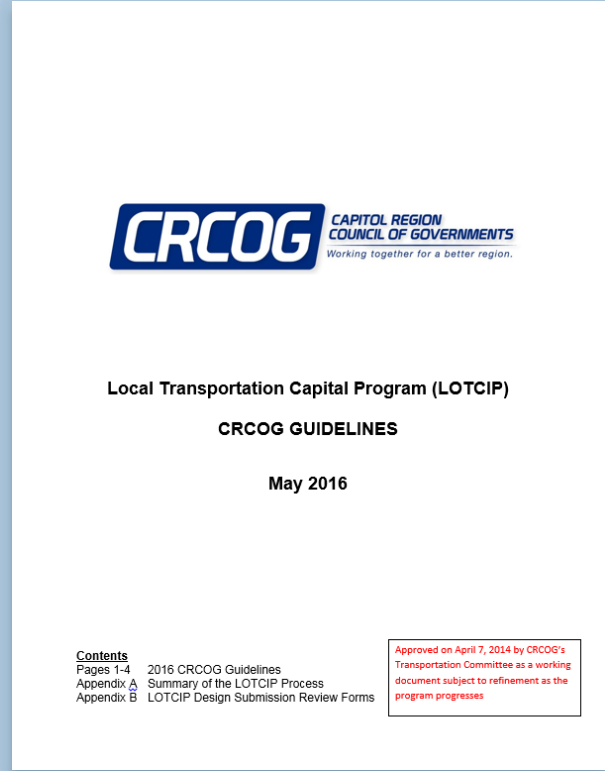
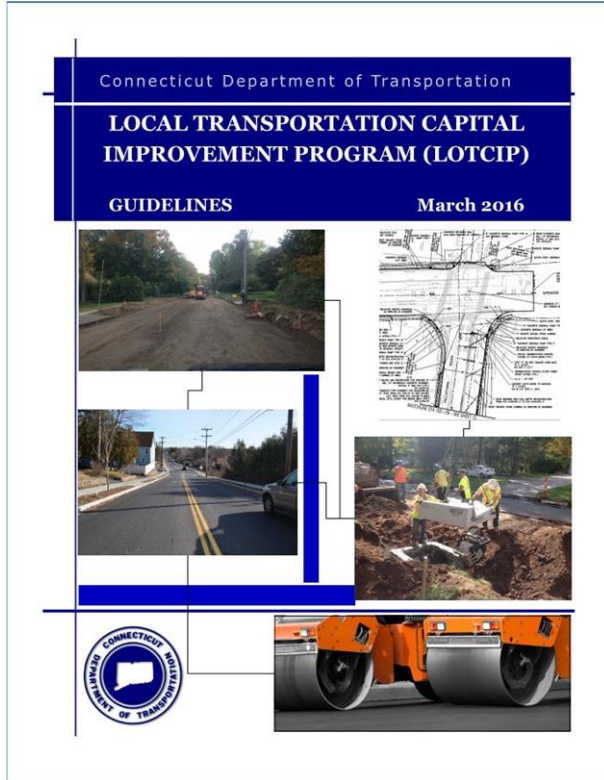


Capitol Region Council of Governments LOTICIP Program

Project Selection Policy



May 2017

The project selection policy is used by the CRCOG Transportation Committee to guide the project selection process for the Local Transportation Capital Improvements Program (LOTICIP). The policy guidelines are used to select projects from the proposals submitted by CRCOG's member municipalities.

- I. Project Selection & Funding
- II. Project Rating Criteria

Approved by the CRCOG Transportation Committee and Policy Board

I. Project Selection & Funding

1. Total Program Award (\$35,500,000)

CRCOG will approve up to two years of LOTCIP funding for projects. The anticipated \$35,500,000 total program award, and the sub-allocated award amounts and project funding limits outlined in Sections 4, 5, 6, 7, 8, and 9 below are based on funding levels included in the Governor's proposed FY2018/2019 State budget. **Prior to the release of project ranking results, these amounts may be adjusted proportional to any final funding level revisions in the FY2018/2019 State budget.**

2. Eligible Projects

As per CTDOT LOTCIP Guidelines, the projects must meet the eligibility requirements of the Federal Surface Transportation Block Grant (STBG) program. As such, roadway improvements must be located on a roadway classified as collector or higher (rural minor collectors, rural local roads, and urban local roads are not eligible). However for projects primarily proposing bridge/culvert improvements, the following eligibility requirements apply:

1. The structure must carry a Federal Aid system roadway, OR;
2. For structures that carry public Local Roads or Rural Minor Collectors, the structure length (sum of the spans) must be greater than 20 feet.

Functional Classification Maps for each municipality are available on the Department's website at: <http://www.ct.gov/dot/maps>.

Per CRCOG policy, bridges and culverts must also be municipally owned and have a minimum length of 6 feet. A bridge or culvert's length shall be calculated based on the sum of its spans. It may also include multiple pipes, which carry the same body of water, in which the clear distance between openings is less than half of the smaller contiguous opening or which share a common headwall, provided that the sum of the spans is 6 feet or more. Additionally, bridges that have already either begun receiving funds from other state or federal programs, or are selected to receive these funds and remain active in that program at the date of the Letter-of-Intent shall not be eligible for LOTCIP funding.

At times, in sensitive areas such as town centers, it may be appropriate to include enhancement type items on a project. It is CRCOG's policy to limit enhancement type items in a project to 20% of the project's cost. Enhancement type items include elements that enhance, but are not required for transportation; such as benches, trash receptacles, concrete pavers, and decorative versions of streetlights, mast arms, and crosswalks. Also street trees and landscaping, in excess of those needed to replace impacts in-kind, would be considered enhancement items.

Additionally, per CTDOT guidelines, items with no relation to transportation will typically be ineligible for funding in any quantity, including utility betterments/upgrades that are not required to accommodate the proposed transportation improvement.

It is **each municipalities responsibility** to independently confirm the eligibility their proposal, as any prior lists of potentially eligible projects/needs provided by CRCOG or others could contain errors, omissions, or outdated data.

3. Target Projects

CRCOG is primarily looking to fund capital improvement projects that will substantially improve the physical condition of our transportation system (roads, bridges/major culverts), construct complete streets (transit, pedestrian and bicycle accommodations) or correct existing traffic

problems related to congestion, safety (accidents), and geometry. The majority of funding is for reconstruction projects, however separate funding is set-aside for pavement rehabilitation, stand-alone sidewalk, and bicycle and pedestrian projects.

4. Project Cost Limits (\$300,000 to \$3,000,000)

CRCOG will fund projects that cost between \$300,000 and \$3,000,000. Per CTDOT LOTCIP Guidelines, projects must have a minimum construction cost of \$300,000 to qualify for LOTCIP funding. Extremely large projects will take a disproportionate share of program funds, therefore projects utilizing more than \$3,000,000 of LOTCIP funding will not be approved.

5. Municipality and Agency Funding Limit (\$4,500,000)

No municipality will be awarded more than \$4,500,000 in projects (roadway reconstruction, bridge improvements, pavement rehabilitation, stand-alone sidewalk, and bicycle/pedestrian projects).

6. Bridge Improvement Projects

Maximum Award Amount (\$10,000,000 Total)

A maximum amount of \$10,000,000 shall be reserved for Bridge Improvement Projects. Of the \$10,000,000, up to \$1,500,000 will be reserved as a set-aside for eligible municipal bridges that have not been inspected in over 10 years and/or do not have calculated sufficiency ratings. Any existing structure that meets eligibility requirements will be eligible regardless of if it may typically be referred to as a culvert or a bridge. The maximum cost for any single project is \$3,000,000.

LOTCIP guidelines requires a 20 year minimum service life for all reconstruction projects, however in keeping with standard practices, bridge replacements should be designed for a significantly longer service life (such as 75 years as indicated in CTDOT's bridge manual).

Projects submitted in this category will not be eligible for LOTCIP rural set-aside funds.

7. Pavement Rehabilitation and Stand-Alone Sidewalk Projects

Maximum Award Amount (\$3,825,000 Total)

A maximum amount of \$3,825,000 shall be reserved for Pavement Rehabilitation and Stand-Alone Sidewalk projects. This maximum amount is within the State limit of expending no more than 15 percent of program funds for pavement rehabilitation and/or stand-alone sidewalk projects. The maximum cost for any single project is \$1,000,000.

NOTE: Per State policy, pavement rehabilitation projects will be subject to a 15 year minimum design life. Other than to address documented safety issues, the vast majority of a pavement rehabilitation project's cost should be for work done "within the curb lines." Minor necessary curbing improvements are also eligible as are minor improvements to drainage such as the replacement of deteriorated catch-basin tops. However, improvements such as replacement of significant portions of the drainage system or inclusion of substantial enhancement items outside the curbs (such as lighting) are not reimbursable. This is strictly for pavement rehabilitation and associated necessary minor improvements.

Stand-alone sidewalk projects must be constructed on eligible roadways and provide a safety and mobility benefit to the community. Per DOT, the replacement of existing sidewalks due to their age and condition will not be eligible nor will significant enhancement elements (such as ornamental lighting).

8. Bicycle and Pedestrian Project Funding

Maximum Award Amount (\$1,400,000 Total)

In general CTDOT differentiates these projects from stand-alone sidewalk projects by requiring the bicycle/pedestrian project to have a significant bicycle improvement component and/or have a significant portion of the pedestrian accommodations removed from a roadway alignment (such as a multi-use trail). The funding limit for each individual project is \$700,000 which allows for funding of at least two (2) individual projects.

9. Projects in Rural Communities

Maximum Award Amount - (\$3,000,000 Total)

Under this solicitation, \$3,000,000 will be set-aside exclusively for rural communities. The following policies will apply:

- CRCOG towns that are classified as 60% or more rural per the US Census Bureau's 2010 census are eligible to compete for the set-aside. This results in the following fifteen eligible towns: *Andover, Bolton, Canton, Columbia, Coventry, Hebron, East Granby, East Windsor, Ellington, Granby, Mansfield, Marlborough, Stafford, Suffield, and Willington.*
- Projects will first compete with all CRCOG municipalities for \$22,500,000 of funding . Eligible projects from rural communities that are not awarded projects will then compete against each other for the \$3,000,000 funding set-aside.

The rural communities set-aside does not apply to Bridge Improvement projects.

10. Cost Containment Policy (Municipal Liability for Cost Increases)

CRCOG's cost containment policy will remain in effect as amended by the Transportation Committee on April 24, 2017 (and Policy Board on April 26, 2017) to address cost increases in excess of twenty percent (20%). A municipality will be held liable for any increase in the cost of its project beyond twenty percent (20%) of that previously approved by CRCOG. If costs exceed the CRCOG approved amount by more than twenty percent (20%), the municipality will be required to either pay the entire amount of the increase in excess of the twenty percent, or request review and approval by the CRCOG Cost Review Subcommittee. Similarly, any noteworthy changes to a project's scope will necessitate Cost Review Subcommittee approval, regardless of any associated project cost changes.

11. Eligible Applicants

Applications will be accepted from all eligible CRCOG municipalities. CRCOG as an agency may periodically make requests of the Transportation Committee for LOTCIP funding uses. Requests from any other organization must be made through a member municipality.

12. Eligibility of State Highways and Bridges

Projects on State highways will be considered eligible projects if they are proposed by member municipalities, however the LOTCIP program was initiated to streamline projects not requiring standard State/Federal design oversight and approval. Projects that require this oversight are better suited for other funding sources, however there may be circumstances where flexibility to utilize LOTCIP funding is necessary. If a proposed project is viewed by CRCOG or CTDOT staff as needing state design oversight in excess of an encroachment permit, staff will first work with CTDOT to determine if the project merits the use of alternate funding sources, such as STBG.

For projects that primarily address bridge conditions, only municipally owned bridges will be eligible.

13. Project Rating & Approval Process

The following rating process shall be applied. Unsuccessful proposals from communities categorized as Rural per Section 9 will then again be rated (against each other) to compete for the rural funding set-aside.

Step 1: **Staff Rates Projects.** All proposals except bridge proposals shall be rated by CRCOG staff using the approved rating criteria. Bridge Improvement Project proposals shall be ranked based on sufficiency ratings (lowest to highest) as included in the town provided inspection reports. For Set-Aside funding (bridges without sufficiency ratings and bridges without inspection data in the past 10 years), rankings will be determined based on need. These determinations will be based on available inspection report data and, for bridges without recent inspection data, the professional opinion of CTDOT's bridge inspection staff. For bridges without recent inspection data (within the last 10 years), CRCOG has been informed that CTDOT will provide an opinion-of-condition ratings based on data collected as part of their current on-going comprehensive statewide inspection efforts.

Step 2: **Staff Prepares Primary & Secondary Lists.** The staff will rank all eligible projects. Based on the project rankings, CRCOG staff will prepare a primary list of projects that consists of:

- (1) projects that can be funded within the total funding award limit, and
- (2) projects that fall within all other selection guidelines such as the municipality funding limit.

Staff will prepare a secondary list of all those projects not included in the primary list.

Step 3: **Subcommittee Reviews Project Rankings/Ratings.** The Subcommittee will review all the project ratings/rankings prepared by staff. They will also review which projects were included on the primary list. The Subcommittee may make revisions as warranted.

Step 4: **Approval by the Transportation Committee and Policy Board.** The primary list shall be submitted to the full Transportation Committee for its consideration and approval. The list shall also be submitted to the Policy Board for its consideration and approval.

Step 5: **Review of Alternate Funding Opportunities.** CRCOG staff will present the secondary list to CTDOT to identify projects on the list that might be funded through other federal or state programs.

14. Project Rating Criteria

The project rating system is described in the attached "Project Rating Criteria". CRCOG staff shall rate each project on each of the criteria listed. Staff ratings will be reviewed by the Subcommittee.

Most of the criteria require some subjective judgments about the potential benefits of the project. The subjective nature of the rating system is due to the need to apply the rating system to a broad range of project types. To assure consistency in the rating process, CRCOG staff shall follow the guidelines specified in the attached "Project Rating Criteria".

15. Project Time Limits

Generally, design timeframes of more than 36 months (as measured between the commitment to fund letter and authorization to advertise) shall be considered significantly delayed. If a project schedule slips due to reasons outside of securing permits or DOT/DEEP review, a letter will be sent to the Chief Elected Official putting the municipalities on notice. CRCOG staff will bring significant delay issues to the Cost Review Subcommittee for their review and action. The Cost Review Subcommittee may also require additional Town/City Council Resolutions in support of the project or the submission of periodic project progress/status reporting. After 3 notices to the municipality, if the Subcommittee is not satisfied with the progress, it shall recommend project termination to the Transportation Committee.

16. Project Submissions

Each municipality may submit no more than one (1) Bridge Improvement proposal. The proposal shall be in the form of a signed Letter-of-Intent. The letter must contain a project description and indicate that the proposed project will address all major bridge deficiencies identified in the inspection report/notes. The letter must be signed and submitted along with the structure's most recent inspection report and a cost estimate. If a recent (within the past 10 years) inspection report is not available, Municipalities can submit without it, however they must indicate that they wish their project to compete for reserved set-aside funds for these bridges. Towns with successful Letters-of-Intent will be asked to prepare formal LOTCIP applications for submission to CTDOT through CRCOG.

Additionally, each municipality may submit no more than two (2) proposals from a combination of any of the following categories: Roadway Reconstruction projects, Bicycle/Pedestrian projects, Pavement Rehabilitation projects, and Stand-Alone Sidewalk projects. Each of these proposal types must consist of a completed signed LOTCIP application.

II. Project Rating Criteria

Each project proposal is ranked using the criteria listed below for each project type. **It is up to each applicant** to provide a description and explanation of how they meet any of these criteria.

Bridge improvement proposals are to be ranked, based primarily on need as determined by inspection data, and secondarily on demonstrated completed project efforts towards accelerating project delivery. For all other project types, proposal will be rated based on a point system, with the maximum number of possible points assigned to the criteria reflecting the relative importance of the criteria. Points are awarded on the basis of how well the project meets the criteria. For example, a reconstruction project that provides a major traffic flow and safety improvement will be awarded the maximum 15 points for the traffic improvement criterion. A project with no traffic flow or safety improvement will be given a score of zero on the traffic improvement criterion. CRCOG staff will review each application and determine the number of points warranted for the benefits described by the applicant.

BRIDGE IMPROVEMENT PROJECTS

Bridge Improvement Project proposals will be ranked based on the bridge's condition as determined from an inspection report (bridges with the worst conditions will be ranked highest) provided by the town. For many eligible bridges (including all bridges over 20 feet in length), recent inspection reports are available through CTDOT's online ProjectWise/Digital Project Resources platform. Alternately, independently prepared inspection reports may be submitted, however they need to be developed in accordance with National Bridge Inspection Standards (NBIS) and stamped/signed by a CT licensed professional engineer with experience in bridge inspection.

The bridge inspection report will need to rate the condition of the decking, superstructure, and substructure, as appropriate, each on a scale of 1 to 9 per NBI standards. Ideally the inspection report will also include a sufficiency rating. All bridge improvement proposals that include inspection reports with sufficiency ratings shall be ranked and complete for funding based on their sufficiency ratings (lowest rating will be ranked highest) and any demonstrated efforts to accelerate project delivery. As such, prior to their rankings staff will deduct up to 5 (five) sufficiency rating percentage points for projects with Letters-of-Intent that demonstrate the completion of design phase efforts to enable accelerated project delivery.

Bridges with inspection reports without calculated sufficiency ratings, and bridges without recent inspection reports (within 10 years), will compete separately for reserved set-aside funds. If an inspection report is not provided with the Letter-of-Intent, CTDOT's bridge inspection staff will be contacted and requested to provide a professional opinion-of-condition based on data that has been collected as part of their current on-going comprehensive statewide inspection efforts. These ratings will be utilized to select for set-aside funding those structures CRCOG staff deems most in need of improvements. In the event of equivalent project ratings, staff will favor the selection of projects with Letters-of-Intent that demonstrate the completion of design phase efforts to enable accelerated project delivery.

All Letters-of-Intent shall include statements that indicate that either the proposed project has either not been selected to receive funds from other state or federal programs; or that the project had been selected to receive these type of funds, but has withdrawn from the funding program prior to the date of the Letter-of-Intent.

RECONSTRUCTION PROJECTS

<u>Rating Criteria</u>	<u>Max. Points</u>
1. Structural Improvement (Pavement, Drainage, Bridge/Culvert)	15
2. Traffic Improvement (Flow, Safety, & Geometrics)	15
3. Traffic Volume or Transit Ridership	15
4. Regional Significance	17
<input type="checkbox"/> Benefit to Regional Public Facilities (10 points)	
<input type="checkbox"/> TOD Supportive (5 points)	
<input type="checkbox"/> Economic Development (2 points)	
5. Environmental	15
<input type="checkbox"/> Environmental & Historic Preservation (2 points max.)	
<input type="checkbox"/> Green Infrastructure (5 points max.)	
<input type="checkbox"/> Environmental Justice (8 points max.)	
6. Complete Streets	14
<input type="checkbox"/> Vulnerable Users	
<input type="checkbox"/> Pedestrian Supportive (3 points max.)	
<input type="checkbox"/> Bicycle Supportive (3 points max.)	
<input type="checkbox"/> School Zones (2 points max)	
<input type="checkbox"/> Traffic Calming (3 points max)	
<input type="checkbox"/> Transit Supportive (3 points max)	
7. Derived from Corridor Study / Long Range Transportation Plan	4
8. Municipal Road	10
9. Leveraging of Other Finances	5
10. Municipality has not recently secured LOTICP funding	5
11. Demonstrated Ability to Accelerate Project Delivery	5
TOTAL Possible Points	120

1. Structural Improvement: Pavement, Drainage, Bridge/Culvert (15 points)

The structural improvement rating provides an indication of the extent to which the project will help correct or reduce a structural problem with a road, a bridge, or a culvert. A municipality must provide documentation of: (1) the existing structural problems, and (2) how the proposed project will correct the problem. The municipality should provide any available deficiency ratings such as the municipality's own pavement condition inventory or the State's ratings on local bridges. Photographs would also be helpful. The municipality should also describe how the project will address each of the deficiencies it identifies.

For pavement projects, please attach core or test pits data to provide a representative sample of the existing roadway conditions. If varying pavement conditions exist along roadway indicating the possibility of different pavement conditions, a core/test pit should be performed in each roadway section. Pavement thickness and type, subbase thickness and type, and the presence of fines and/or groundwater should be noted.

CRCOG staff will review the documentation on each project. They will then rate each project based on their professional judgment, the general criteria listed below, and the municipality's documentation.

General criteria: (indicate existing conditions & conditions after improvement)

Roadway Pavement: pavement condition rating (e.g., good, fair, poor)

Roadway Drainage System: adequacy of subsurface drainage system (water in base?)
adequacy of surface drainage system (icing or ponding?)

Bridges & Culverts: bridge condition rating (super structure, deck)
hydraulic capacity (adequate for 25, 50, or 100 year flood?)

When assigning a project rating, staff will consider the range of existing problems (pavement, drainage, and culvert/bridge), the severity of the problems, and the degree to which the problem will be reduced.

2. Traffic Improvement: Flow, Safety, & Geometrics (15 points)

The traffic improvement criterion provides an indication of whether or not the proposed project will help improve traffic flow, traffic safety, or roadway geometrics. The applicant must provide documentation of: (1) the nature and severity of the existing problems, and (2) how the problems will be corrected by the proposed project. CRCOG staff will review the documentation and determine whether the improvement qualifies as major, moderate, minor, or none. Points to address in the documentation:

	Existing Problem	Proposed Improvement	Appropriate Criteria
Traffic Flow	Is there an existing congestion problem? What is the severity of the problem?	Will the proposal reduce the congestion problem? To what degree will it reduce it?	Level-of-service (LOS) before & after the proposal is implemented. Highway Capacity Manual procedures recommended but not required.
Traffic Safety	How many accidents occurred in the last 3 years ? Provide accident records, summary of accident types, <u>or</u> collision diagrams.	How many of those accidents would the proposed project have eliminated (3 years)?	Expected accident reduction over a 3-year period.
Roadway Geometry	Are there any geometric deficiencies on the road? Examples: excessive grade, substandard width, excessive horizontal curvature, poor sight line, improper super elevation. Describe the problems & their severity.	Will the proposed project correct the problem and to what degree?	Indicate degree of improvement in appropriate measure such as: expected improvement in sight distance, or increase in design speed from 25 to 35 mph.

3. Traffic Volume or Transit Ridership (15 points)

This criterion provides a general indication of the number of people who benefit from the proposed project. Measurement method is dependent on the type of project proposed. For roadway improvement projects, the applicant must supply data on either the annual average daily traffic (AADT) or the peak hour volume of traffic (PHV). For transit projects, the applicant

must supply data on the number of transit riders who will benefit from the project. For projects other than road or transit improvements, the applicant must provide some other estimate of the number of people who will benefit and give an explanation of how the estimate was prepared. Submit documentation on one of the following:

1. **ADT,**
2. **PHV,**
3. **Transit Riders**

When using ADT, the score is calculated by the following formula: **Score = ADT/12,000 x 15** (where ADT = Average Daily Traffic, and the maximum ADT that will be considered is 12,000)

4. Regional Significance (17 points)

Regional significance provides an indication of how widespread or localized the *transportation* benefits of the project are. The applicant must describe the area of impact of the project. For example, does the project benefit only a very small area, an entire municipality, multiple municipalities, or most of the region? Proposals can receive up to seventeen extra points if the proposed project has any of the benefits listed below.

- Benefit to Regional Public Facilities** (maximum 10 points)

A proposal can receive rating points if it helps improve access to regional **public** facilities such as hospitals, colleges, and airports; on an evacuation route; or to an emergency shelter.

The applicant should provide documentation on (1) the size of the area that benefits from the proposed project, and (2) information on any regional **public** facilities that benefit from the proposed project. The documentation should demonstrate how the area or regional facilities benefit.

CRCOG staff will review the documentation and determine whether the project qualifies as regional, sub-regional, town-wide, or localized.

- TOD Supportive** (maximum 5 points)

A proposal can receive rating points if it is supportive of transit-oriented development (TOD). The applicant should provide documentation showing that the proposed project is within a half mile of a transit station on the CT **fastrak** line or CT **rail's** Hartford Line. If the project is within a quarter mile of a transit station, the applicant should document that as well. Also key to supporting TOD, any elements of the project that enhance bicycle and pedestrian connections within the project area should be clearly stated and documented.

- Economic Development** (maximum 2 points)

Projects that help the economic development goals of the community will receive additional points.

5. Environmental (15 points)

Proposals can receive up to fifteen extra points if the proposed project has any of the benefits listed below.

- Environmental & Historic Preservation** (maximum 2 points)

If the project will have a positive environmental impact, or will serve to advance recognized historic preservation goals of the community, the project is eligible for additional points.

When considering environmental benefits, CRCOG staff will consider a wide range of potential environmental improvements such as air quality, water quality & flow, wetlands mitigation, open space improvements, etc.

❑ **Green Infrastructure** (maximum 5 points)

If the project includes the implementation of new technologies and methodologies that reduce environmental impacts associated with transportation infrastructure, it can receive up to an extra five points. These new initiatives seek to reduce stormwater runoff and associated pollutants, promote the use of recycled materials, bring natural elements into streets, reduce “heat island” effects, and improve the access and accommodations for pedestrians and bicycles.

Green Streets strategies include the use of permeable pavement, bioslopes and bioswales, bioretention cells, and vegetated filter strips to reduce and filter stormwater runoff. Additional strategies to reduce environmental impacts include use of reclaimed or recycled pavements and integration of natural elements into streets. Additional strategies to reduce environmental impacts include use of in-place reclaiming of existing pavements for use as a road granular base on lower-volume roads, partial depth cold-in-place recycling of pavements up to 8,000 ADT, use of reclaimed asphalt pavement (RAP) into hot-mix-asphalt, warm-mix asphalt (WMA) technology, and integration of natural elements into streets.

❑ **Environmental Justice** (maximum 8 points)

A proposal will be awarded up to eight extra points if the proposed project benefits low income and/or minority neighborhoods. A map of the environmental justice target areas is included in this document.

6. Complete Streets (14 points)

❑ **Vulnerable Users**

❑ **Pedestrian Supportive** (maximum 3 points)

Proposals that improve pedestrian mobility and/or safety will receive up to three additional points. Proposals should indicate pedestrian measures that are being proposed such as new sidewalks, crosswalks, or pedestrian traffic signal equipment and how the measures will improve pedestrian safety.

❑ **Bicycle Supportive** (maximum 3 points)

If the project helps to improve the mobility and safety of bicyclists, or helps achieve the goals of the Regional Bicycle Plan, it can receive up to an extra three points. Proposals should indicate how bicycle provisions (i.e. pavement striping to provide exclusive bicycle lane) will advance the vision of safety, convenience and improved linkages. Considerations should be given to the viability of reducing vehicle lane widths (for example from 12' to 11'), where appropriate, to provide additional shoulder width for cyclists.

❑ **School Zones** (maximum 2 points)

Projects that assist in addressing vehicular, pedestrian, or bicycle safety in school zones.

❑ **Traffic Calming** (maximum 3 points)

If the project will have a positive effect on reducing vehicular travel speeds, altering driver behavior and/or reducing the negative effects of automobile use, the project is eligible for

additional points. When considering traffic calming benefits, CRCOG staff will evaluate a wide range of potential traffic calming improvements such as speed humps, reduced lane width, streetscaping elements, or other measures appropriate to the type of street. Proposals should indicate the severity of the existing problem and the degree to which the proposed improvements will reduce the problem.

□ **Transit Supportive** (maximum 3 points)

If a proposal benefits the region's transit system or transit users it can receive up to an extra three points. Proposals should indicate if bus shelters are being proposed or if sidewalks to bus stops are being improved or installed.

7. Derived From Corridor Study/ Long Range Transportation Plan (4 points)

A proposal will be awarded up to four extra points if the project is the result of a recommendation from a corridor study initiated through CRCOG and/or is contained in CRCOG's Long Range Transportation Plan.

8. Municipally Owned Arterial or Collector Road (10 points)

A proposal will be awarded 10 extra points if the project is located on an arterial or collector road that is owned by the municipality (as versus State ownership).

9. Leverages other Finances (5 points)

A proposal will be awarded up to five extra points if the proposed project leverages other finances. Leveraging other finances is defined as using LOTCIP funds to supplement other existing funds to fully fund a project. The number of points awarded will depend on how complete the planning or design processes are. To receive points, the existing funding must be secure and cannot be in the form of an earmark. With difficult financial times expected, multiple funding sources will offer great flexibility towards completion of projects.

10. Municipality has not recently secured LOTCIP funding (5 points)

A proposal will be awarded five extra points if it is from a municipality that either has not yet been awarded a LOTCIP project, or does not have a project from a prior solicitation queued in a pre-construction phase in the region's LOTCIP programs. A project will be considered in a pre-construction phase until such time as it has been bid and received CTDOT authorization to be awarded to the lowest responsible bidder.

11. Accelerated Project Delivery (5 points)

A proposal will be awarded five extra points if it is demonstrated that significant design phase efforts have already been completed in a commitment to accelerate project delivery.

PAVEMENT REHABILITATION PROJECTS

<u>Rating Criteria</u>	<u>Max. Points</u>
1. Structural Improvement (Pavement)	20
2. Traffic Volume or Transit Ridership	15
3. Regional Significance	5
<input type="checkbox"/> Benefit to Regional Public Facilities (3 points)	
<input type="checkbox"/> Economic Development (2 points)	
4. Environmental Justice	5
5. Municipality has not recently secured LOTCIP funding	5
TOTAL Possible Points	50

Pavement rehabilitation projects will be evaluated on, but not limited to, the following criteria: structural deficiencies including existing roadway issues, pavement deficiencies, and above surface drainage issues (such as ponding); traffic volumes based on average daily traffic (ADT) or peak hour volume of traffic (PHV); regional significance including how widespread or localized the benefits of the project are (including the facilities it will benefit, and economic development); project location in relation to environmental justice areas; and whether the municipality has recently secured LOTCIP funding. In support of complete streets, considerations should be given to the viability of reducing vehicle lane widths (for example from 12' to 11'), where appropriate, to provide additional shoulder width for cyclists.

BICYCLE AND PEDESTRIAN PROJECTS and STAND-ALONE SIDEWALK PROJECTS

<u>Rating Criteria</u>	<u>Max. Points</u>
1. Improves Mobility (including filling gaps/connecting destinations)	20
2. Improves Safety (including volume of conflicting traffic)	15
3. Especially Vulnerable Users	5
4. Environmental Justice	5
5. Municipality has not recently secured LOTCIP funding	5
TOTAL Possible Points	50

Bicycle and Pedestrian projects and Stand-alone sidewalk projects primarily rated on their ability to improve bicycle and pedestrian mobility and safety. These projects will be evaluated, but not limited to the following criteria: whether or not the improvement fills a gap or connects destinations; the effectiveness in providing alternatives to driving; safety benefit to the community; if there are especially vulnerable users (i.e. elementary school children, handicap individuals, teenagers, elderly); the project's location in relation to environmental justice areas; and whether the municipality has recently secured LOTCIP funding.

Environmental Justice Target Areas

Target Area

- Primary Target Area
- Secondary Target Area
- Town Boundary

* Primary includes any block group that had at least 50% minority population according to the 2010 Census.

** Secondary includes additional Census Tracts that had at least 20% low-income population (household income 150% or below the Census poverty threshold, by family size) according to the ACS 2006-10 estimate.

Data based on tract and block groups level geography.

Prepared by The Capitol Region Council of Governments

Sources:
Census 2010 SF1 P001
ACS 2006-10 estimate

May 30, 2012
For Reference Only

