

ROADWAY DETAILS (If applicable)

ROADWAY FEDERAL CLASSIFICATION

LOCATION OF PROJECT (Include map)

BEGINNING TERMINI

ENDING TERMINI

LENGTH OF PROJECT

SPEED LIMIT OF STREET (MPH):

ANNUAL AVERAGE DAILY VEHICLULAR TRAFFIC (AADT and YEAR):

NON-MOTORIZED FACILITIES PRESENT: BIKE LANE MULTIUSE PATH SIDE WALK ADA COMPLIANT

IS PROJECT ALONG TRANSIT ROUTE? YES NO

IF YES, IDENTIFY ROUTE:

IF YES, HAS PROJECT SPONSOR COORDINATED WITH TRANSIT AGENCY? YES NO

PROJECT DESCRIPTION & SIGNIFICANCE

Describe the proposed project.

How does this project support the regions goals and objectives? (See attached)

PROJECT SCORING CRITERIA
TOTAL POSSIBLE POINT = 80
DESCRIBE HOW THIS PROJECT MEETS EACH OF THE FOLLOWING SCORING CRITERIA

SAFETY = _____ points (For TAC/PAC committee use)

MOBILITY AND ACCESSIBILITY = _____ points (For TAC/PAC committee use)

PRESERVATION = _____ points (For TAC/PAC committee use)

REGIONAL SIGNIFICANCE = _____ points (For TAC/PAC committee use)

FREIGHT MOVEMENT & ECONOMIC VITALITY = _____ points (For TAC/PAC committee use)

**PROJECT SCHEDULE & DELIVERY
ANTICIPATED REVENUES
ESTIMATED PROJECT COSTS**

PROJECT COST AND PHASING		Cost by Phase	Proposed Year of Obligation
	Preliminary Engineering/Design		
	Right of Way		
	Construction		
	Total Estimated Project Cost		

PROJECT PHASE REVENUE By FFY Obligation Year	REVENUE	2019	2020	2021
	LOCAL			
	STATE			
	OTHER			
	REQUESTED STP			
	Total Project Phase Revenue			

TARGET DELIVERY					MAXIMUM	SCORE
PE	> 25% Complete	> 50% Complete	100 % Complete		10	
RIGHT OF WAY ACQUISITION	None Needed	In Progress	All acquired	Not yet started	10	
CONSTRUCTION READY	Design Complete	Environmental Complete	ROW Certified		20	
TOTAL TARGET DELIVERY						

SCORING RESULTS

SAFETY MOBILITY & ACCESSIBILITY PRESERVATION REGIONAL SIGNIFICANCE FREIGHT MOVEMENT & ECONOMIC VITALITY <hr/> Project Scoring Criteria Page 3 (Maximum of 80) Target Delivery Criteria Page 4 (Maximum of 20) <hr/> TOTAL ACCUMULATIVE SCORE Total Maximum = 100
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Reviewer Comments:

	Performance Measures	Performance Metrics
Safety & Security	<ul style="list-style-type: none"> • Rate of traffic fatalities per 100 million vehicle miles travel on all public roads • Rate of serious traffic injuries per 100 million vehicle miles traveled on all public roads • Number of traffic fatalities on all public roads • Number of serious traffic injuries on all public roads • Number of non-motorized fatalities and non-motorized serious injuries • Ben Franklin Transit incidents as reported to the National Transit Database 	<i>Pending Finalized Rules</i>
Preservation	<ul style="list-style-type: none"> • Pavement conditions on federal aid eligible infrastructure assets • Bridge conditions on federal aid eligible infrastructure assets 	<i>Pending Finalized Rules</i>
Mobility & Accessibility	<ul style="list-style-type: none"> • Travel time delay and traffic volume trends on CMP corridors • Jobs and housing within ½ mile distance of frequent transit services • Share of households within ½ mile to community resources (Consider: education, food, places to be active, and healthcare) • Increase pedestrian and bicycle facilities in the region • Fill network gaps in existing bicycle and pedestrian facilities • Sidewalk connections to transit locations • Bicycle accommodations to/near/at transit locations • Percentage of income spent on housing and transportation by moderate-income and low-income residents (H+T Index) • Number of new or reconstructed ADA improvements 	<i>Pending Finalized Rules</i>
Freight Movement & Economic Vitality	<ul style="list-style-type: none"> • Improvements on critical transportation links that connect to the Washington State Economic Corridors • Increase all-weather road mileage • Measure Truck AADT • Measure rural road closures by miles affected, and the length of closure due to weather related weight restrictions 	<i>Pending Finalized Rules</i>
Community & Environmental Sustainability	<ul style="list-style-type: none"> • Use of Travel Demand Management strategies that are implemented in the region • Transit utilization – fixed route service, park and ride usage, Vanpools, and other services • Rates of SOV to HOV use, of non-motorized travel, and transit 	<i>Pending Finalized Rules</i>

BENTON-FRANKLIN COUNCIL OF GOVERNMENTS
and the
BENTON-FRANKLIN-WALLA WALLA REGIONAL TRANSPORTATION PLANNING ORGANIZATION

MISSION STATEMENT

The mission of the Metropolitan/ Regional Transportation Plan (M/RTP) is to develop and maintain a balanced regional transportation system that provides access and mobility for people, goods, and services in a safe, convenient, and energy efficient manner; minimizes impacts upon the environment; is coordinated through a multi-jurisdictional effort; is compatible with adjacent land uses; facilitates planned economic growth; and maintains the livability of the communities across the entire region.

METROPOLITAN/REGIONAL TRANSPORTATION GOALS AND POLICIES

The goals and policies were developed through the transportation planning process and subsequently adopted by the BFCG Board. These goals and policies will guide and direct the regional transportation planning process for the next twenty years.

Goals:

- The preparation and implementation of a long range plan which identifies transportation related deficiencies and problems, provides clear direction, and seeks comprehensive least-cost solutions for maintaining the integrity of the transportation system in Benton, Franklin, and Walla Walla Counties;
- A transportation system that is integrated with local land use policies;
- A transportation system that provides lower cost solutions in the form of transit, vanpool/carpool, bicycling, and walking, in lieu of expanding capacity;
- A transportation system that provides access for goods, services, and people while minimizing total system costs;
- A transportation system that provides access and mobility for all citizens regardless of age, race, or ability;
- A transportation system that gives access while minimizing energy consumption and environmental impacts;
- A transportation system that meets the needs for sustained economic growth;
- A transportation system that is consistent with local, regional, state and federal policies; and
- A transportation system that assures improvements are consistent with and supports the values of communities and neighborhood structures.

Policies:

Policy 1 - Access & Access Management

It is the policy of the Benton-Franklin Council of Governments to support a regional transportation system that emphasizes access and access management and encourages the member jurisdictions to adopt policies incorporating access management into their construction projects and project prioritization processes.

Policy 2 - Efficiency

It is the policy of the BFCG to support a regional transportation system that 1) Maintains the greatest efficiency of movement in terms of travel time and distance and 2) Requires transportation investment decisions to maximize the full net benefits of the system.

Policy 3 - Balance

It is the policy of the BFCG to support a regional transportation system that 1) Stresses multi-modalism with minimum service standards, 2) Provides transportation options, 3) Avoids dependence on any particular mode, especially single occupancy vehicles, and 4) Optimizes the efficiency of each mode.

Policy 4 - Safety & Security

It is the policy of the BFCG to provide a transportation system that maintains and improves safety and security in all aspects of the transportation network, including both users and non-users of the system.

Policy 5 - Safety Conscious Planning (SCP)

It is the policy of the BFCG to promote integration of urban land use and transportation planning efforts through implementation of safety conscious planning.

Policy 6 - Environmental Responsibility

It is the policy of the BFCG to provide a regional transportation system that limits and mitigates adverse and harmful impacts on the environment.

Policy 7 - Transportation Financing

It is the policy of the BFCG to promote funding strategies that ensure regional financial stability for the transportation network.

Policy 8 - Intergovernmental Cooperation Including Regional Consistency & Certification

It is the policy of the BFCG to provide a regional transportation planning process that 1) Coordinates federal, state, regional, and local comprehensive plans, policies and legislation and 2) Emphasizes cooperation among jurisdictions.

Policy 9 - Citizen Involvement and Public Education

The BFCG in July 1994 adopted "Public Involvement Procedures for Transportation Planning" (last revised and adopted January 2008). The BFCG develops and maintains on-going programs that include citizen participation in all transportation related decisions.

Policy 10 - Livability, Sustainability & Land Use

It is the policy of the BFCG to encourage transportation related decisions that maintain and enhance livability and sustainability for all citizens and communities within Benton, Franklin, and Walla Walla counties.

Policy 11 - Pedestrians and Bicycles

It is the policy of the BFCG to promote pedestrian and bicycle travel as essential modes of transportation both within existing communities and new development and to provide opportunities for the safe and efficient use of pedestrian and bicycle facilities as a legitimate alternative to motorized travel and for improved health.

Policy 12 - Transit Element

It is the policy of the BFCG to 1) Support Ben Franklin Transit and Valley Transit and their goals and policies; 2) Promote a transit system which offers alternatives to the single occupancy vehicle; 3) Promote a transit system that offers services to citizens with special transportation needs; 4) Promote land use patterns that support the use of transit; and 5) Support intercity bus service between Walla Walla and the Tri-Cities.

Policy 13 - Transportation Demand Management/Commute Trip Reduction

It is the policy of the BFCG to promote strategies that offer low-cost solutions to capacity challenges on our streets and highways.

Policy 14 - Streets and Highways

It is the policy of the BFCG to encourage a network of streets and highways that 1) Supports a balanced and efficient multi-modal transportation network; 2) Is accessible for a variety of users; 3) Meets the needs for safely moving people, goods, and services throughout the region; 4) Contributes to the livability of both urban and rural communities.

Policy 15 - Air/Waterways/Rail

It is the policy of the BFCG to encourage air and rail passenger facilities and services and river and rail freight facilities and services that enhance regional economic competitiveness.

Policy 16 - Freight Movement

It is the policy of the BFCG to encourage safe and efficient freight movement; support inter-modal freight facilities; and ensure that any harmful effects of freight movement are mitigated with the users of the system.

Policy 17 - Intermodalism

It is the policy of the BFCG to encourage and maintain an accessible intermodal passenger and freight network with transportation hubs to facilitate access to urban and rural destinations while maintaining an efficient and balanced transportation system.

Policy 18 - Transportation and Economics

It is the policy of BFCG to acknowledge and promote transportation as having a fundamental role in growing and maintaining a healthy and strong regional economy.

Policy 19 - Maintenance and Preservation

It is the policy of the BFCG to promote the maintenance and preservation of the existing regional multi-modal transportation system.

SURFACE TRANSPORTATION PROGRAM (STP) PROJECT SELECTION PROCESS

The BFCG Metropolitan/Regional Transportation Plan (M/RTP) is used as the framework and policy plan to analyze system needs. Projects are evaluated; selected and funding resources are identified to meet long-range system needs.

Criteria based on the goals and policies listed in the 2011-2032 M/RTP are used in a competitive project selection process to ensure the projects that are selected and programmed into the TIP are consistent with both the BFCG M/RTP and the Washington State Transportation Plan (WTP).

In the MPO/RTPO TIP, projects are selected by year for the first four years, with the fifth and sixth years grouped together.

See example of project application next page.