemed appropriate and approved by the Board to be used for every Federal Grant – see Figure 5. Every application will be scored and ranked based on the Priority Criteria and point scale described below. Total possible points are 53.

B. Scores and rankings

Pursuant to ARS §41-2702.F, at least three qualified individuals shall score each Administratively Complete Application and shall rank all Applications based on the total scores. The scores and rankings shall be confidential until the applications have been scored and ranked. The applications, scores and rankings will become public information when included in the meeting materials for the applicable PPAC meeting.

There is no “good,” “bad,” or minimum score or ranking required in order for applications to be presented to PPAC and the Board. Pursuant to ARS §28-339.K and ARS §41-2702.I., at its discretion, the Board may choose to affirm, modify or reject the scores and rankings, or request more information on an application. If the Board does not accept the Evaluators’ scores, the Board will document the specific justifications for the action taken which will be incorporated into the minutes of the applicable Board meeting.

C. Priority Criteria and Order of importance

The Priority Criteria are discussed below in descending order of importance:

1. Project includes safety improvement(s)

Safety should be a consideration for every project. The definitions linked below are based on the [Strategic Highway Safety Plan](#). Points will be assigned for safety based on the following scale:

- a) Project addresses more than one of the below: 15 points
- b) Project addresses safety of non-motorized users: 10 points
- c) Project addressed intersection safety: 5 points
- d) Project addressed roadway lane departures: 5 points
- e) Project addressed other safety factors: 5 points
- f) Project does not address safety improvements: 0 points

2. Evidence of public support for the Project

Projects are not required by state statute or most Federal Grants to be in a Transportation Improvement Program (“TIP”). However, projects listed in a TIP, General Plan or Capital Improvement Program (“CIP”) generally have been identified, analyzed, reviewed and approved in a public process and have support of the public in the municipality or county in which the Project is located.

For scoring purposes, if a project is contained in more than one of the documents listed, the one with the highest point value will be used; additional points will not be provided

for additional documents. Points will be assigned for public support based on the following scale:

- a) An approved Regional or Tribal Transportation Improvement Program: 15 points
- b) The current ADOT 5-yr Program: 15 points
- c) Municipality or County General Plan, Capital Improvement Program or other current, publicly adopted capital plan: 10 points
- d) Discussed in public meetings or study sessions of the jurisdiction(s) in which **Project** is located within the last 12 months: 5 points
- e) None of the above: 0 points

3. Population of city/town or county in which Project is located²

Smaller jurisdictions generally have fewer resources to participate financially in a Federal Grant. To ensure smaller jurisdictions are not penalized due to limited abilities to contribute financially to a Project (see criterion #6), higher points will be assigned for smaller populations. See [AZ SMART Eligibility by Population](#) for population and certain eligibilities used for the program.

Points will be based on the jurisdiction in which the Project is located. If the Project spans multiple jurisdictions, the one in which the largest percentage of the Project is located will be used. Points will be assigned based on the following scale:

- a) **Projects located in a Municipality of less than 10,000 population**
 - 1) Municipalities 0 to 4,999 population 10
 - 2) Municipalities 5,000 to 9,999 population 5
- b) **Projects located in a Municipality with population of 10,000 or more**
 - 1) Municipalities 10,000 to 49,999 population 10
 - 2) Municipalities 50,000 and above 5
- c) **Projects located in a County of less than 100,000 population**
 - 1) Counties 0 to 39,999 population 10
 - 2) Counties 40,000 to 99,999 population 5
- d) **Projects located in a County with population of 100,000 or more**
 - 3) Counties over 100,000 to 149,999 population 10
 - 4) Counties over 150,00 and above 5
- e) **ADOT Projects** (applies only to ADOT applications) NA

4. Long-term impacts

Consideration of life cycle costs to maintain any new, or improvements to, infrastructure funded by AZ SMART should be discussed, as these costs will impact an Applicant's budget and operations in the future. Likewise, anticipated long-term impacts for non-infrastructure Projects may require further study, implementation or other actions. These impacts should be addressed to demonstrate AZ SMART monies are used to fund Projects that can be maintained or implemented.

Points will be assigned based on the following scale:

² Pursuant to ARS §28-339.Q.2, population is as determined in the most recent decennial census certified by the United States census bureau, currently the 2020 Census.

- a) **Infrastructure Projects** - Description of how the life cycle cost will be managed is included with application for an infrastructure project: 5 points
- b) **Non-infrastructure Projects** - Description of long-term outcomes for a non-infrastructure project is included with application: 5 points
- c) Description is not included with application: 0 points

5. Percent (whole numbers only) of cash monies provided by the Applicant

These monies are directly from the ***Applicant's funds*** and DO NOT INCLUDE THE AMOUNT REQUESTED FROM AZ SMART, CDS, A LEGISLATIVE APPROPRIATION OR OTHER SOURCE. The percentage of the cash match provided by the Applicant shall be calculated as follows: $x \div y = z$, where

x = Total dollar amount of non-federal, cash monies to be provided by the Applicant in the Federal Grant. Do not include amount requested from AZ SMART, CDS, Legislative Appropriations or other outside source.

y = Total Project Budget Estimate provided by the Applicant (including contingencies, PDA fees, and any other applicable costs).

z = Percentage of matching funds provided by the Applicant.

Points will be assigned based on the following scale:

- a. 51% to 75% or higher: 3 points
- b. 26% to 50%: 2 points
- c. 25% or less: 1 point
- d. 0%: 0 points

6. The extent that the Applicant will partner with other entities to deliver the Project

The extent to which an Applicant is partnering with other entities will be determined based on the number of letters of support submitted for the Project. Letters of support should be from other entities which may be contributing funds to, and the users and stakeholders supporting, the project. Applicants for rail projects should include a letter from the host railroad and potential operator(s). **ADOT does not provide letters of support for AZ SMART projects.** A maximum of 5 letters of support will be accepted; additional letters cannot be uploaded to the Application and will not be considered.

Points will be assigned based on the following scale:

- a. Five Letters of Support: 5 points
- b. Four Letters of Support: 4 points
- c. Three Letters of Support: 3 points
- d. Two Letters of Support: 2 points
- e. One Letter of Support: 1 point
- f. No Letter of Support: 0 points

D. Breaking Tied Rankings

In case of tied application rankings:

1. The tied application with the higher score under Priority Criteria 1 shall have priority over other applications.
2. If the tied applications have the same score under Priority Criteria 1, the application with the higher score under Priority Criteria 2 shall have priority over the other applications.
3. If the tied applications have the same score under Priority Criteria 1 and 2, the application with the higher score under Priority Criteria 3 shall have priority over the other applications.
4. If the tied applications have the same score under Priority Criteria 1 through 3, the application with the higher score under Priority Criteria 4 shall have priority over the other applications.
5. If the tied applications have the same score under Priority Criteria 1 through 4, the application with the higher score under Priority Criteria 5 shall have priority over the other applications.
6. If the tied applications have the same score under Priority Criteria 1 through 5, the application with the higher score under Priority Criteria 6 shall have priority over the other applications.
7. If tied applications have the same score under all Priority Criteria, the Board shall determine the priority of the applications.

Figure 5

Figure 3

PRIORITY CRITERIA, ORDER OF IMPORTANCE AND SCORES		
Priority Criteria	Evidence or Source	Points
1. Project includes safety improvements		
a. Project addresses more than one of the below	Demonstrated by scope of work provided by the Applicant and based on the definitions in the Strategic Highway Safety Plan ("SHSP")	15
b. Project addresses safety of vulnerable road users		10
c. Project addresses intersection safety		5
d. Project addresses roadway lane departures		5
e. Project address other safety factors		5
f. Project does not address safety improvements		0
2. Evidence of public support for Project		
a. Project is included in the approved regional TIP for the jurisdiction in which the Project is located	Page from regional or tribal TIP	15
b. Project is included in an adopted planning document of the jurisdiction in which the Project is located	Page from General Plan or CIP	10
c. Project has been discussed in public meetings or study sessions	Minutes of meeting/study session	5
d. Project is not in an adopted planning document and has not been discussed in public meetings or study session	NA	0
3. Population of city/town or county in which Project is located – Points will be based on the jurisdiction in which the Project is located. If project spans multiple jurisdictions, the one in which the largest percentage of the Project is located will be used.		
a. Projects located in a Municipality of less than 10,000 population		
1) Municipalities 0 to 4,999 population		10
2) Municipalities 5,000 to 9,999 population		5
b. Projects located in a Municipality with population of 10,000 or more		
1) Municipalities 10,000 to 49,999 population		10
2) Municipalities 50,000 and above		5
c. Projects located in a County of less than 100,000 population		
1) Counties under 40,000 population		10
2) Counties 40,001 to 100,000 population		5
d. Projects located in a County with population of 100,000 or more		
1) Counties over 100,000 to 149,999 population		10
2) Counties over 150,000 and above		5
e. ADOT Projects (applies only to ADOT applications)		
		NA
4. Long-term Impacts		
a. Infrastructure project - Description of life cycle costs is included with application	Identified in application questions	5
b. Non-infrastructure project - Description of long-term impacts is included with application		5
c. Estimate is not included with application		0
5. The percent (whole numbers only) of cash monies provided by Applicant		
a. 51% to 75% or higher	Calculated based on answer to application questions	3
b. 26% to 50%		2
c. 25% or less		1
d. 0%		0
6. Extent that Applicant will partner with other entities to deliver Project		
a. Five Letters of Support	Based on the number of Letters of Support uploaded with the Application (maximum of 5)	5
b. Four Letters of Support		4
c. Three Letters of Support		3
d. Two Letters of Support		2
e. One Letter of Support		1
f. No Letters of Support		0