

TRANSPORTATION IMPROVEMENT PROGRAM

Project Request Form: Roadways - Capital

All Project Request Forms must be accompanied by a copy of the official action recommending the projects. The action may be in the form of a resolution or letter that indicates a majority of the governing board approved the project request(s). Also, all forms must have attached ITD forms 2435 and 1150, as well as a project map. Please include any additional information on the project on separate pages.

GENERAL PROJECT INFORMATION

Requesting Agency:			
Project Name:			
Project Description:			
Project Termini:	Start:		Finish:
Cost Estimate:	\$		
Source of Cost Estimate:			
Implementing Agency:	<input type="checkbox"/> ITD <input type="checkbox"/> City of _____ <input type="checkbox"/> Valley Regional Transit <input type="checkbox"/> _____ Highway District <input type="checkbox"/> County of _____ 		
Agency Project Priority	Priority _____ of _____ Project(s)		

GO / NO-GO Criteria

Does the project follow the COMPASS Complete Streets Policy?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Is the project located on a corridor identified in the Long Range Transportation Plan (funded or unfunded)?	<input type="checkbox"/> Yes, Funded <input type="checkbox"/> Yes, Unfunded <input type="checkbox"/> No
Is the project consistent with the Community Choices land use scenario? <ul style="list-style-type: none"> • Project must either be inside the City Limits and/or Area of Impact or on a corridor that connects multiple cities or counties. Boundaries, as shown in the existing long-range transportation plan. 	<input type="checkbox"/> Yes, Completely Within Growth Area <input type="checkbox"/> Yes, Only Part Way In Growth Area <input type="checkbox"/> Yes, On Connecting Corridor Only <input type="checkbox"/> No
Has the sponsor committed available local match through a formal agency action, such as a Resolution?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Has the sponsor committed to paying ongoing operating/maintenance costs through a formal action, such as a resolution?	<input type="checkbox"/> Yes <input type="checkbox"/> No

FOR INTERNAL USE ONLY

Is the project located in an Economically Distressed Areas? <input type="checkbox"/> Yes <input type="checkbox"/> No Is the project already in the approved TIP? <input type="checkbox"/> Yes, Key # _____ <input type="checkbox"/> No

Please select the description below that best describes your project for each criterion. Select only one response per criterion.

Criterion	Assessment	
<p>System Continuity</p> <p>“Regional importance” is beneficial for 3 cities or 2 counties.</p> <p>“Local importance” benefits only the city or county where facility is located.</p> <p>“Point of regional importance” is a major concentration of employment and commercial activity that may be found in suburban areas as well as in downtown areas.</p>	Project will complete or improve a road segment that connects two improved intersections and helps to provide a continuous link between two points of regional importance for travel OR is a bridge project that helps to provide a continuous link between two points of regional importance for travel OR project will improve an intersection or interchange of at least one corridor of regional importance.	<input type="checkbox"/>
	Project will complete or improve a road segment that connects one improved intersections and helps to provide a continuous link between at least one point of regional importance for travel.	<input type="checkbox"/>
	Project will complete or improve a road segment that connects no improved intersections and helps to provide a continuous link between at least one point of regional importance for travel.	<input type="checkbox"/>
	Project will complete or improve efficiency of a corridor, intersection, or bridge that enhances continuity of a local system.	<input type="checkbox"/>
	Project is on a segment that does not enhance continuity of either a priority corridor or a local system.	<input type="checkbox"/>
<p>Congestion Mitigation / System Management</p> <p>Congestion as related to the Congestion Management Process (CMP)</p> <p>Applicant must demonstrate congestion mitigation if segment is not part of the CMP.</p>	Project will mitigate congestion and includes segment in the high congestion category for the last three years.	<input type="checkbox"/>
	Project will mitigate congestion and includes segment in the high congestion category for the current year.	<input type="checkbox"/>
	Project will mitigate congestion and includes segment in the medium congestion category for the current year.	<input type="checkbox"/>
	Project will mitigate congestion and includes segment in the low congestion category for the current year.	<input type="checkbox"/>
	Not classified as congested in the CMP consistently over the last three years.	<input type="checkbox"/>
	Project receives additional points if it is on a freight corridor specified on the Freight Corridor Map and score sheet.	<input type="checkbox"/>
<p>Safety Enhancement</p> <p>Once MVMT is figured, _____ points</p>	<p>Enter the number of crashes per million vehicle miles travelled (MVMT). To obtain this measure, calculate the average annual number of accidents for the road segment based on the most recent 3-years worth of data. Divide the annual average by the average daily traffic in a period of 365 days divided by one</p>	_____

Criterion	Assessment	
<p>are assigned on a sliding scale compared to other projects within the same application year</p>	<p>million vehicle miles.</p> <p>If the project roadway section does not exist, select the N/A box and COMPASS staff will use two similar existing roadway sections to calculate the measure.</p> <p>An intersection project receives bonus points based on average compared with road segments with a maximum of 20 points available. (The scorer will take the difference in points between the highest road segment and highest intersection and add that number to each intersection project due to inequities in gathering crash data at intersections.)</p>	<input type="checkbox"/> N/A
<p>Multi-Modal Enhancement</p> <p>“Regional importance” is beneficial for 3 cities or 2 counties.</p> <p>“Local importance” benefits only the city or county where facility is located.</p>	<p>Project will accommodate and create significant benefits to at least two additional modes of travel, or will complete a link to an intermodal facility of regional importance.</p> <p>Project will accommodate and create significant benefits to one other mode of travel, or will bring to standards an existing segment which connects to an intermodal facility of regional importance.</p> <p>Project will accommodate other mode(s) of travel, but benefits are expected to be limited; or project will enhance a connection to an intermodal facility of local importance.</p> <p>Project will accommodate no other modes of travel and will not improve a connection to any intermodal facility.</p>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
<p>Timely Implementation</p> <p>A project schedule is required, including an operations plan if appropriate.</p>	<p>Project could be implemented in five years and expects no political roadblocks exist from a preliminary view.</p> <p>Project could be implemented within five years and expects some political roadblocks exist from a preliminary view.</p> <p>Project could not be implemented within five years.</p>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
<p>Land Use (Non-motorized access encourages land uses envisioned in the long-range transportation plan.)</p> <p>Transit routes are identified in the long-range transportation plan. Major</p>	<p>Project will improve non-motorized access to an existing or planned premium transit route or major activity center, as specified by the project sponsor.</p> <p>Project encourages the “Community Choices” land use scenario in other ways, as provided by the applicant. (This is a special case and determined by the scoring committee.)</p> <p>Project will improve non-motorized access to an express or primary transit route, as specified by the project sponsor.</p> <p>Project will improve non-motorized access on a secondary route, flex route areas, or rural service area, as specified by the project sponsor.</p> <p>Project will improve non-motorized access, but not on a transit route.</p>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

Criterion	Assessment	
Activity Centers are located on the COMPASS Major Activity Center Map.	Project does not encourage the "Community Choices" land use scenario.	<input type="checkbox"/>
* Bonus Points *		
Basic Requirement	In order to obtain bonus points, is there an executed Development or Partnership Agreement documenting details of additional funding and/or coordination efforts? (Please attached copy)	<input type="checkbox"/> Yes <input type="checkbox"/> No
Funding Incentives	Project sponsor will provide additional monetary or in-kind support to the project equaling over 30% of the project total.	<input type="checkbox"/>
	Project sponsor will provide additional monetary or in-kind support to the project equaling 21%-30% of the project total.	<input type="checkbox"/>
	Project sponsor will provide additional monetary or in-kind support to the project equaling 11%-20% of the project total.	<input type="checkbox"/>
	Project sponsor will provide additional monetary or in-kind support to the project above the required local match up to 10% of the project total.	<input type="checkbox"/>
	Project sponsor will provide the required program match, typically 7.34%.	<input type="checkbox"/>
Coordinated Efforts Major Classification = multi-modal project, adds capacity, or improves safety Minor Classification = utility improvements, overlays	Project is coordinated with a separate funded project resulting in a cost savings or development efficiency. The coordinating benefits are classified as "major."	<input type="checkbox"/>
	Project is coordinated with a separate funded project resulting in a cost savings or development efficiency. The coordinating benefits are classified as "minor."	<input type="checkbox"/>
	This project is not coordinated with any other funded project.	<input type="checkbox"/>