TO: Kalamazoo Area Transportation Study Technical Committee
FROM: Steve Stepek, AICP, Executive Director
DATE: May 6, 2021
SUBJECT: TECHNICAL COMMITTEE MEETING
THURSDAY, MAY 13, 2021 - 9:30 A.M.
REMOTE

The Kalamazoo Area Transportation Study Technical Committee will be meeting on Thursday, May 13, 2021 at 9:30 a.m. The following materials are included in your meeting packet:

1. Agenda for the May 13, 2021 Meeting
2. Draft Minutes of the April 8, 2021 Meeting
3. Prioritization Process Application and Instructions

Please provide a written status report for your agency regarding road and/or planning updates.

Please remember that time sheets are due by the 15th of each month.
AGENDA

Please limit public comments to 4 minutes.

1. CALL TO ORDER
2. ROLL CALL
3. CHANGES OR ADDITIONS TO THE AGENDA
4. APPROVAL OF THE AGENDA (ACTION)
5. MINUTES FROM THE APRIL 8, 2021 MEETING (ENCLOSURE) (ACTION)
6. POLICY COMMITTEE REPORT
7. PUBLIC COMMENTS (Non-agenda Items)
8. PRIORITIZATION PROCESS DISCUSSION (ENCLOSURE)
9. PUBLIC TRANSPORTATION UPDATES
10. STATUS REPORTS
   a. ROADS - Questions on written status reports. Verbal reports will be limited to 4 minutes per agency.
   b. LAND USE/PLANNING AND ZONING - Questions on written status reports. Verbal reports will be limited to 4 minutes per agency.
11. NEW BUSINESS
12. PUBLIC COMMENTS
13. ADJOURNMENT

The next meeting of the Kalamazoo Area Transportation Study Technical Committee will be held on Thursday, June 10, 2021 at 9:30 a.m.
CALL TO ORDER
The April 8, 2021 Technical Committee Meeting was called to order remotely in accordance with COVID-19 emergency orders, at 9:30 a.m. by Chair Kathy Schultz.

INTRODUCTIONS
Participants in the meeting stated their name, agency, and location from which he/she is attending the meeting remotely.

ROLL CALL
Remote meeting attendance was recorded on the sign-in sheet.

MEMBERS PRESENT

<table>
<thead>
<tr>
<th>Agency</th>
<th>Call-in Location</th>
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<tbody>
<tr>
<td>Christina Anderson</td>
<td>City of Kalamazoo</td>
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<tr>
<td>Mickey Bittner</td>
<td>City of Kalamazoo</td>
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<tr>
<td>Jeff Franklin</td>
<td>Florida</td>
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<tr>
<td>Kendra Gwin</td>
<td>Drummond Island Township</td>
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<tr>
<td>Jamie Harmon</td>
<td>City of Portage</td>
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<tr>
<td>Robert Henderson</td>
<td>Portage, MI</td>
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<tr>
<td>Jeff Heppler</td>
<td>Augusta, MI</td>
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<td>Joel Hoort</td>
<td>Lawrence, MI</td>
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<td>Lotta Jarnefelt</td>
<td>City of Kalamazoo</td>
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<td>Anthony Ladd</td>
<td>City of Kalamazoo</td>
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<td>Iris Luppert</td>
<td>Oshtemo Township</td>
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<td>Jim Mallery</td>
<td>Vicksburg</td>
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<td>Ryan Minkus, Vice-Chair</td>
<td>City of Kalamazoo</td>
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<td>Kyle Mucha</td>
<td>City of Portage</td>
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<td>Michelle O’Neill</td>
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<td>Dennis Randolph</td>
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<td>Ryan Russell</td>
<td>Kalamazoo, MI</td>
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<td>Brian Sanada</td>
<td>Antwerp Township</td>
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<td>Kathy Schultz, Chair</td>
<td>City of Kalamazoo</td>
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<td>Jodi Stefforia</td>
<td>Comstock Township</td>
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<tr>
<td>Greg Vlietstra</td>
<td>Kalamazoo County Transport Authority</td>
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<tr>
<td>George Waring</td>
<td>City of Kalamazoo</td>
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<tr>
<td>Tim Woodhams</td>
<td>Plainwell, MI</td>
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<td>Mark Worden</td>
<td>City of Kalamazoo</td>
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OTHERS PRESENT

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<tr>
<th>Agency</th>
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<tr>
<td>Phil Doorlag</td>
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<tr>
<td>Ryan Gladding</td>
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<td>Todd Hackenberg</td>
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<tr>
<td>Larry Hummel</td>
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<td>Megan Mickelson</td>
</tr>
</tbody>
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Wightman and Associates (Battle Creek)
MDOT, Statewide Urban Travel Analaysis (Lansing)
Village of Lawton
Hubbell, Roth, and Clark, Inc. (Grand Rapids)
Kalamazoo Area Transportation Study
CHANGES OR ADDITIONS TO THE AGENDA
No changes or additions to the agenda were requested.

APPROVAL OF THE AGENDA
MOTION by Heppler, SECOND by Stefforia, “to approve the April 8, 2021 Technical Committee Agenda.” MOTION APPROVED.

MINUTES FROM THE MARCH 11, 2021 MEETING
MOTION by Minkus, SECOND by Mallery, “to approve the minutes from the March 11, 2021 Technical Committee Meeting.” MOTION APPROVED.

POLICY COMMITTEE REPORT
Stepek reported the Kalamazoo Area Transportation Study (KATS) Policy Committee took action to support Bridge Resolutions for the Road Commission of Kalamazoo County. Two Citizens’ Advisory Committee (CAC) members were approved for additional 2-year terms. One member stepped down, and KATS is seeking one member to meet the minimum required for the bylaws. Let KATS Staff know of any citizens interested in transportation that live in the Metropolitan Planning Organization area. The FY 2021 Unified Planning Work Program (UPWP) Amendment was approved. The FY22 UPWP and FOIA procedures and documents were presented for comment. Both will be action items for April’s meeting. Minkus asked who the CAC reappointments were. Stepek responded Marc Irwin and Brendan Molony.

PUBLIC COMMENTS
Paul Selden of Bike Friendly Kalamazoo (BFK) announced BFK will supply information agencies can distribute to the public such as bike safety tips. To coincide with the upcoming annual Kalamazoo Bike Week, request information on the bikefriendlykalamazoo.org website. Bike-related yard signs are also available free to the public.

FISCAL YEAR 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS
Chair Schultz mentioned an email went out yesterday with an updated Transportation Improvement Program (TIP) Amendment schedule. Stepek explained there was a late arrival of a Michigan Department of Transportation-Transportation Alternatives Program project. The project was already adopted, this is the amendment of putting it into the TIP. The project is for the Kalamazoo River Valley Trail (KRVT) connection north of Galesburg. The other two projects are amended because of KATS Prioritization Subcommittee meeting project selection for HIP and COVID Relief funding. One project is a Sprinkle Road project that originally had a very high local match. The other project is additional costs resulting from the expansion of Pfizer related to the COVID vaccine production. KATS is working with the Village of Augusta and the Village of Schoolcraft on two smaller projects totaling 250 thousand dollars. If they move forward, the projects will be in a future TIP Amendment. Funding these two smaller projects will allow KATS to meet one of its Transportation Improvement Program Goals and Objectives ensuring all agencies in the KATS region receive federal funds within two TIP cycles. Minkus thanked Stepek for adding the KRVT project at the last-minute elaborating that this is for a section of the trail that was cut out last year because of a rail crossing conflict. Minkus added that since the COVID Relief Funding must be spent by 2024, there is no urgency to get the money spent now. Stepek agreed that there is time to spend the COVID funding, but stressed the advantage of spending it sooner allows KATS to reprogram and spend any savings by the 2024
deadline. Schultz asked what was the amount of the COVID Relief Funding available to KATS. Stepek responded it was approximately 1.5 million dollars, combined with the new Highway Infrastructure Program funding. Heppler asked Minkus for clarification on the scope of the KRVT project. Minkus responded this project is from Eagle Drive in Galesburg up to the High School. Trail connection in Augusta will be a future project. Heppler stated the Village of Augusta engineers are working on the potential Augusta Drive project. The project was brought to the Board’s attention at last Monday’s meeting.

MOTION by Gwin, SECOND by Heppler, “to approve the 2020-2023 Transportation Improvement Program Amendments.” MOTION APPROVED.

FISCAL YEAR 2022 DRAFT UNIFIED PLANNING WORK PROGRAM

Chair Schultz stated the FY 2022 Unified Planning Work Program (UPWP) is included in the meeting packet and was included in the March meeting packet. Stepek thanked those that provided comments. All comments were incorporated. KATS Staff recommends presenting the UPWP to the Policy Committee for their approval at their April meeting later this month.

MOTION by Stefforia, SECOND by Heppler, “to recommend the FY 2022 Unified Planning Work Program for approval by the Policy Committee.” MOTION APPROVED.

RESOLUTIONS OF SUPPORT FOR FY 2024 LOCAL BRIDGE PROGRAM APPLICATIONS FROM THE CITY OF KALAMAZOO

Chair Schultz noted the two City of Kalamazoo Bridge Program Application Resolutions of Support are enclosures in the meeting packet. Stepek explained this is the annual time of year to apply for local bridge funding. KATS Staff support the applications for funding and recommend authorizing the Chair to sign the Resolutions on the Committee’s behalf. Ladd elaborated that out of the City of Kalamazoo’s bridges, these two bridges are the highest priority. These are warranted projects as the bridges serve an important purpose for the community and provide pedestrian safety. Due to the immense cost of bridges, they are not funded through Capital Improvement Project funds. Support is appreciated. Schultz commented there is most likely strong neighborhood support for the Inkster Avenue Bridge. Ladd confirmed strong neighborhood support as well as support in writing from the City Commission and Parkwood-Upjohn Elementary School.

MOTION by Minkus, SECOND by Vlietstra, “to approve the Resolutions of Support for FY 2024 Local Bridge Program Applications from the City of Kalamazoo.” MOTION APPROVED.

KATS TECHNICAL COMMITTEE MEETING ATTENDANCE FISCAL YEAR-TO-DATE MARCH 31, 2021

As requested at last month’s meeting, Stepek referred to the year-to-date attendance record included in the meeting materials. Although a couple agencies have moved to inactive status, attendance has remained strong with virtual meetings. Attendance is reviewed annually in January where agencies can be reinstated. Schultz asked if changing the meeting start time from 9:00 a.m. to 9:30 a.m. has had any impact on attendance. Stepek said it did not. Gwin asked if the City of Portage gets credit when an alternate or more than one of their representatives attends. Stepek responded, each individual representative counts and is marked for attendance. Schultz asked if an agency misses three meetings during the calendar year, they are prevented from voting the rest of the year. Stepek confirmed that to be correct per by bylaws. Bylaws also state voting rights are reinstated every January upon attendance of three consecutive Technical Committee Meetings. If the Committee would prefer reinstatement after attending three consecutive meetings instead of waiting until January, this can be discussed. Minkus pointed out the quote from the Bylaws that voting membership can be reinstated upon attendance of 3 consecutive Technical Committee Meetings. Stepek confirmed this correct only if there is an action item. Staff only review attendance in January.
2050 METROPOLITAN TRANSPORTATION PLAN NON-MOTORIZED ELEMENT

Stepek reported the draft 2050 Metropolitan Transportation Plan Non-Motorized Element is on the katsmpo.org website. After reading the document, please submit comments to KATS Staff. Schultz asked the date for when the MTP is approved. Stepek responded it is in November. The MTP will be out for public comment over the summer and presented to the committees for approval later this fall.

PUBLIC TRANSPORTATION UPDATES

Schultz reported Metro continues to follow the same COVID restrictions including rear door bus access only, bus capacity limits of 20 people, and no Sunday service. The Duke Route is still not operating. Metro continues to struggle with hiring drivers and as a result may have to further reduce service. The Central County Transportation Authority continues the bus stop sign update program. The sign project is expected to be complete by the end of June. Contact Schultz if you become aware of any missing signs. Now that construction season is underway, contact Schultz when road closings and construction will impact bus routes. Metro has received complaints from riders impacted by service interruption and strives to communicate service changes to the public.

STATUS REPORTS

ROADS-

Minkus updated that the Road Commission of Kalamazoo County (RCKC) got all applications submitted for the Michigan Department of Transportation Local Bridge Program Call for Projects. RCKC tried something new this year and bundled bridge projects together as a package for consideration. The idea was accepted by the Bridge Program and RCKC was applauded for looking for a different way to get bridge funding for the region. RCKC expects over 170 projects this season. Project information meetings are held virtually again this year. Links are located on the Projects Page of the KalamazooCountyRoads.com website. Meetings are each Wednesday at noon through May 5, 2021. The National Association of County Engineers performed an infrastructure cost comparison from 2000 to 2020. Over that 20-year span, RCKC Hot Mix Asphalt prices have doubled and bridge replacement costs have tripled. Barry County experienced similar cost increases. Agencies are invited to the RCKC virtual informational session on Setting Realistic Speed Limits on April 20, 2021 at 9:00 a.m. If you did not receive the invite, contact Minkus for it. The Nichols Rd. and Solon Rd. project – City of Kalamazoo limits to Ravine Rd., bid came in 15% under estimate.

Representing the Michigan Department of Transportation, O'Neill reported freeway stoppages will occur Saturday April 10, 2021 on I-94 between Lovers Lane and Sprinkle Road from midnight to 5:00 a.m. State Troopers and law enforcement will be assisting. Ramps will also be impacted. Message boards will be deployed to advise the public. The Gull Road/G Avenue Roundabout project is underway. Tree clearing and fence removal on 27th Street is complete. All lanes are open on 27th Street and G Avenue. 28th Street is currently detoured and the bike path is closed. Gull Road traffic is shifted to the east-side of the road. On April 12, 2021, work will begin to install a new traffic signal at the north-bound off ramp of US-131 and D Avenue. Concrete pavement repair on east-bound I-94 near Mattawan will begin in Mid-May and last one weekend. After this project, work will begin on US-131 north of M-43. The contract was awarded yesterday for the I-94 Widening project in Kalamazoo. The contractor anticipates a project start date of April 13, 2021 with pavement repair on west-bound I-94 at night for 4 days. Once this is complete, a temporary concrete barrier wall will begin to be installed. The full project schedule will be released after it is approved.

Heppler reported the Village of Augusta submitted the Bridge Application for the Washington Street Bridge. The Village is hoping to obtain funding for the Augusta Drive project and may add a Webster Street project.
Ladd reported the two City of Kalamazoo MDOT Local Agency Projects of Portage Street and Howard Street Pedestrian Pathway have begun. The pre-construction meeting will be today for the Bank Street realignment and Farmers Market projects. The Farmers Market has been relocated to Mayor’s Riverfront Park during construction. Traffic continues to be impacted on southbound Oakland Drive for the storm water replacement project. This project will continue for approximately 4 weeks. Local in-house street project milling and resurfacing will begin later this month. The City anticipates awarding its first local street chip and crack seal contract. The second year of the City sidewalk rehab has started for the year.

Gwin reported for the City of Portage:

· East Milham Avenue Reconstruction from South Westnedge Avenue to Portage Road begins Monday, April 12th. All work will be complete by August 27th, with the exception of landscaping which will be complete by October 15th. There will be lane closures and traffic delays can be expected in this area. If anyone wants updated information throughout the project, you can go to the city’s website portagemi.gov, select the Notify Me button and subscribe to the 2021 East Milham Avenue Reconstruction project.

· Design continues on the Lovers Lane Reconstruction and South Westnedge Avenue Microsurfacing projects scheduled for construction in 2022.

Woodhams reported Village of Mattawan Call for Projects starts next week. The Bridge Engineer is still working with Amtrak for the Bridge Project.

LAND USE/PLANNING AND ZONING-

Jarnefelt stated the Kalamazoo County Brownfield Redevelopment Authority has applied for a 300-thousand-dollar EPA Grant for Brownfield Assessment dollars. The grant application is in review and the County expects to find out in May if they are awarded. If awarded, this would be the County’s third EPA Assessment Grant in 15 years. Jarnefelt stated she will be retiring in June. Attendees discussed. Heppler inquired if there are plans to reschedule the cancelled Pictometry flight for 2022. Jarnefelt stated the County is working to fund and plans on having the Pictometry flight in 2022. Although not as high a resolution as Pictometry, MiSAIL Michigan aerial imagery is available through the Kalamazoo County offices. The West-side of Kalamazoo County was flown in 2020. The East-side of the County was flown in 2019.

Anderson reported the City of Kalamazoo is working on developing a Street Design Manual with Smith Consulting Group. The manual will be inclusive of all types of streets and non-motorized pathways. The purpose of the manual is to provide guidance for consultants and developers designing streets or infrastructure projects. The manual will indicate the City’s available space and highlight how residents rely on and use the infrastructure. Environmental sustainability will be examined. The Manual is expected to be completed this fall.

NEW BUSINESS

Stepek mentioned several agencies received Earmark Requests from Congressman Fred Upton’s office. KATS is aware of projects that may be submitted. Contact Stepek with any questions. Let Stepek know if your agency is submitting a project or would like a Letter of Support. Submittals are due April 12, 2021.

PUBLIC COMMENTS

Selden, Bike Friendly Kalamazoo, is also Chair of Kalamazoo Region Bike Route Committee. Selden invited all attendees to join the next virtual meeting on April 20, 2021 at 11:00 a.m. Email pselden@aol.com or president@bfk.org for meeting links. During the meeting, more specific bike routes will be identified and discussed based on the KATS 2045 Metropolitan Transportation Plan Map 7 and the map referenced in the 2020 Southwest Michigan Region Non-Motorized Transportation Plan.
ADJOURNMENT

Following a motion by Heppler and a second by Minkus, Chair Schultz adjourned the April 8, 2021 Technical Committee Meeting at 10:23 a.m.

The next meeting of the Kalamazoo Area Transportation Study Technical Committee will be held on Thursday, May 13, 2021 at 9:30 a.m.
Application & Instructions for Transportation Improvement Program Projects

Approved 9/26/2018
Draft 4/13/2021

Kalamazoo Area Transportation Study
5220 Lovers Lane, Suite 110
Portage, MI 49002

(269) 343-0766
info@KATSmpo.org
www.KATSmpo.org
Application & Instructions for Transportation Improvement Program Projects

Introduction

The purpose of this document is to provide a guide concerning the Kalamazoo Area Transportation Study’s (KATS) Prioritization Process. This process is used to prioritize and award Federal Surface Transportation funding for projects that further the established goals of the KATS.

Goals and Objectives

Since the Transportation Improvement Program (TIP) is the short range planning element of the Metropolitan Transportation Plan, each TIP project must comply with the goals and objectives listed in the Metropolitan Transportation Plan (MTP). In addition to the goals and objectives in the MTP, the KATS has adopted goals to help facilitate the prioritization of funds in the TIP and guide the process. These goals include:

1. Foster coordination and participation within the region, the KATS will attempt to fund at least one project per Act51 Agency every two TIP cycles.
2. Develop every project in coordination with adopted Transportation Performance Measures.
3. Affirm adopted projects reflect the goals of the MTP.
4. Encourage local agencies to coordinate with each other in preventative maintenance projects for funding.
5. Coordinate various funding sources for projects such as Transportation Alternatives Program (TAP), National Highway Performance Program (NHPP), Congestion Mitigation and Air Quality (CMAQ).
6. Include an out year call for projects during each TIP development for a two year overlap of projects.
7. Promote cost effectiveness of project and Transportation Asset Management Council (TAMC) goal of applying the right fix at the right time.

Eligible Projects

To be eligible to apply for and receive Surface Transportation Program (STP) funding, or to receive any additional funding received through inclusion in the Kalamazoo Area Transportation Study’s Transportation Improvement Program (TIP), a project must be:

1. Proposed by an agency eligible to receive transportation funding through the State of Michigan.
2. Within the KATS Study Area Boundary.
3. Proposed by an active member of the Policy and/or Technical Committees.
4. Proposed by an agency that is satisfactorily contributing to the Transportation Planning Process of the KATS through the means prescribed by the Policy Committee.
**Guidance for Applicants**

**Review and Prioritization of Concept Statements**

This Prioritization Process is the adopted procedure to be followed in prioritizing and selecting projects for Federal Surface Transportation (STP) funding, NHPP, CMAQ, and TAP. When applicable, additional CMAQ and TAP forms for a project will also need to be completed and sent with TIP application or completed through the Michigan Grant System (MGS). All Project Concept Statements submitted to the KATS for funding will be reviewed using the following procedures:

1. Local agencies submit projects from their Capital Improvement Program (CIP) using the KATS TIP Application along with supporting documentation for CMAQ or TAP.
2. KATS staff will review project submissions using the identified Prioritization Process. Each project will receive a score.
3. KATS staff and the Prioritization Subcommittee will develop a preliminary list of all projects based on the score of the Prioritization Process Factors. Projects will be competing against one another based on the funds available.
4. The prioritized list will be adjusted to remain fiscally constrained and to meet the goals set forth in the Prioritization Process.
5. The recommended project list will be reviewed at the Technical Committee level. Technical Committee will then make a recommendation to the Policy Committee for approval.

**Timeline**

Projects to be considered for FY 2020-2023-2026 funding need to be received by the KATS no later than **November 25, 2018** at 5:00 pm.

<table>
<thead>
<tr>
<th>Transportation Improvement Program – 9 Month Process</th>
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<tbody>
<tr>
<td>TIP Development Starts</td>
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<tr>
<td>October 2018 to May 2021</td>
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Public Involvement Period

**Application Instructions**

The Project Concept Statement is to be filled out by the local agency for each project per fiscal year. Applications should be filled out thoroughly and include any supplemental information required. It is recommended that agencies submit enough projects so that a comprehensive recommended project list may be developed.

**NOTE:** If there is more than one phase for the project (Preliminary Engineering, Construction), a separate sheet will need to be filled out with cost for each phase shown under Project Cost Estimate. If more than one Federal, State, or Local Cost are used during that phase, provide the breakdown in the Other Project Information section of the application.
Definitions

Prioritization Process

ADT (Average Daily Traffic):
- Count must be within 3 years of project.
- Count totals/divisions may need revision.

Existing Condition:
- PASER for Roads, data is already collected and maintained by KATS staff.
- If a roadway has more than one rating for the length of the project, the worst condition will be used.
- Preventive maintenance (PM) addresses pavement problems of roads before the structural integrity of the pavement has been severely impacted. PM is a planned set of cost-effective treatments applied to an existing roadway that slows further deterioration and that maintains or improves the functional condition of the system without significantly increasing the structural capacity. The purpose of PM fixes is to protect the pavement structure, slow the rate of deterioration, and/or correct pavement surface deficiencies. To promote proper asset management principles, points are given based on the number of PM fixes over the lifetime of the roadway.

Local Planning and Economic Development:
- Project conforms with either local land use plan, corridor plan, Complete Streets plan, water and sewer master plan, or other locally supported planning document.

Environmental Justice:
- Project is located within, or directly adjacent to, an Environmental Justice area defined in the KATS Metropolitan Transportation Plan.

Safety:
- Projects will be measured as a rate per Million Vehicle Miles Traveled (MVMT) for road segments and Million Entering Vehicles (MEV) for intersection projects.
- Regional Safety Plan: https://katsmpo.files.wordpress.com/2012/03/20171013_sc_rtsp_final.pdf

National Functional Classification:
- The most recently adopted and approved National Functional Classification (NFC) for the roadway.

Operational Improvements
- A capital improvement for installation of traffic surveillance and control equipment; computerized signal systems; motorist information systems; integrated traffic control systems; incident management programs; transportation demand management facilities; strategies, and programs; and such other capital improvements to public roads as the Secretary may designate, by regulation. By definition, an operational improvement still does not include restoration or rehabilitatting improvements; construction of additional lanes, interchanges, and grade separations; or construction of a new facility on a new location.
# Prioritization Process Factors

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<thead>
<tr>
<th>Factor</th>
<th>Measure</th>
<th>Points Available</th>
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<tbody>
<tr>
<td>ADT (Average Daily Traffic)</td>
<td>ADT / 1000, rounded</td>
<td>Up to 15</td>
</tr>
<tr>
<td>Freight</td>
<td>Percent of commercial traffic, rounded to the nearest whole number</td>
<td>Up to 5</td>
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</table>
| Condition- PASER (Pavement Surface Evaluation & Rating) | PASER  
  1-2  10 points  
  3-4  20 points  
  5-6  15 points  
  7-10  0 points  
  Preventative Maintenance Project | Up to 20         |
| Preventive Maintenance     | Number of Preventive Maintenance Fixes  
  Years  
  1  1-5  2.5  
  2  6-10  5  
  3  11-15  7.5  
  4  16+  10 |                  |
| Local Planning and Economic Development | Identified in Local Planning Efforts: 5 points will be assigned for a plan that the project supports. | 5 |
| Environmental Justice      | Project located in identified EJ area | 10 |
| Safety                     | 3 or more crashes per MVMT/MEV - 5 Points  
Less than 3 crashes per MVMT/MEV - 3 Points | Up to 5         |
|                            | Project corrects the above identified safety issues and has a correctable MVMT/MEV crash rate of 3 or higher | 5 |
|                            | Project (or corridor) identified in Regional Safety Plan | 5 |
| National Functional Classification | Interstate/Other Highway  10  
Other Principal Arterial  8  
Minor Arterial  6  
Major Collector  4  
Minor Collector  2 | 10 |
| Operational Improvements   |                                              | 5 |
Project Uses Multiple Federal Funding Sources 5

Project Located on Line Haul Transit Route 5

Total: 100