

Application Outline and Scoring Scheme

<p>Section 1 Project Description</p>	<p>Provides a detailed description of the proposed project, need, and corridor design.</p>
<p>Section 2.1 Benefits to Long Range Plan Goals: Safety and Security 18 points</p>	<p>How does this project improve safety for drivers, pedestrians, transit riders, cyclists, or people with disabilities? What is the potential reduction of injuries and fatalities over time?</p> <p>Scoring Factors</p> <ul style="list-style-type: none"> ● High Crash Location (As defined by WATS Crash Report or SEMCOG High Crash Location) (6 points) ● Potential Reduction of Serious Crashes (8 points) <ul style="list-style-type: none"> ○ 8 Points - Infrastructure or safety project specifically targeting safety improvements ○ 4 Points - Operations improvement with associated safety benefits ○ 2 Points - Better Driving Surface ● Safe Passage of Pedestrians (2 points) <ul style="list-style-type: none"> ○ 2 - Provides or improves facilities for the safe passage of pedestrians along both sides of the roadway, or one side where both is unfeasible ○ 1 - maintains existing facilities ○ 0 - no improvements for pedestrian safety ● Safe Passage of Cyclists (2 points) <ul style="list-style-type: none"> ○ 2 - Provides or improves facilities for the safe passage of bikes along both sides of the roadway, or one side where both is unfeasible ○ 1 - maintains existing facilities ○ 0 - no improvements for non-motorized safety
<p>Section 2.2 Benefits to Long Range Plan Goals: Investing Strategically 50 points</p>	<p>This section evaluates the need for the project. Does this appropriately advance a maintenance-first approach to funding? Has the agency planned for and coordinated the project with relevant agencies? Has the agency received funding recently?</p> <p>Scoring Factors</p> <ul style="list-style-type: none"> ● Traffic Volume (10 points) <ul style="list-style-type: none"> ○ Projects divided into quintiles, scoring increases by 2 points per quintile*

	<ul style="list-style-type: none"> ● Facility Condition (17 points) <ul style="list-style-type: none"> ○ PASER Rating Scoring <ul style="list-style-type: none"> ■ 8-10: 0 points ■ 5-7: 10 points ■ 1-4: 8 points ○ Condition Appropriate Treatment: 7 points ● Project Coordination (1 point) ● Time Since Last Agency Project (5 points) <ul style="list-style-type: none"> ○ 1 year - 0 points ○ 2 years - 2 points ○ 3 years - 3 points ○ 4+ years - 5 points ● Freight Route (3 points) <ul style="list-style-type: none"> ○ 1 Point Each <ul style="list-style-type: none"> ■ Project on freight accessible roadway ■ Project provides access to freight facility ■ All Season Road ● Bridge Project (4 points) <ul style="list-style-type: none"> ○ Points awarded if project includes a bridge ● Cost Benefit Ratio (10 points) <ul style="list-style-type: none"> ○ CBR=total points in application (excluding the 10 assigned to CBR), divided by the total cost of the project ○ Points are assigned in quintiles* (top 20% of projects get 10 points, 20%-40% 8 points, etc).
<p>Section 2.3 Benefits to Long Range Plan Goals: Access and Mobility 14 points</p>	<p>How does the project improve the flow and connectivity of all pieces of the transportation network. Describe how the proposed project will help support traditionally underserved or vulnerable populations.</p> <p>Scoring Factors</p> <ul style="list-style-type: none"> ● Improves Transit Access (3 Points) <ul style="list-style-type: none"> ○ 1 Point - Improves transit access through sidewalk infill ○ 2 Points - Improves transit access by adding mid block crossings ● Livability improvement in EJ area (3 points) <ul style="list-style-type: none"> ○ 3 Points - Project in EJ area without without anticipated negative impacts to neighborhood ○ 0 Points - Not in EJ area or project could decrease the desirability of the neighborhood

	<p>by increasing traffic significantly or increasing traffic speeds without appropriate mitigation</p> <ul style="list-style-type: none"> ● Mobility/Congestion Improvement (4 points) <ul style="list-style-type: none"> ○ 4 Points - Project improves traffic flow without increasing capacity of roadway (through crash reduction, roundabouts, operation improvements, etc) ○ 3 Points- Project increases capacity on congested corridor with mitigation to potential impacts to other modes as appropriate ● Improves Bike Network Connectivity (2 points) <ul style="list-style-type: none"> ○ 2 Point - Project adds bike infrastructure that connect to other bike facilities ○ 1 Point - Project adds bike infrastructure that does not connect to other bike facilities ● Improves Pedestrian Network Connectivity (2 points) <ul style="list-style-type: none"> ○ 2 Point - Project adds pedestrian infrastructure that connect to other pedestrian facilities ○ 1 Point - Project adds pedestrian infrastructure that does not connect to other pedestrian facilities
<p>Section 2.4 Benefits to Long Range Plan Goals: Protecting and Enhancing the Environment 8 points</p>	<p>How could this project meet goals of reducing vehicle emissions? What impacts on VMT could this project have, both on a regional and neighborhood scale? Does the project mitigate energy consumption, runoff, or other environmental impacts?</p> <p>Scoring Factors</p> <ul style="list-style-type: none"> ● Vehicle emissions and VMT impact (5 Points Max) <ul style="list-style-type: none"> ○ 3 Points - Significant decrease of emissions through reduced idling and queueing (roundabouts, turn lanes, signal interconnections) ○ 3 Points - Decrease in VMT through improved network developed density in urban areas ○ 2 Points - Decrease VMT and emissions through improvements that remove barriers to major transit routes (busiest third), or major non-motorized facilities (projects on B2B, Other Principal Arterials, or Minor Arterials) ○ 1 Point - Project improves accessibility of local non-motorized trips; maintenance of existing

	<p>facilities</p> <ul style="list-style-type: none"> ○ 1 Point - No anticipated increases in VMT ○ 0 Points Increase (additional capacity) ● Proposed Innovations to mitigate runoff, reduce energy consumption, or other environmental impacts (3 Points) <ul style="list-style-type: none"> ○ 2 Points - Addresses runoff on-site ○ 1 Point - Energy consumption improvement
<p>Section 2.5 Benefits to Long Range Plan Goals: Linking Transportation and Land Use 10 points</p>	<p>Is this project a regional priority, as identified in the WATS Long Range Plan? Does the project connect residents to lifeline destinations?</p> <p>Scoring Factors</p> <ul style="list-style-type: none"> ● Is this a Regional Priority (4 Points) ● Improves direct access to a hospital, food, employment, school, or park (6 Points) <ul style="list-style-type: none"> ○ Vehicle Improvement (3 points) ○ Non-motorized (3 points) <p><i>Increase in access is defined as any improvement to the mobility of traffic (all modes), connectivity of the network (all modes), or proximity of the destination.</i></p>

*Quintiles are defined by the number of projects. Additional projects added by amendment will not result in reduction of scores, scoring buckets will remain the same.