

## Summary of Evaluation Criteria for Transportation Strategies

<b>Evaluation Category</b>	<b>Definition</b>
<b>FINANCIAL</b>	
<b>Cost per beneficiary, funding availability and sustainability (operating and capital)</b>	
Highest ranking	Most cost effective (in terms of cost per beneficiary) and financially feasible
High ranking	Cost effective and financially feasible
Medium ranking	Moderately cost effective and feasible
Low ranking	High cost per beneficiary
Lowest ranking	Highest cost per beneficiary
<b>IMPLEMENTATION</b>	
<b>Implementation timeframe, phasing, and coordination</b>	
High ranking	Short term (1-2 years), or capable of being implemented in phases, potential for coordination increases likelihood of implementation
Medium ranking	Medium term (3-4 years), less coordination potential
Low ranking	Long term (5+ years), may require large upfront fixed costs, least coordination potential
<b>TRANSPORTATION BENEFITS</b>	
<b>Number of beneficiaries, number of problems solved, measurable solutions</b>	
High ranking	Large number of individuals from the target population benefit, addresses multiple concerns, growth potential
Medium ranking	Moderate number of individuals from the target population benefit, addresses multiple concerns
Low ranking	Small number of individuals from the target population benefit, addresses a single concern
<b>COMMUNITY</b>	
<b>Level of community support, serves greatest need, serves needs of the target population and a diverse community, accepted by target population</b>	
High ranking	High community support and serves greatest need
Medium ranking	Moderate community support and serves greatest need
Low ranking	Low community support