

CAMRIF PROJECT REVIEW AND RANKING WORKSHEET
CATEGORY 4 – PUBLIC TRANSIT
DESCRIPTION

A.5 CATEGORY 4: PUBLIC TRANSIT

A.5.1 OBJECTIVE

The objective of this category is to construct, restore or improve public transportation Infrastructure that will result in the reduction of environmental impacts, congestion, energy use or GHG emissions, and in improved safety, that supports tourism and commerce, promotes social and economic development of local areas, helps Canada lead in the use of innovative technologies for the operation and management of local transportation systems, including passenger and traffic information systems, and allows smaller municipalities to set up transportation systems that improve the mobility of persons with disabilities within the municipalities and between rural and urban areas.

A.5.2 SUBCATEGORIES

- a) Rapid Transit: fixed capital assets and rolling stock (includes light rail, heavy rail additions, subways, ferries, transit stations, park and ride facilities, grade separated bus lanes and rail lines);
- b) Transit Buses: bus rolling stock, transit bus stations; and
- c) Intelligent Transport System (ITS) and Transit Priority Capital Investments:
 - i) ITS technologies to improve transit priority signaling, passenger and traffic information, transit operation, incident management and rescue systems;
 - ii) capital investments, such as transit queue jumpers and High Occupancy Vehicle (HOV) lanes; and
 - iii) integration of two or more of these features for increasing efficiency of local transportation

A. Mandatory Screening Criteria
Project Meets or Exceeds the Following:
<ul style="list-style-type: none"> • The Project must be consistent with applicable transportation and land use plans of Province or Territory, region or Local Governments.
<ul style="list-style-type: none"> • The Project must be consistent with Canada’s objectives in respect of sustainable growth, competitiveness and climate change.
<ul style="list-style-type: none"> • The Project, whether rolling stock or a fixed capital asset, must be accessible to persons with disabilities.
The Project business case must include the following:
1. Submission of Project data, including GHG emissions, costs and Project design.
2. Identification of near-term safety, efficiency, environmental and economic impacts of that Project, as well as potential impacts over a 5 to 10 year horizon.
3. Demonstration of Applicant’s ability to operate and sustain the resulting Infrastructure.

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| 4. Confirmation of the Applicant's adherence, where applicable, to engineering guidelines (e.g., Transportation Association of Canada) |
| 5. Demonstration of Project's consistency with all applicable federal/provincial or territorial legislative and regulatory obligations. |

B. Ranking Criteria

() denotes master ranking list line item number.

<u>Shared Criteria</u>

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| 1. Has broad support in the community |
| 2. Addresses its impact on the various climate parameters and adapts to the potential risks posed by future climate change. |
| 3. Minimizes impact on climate change by: <ul style="list-style-type: none"> • mitigating or reducing GHGs by using renewable energy sources, innovative technologies and practices that increase energy efficiency, or by other mitigation strategies; and • cost-effectively minimizing GHG emissions attributable to the Project in both construction and operation. |
| 4. Fosters alliances between public and private sector, and encourages a P3. |
| 5. (11) Reduces or eliminates potential impacts or risks associated with disasters. |
| 6. (12) Improves transportation system efficiency (e.g., cost per passenger-km, capacity for passenger throughput in corridors). |
| 7. (13) Gives consideration to alternatives to the Project being proposed. |
| 8. (14) Improves transportation and public safety and security. |
| 9. (15) Minimizes other air contaminants from transportation. |
| 10. (16) Promotes the use of innovative technology or processes in transportation, urban or rural, including the use of ITS technologies, where applicable. |

<u>Category Specific Criteria</u>

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| 11. (26) Increases public transit mode share and rider ship. |
| 12. (27) Implements transportation demand strategies to increase transit rider ship or technologies to encourage system efficiency through transferability and integration between modes (e.g., fare and service integration). |
| 13. (28) Increases efficiency of access to major transportation facilities (e.g., ports, airports, railway stations). |
| 14. (29) Has been the subject of a cost-benefit analysis, particularly for larger Projects. |

Shared Criteria

15. (30) Improves access to business, employment and educational opportunities for local citizens, including Aboriginal peoples and people with disabilities.