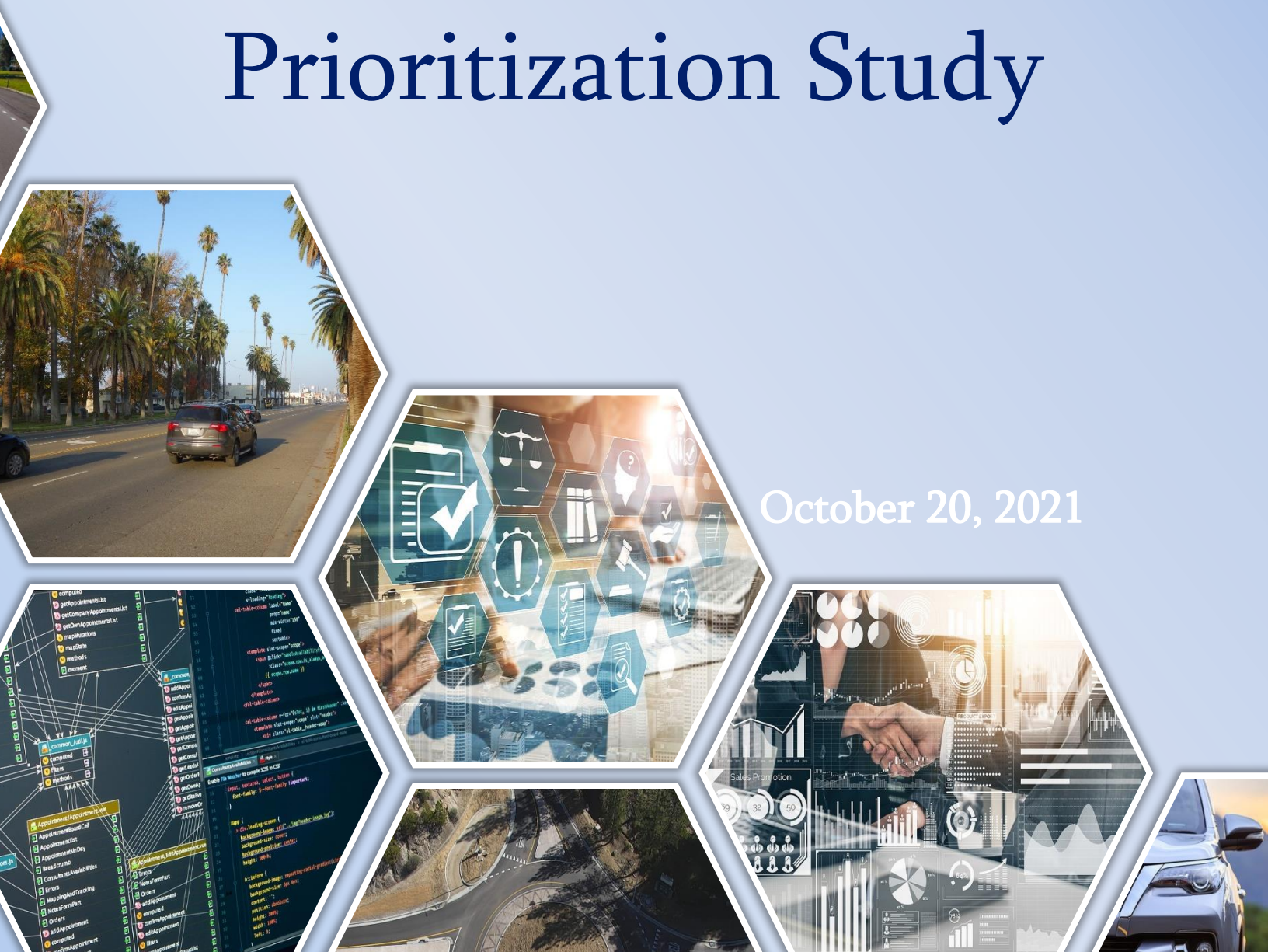


Final Report

Madera County Transportation Commission

2021 Project Prioritization Study

October 20, 2021



Project Prioritization Study

October 20, 2021

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This project received funding from the Caltrans Transportation Planning Grant and local agency match

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Introduction

Study Purpose

As the regional planning agency for Madera County, the Madera County Transportation Commission (MCTC) is tasked with supporting the County’s economy and quality of life through transportation planning, project development, and implementation. To support this mission, MCTC, in partnership with the City of Madera, City of Chowchilla and County of Madera, received a Caltrans grant to develop a Project Prioritization Study (PPS or Study) for the Madera County Region. The outcome of the Study is a prioritized list of projects and programs to address traffic congestion, facilities maintenance, transit needs, aviation improvements, and active transportation (bicycle and pedestrian infrastructure and programs) to be implemented in the Madera County Region.

The Project Prioritization Study (including the database) is a variable tool that will be frequently revisited by MCTC, Madera County, City of Chowchilla, City of Madera, and Caltrans staff as projects, funding assumptions, goals, and other attributes change from plan to plan, study to study, and year to year. The status of the project lists, priority score, and other project-related information referenced in the database will be continually updated, revised, scored, rescored, and augmented but will not be revised or changed as a result of a current planning process or plan. The Study and database will be the primary tool in place to track and assess project priority. As an example, the database (including project priority) will be used as the listing of projects that will be considered as candidate projects for inclusion in the financially constrained project listing as the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is developed every four (4) years.

Goals and Objectives

The goals of the Project Prioritization Study were to identify and prioritize transportation projects that serve the region and help MCTC meet various goals related to Greenhouse Gas (as mandated by Senate Bill (SB) 375) reduction, reducing vehicle miles traveled (as mandated by both SB 375 and SB 743), better accommodating diverse modal choice, increasing traffic safety, supporting economic vitality, and decreasing adverse health effects related to travel throughout the Madera Region. The overall process also was designed to advance MCTC’s overarching goal of further promoting social equity in transportation project delivery.

The main objectives of the Study were to:

- Develop a comprehensive database of transportation improvement projects by mode to address needs, including project prioritization and a cost estimation tool
- Develop a comprehensive set of performance/evaluation criteria that are important to enhancing the quality of life in Madera County
- Recognize the importance of prioritizing investment in underserved communities
- Identify viable and available funding sources to enable multimodal project delivery

Another objective of the Study was to enhance the capability of transportation agencies serving the Madera County region to address key transportation issues. These issues include traffic congestion, traffic safety, transportation facility maintenance, transit needs, and accommodating vehicle alternatives, such as bicycle and pedestrian travel.

Study Schedule and Phases

The Study began in July 2020 and will be concluded in Fall 2021. This Prioritization Study was performed in three phases:

1. The first phase comprised data collection. The study team first compiled data about existing projects that are listed and described in various plans and programs. The team then developed and applied a systematic method for identifying new projects with the potential to enhance Madera County's transportation networks.
2. Building on the data developed in Phase 1, the second phase focused on data analysis. Projects identified in the first phase were delineated with respect to project scope and staging. Project costs were also identified. A methodology and approach for project prioritization was developed considering local and state policies and mandates (e.g., SB 375 and SB 743) as well as longstanding goals for social equity, economic vitality, public health, and safety, and enhancing modal choice. These prioritization criteria were presented to the Study Oversight Committee, and stakeholder feedback was incorporated into development of the final prioritization criteria. A project database was then developed that incorporates detailed project information as well as prioritization of projects by mode.
3. The final phase focused on documenting the Project Prioritization Study. The Study Report will facilitate incorporation of the prioritized projects into ongoing planning activities in Madera County and its two Cities. Such planning activities include the development and updates of the RTP/SCS, Federal Transportation Improvement Program (FTIP), Active Transportation Plans (ATPs), Measure "T" Program extension, and other planning processes, including regional travel demand modeling by MCTC.

Study Report Contents

This introductory chapter has provided an overview of the Project Prioritization Study and summarized the Study's purpose, goals, and objectives. It has also reviewed the Study schedule and phases. The next Chapter discusses the Study Oversight Committee, its formation, and the role it played in the study.

Chapter III describes the process used to identify projects from current plans and programs and key source documents. Chapter IV explains the process used to identify new projects that are not currently included in existing plans and programs. Chapter V reviews the process used to identify key project attributes critical to a complete understanding of each project.

Chapter VI describes the project prioritization process itself, including the development mode-specific criteria used to score and rank projects. Chapter VI also summarizes the results of the initial scoring process and prioritization of projects.

Finally, Chapter VII presents a primary product of the Study, the Project Database. The design and development of the database is described, including refinement based on input and feedback from stakeholders. Key project components of the database and database uses are discussed. The process for ongoing management and updating of the database is also described.

Stakeholder Oversight Committee

Formation and Purpose

An important early task was the recruitment and establishment of a Study Oversight Committee (SOC). The members and alternates included key transportation agency staff responsible for transportation project oversight and delivery. Other members were drawn from non-transportation agencies with a stake in mobility and access improvements, including agencies representing community development, economic development, education, public health, agriculture, and the building industry.

The purpose of the SOC was to support the MCTC project manager and consultant team in the development of the Study. While the SOC did not make final decisions, it provided valuable input from informed active members representing key agencies and organizations.

SOC members represented the interests and concerns of the organizations, institutions, and constituencies that they serve. Members were instructed to consult with their constituencies on a regular basis concerning the discussions and recommendations of the SOC.

The SOC operated based on consensus decision-making by and large. Consensus was deemed as having been attained when no one was absolutely opposed to the decision. Consensus is not designed to achieve 100 percent agreement, but rather to create an outcome that represents the best feasible course of action, given the circumstances.

Membership

Study Oversight Committee members included:

- Angel Reyna, Madera Community College
- Bobby Kahn, Madera County Economic Development Commission
- Christina Beckstead, Madera County Farm Bureau
- Mattie Mendez, Community Action Partnership
- Michael Prandini, Building Industry Association of Fresno, and Madera Counties
- Lizette Contreras, Camarena Health
- David Padilla, Caltrans
- Edgar Hernandez, Caltrans
- Arnoldo Rodriguez, City of Madera
- Keith Helmuth, City of Madera
- Ellen Bitter, City of Madera
- Jason Rogers, City of Chowchilla
- Mark Hamilton, City of Chowchilla
- Rod Pruett, City of Chowchilla
- Jared Carter, County of Madera
- Matthew Treber, County of Madera
- Sara Bosse, County of Madera Public Health

SOC Meetings

The SOC met a total of three times during the project as noted below.

Study Oversight Committee Meeting #1 – September 15, 2020

The initial Study Oversight Committee was held online via Zoom two months into the project. The consultant team presented SOC members with an overview of the study. Members also received guidelines aimed at keeping the Committee collegial and productive. The guidelines included ground rules that covered meeting procedures and consensus-based decision making.

The SOC was briefed on the effort to gather existing project data, and the status of data collection for Cities of Madera and Chowchilla and the County. A draft project description and attributes listing was shared, as was a preliminary project description database template. A draft methodology was described for identifying projects that are not yet included in official plans and programs, but which may be worthy of inclusion. Next steps in the project were described and discussed.

Study Oversight Committee Meeting #2 – February 18, 2021

The second Study Oversight Committee was also held online via Zoom. This was a mid-project meeting. The SOC reviewed existing programmed and future project listings from Caltrans and local agencies. At this point the compilation of existing project listings was mostly complete.

The SOC received a briefing on process for identification of new projects. This included a summary of the results of a public survey completed in December 2020, which asked residents for the opinions of general transportation priorities as well as for specific projects. Meetings to identify new multimodal projects were discussed. These meetings were conducted with each local agency (public works and planning staff), Caltrans, agencies responsible for airports and transit, and other agencies including CalFire and Madera County Sheriff's office.

A draft set of project prioritization criteria for evaluating and ranking projects in the database was presented and discussed by the SOC. The status of the project database development was reviewed, and the committee was informed of next steps regarding the database.

Study Oversight Committee Meeting #3 – July 19, 2021

The third Study Oversight Committee meeting was held online via Zoom approximately one year into the project, as the major analytic work of the project was nearing completion. The finalization of the project prioritization process was described. Project database development was recapped, and the committee was invited to review the draft database.

A draft study report outline was shared with the SOC. An initial draft report was to be delivered in August, with finalization of the report and approval by the MCTC Board in September 2021.

Identification of Current Multimodal Improvement Projects

Sources of Information on Existing Projects

The project collected available transportation project data and information from Caltrans, local agencies, and MCTC and other available sources for all modes. Key sources included the current Federal Transportation Improvement Program (FTIP), the 2018 MCTC Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the Capital Improvement Programs (CIPs) for the Cities of Madera and Chowchilla, the County of Madera, and Caltrans planning documents.

Additional sources of information on existing transportation projects included the Regional and local Active Transportation Plans (ATPs), transit plans and studies, Climate Action Plans (CAPs), the Measure T Expenditure Plan, Traffic Impact Fee Programs developed by the local agencies, and other plans, programs, and studies.

The following sections describe key source documents for information on existing transportation projects.

2021 Federal Transportation Improvement Program

MCTC's Federal Transportation Improvement Program (FTIP) is a multi-modal list of capital improvement projects to be implemented over a four (4) year period, with provisional programming indicated for two (2) years beyond (referred to as the "out years").

MCTC is required under both federal and state law to develop an FTIP. The FTIP is the short-range program that implements the long-range RTP/SCS to accomplish improvements in mobility and air quality. All federally funded projects must be included in an FHWA-approved Federal Transportation Improvement Program (FTIP). Biennially, MCTC, in cooperation with member jurisdictions and the California Department of Transportation (Caltrans), prepares an FTIP for all highways, streets, roads, transit, and aviation projects in Madera County that use Federal or State funding. Projects in this document took precedence over all other sources of information or project listings.

2018 Regional Transportation Plan/Sustainable Communities Strategy

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) presents a transportation vision for the Madera region 20-plus years into the future and provides a long-term investment framework to address the region's transportation, land use, sustainability, and related challenges. Widespread input and consensus are crucial when developing plans that impact the lives of the residents living in the Madera region. MCTC's RTP/SCS was developed through collaboration with local governments, Caltrans, State and federal agencies, environmental and business groups, tribal governments, non-profit groups, and the public.

The RTP/SCS was an important source document since it includes projects for all modes of travel that have a reasonable likelihood of being funded through the year 2042. The RTP/SCS EIR assesses environmental impacts of the proposed multimodal projects and establishes air quality conformity per federal regulations.

Local Agency Capital Improvement Plans, Fee Programs, and Measure T

The Cities of Madera and Chowchilla and Madera County all maintain Capital Improvement Plans/Programs (CIP) for infrastructure projects within their jurisdiction. Typically, these have a five-year time horizon and indicate the timing and funding for projects by year. Madera County also has a draft traffic impact fee program with a list of projects that the fee would fund. Although not yet implemented, the draft program describes numerous projects that address mobility enhancements throughout the County.

Measure “T” is projected to yield approximately \$208 million for transportation projects in Madera County from 2007 to 2027. The Madera County Transportation Authority (MCTA) administers Measure “T” revenues through a planning and programming process, which includes a twenty-year Expenditure Plan and Annual Work Program. The longer-range Measure T Expenditure Plan was consulted as a potential source of projects and project information.

Other Regional and Local Plans and Studies

In 2018 MCTC completed a regional Active Transportation Plan covering bicycle and pedestrian needs in the Madera region, with project lists developed for each local jurisdiction. This was a valuable source of projects serving these active, non-motorized modes.

The General Plan Circulation Elements for the two Cities and the County was consulted for potential transportation projects. The City of Madera’s 2015 Climate Action Plan was also reviewed. MCTC’s Short Range Transit Plan indicates service and capital improvement projects over a five-year period. This was a primary source of transit projects for Madera transit service areas.

Other Sources

Planning and engineering staff at the two Cities and the County provided updates based on review of project lists developed from the plans discussed above. Caltrans provided information regarding projects on the state highway system. Finally, transit agency staff provided updates on their currently planned projects.

Identification of New Multimodal Improvement Projects

Process for Identifying New Projects

The consultant team recommended that Caltrans and the local agencies develop new projects that address one or more of the following concerns:

- Level of Service (LOS) deficiencies
- Safety enhancement opportunities
- Other modal deficiencies, needs, and issues
- Vehicle miles traveled (VMT) and emissions
- Multimodal transportation improvements and programs to support new development
- Gaps in the transportation system

The specific methodology recommended for identifying new projects is outlined in the section below.

Project Identification Methods

- Use MCTC Travel Demand Model to identify:
 - ✓ LOS deficiencies for street and road segments not found on existing list of future year capacity increasing projects
 - ✓ Gap projects
 - ✓ Interchange deficiencies
 - ✓ Access improvements/enhancements
- Safety Enhancement Opportunities
 - Meet With City and County Engineers/Planners to Identify Safety Issues Along Streets and Highways Including:
 - ✓ Pedestrian conflicts
 - ✓ Bicycle conflicts
 - ✓ Transit projects that improve safety
 - ✓ Aviation
 - ✓ Freight and passenger rail

- ✓ Projects that make existing transportation infrastructure more resilient to seismic hazards or other natural disasters
- Other Modal Deficiencies, Needs, Issues, etc.
 - Active Transportation
 - ✓ System gaps
 - ✓ Other needed improvements
 - New facilities and extensions of facilities
 - System support facilities (benches, signage, lockers, water fountains, etc.)
 - Public Transit
 - ✓ Transit access deficiencies
 - New routes
 - Route extensions
 - System support facilities (shelters, lighting, benches, signage, bike lockers, water fountains, etc.)
 - System coordination enhancements
 - Transit fare simplification and other improvements
 - Aviation
 - Noise abatement
 - Runway relocation
 - New runway improvements
 - Lighting
 - Instrument system improvements
 - Rail
 - Passenger station relocation
 - Station improvements
 - Spur line improvements
 - Railroad grade separations
 - Railroad crossing improvements

- Projects to address Vehicles Miles Traveled (VMT) and greenhouse gas (GHG) emissions Reductions
 - Modal projects/programs that reduce VMT and emissions to address SB 375 and SB 743 requirements
 - Projects by mode: Identify current or new projects that would be effective in reducing VMT
 - Programs by mode: Research programs in other regions
- Projects identified in recent studies and plans
 - General Plan Amendments
 - State Route (SR) 41/Avenue 9 Sustainable Corridors Study
- Other Agency-Sponsored Improvement Projects
 - California High Speed Rail (CHSR) System Modifications
- Projects identified considering public, stakeholder, agency input
 - Public suggestions via virtual outreach efforts
 - Stakeholder suggestions
 - ✓ Study Oversight Committee (SOC) members and agencies they represent via SOC meetings and virtual outreach
 - ✓ Other affected stakeholder agencies (agriculture-related groups, goods movement groups, education facilities/representatives, Native American organizations, homeowner organizations, etc.)
 - Agency suggestions via the SOC and/or direct contact
 - ✓ Federal agencies
 - ✓ State agencies [Caltrans, California Air Resources Board (CARB), others]
 - ✓ Regional agencies [MCTC, San Joaquin Valley Air Pollution Control District (SJVAPCD), San Joaquin Valley Joint Powers Authority (JPA), Madera Economic Development Commission (EDC), etc.]
 - ✓ Local agencies (Cities and the County)

Caltrans and Local Agencies

Caltrans provided information regarding projects on the state highways system that are being proposed for inclusion in MCTC’s 2022 RTP/SCS. The City of Madera identified new projects and provided updated information on certain existing projects. The City of Chowchilla provided a revised Capital Improvement Program with several new projects.

Madera County Transportation Commission Public Survey

The online survey conducted in November and December 2020 allowed Madera County residents to express their opinions regarding transportation needs and priorities. While there were clear indications of support for better maintenance, safety projects and for a wide variety of project types, there were no specific projects that directly emerged from the survey.

The survey had an indirect influence since the survey results were shared with local agencies and Caltrans. These agencies considered the responses as they edited and added projects to the project listing which was then added to the database.

The public survey instrument and a summary of survey results is found in Appendix A.

Other Sources

Transit agency staff provided information to the consultant team on numerous projects that are not yet included in their Short Range Transit Plans or the local jurisdiction's Capital Improvement Plans.

The MCTC model was not used directly to identify new projects. However modeled LOS deficiencies were used to identify projects during the development of the 2018 RTP; these projects are in the constrained or unconstrained project list in the RTP. The 2022 RTP model was not available for this project, and very few if any deficiencies are expected using the new model according to MCTC.

New projects were added to the master project listing. The complete list of existing and newly identified projects included in the Study is found in the database.

Identification of Project Attributes

The study team iteratively designed and developed a project compendium that became the basis for a Master Project Database. The project compendium included the following attributes for each project by mode:

- Project Identifier
- Project Name
- Responsible Agency
- Project type
- Project location and limits
- Cost and year of cost estimates
- Programmed funds by type (federal, State, local, Measure T, other) and year
- Prior funding allocation
- Project Opening Year
- Project status by major phase (Preliminary Engineering (PE), Right-of-Way, Construction), as applicable
- Status of Environmental Review
- Environmental Document Type
- Geographical Location or County Subarea (major subregion areas and City Limits)
- Source of information

Other descriptors, components, and details were included depending on project type (street and highway, transit, active transportation, etc.). Cost estimates were updated for existing projects by mode considering revised project descriptions or current year inflation estimates.

The following figure provides an example of project attributes contained in the project inventory and ultimately the project database.

PROJECT LIST

[+ New Project](#)

[Copy](#)
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Show entries

Search:

MCTC ID		Status	Agency	Project Name	Project ID	Description	Category	Total Cost	Edit	View	PDF	History	Delete
RP - 2		Pending	Caltrans	HST Fresno to Merced Segment	06-2HT00	High Speed Train System - Fresno to Merced Segment	Rail Projects	\$11,095,200.00	Edit	View	PDF	History	Delete
RP - 3		Pending	Caltrans	HST - San Jose to Merced Segment	06-1HT00	High Speed Train System	Rail Projects	\$0.00	Edit	View	PDF	History	Delete
RP - 4		Pending	Caltrans	HST ? San Jose to Merced Segment	C-R1	HST ? San Jose to Merced Segment	Rail Projects	\$203,000.00	Edit	View	PDF	History	Delete
PP - 67		Pending	Caltrans	SR 145 South ADA Curb Ramps	06-0W360	Upgrade/install ADA curb ramps and sidewalks	Sidewalk Projects	\$0.00	Edit	View	PDF	History	Delete
PP - 68		Pending	Caltrans	Madera 145 North ADA Ramps	06-0U670	Install and upgrade ADA curb ramps	Sidewalk Projects	\$0.00	Edit	View	PDF	History	Delete
PP - 74		Pending	Caltrans	SR 145	617000164	Upgrade and Install ADA Curb Ramps and Sidewalks	Sidewalk Projects	\$4,319,000.00	Edit	View	PDF	History	Delete
PP - 75		Pending	Caltrans	SR 49	06-1A400	Construct ADA Curb Ramps and Access to Accessible Pedestrian Signals (APS) Buttons	Sidewalk Projects	\$0.00	Edit	View	PDF	History	Delete

Project Prioritization Process

Introduction

The project prioritization process entailed five steps:

1. Finalize lists of projects
2. Finalize prioritization criteria
3. Incorporate prioritization criteria component in the database
4. Populate all projects in the database
5. Score and prioritize projects by mode and include the prioritization score in the database

The development of project prioritization criteria (Step 2) considered many sources and types of information including:

- Current RTP/SCS projects and prioritization criteria
- Current Active Transportation projects and prioritization criteria
- Current transit projects and prioritization criteria
- Voter approved Measure T projects and program requirements
- The two Cities and the County's transportation related plans and policies, including fee programs
- Evolving State and federal transportation policies, especially as they relate to performance-based planning and analysis and funding for various transportation modes
- The opinions of the County's residents (public and stakeholders) as reflected in the public survey and SOC meetings
- Implementation of new and innovative projects such as Tolloed Express Lanes
- The County's evolving economy
- The County's demographic trends
- Revenue realities, e.g., the fact that revenues fall short of demand at all levels of government
- Pollution burdens
- Population characteristics

Development of Mode Specific Project Prioritization Criteria

Project Evaluation criteria were developed for each mode (e.g., Streets and Highways, Transit, Bicycle and Pedestrian modes, Rail and Aviation). Each mode has unique criteria (for example, Street and Highway projects included "improves level of service (LOS)" as a criterion, and Transit projects included "enhances interagency transit service coordination" as a criterion).

Evaluation criteria has been updated to include greater consideration of community makeup and adverse environmental hardships. Indicators in CalEnviroScreen 3.0 are incorporated into the evaluation criteria for projects. Prioritization score values are assigned in two categories considering environmental condition indicators:

- Pollution Burden
 - Exposures - Contact with pollution
 - Environmental Effects - Adverse environmental conditions caused by pollution
- Population Characteristics
 - Sensitive Populations - Populations with biological traits that may magnify the effects of pollution exposures
 - Socioeconomic Factors - Community characteristics that result in increased vulnerability to pollution

There are many commonalities to the prioritization criteria across modes. Criteria common to two or more modes include:

- Consistency with current regional and local plans and policies
- Congestion relief
- Improves air quality and reduces greenhouse gas (GHG) emissions
- Provides improved access to activity centers
- Improves safety
- Supports other modes of transportation
- Estimated project timing (more imminent projects are higher priority)
- Serves smart growth development and/or Sustainable Communities Strategy goals
- Avoids negative environmental impacts on environmental justice, minority and low-income communities, and Native American historic, cultural, and sacred sites
- Improves congested corridors or provides alternative relief to congested corridors
- Provides access to other modes of transportation
- Project is within (serves) a disadvantaged community as indicated by pollution burden
- Project is within (serves) a disadvantaged community as indicated by population characteristics

The final multi-modal project evaluation criteria used for project prioritization is found in Appendix B.

Scoring Process and Prioritization of Projects

The consultant team scored the projects to the extent feasible. For certain criteria, additional knowledge embedded in the local agencies and Caltrans is needed to complete the process. Reasons why local knowledge is needed to score the projects is noted for specific prioritization criteria so that it was clear what local agencies must do to complete the prioritization process.

This Project Prioritization Study (including the database) is a variable tool that will be frequently revisited by MCTC, Madera County, City of Chowchilla, City of Madera, and Caltrans staff as projects, funding assumptions, goals, and other attributes change from plan to plan, study to study, and year to year. The status of the project lists, priority score, and other project-related information referenced in the database will be continually updated, revised, scored, and rescored, and augmented but will not be revised or changed as a result of a current planning process or plan. The Study and database will be the primary tool in place to track and assess project priority. As an example, the database (including project priority) will be used as the listing of projects that will be considered as

candidate projects for inclusion in the financially constrained project listing as the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is developed every four (4) years.

Project Database

Database Design

The Project Database (database) was designed considering the database purposes, i.e., to record pertinent project characteristics and to score and prioritize projects by mode. In terms of project attributes, the database essentially replicated the master project list (which was implemented in an Excel workbook).

Project attributes in the database include:

- ✓ Project Identifier (one or more numbers unique to the project)
- ✓ Project Name
- ✓ Responsible Agency
- ✓ Project type
- ✓ Limits (e.g., postmiles or other location data)
- ✓ Other descriptors, components, and details depending on project type (street and highway, transit, active transportation, etc.)
- ✓ Cost and year of cost estimates
- ✓ Programmed funds by type (federal, State, local, Measure T, other) and year
- ✓ Prior funding allocation
- ✓ Project Opening Year
- ✓ Project status by major phase (Preliminary Engineering (PE), Right-of-Way, Construction), if applicable
- ✓ Status and type of project environmental review (Environmental Impact Report, Mitigated Negative Declaration, etc.)
- ✓ Source of information (included contact information for key project staff)
- ✓ Project Prioritization Structure and Score

Database Development

The database development included the following steps:

1. Incorporate the list of attributes desired by mode to reflect the projects in the database from existing plans and new projects from Caltrans and the local jurisdictions
2. Provide sections to identify the project description, funding, project cost, project scoring and administration
3. Use the master project listing to populate the database

4. VRPA and NV5 then worked with MCTC and the project team to refine the database, edit the projects, score the projects to the extent possible, and address any other database issues
5. NV5 prepared a reporting process allowing a user to print out reports with any information from the database
6. NV5 also prepared instruction videos to educate users (MCTC, Caltrans, and the Cities and County) on how to maneuver in the database, edit the projects, and finalize project information.

Database Input and Refinement

Project Modes

Project modes in the database include:

- Streets and Highways
- Transit
- Bikeway/Trail
- Pedestrian
- Rail
- Aviation

Project Categories by Mode

Projects under certain modes are further divided into categories. For Streets and Highways projects, project categories include:

- Capacity Increasing
- Maintenance
- Traffic Operations and Safety
- Bridge

For Transit projects, categories include:

- Transit Operations and Maintenance
- Transit Service Improvements
- Bus Stop Improvements
- Transit Support Facilities
- Transit System Maintenance
- Bus Fleet Energy Conversion
- Bus Acquisition -Replacement
- Bus Acquisition – Expansion
- Other Capital Projects
- Transit Planning and Marketing

For other modes, i.e., Bicycle/Trail, Pedestrian, Rail and Aviation, categories were not defined. Project Type and Detailed project descriptions sufficiently characterize these projects. (See next section).

Project Type and Description by Modal Category

Each project is further defined by a project type, as well as a description of the exact nature of the project. For Streets and Highways, the following project types were defined:

- Added Lanes
- Passing Lanes,
- New Interchange,
- Interchange Modification
- Intersection Improvements
- Ramp Improvements

For Transit projects, project types paralleled the project categories described in the previous section.

For Bicycle and Trail projects, Project Types include:

- Class I Bicycle Facilities (routes)
- Class II Bicycle Facilities (on-street lanes)
- Class III Bicycle Facilities (separate paths)
- Class IV Bicycle Facilities (protected lanes)
- Other types of bicycle facilities
- Bicycle System Amenities

For Pedestrian projects, the main Project Types are:

- Trails
- Sidewalks
- Crosswalks,
- Pedestrian Signals
- Pedestrian Overcrossings
- Pedestrian Amenities

For Aviation, Project types include:

- Capital Improvement
- Maintenance/Rehabilitation
- Operations

Project Funding

Currently identified funding from federal, state, regional (Measure T) and local sources is listed for each project in the database. The database includes prior year funding for projects that are under way, and anticipated funding for the next five fiscal years.

Project Cost

The latest cost estimate for each project is included in the database. The year of the cost estimate is indicated as well as the source.

Project Scoring

Projects were scored and prioritized using the final criteria and methodology. Project prioritization results are listed in the project database. The consultant team scored the projects to the extent feasible. For certain criteria, additional knowledge embedded in the local agencies and Caltrans is needed to complete the process. Reasons why local knowledge is needed to score the projects is noted for specific prioritization criteria so that it was clear what local agencies must do to complete the prioritization process.

This Project Prioritization Study (including the database) is a variable tool that will be frequently revisited by MCTC, Madera County, City of Chowchilla, City of Madera, and Caltrans staff as projects, funding assumptions, goals, and other attributes change from plan to plan, study to study, and year to year. The status of the project lists, priority score, and other project-related information referenced in the database will be continually updated, revised, scored, and rescored, and augmented but will not be revised or changed as a result of a current planning process or plan. The Study and database will be the primary tool in place to track and assess project priority. As an example, the database (including project priority) will be used as the listing of projects that will be considered as candidate projects for inclusion in the financially constrained project listing as the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is developed every four (4) years.

Database Management

The database will be maintained by MCTC. Madera County, the Cities of Madera and Chowchilla, and Caltrans will assist in the updates of the database for projects in their jurisdiction or on their system.

Database Update Process

MCTC and its partner agencies will update the project database on an ongoing basis.

Appendices

APPENDIX A

Project Prioritization Study – Public Survey

Online Survey

Transportation Needs and Priorities Survey

As a tool to help advance MCTC's goal of further promoting social equity in the delivery of transportation projects for the Madera County region, the Project Team developed a thirteen-question survey instrument that would identify what transportation improvements are needed to improve travel the residents and communities in Madera County. Ten of the questions asked helped to identify needed projects throughout the County and three were related to respondent demographics. The survey instrument and the results of the survey process are provided on the following pages. Projects identified through the survey process were provided to the local agencies and Caltrans as they developed candidate projects for inclusion in the Project Database. The online survey was open between November and December 2020 with a total of 28 respondents. Results indicate:

- 68% of respondents believe that addressing congestion, delay, connectivity, and reliability of the transportation system will be very important over the next 25 years.
- Respondents noted that the top three priorities for creating a more equitable transportation system are:
 1. Better pavement with fewer potholes in low-income communities
 2. Safer streets for walking and bicycling in low-income communities
 3. Better transportation options for seniors and people with mobility issues.
- The top transportation issue in the respondent's community was safety (speeding, crashes, distracted driving)
- Walking and biking access and safety was identified as a top priority
- The top three transportation improvements that respondents would invest in include:
 1. Repave existing streets
 2. Repair streets, potholes, cracks
 3. Widen existing roads, add new car lanes to reduce traffic

Madera County Transportation Commission

Project Prioritization Study for the Madera County Region

Transportation Needs and Priorities Survey

The Madera County Transportation Commission (MCTC) is currently preparing its Project Prioritization Study (Study) for the Madera County region. The Study will estimate projected revenues available for transportation improvements in the next 25 years as well as identify the funding shortfall resulting from these projections. The Study will provide a prioritized list of transportation projects and programs, identify currently planned projects, identify projects not currently planned for, and establish costs to complete all identified projects.

Do you have suggestions for roadway, transit, bikeway, walkway, recreational trails, or other types of transportation improvements?

Do the streets near you need repair, or have potholes that need to be filled?

Are the roads you travel unsafe or congested?

Would your community benefit from a change to public transit schedules or current bus stop locations?

Would your community benefit from a new bikeway, sidewalk, or trail?

We need your help to advance MCTC's goal of further promoting social equity in the delivery of transportation projects for the Madera County region. Please help us identify projects and programs to include in the Study report by participating in the brief survey below.

1. **What is your zip code?** _____

2. **Looking ahead over the next 25 years, how important do you believe each of the following statements should be for the Madera County Region?**

	Very Important	Moderately Important	Slightly Important
• Expanding multimodal travel options and choices for all users	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Enhancing safety for all travelers across all modes of travel	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Addressing congestion, delay, connectivity, and reliability of the transportation system	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Maintaining the current transportation system	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Considering public health, equity, and air quality when implementing new transportation projects and programs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Encouraging new technologies and innovation in transportation improvement projects	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Madera County Transportation Commission

Project Prioritization Study for the Madera County Region

3. What are your top three priorities for creating a more equitable transportation system for the Madera County region? Choose up to three.

- Better pavement with fewer potholes in low-income communities
- Better transportation options for seniors and people with mobility issues
- Improved air quality in disadvantaged and low-income communities through infrastructure and policy changes
- Better access to public transportation in low-income communities
- Cheaper fares or free transit options for low-income residents
- Safer streets for walking and bicycling in low-income communities

4. What do you consider the transportation issues to be in your community? Please rank from highest (1) to lowest (7).

- Missing road or street connections
- Missing sidewalks and crosswalks
- Lack of bike lanes
- Safety (speeding, crashed, distracted driving)
- Congestion
- Public transit services do not meet my needs
- Inaccessibility

5. Please rank the following in order of your priorities. 1=highest to 5=lowest

- Walking and biking access and safety
- Better driving conditions
- New mobility services and more use of technology
- Stronger consideration of the environmental impacts of our transportation system
- Public transit connections and quality

Madera County Transportation Commission

Project Prioritization Study for the Madera County Region

6. If you had \$100 to invest in transportation improvements, how would you spend it?

- Repave existing streets
- Repair streets, potholes, cracks
- Widen existing roads, add new car lanes to reduce traffic
- Build new roads
- Add bicycle lanes or facilities
- Add sidewalks, widen sidewalks, or address ADA sidewalk issues
- Incorporate streetscaping attributes (lighting, benches, trees, etc.)
- Improve safety with traffic calming projects (speed humps, flashing beacons at crosswalks, roundabout)
- Increased public transit services and/or options
- More shared-mobility services such as rideshare, or bike/scooter share to get around town
- Other (please describe)

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7. Do you avoid certain intersections or roads in your community?

_____ Yes _____ No

If yes, which ones and why?

8. Is there a specific transportation project or service that we should consider including in the Study currently being prepared? Please include an exact location and detailed description of the transportation improvement project.

Madera County Transportation Commission

Project Prioritization Study for the Madera County Region

- Other Government Employee
- Student
- Retired | Not Employed
- Other (please describe)

13. Additional Information

If you would like to receive additional information about the Project Prioritization Study, please provide the following information and we will add you to the Project database. *Your personal information will not be shared.*

Name: _____
Email Address: _____

Thank you for completing our survey. We appreciate your feedback and time.
Provide your email address for a chance to win
one of four donated \$25.00 gift cards.

We will contact you via email for additional contact information if your email is drawn.



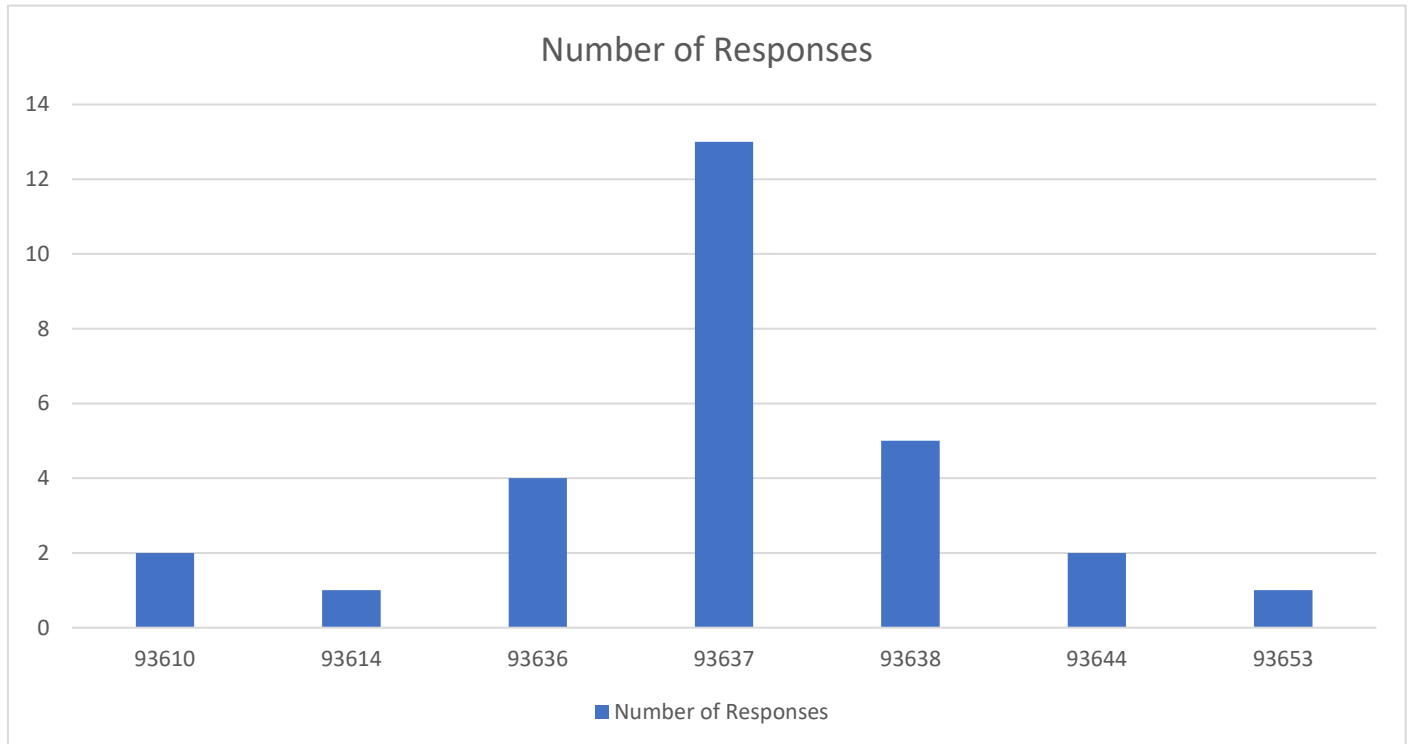
Madera County Transportation Commission

Project Prioritization Study for the Madera County Region

Transportation Needs and Priorities Survey Responses

Question 1 What is your zip code?

Answered – 28, Skipped – 0

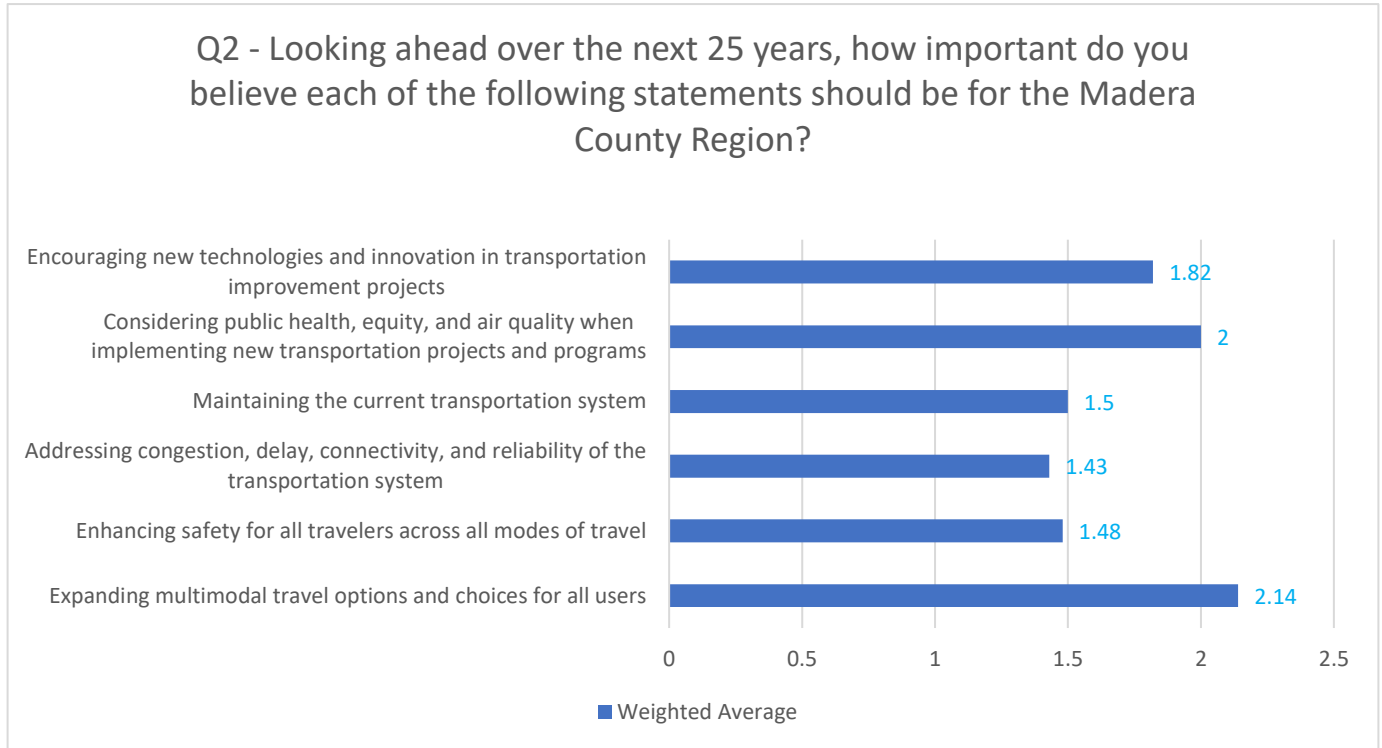


Madera County Transportation Commission

Project Prioritization Study for the Madera County Region

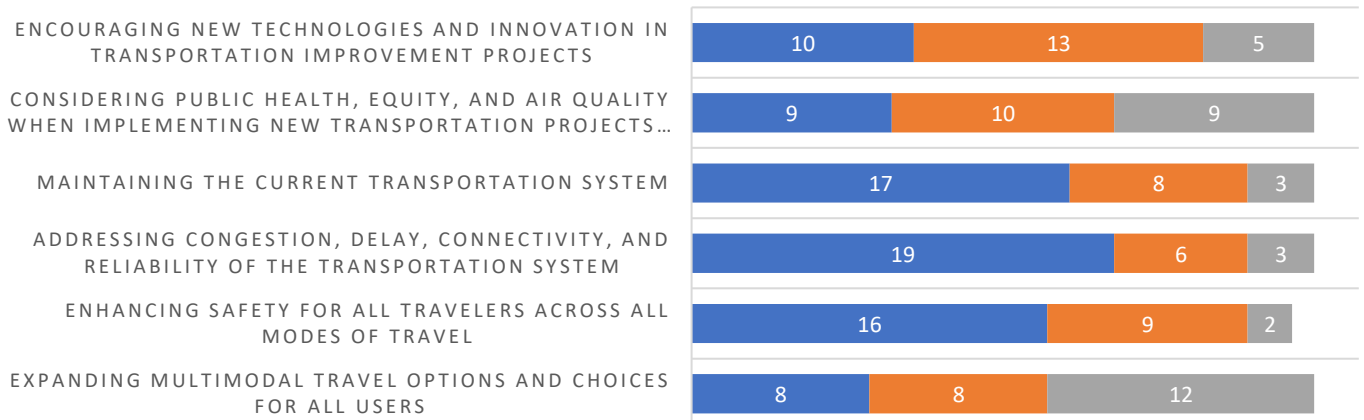
Question 2 Looking ahead over the next 25 years, how important do you believe each of the following statements should be for the Madera County Region?

Answered – 28; Skipped – 0;



Q2 - LOOKING AHEAD OVER THE NEXT 25 YEARS, HOW IMPORTANT DO YOU BELIEVE EACH OF THE FOLLOWING STATEMENTS SHOULD BE FOR THE MADERA COUNTY REGION?

■ Very Important ■ Moderately Important ■ Slightly Important



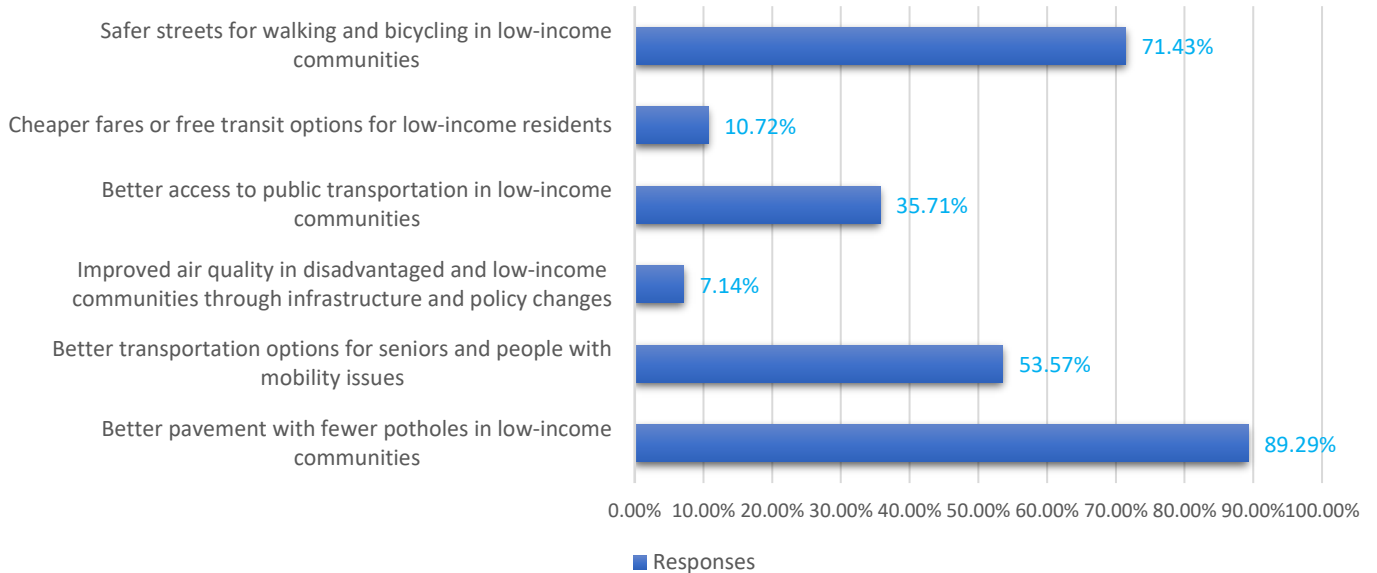
Madera County Transportation Commission

Project Prioritization Study for the Madera County Region

Question 3 What are your top three priorities for creating a more equitable transportation system for the Madera County region? Choose up to three.

Answered – 28; Skipped – 0

Q3 - What are your top three priorities for creating a more equitable transportation system for the Madera County region?

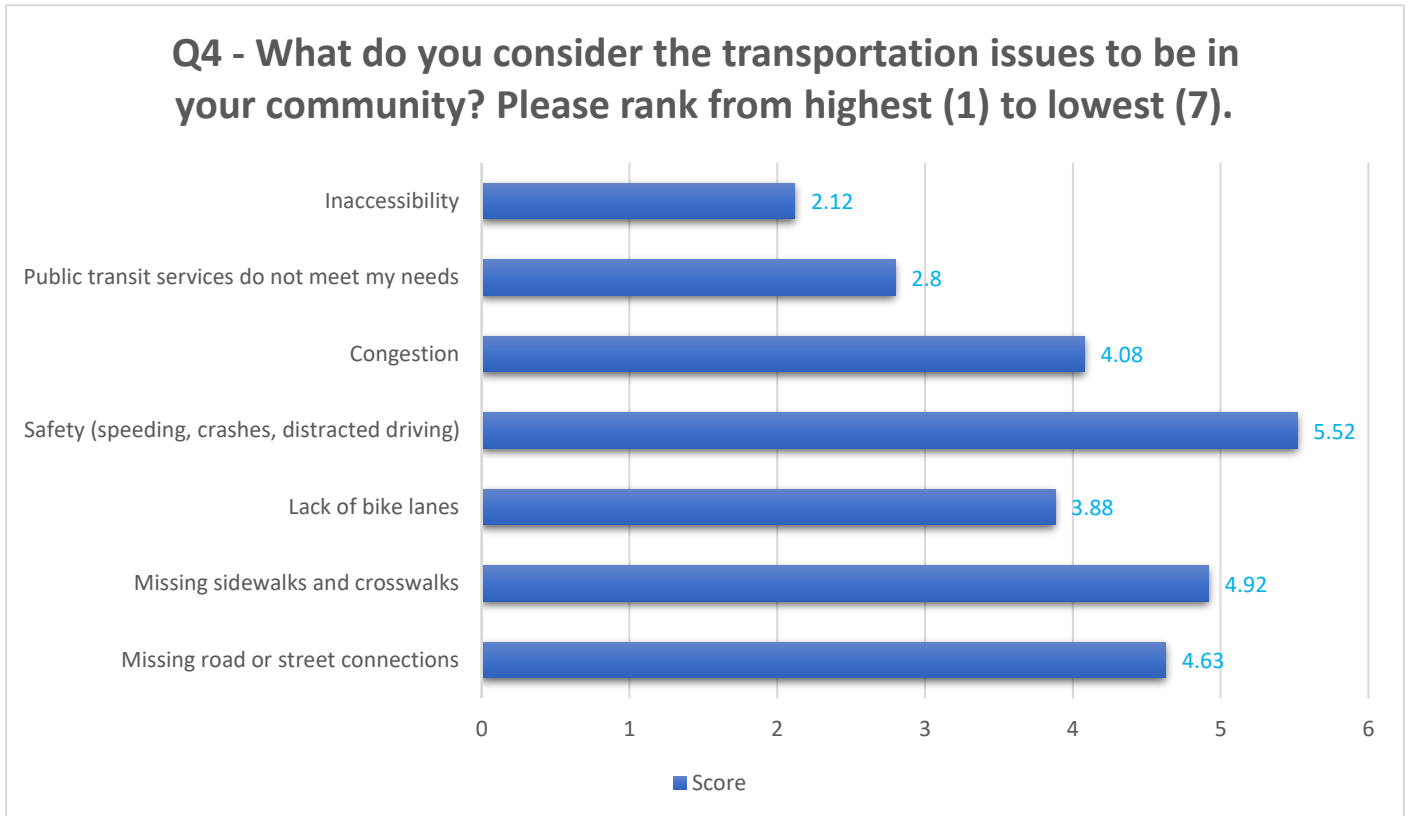


Madera County Transportation Commission

Project Prioritization Study for the Madera County Region

Question 4 What do you consider the transportation issues to be in your community? Please rank from highest (1) to lowest (7).

Answered – 25; Skipped – 3

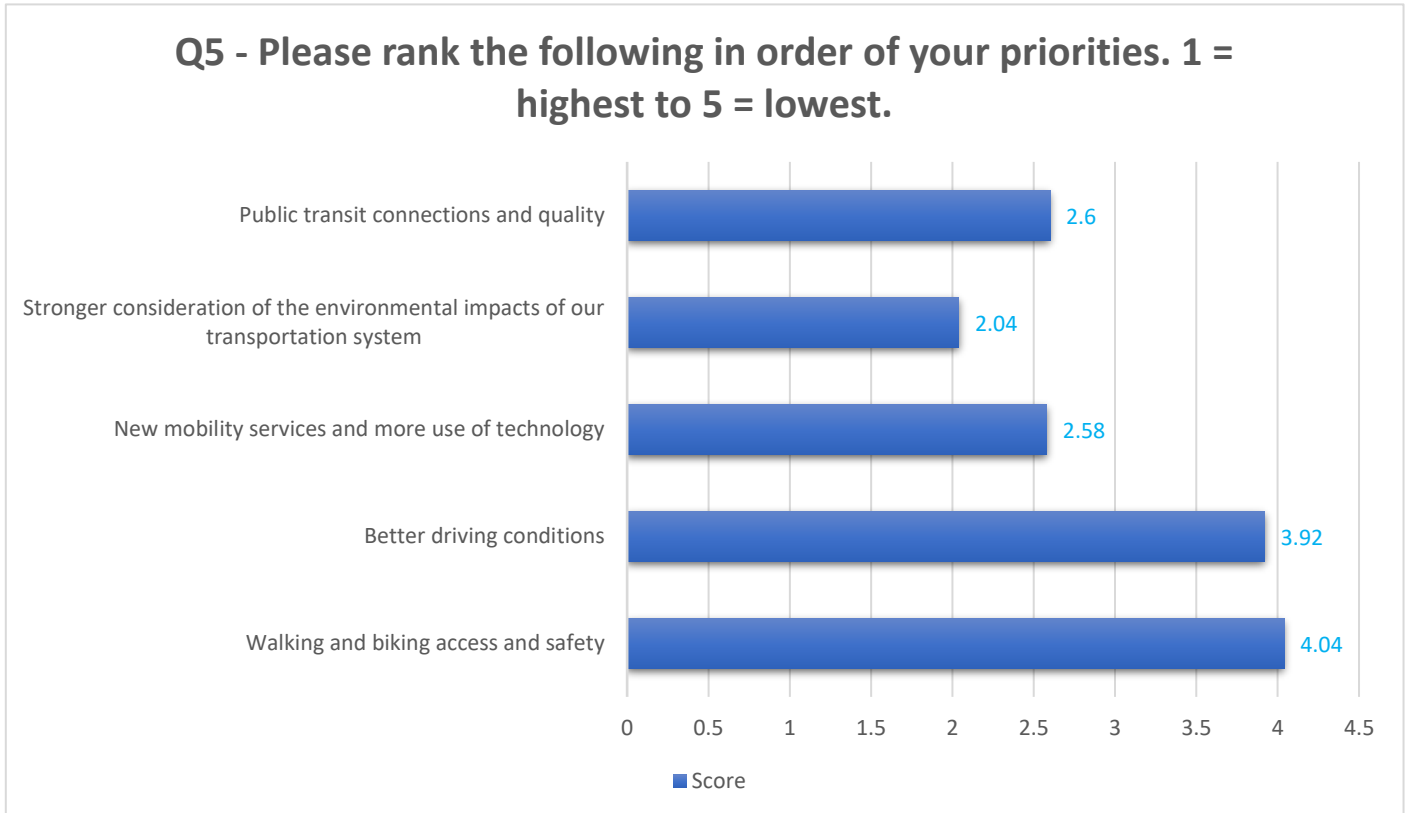


Madera County Transportation Commission

Project Prioritization Study for the Madera County Region

Question 5 Please rank the following in order of your priorities. 1 = highest to 5 = lowest.

Answered – 27; Skipped – 1



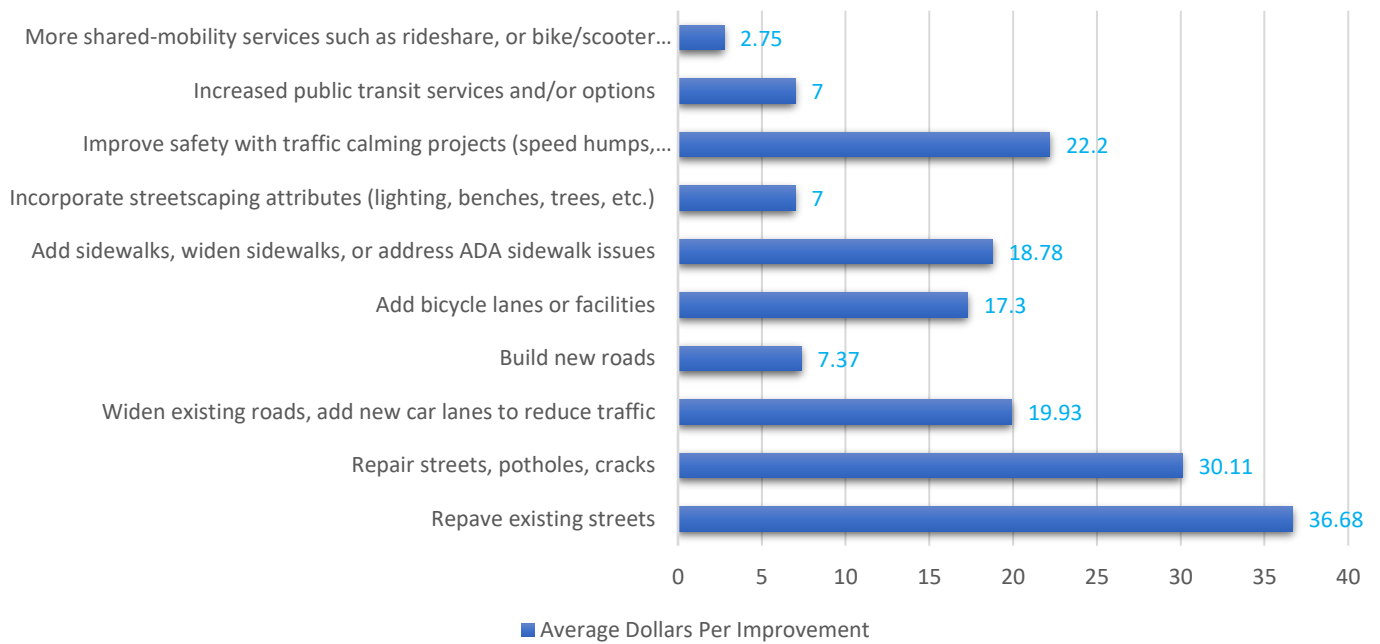
Madera County Transportation Commission

Project Prioritization Study for the Madera County Region

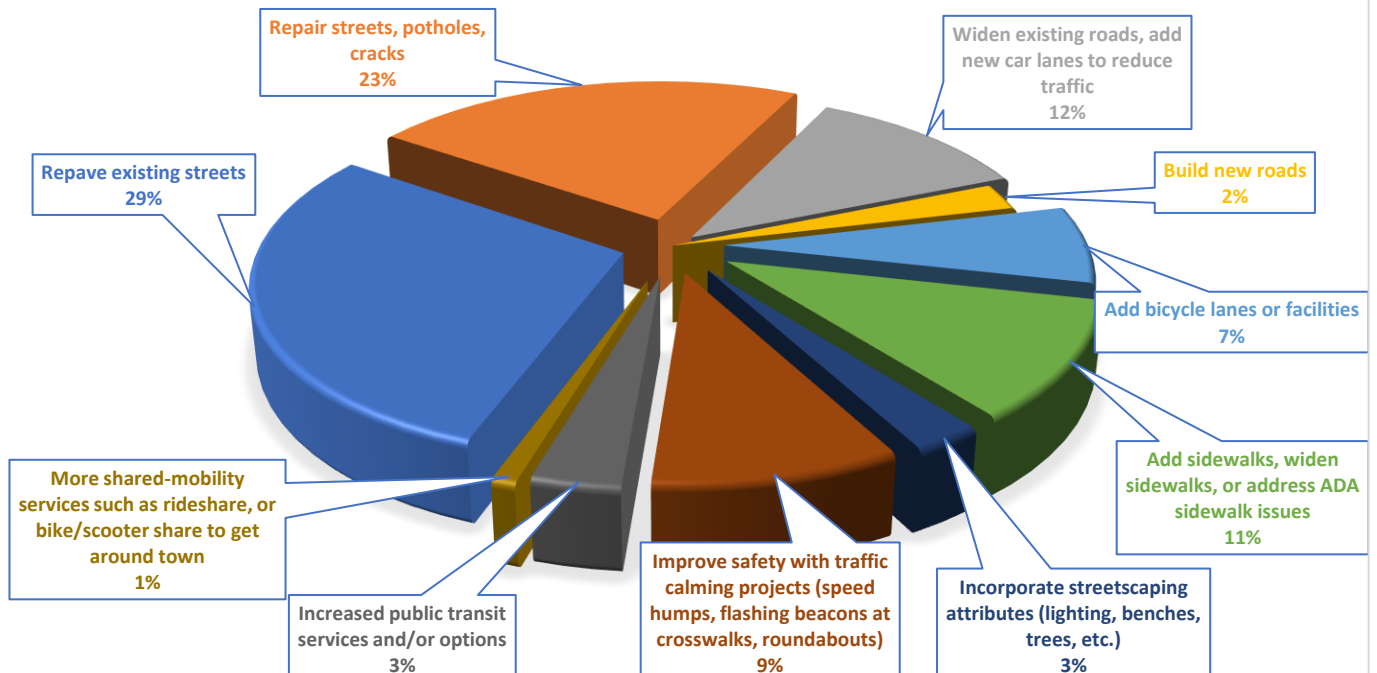
Question 6 If you had \$100 to invest in transportation improvements, how would you spend it?

Answered – 24; Skipped – 4

Q6 - If you had \$100 to invest in transportation improvements, how would you spend it?



Q6 - IF YOU HAD \$100 TO INVEST IN TRANSPORTATION IMPROVEMENTS, HOW WOULD YOU SPEND IT?

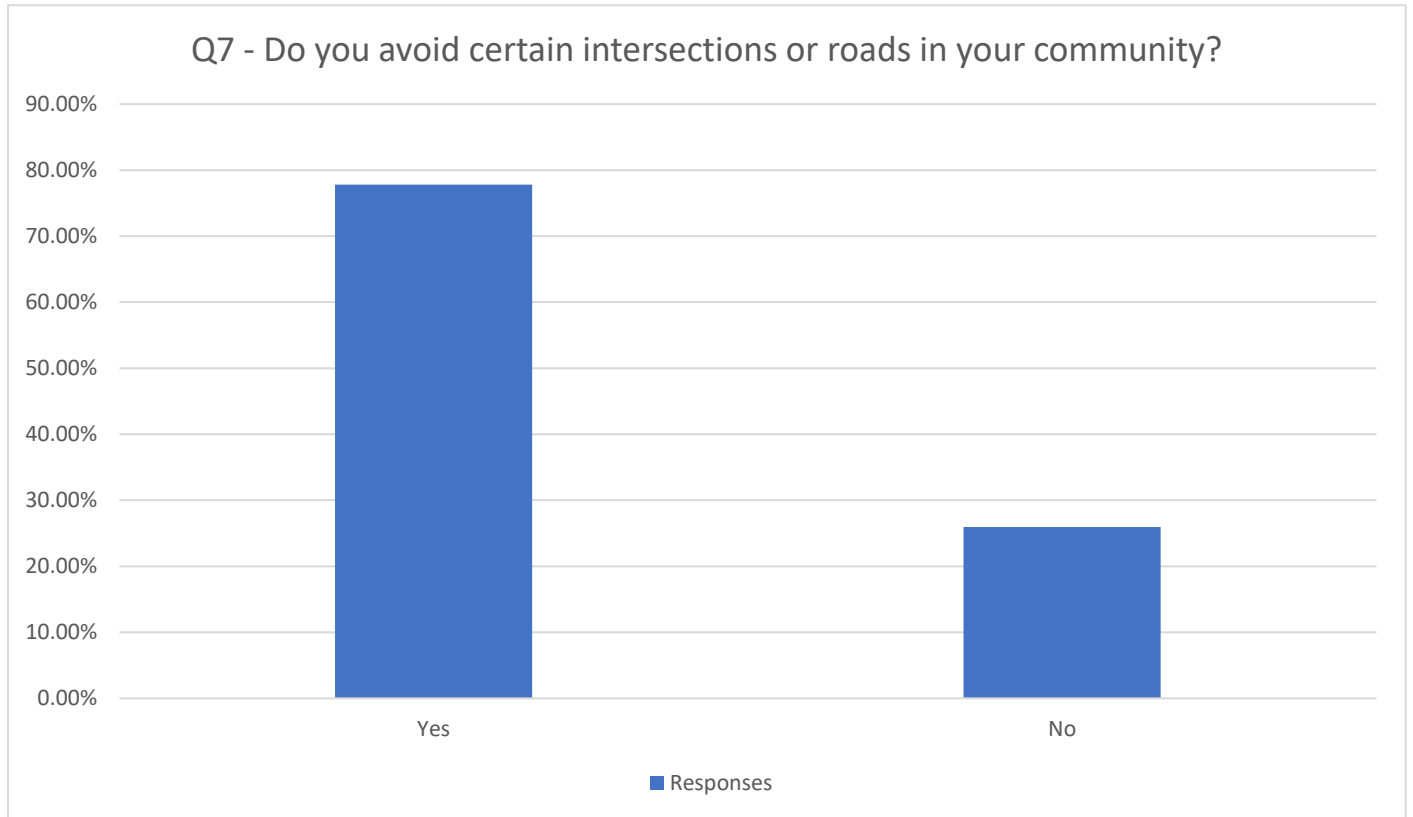


Madera County Transportation Commission

Project Prioritization Study for the Madera County Region

Question 7 Do you avoid certain intersections or roads in your community?

Answered – 27; Skipped – 1



Question 7 - Open ended responses

- Yosemite and gateway, gets real backed up due train the lights aren't as smooth as 4th and gateway. Cleveland and gateway, To many lights people are always trying to beat the lights. Yosemite and lake st, the speed limit drop and increase is a factor
- Speeders
- Ave 9 scary too many passing and getting on at 33 ½
- Usually faster to take a non main road
- Rd 37, between 145 & 16. There is a stop sign at every intersection Rd 36 is considered a speedway with average traffic speeds exceeding 65 mph between HWY 145 and Ave. 15
- Most county roads. Too rough
- Ave 17 due to the traffic from Love's truck stop. La Brea Ave and several roads in Madera Acres due to poor quality
- 2 Yosemite and gateway Too much traffic
- Avenue 26 from Santa Fe to Road 28 ½. Avenue 21 west from Road 26 to the railroad tracks. The detour for the bridge work on Road 23. All are horribly worn and potholed/rough. Avenue 26 could be a major route for entry to the county from the north, but it's dangerously worn. The overpass of 99 at 18 ½ needs traffic lights. Obviously hwy 99 construction is causing more congestion on the county roads, but these effects should have been foreseen.

Madera County Transportation Commission

Project Prioritization Study for the Madera County Region

Question 7 – Open ended responses (*continued*)

- Crossing Granada Bridge while riding bicycle or walking. Need a pedestrian crossing bridge. People drive too fast there.
- Cleveland and Gateway
- Road 16 between hwy 152 and Chowchilla
- Cruces peligrosos sin ningún señalamiento. (*Dangerous crossings without any signs*)
- Driving Hwy 41, due to 2 lanes and the ability to pass ill-legally
- Granada and Riverview bridge. NO space for pedestrians and vehicles/Wessmith from N Lake st to Tulare St. street is really bumpy/Howard Rd from Granada to Westberry no sidewalk for pedestrians and vehicles
- My street is a disaster. I would avoid it if I could, but the other streets to get to my house are just as bad. As far as in town, I avoid the Cleveland/Gateway intersection. It's a mess.
- Tozer north across river,, dumb intersection
- Gateway/Cleveland/Country Club
- Gateway/Cleveland/County Club (congestions); Gateway, 145, 9th (congestion); 145/Ave. 12 (congestion) Ave. 12/Road 23, 24, 26 (congestion/safety)
- Many of the Roads connecting Road 415 and Road 400 are badly in need of repair or in need of safety improvements

Question 8 **Is there a specific transportation project or service that we should consider including in the Study currently being prepared? Please include an exact location and detailed description of the transportation improvement project.**

Answered – 21; Skipped – 7

Question 8 - Open ended responses

- No
- Avenue 9 and Avenue 12 maybe another road to Herndon and Milburn (get them off our roads)
- Avenue 11 is in bad shape - thank you for starting repairs to 33 ½ especially the dip it is a lot better thank you
- Westberry bridge!!!
- Bike lane to Howard School
- Ave. 15 updates and upgrades between HWY 41 & Rd 36. Traffic on this road has tripled if not quadrupled in the last 5-10 years along with lots of truck travel and is being used as a by-pass to avoid portions of 41 & 145
- Road 25 between Avenue 12 and Avenue 7
- Road reconstruction in Madera Acres
- Repair the roadway on Avenue 21 between Road 26 and Avenue 20 ½ (railroad tracks)
- Repaving Road 6 - there are continuous potholes that they keep filling each year but they come right back within weeks. It's a waste. It just needs repaving. Repaving Ave 22 is getting worse and worse and school busses have to drive down it. They barely ever fill in the potholes and there are some really big ones
- Make the intersection of Golden State Blvd and Almond into a 4 way stop
- Howard Road and Shannon Avenue needs a signal light to make the crosswalk safer
- Repave Road 16 between Highway 152 and Chowchilla

Madera County Transportation Commission

Project Prioritization Study for the Madera County Region

Question 8 – Open ended responses (*continued*)

- Se necesita expandir la rutas existentes para tener mayor alcance en la comunidad. (*It is necessary to expand the existing routes to have a greater reach in the community*).
- Widen Hwy 41 thru “Rocky Point” and all of 2 lane Hwy 41
- No
- Pedestrian footbridge parallel with and west of the Granada Ave overcrossing of the Fresno River

Question 8 – Open ended responses (*continued*)

- I think we need to focus on creating loops around our city to access things better,,,,Ellis street overpass to Pershing is great but Pershing to Rancho San Miguel is not....Rancho to Avenue 13 is great...Granada to Ellis is not easy....finish Westberry bridge but preserve the loop
- 1. Connect Almond Ave 2. Sidewalks along SR 145 and SR 99 south to Ave. 133. Sidewalks to Torres High School
- Ave. 17/CA State Hwy 99 Interchange; Casino, Love’s and more development proposed in that area. Major issue
- Improve the safety of Avenue 26, Road 44, and Raymond Road

Question 9 If you were in a leadership position at a city or county agency, or a voting board member, what are the three things you would do to improve the transportation system across the region?

Answered – 24; Skipped - 4

1.	2.	3.
• Speed bumps	• More traffic cops	• Fix roads
• Repair repack roads of travel	• Expand Avenue 9 the passing is horrible	• Fix potholes
• Marketing transportation services	• Marketing new \$\$ to Madera	• Outreach informing public of transportation in general
• Widen 99	• Roundabout at Robertson	• Traffic enforcement
• Better road maintenance	• Improved intersection, lights	• Signage is lacking on most roads in Madera County
• Spend money for improvements equally throughout my district, not just the area I live in	•	•
• Rehabilitate bad roads	• Patch and maintain existing roads	• Sidewalks
• Repair existing roads and sidewalks	• Add more sidewalk, bike lanes, and crosswalk	• Add lights or stop signs
• Continue to widen Hwy 99 until it is all 3 lanes	• Widen Hwy 41 to 2 lanes from 145 to Oakhurst	• Repair decrepit roads
• Repave and widen some of the county roads	• Add more stop signs near the high school	• Fill in more portholes

Madera County Transportation Commission

Project Prioritization Study for the Madera County Region

1.	2.	3.
<ul style="list-style-type: none"> Repave Gateway drive and other roads that needs attention not just filling the potholes 	<ul style="list-style-type: none"> Increase more lighting to avoid pedestrian getting hit 	<ul style="list-style-type: none"> Increase bus service in low income communities
<ul style="list-style-type: none"> Fix potholes 	<ul style="list-style-type: none"> Pave roads that are gravel roads 	<ul style="list-style-type: none"> Repave rough roads
<ul style="list-style-type: none"> Amtrak station downtown 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none">
<ul style="list-style-type: none"> Repave existing roads 	<ul style="list-style-type: none"> Fill pot holes and crack 	<ul style="list-style-type: none"> 3 lanes on all of 99
<ul style="list-style-type: none"> Seguridad (<i>Security</i>) 	<ul style="list-style-type: none"> Calidad (<i>Quality</i>) 	<ul style="list-style-type: none"> Amabilidad (<i>Amiability</i>)
<ul style="list-style-type: none"> Promocionarlo más <i>Promote it more</i>) 	<ul style="list-style-type: none"> Expandir las rutas (<i>expand routes</i>) 	<ul style="list-style-type: none"> Capacitar al personal para ser más amable y crear un ambiente agradable al pasajero. (<i>Train staff to be friendlier and crate a paddenger-friendly environment</i>)
<ul style="list-style-type: none"> Researching ways to improve Hwy 41 	<ul style="list-style-type: none"> Voting to find ways to immediately improve Hwy 41 	<ul style="list-style-type: none"> Securing Funds to widen Hwy 42
<ul style="list-style-type: none"> Fix street quality 	<ul style="list-style-type: none"> Create more pedestrian access 	<ul style="list-style-type: none"> Widen certain streets
<ul style="list-style-type: none"> Revise the City's Pavement Management Program 	<ul style="list-style-type: none"> Eliminate the use of chip seals on City streets 	<ul style="list-style-type: none"> Install pavement reflectors for better nighttime visibility
<ul style="list-style-type: none"> The roads in the county are awful. They are getting to the point where you can't even drive a car across them 	<ul style="list-style-type: none"> People utilize the canal for walking/riding bikes because it's safer than doing those on our streets. Have an area besides the canal would be nice. 	<ul style="list-style-type: none"> Roads. Roads. Roads
<ul style="list-style-type: none"> Create loops around the city 	<ul style="list-style-type: none"> Improve bike path 	<ul style="list-style-type: none"> Westberry bridge
<ul style="list-style-type: none"> Sidewalks 	<ul style="list-style-type: none"> Median Islands 	<ul style="list-style-type: none"> Better lighting
<ul style="list-style-type: none"> Improve Hwy Interchanges 	<ul style="list-style-type: none"> Quality of roads in the City of Madera 	<ul style="list-style-type: none"> Ave. 12 and Ave. 9
<ul style="list-style-type: none"> Repaving Avenue 26, the tourists venturing to Eastman Lake are welcomed to the area with a poorly maintained road 	<ul style="list-style-type: none"> Find ways to improve road signage in the County, many of the directional signs to community's are missing 	<ul style="list-style-type: none"> Improve the corridors and roadways used for the Madera Wine Trails
<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none">

Question 10 Are there any other comments or concerns you wish to share?

Answered – 16; Skipped – 12

Question 10 - Open ended responses

- Speeders on 12 and 145 will result in more fatalities.

Madera County Transportation Commission

Project Prioritization Study for the Madera County Region

Question 10 – Open ended responses (continued)

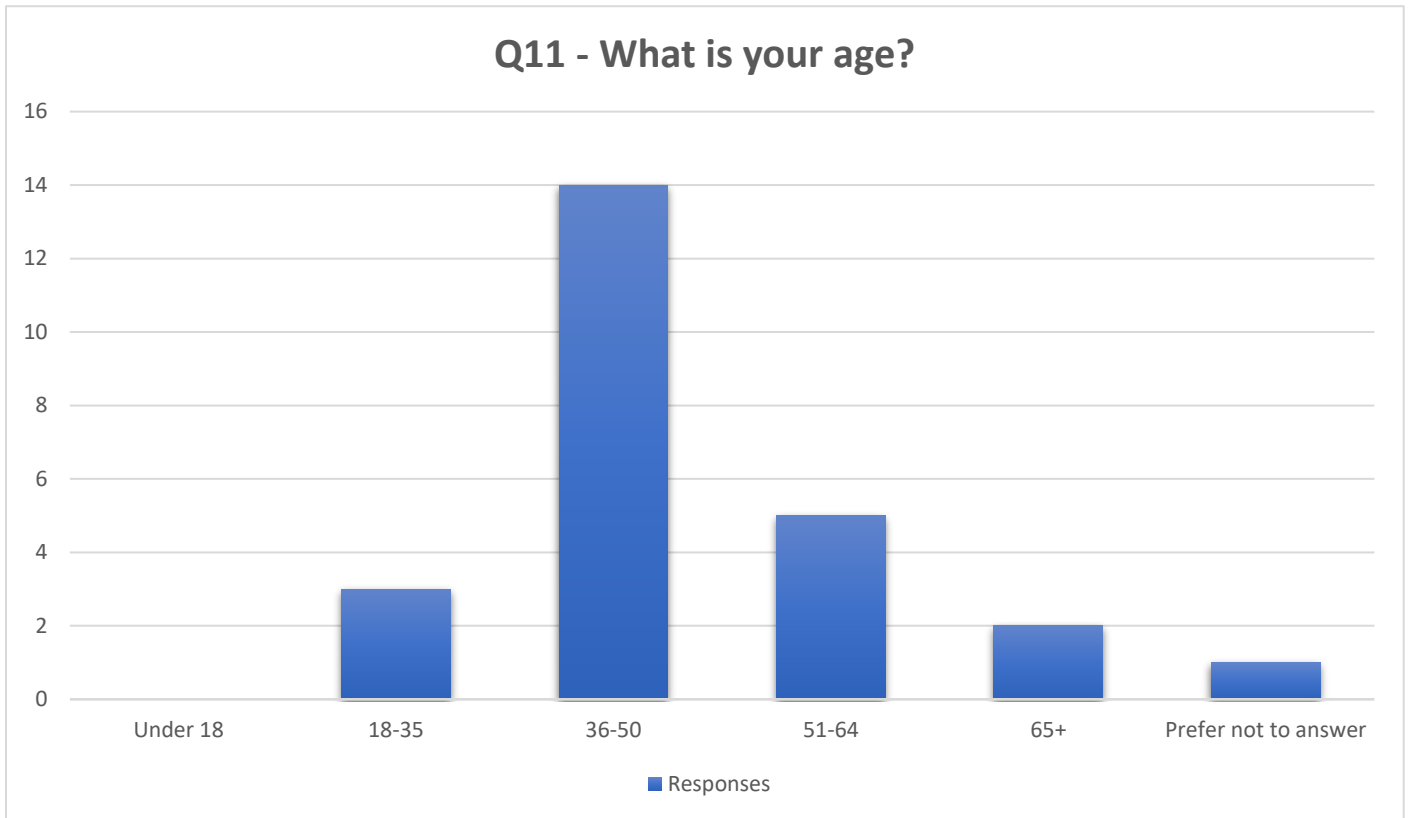
- This survey is appreciated to ask for community voice (it is a complicated survey though it was hard to pen and complete) thank you
- The ranking 1-7 takes too much time and is complicated so I skipped it
- Yosemite has a horrible surface as does Santa Fe between Chowchilla and Le Grand
- Updates and road repair has always happened in town, well it's high time Madera county starts maintaining roads where people live in rural areas. Taxes are paid and repairs take many many years. I've lived on Ave 16 in Bonadelle Ranchos with my family since 1977, and ONCE, this last year, did I finally see my road resurfaced. Yet, your drive anywhere north out by the gold course and see those roads are constantly maintained. It would be nice to see roads maintained properly rather than a guy shoveling pitch into a hole and driving over it three times then onto the next hole
- What's the difference they are going to do what gets them the most votes
- No
- Roads around chowchilla are crat
- No
- The roads are awful in the county. Every time I call, I am told that there's no money or that it's up to the homes to do it (which is untrue). It would be nice to have a road where I could ride my bike and engage in recreational activities that are healthy in my neighborhood as opposed to driving across town to Town & County Park to engage in exercise. I can't say enough bad things about our roads
- We need to make sure we have frequent rides to the college for students...free
- All parts of Madera need road improvement. City of Madera and County roads are in poor condition. Cal Trans is an issue for East Yosemite and parts of Gateway
- N/A

Madera County Transportation Commission

Project Prioritization Study for the Madera County Region

Question 11 What is your age?

Answered – 25; Skipped – 3

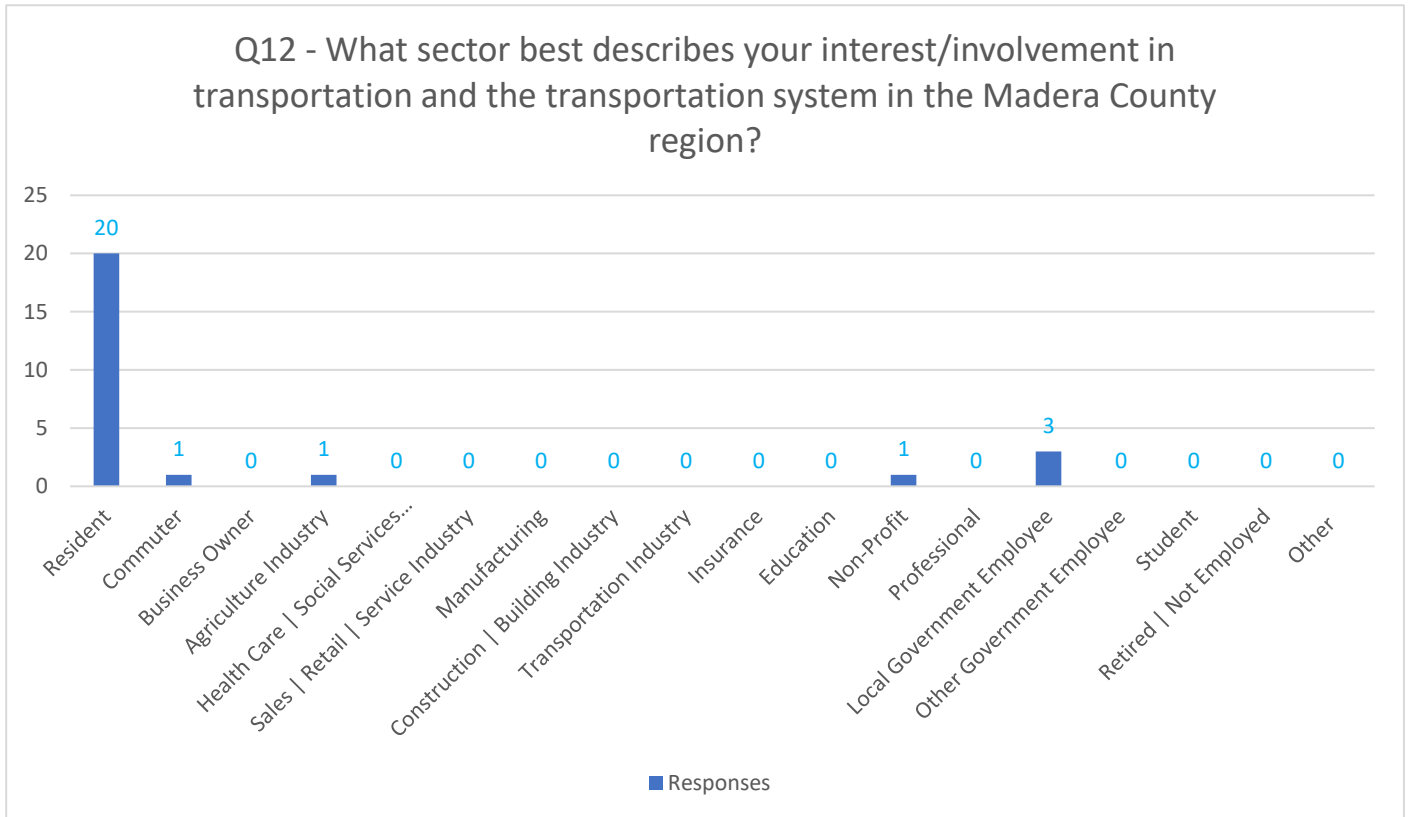


Madera County Transportation Commission

Project Prioritization Study for the Madera County Region

Question 12 What sector best describes your interest/involvement in transportation and the transportation system in the Madera County region?

Answered – 26; Skipped – 2



Madera County Transportation Commission

Project Prioritization Study for the Madera County Region

Question 13 Additional Information

Answered – 17; Skipped – 11 – Names and Email Addresses are being kept private

APPENDIX B

Project Prioritization Study – Multi-Modal Project Evaluation Criteria

Madera County Transportation Commission
Project Prioritization Study
Multi-Modal Project Evaluation Criteria
 Revised: June 23, 2021

Bicycle/Trail and Pedestrian Projects		
1	Is consistent with current regional and local plans and policies	Notes
	Implements existing regional and local plans and policies 3 Yes 0 No	Choose 1 item for a maximum of 3 points VRPA Assumes all projects are consistent
2	Will be part of an existing trail, bicycle or pedestrian network	Notes
	Addresses continued system continuity between or through more than one jurisdiction: 3 Is a regional project that extends beyond city limits (or through more than one jurisdiction) Project will address system continuity in one or more of the following ways: 1 The project will enhance or extend an existing trail, bicycle, or sidewalk facility 1 The project is the first phase of a project that will provide future system connectivity 1 The project is a connectivity gap closure project 0 The project is a stand alone project not connecting or enhancing an existing facility	Choose up to 5 items for a maximum of 6 points Unknown to VRPA
3	Provides improved access to/from activity centers, schools, and/or residential areas	Notes
	Improves the access to activity centers through an improved and expanded bicycle and/or pedestrian system. (Choose one of the following): 3 Serves more than 3 activity centers 2 Serves 2 activity centers 1 Serves 1 activity center 0 Does not serve an activity center	Directly serves is defined as: a bike or pedestrian project that leads straight to or alongside an activity center or school. Indirectly serves is defined as: a bike or pedestrian project that does not lead straight to or go alongside an activity center or school but is within 0.25 miles of an activity center or a school. Activity Center defined as: A regional medical center/hospital, or civic center, school, regional office park or complex, regional mall or retail/commercial area, regional manufacturing complex. School defined as: Public or private elementary, middle or high school, community college, or trade college. Choose 1 item for a maximum of 3 points
4	The project bridges an obstacle or provides a more direct route	Notes
	The project reduces travel time and distance 3 Improves travel time or distance by more than 50% 2 Improves travel time or distance by between 25% and 50% 1 Improves travel time or distance by between 5% and 25% 0 Improves travel time or distance by less than 5%	Choose 1 item for a maximum of 3 points Unknown to VRPA
5	Improves pedestrian and bicycle user safety	Notes
	Improved pedestrian and/or trail/bicycle user safety 3 The project includes enhancements that reduce pedestrian and/or trail/bike accidents or physically separates bicyclists/pedestrians from adjacent vehicular traffic 2 The project includes improvements that will enhance sight distance and eliminates hazards 1 The project includes improvements such as new lighting and improved drainage 0 The project does not include improvements that will enhance safety	Examples of enhancements for pedestrian and/or trail/bike safety include: physical barrier between cyclist/pedestrians and adjacent vehicles, reduces accidents, enhances sight distance, and eliminates hazards, and provides new lighting and improved drainage, etc. Unknown to VRPA Choose up to 4 items for a maximum of 6 points
6	Estimated project timing	Notes
	More imminent shelf-ready projects are higher priority than those that are not ready to be open to cyclist/pedestrian use: 5 Project is scheduled to be open to bicycles and pedestrians within the next 2 years with ROW and environmental clearance complete 4 Project is scheduled to be open to bicycles and pedestrians within 2 to 3 years with ROW and environmental clearance underway 3 Project is scheduled to be open to bicycles and pedestrians within 3 to 5 years with project design, ROW and/or environmental clearance underway 2 Project is scheduled to be open to bicycles and pedestrians within 5 to 10 years 1 Project is scheduled to be open to bicycles and pedestrians within 10 to 15 years 0 Project is scheduled to be open to bicycles and pedestrians in more than 15 years	Choose 1 item for a maximum of 5 points awarded by VRPA only if Opening Year specified
7	Health priority index	Notes
	Project benefits areas that are most health burdened: 4 Projects that benefit areas with more than 4 health burden measures 3 Projects that benefit areas with 3 health burden measures 2 Projects that benefit areas with 2 health burden measures 1 Projects that benefit areas with 1 health burden measures 0 Projects that do not benefit areas with significant health burden measures 2 Add 2 points if the project is located within an economically disadvantaged community	Visit Madera County Department of Public Health's website at https://map.healthplacesindex.org/HealthPlaceIndex/ for a map that can be used to explore and change those community conditions that predict life expectancy including transportation issues and impacts. The purpose of the HPI is to prioritize public and private investments, resources and programs. VRPA determined the location of the project and identified the corresponding Priority Health Index benefits Choose 2 items for a maximum of 6 points
8	Supports SCS growth principles	Notes
	Project furthers implementation of the SCS: 1 Reduces reliance on single-occupancy vehicles 1 Supports compact development 1 Supports transit connectivity 1 Provides Greenhouse Gas reduction and/or Criteria Pollutant emission reductions	Choose up to 4 items for a maximum of 4 points Unknown to VRPA

Bicycle/Trail and Pedestrian Projects		
9	Provides access/connectivity to other modes	Notes
	<i>Projects that connect and provide improved access to transit stops, rail station, etc.:</i>	<p>Indirectly serves is defined as: a bike or pedestrian project that does not lead straight to or go alongside another transportation mode but is within 0.25 miles of another transportation mode.</p> <p style="color: red;">Unknown to VRPA</p> <p>Choose 1 item for a maximum of 4 points</p>
4	Provides direct access/connectivity to 2 other modes such as: regional transit stop and passenger rail station, park and ride lot, etc.	
3	Provides direct access/connectivity to 1 other mode such as: regional transit stop and passenger rail station, park and ride lot, etc.	
2	Provides indirect access/connectivity to 2 other modes such as: regional transit stop and passenger rail station, park and ride lot, etc.	
1	Provides indirect access/connectivity to 1 other mode such as: regional transit stop and passenger rail station, park and ride lot, etc.	
0	Does not provide direct or indirect access/connectivity to other modes	
10	Is the project within a disadvantaged community	Notes
	<i>Project is within a disadvantaged community as indicated by pollution burden</i>	<p>CalEnviroScreen3.0 Pollution Burden Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30. VRPA determined the location of the project and identified the corresponding EnviroScreen score.</p> <p>Choose 1 item for a maximum of 5 points</p>
5	>80 - 100 Total Pollution Burden Score	
4	>60 - 80 Total Pollution Burden Score	
3	>40 - 60 Total Pollution Burden Score	
2	>20 - 40 Total Pollution Burden Score	
0	>0 - 20 Total Pollution Burden Score	
11	Is the project within a disadvantaged community	Notes
	<i>Project is within a disadvantaged community as indicated by population characteristics</i>	<p>CalEnviroScreen3.0 Population Characteristics Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30. VRPA determined the location of the project and identified the corresponding EnviroScreen score.</p> <p>Choose 1 item for a maximum of 5 points</p>
5	>80 - 100 Total Population Characteristics Score	
4	>60 - 80 Total Population Characteristics Score	
3	>40 - 60 Total Population Characteristics Score	
2	>20 - 40 Total Population Characteristics Score	
0	>0 - 20 Total Population Characteristics Score	

Capacity Increasing Street, Road, Highway and Bridge Projects		
1	Is consistent with current regional and local plans and policies	Notes
	<i>Implements existing regional and local plans and policies</i>	Choose 1 item for a maximum of 3 points VRPA Assumes all projects to be consistent
	3 Yes	
	0 No	
2	Congestion relief	Notes
	Urban	Rural
10	LOS F to LOS A	LOS F to LOS A or B
9	LOS F to LOS B	LOS F to LOS C
8	LOS E to LOS A	LOS E to LOS A or B
7	LOS F to LOS C	LOS F to LOS D
6	LOS E to LOS B	LOS E to LOS C
5	LOS F to LOS D	LOS F to LOS E
4	LOS E to LOS C	LOS E to LOS D
3	LOS F to LOS E	LOS D to LOS C or Better
2	LOS E to LOS D	N/A
1	N/A	N/A
0	LOS D to LOS C or Better	N/A
		Choose 1 item for a maximum of 10 points. VRPA applied points based on engineering judgement and is subject to change by the responsible agency
3	Improves air quality and reduces greenhouse gas (GHG) emissions (up to 9 points)	Notes
	<i>Reduces Air and GHG Emissions</i>	Examples of an existing deficiency can include: round-a-bout, widening a bottleneck, or providing a connection over/under/through an existing circulation barrier (i.e. freeway, railroad, waterway), etc. May receive points for each criterion that applies. VRPA applied points based on engineering judgement and is subject to change by the responsible agency
	<i>Category 1</i>	
4	Project includes synchronization of traffic signals	
4	Project includes or promotes Active Transportation options	
4	Project is already served by transit	
	<i>Category 2</i>	
3	Project is partially served by transit	
3	Project corrects an existing deficiency that regularly causes significant delays and congestion.	
3	Project reduces Vehicle Miles Traveled (VMT) by providing more direct travel and fewer circuitous movements	
	<i>Category 3</i>	
2	Project includes air pollution mitigation strategies such as HOV/HOT Lanes, Freeway Service Patrol, or ITS-related improvements for freeway projects or signal timing or other intersection improvements for major expressway and arterial or rural highway projects	
2	Project includes a new connection to state freeway roadway system or has freeway auxiliary lanes to serve weave or queues	
2	Project has parallel facilities within a mile that operate at LOS F (Urban), LOS E (Rural)	
		Choose 1 from each Category for a maximum of 9 points
4	Provides improved access to activity centers, Environmental Justice (EJ) areas, low income areas and/or Native American sites	Notes
	<i>Improves the access to major services, EJ areas, Low Income areas, or Native American sites through an improved and expanded street road system</i>	Directly serves is defined as: a streets and roads project that leads straight to or alongside an activity center. Indirectly serves is defined as: a streets or roads project that does not lead straight to or go alongside an activity center but is within 1 mile of an activity center. Activity Center defined as: A regional medical center/hospital, or civic center, school, regional office park or complex, regional mall or retail/commercial area, regional manufacturing complex. School defined as: Public or private elementary, middle or high school, community college, or trade college. VRPA applied points based on its knowledge and is subject to change by the responsible agency
3	Directly serves an activity center, EJ area, Low Income area, or Native American site	
2	Indirectly serves an activity center, EJ area, Low Income area, or Native American site	
0	Does not directly or indirectly serve an activity center, EJ area, Low Income area, or Native American site	
		Choose 1 item for a maximum of 3 points
5	Safety is Improved (5 points possible)	Notes
	<i>Safety is improved with countermeasures</i>	Access to evacuation/emergency routes includes provides an alternative parallel access highway or transit route to areas with only one access route currently. VRPA applied points based on its engineering judgement and is subject to change by the responsible agency
3	Project eliminates safety issues related to fatalities and/or injuries, or provides access to evacuation/emergency routes	
2	Project includes safety enhancements	
		Choose 1 item for a maximum of 3 points
6	Supports other modes of transportation	Notes
	<i>Addresses multi-modal policies in the Region's RTP/SCS</i>	Choose 1 item for a maximum of 3 points VRPA applied points based on its engineering judgement and is subject to change by the responsible agency
3	Yes - Project includes the construction of planned trail/bike lanes, sidewalks, transit systems. Amenities, or other modal improvements within the ROW.	
2	Yes - Project provides for future planned trail/bike lanes, sidewalks, transit systems. Amenities, or other modal improvements within the ROW.	
7	Estimated project timing	Notes
	<i>More imminent projects are higher priority than those that are not ready to be open to traffic</i>	Choose 1 item for a maximum of 5 points. VRPA applied points based on opening year provided, if provided by the responsible agency
5	Project is scheduled to be open to traffic within the next 2 years with ROW and environmental clearance complete	
4	Project is scheduled to be open to traffic within 2 to 3 years with ROW and environmental clearance underway	
3	Project is scheduled to be open to traffic within 3 to 5 years with project design, ROW and/or environmental clearance underway	
2	Project is scheduled to be open to traffic within 5 to 10 years	
1	Project is scheduled to be open to traffic within 10 to 15 years	
0	Project is scheduled to be open to traffic in more than 15 years	
8	Located in a high crash rate area	Notes
	<i>Located in a High Crash Rate Area</i>	Choose 1 item for a maximum of 3 points. VRPA did not apply points. Information known to the responsible agency.
3	Crash rate exceeds the statewide average	
0	Crash rate is below the statewide average	
9	Serves smart growth development	Notes
	<i>Does the project serve Smart Growth areas?</i>	Choose 1 item for a maximum of 3 points. VRPA applied points based on its knowledge of the project area and is subject to change by the responsible agency
	Highway corridors shall receive points for each place type they serve.	
3	Serves existing/planned Activity Centers (Activity Center is defined above)	
2	Serves a future Activity Center (Activity Center is defined above)	

Capacity Increasing Street, Road, Highway and Bridge Projects		
10	Minimizes habitat and residential impacts	Notes
	Does the project minimize negative habitat and residential impacts?	Note: Preserve areas are defined as major preserve planning areas for approved Natural Community Conservation Planning (NCCP) Subregional Plans. Approved NCCP Subregional Plans include: the Multiple Species Conservation Program (MSCP) and the Multiple Species Habitat Conservation Program (MSHCP). Native habitats include all non habitat conservation plan areas within the region. VRPA applied points based on its knowledge of the project area and is subject to change by the responsible agency Choose up to 3 items for a maximum of 8 points
3	Avoids preserve areas as defined by habitat conservation plans or other state or federal lands designated for habitat conservation	
2	Avoids native habitats	
3	Avoids existing residential development (defined as existing housing stock within 500-feet of the highway right-of-way and is more than two dwelling units per acre. This does not	
11	Avoids negative environmental impacts on EJ, minority or low income areas, or Native American historic, cultural and sacred sites	Notes
	Does the facility avoid negative environmental impacts on Environmental Justice, Low Income, or Minority areas or Native American historic, cultural and sacred sites?	Choose 1 item for a maximum of 3 points. VRPA applied points based on its knowledge of the project area and is subject to change by the responsible agency
3	Yes	
0	No	
12	Provides access to evacuation routes	Notes
	Does the project provide evacuation access for regional hazard areas including Environmental Justice, low income or federally recognized Native American reservations?	Choose 1 item for a maximum of 3 points. VRPA applied points based on its knowledge of the project area and is subject to change by the responsible agency
3	Yes	
0	No	
13	Serves goods movement	Notes
	Does the project accommodate goods movement?	A truck is defined as a vehicle with greater than 2 axles. VRPA applied points based on engineering judgement and is subject to change by the responsible agency Choose 1 item for a maximum of 3 points
3	Truck AADT >7%	
2	Truck AADT 4% - 7%	
1	Truck AADT Less Than 4%	
14	Improves congested corridors or provides alternative relief to congested corridors	Notes
	Improves congested corridors or provides alternative relief to congested corridors	Choose 1 item for a maximum of 3 points. In some cases, VRPA applied points based on its knowledge of the project area and is subject to change by the responsible agency
3	Improves congested corridors and provides alternative parallel regional street, road, or transit facility relief to congested corridors	
2	Improves congested regional street or road corridors	
1	Provides alternative parallel regional street, road or transit facility relief to congested corridors	
15	Provides access to other modes of transportation	Notes
	Addresses multi-modal policies in the Region's RTP/SCS	Choose 1 item for a maximum of 3 points. In some cases, VRPA applied points based on its knowledge of the project area and is subject to change by the responsible agency
3	Project directly connects to existing or planned transit centers, park-n-ride facilities, HOV/HOT Lanes, etc.	
1	Project indirectly (within .25 miles) connects to existing or planned transit centers, passenger rail stations, park-n-ride facilities, etc. or connects directly to existing or planned bus stops	
16	Facilitates carpool and transit mobility	Notes
	Does the project contain carpool/Managed Lane facilities, Park-n-ride facility, and/or regional or corridor transit	Note: Congested corridors are measured by majority of corridor with Future Year peak-period level of service (LOS) E or F. In some cases, VRPA applied points based on its knowledge of the project area and is subject to change by the responsible agency Choose 1 item for a maximum of 3 points
3	Includes carpool/Managed Lane facility and Regional or Corridor transit services identified in the RTP and located on a congested corridor.	
2	Includes carpool facility/Managed Lane, Park-n-ride facility, or Regional or Corridor transit services identified in the RTP and located on a congested corridor.	
1	Includes carpool facility/Managed Lane, Park-n-ride facility, or Regional or Corridor transit services identified in the RTP and not located on a congested corridor	
17	Critical linkage/new corridor	Notes
	Is the project located in a high volume freeway corridor and/or lacking a continuous parallel	Note: Congested corridors are measured by majority of corridor with Future Year peak-period LOS E or F. In some cases, VRPA applied points based on its knowledge of the project area and is subject to change by the responsible agency Choose 1 item for a maximum of 3 points
3	High volume (75,000 AADT) freeway corridor and lacking a continuous parallel arterial	
2	Congested freeway corridor and lacking a continuous parallel arterial	
1	Congested freeway corridor or lacking a continuous parallel arterial	
18	Supports and provides access to communities and neighborhoods	Notes
	Does the highway corridor provide access and/or support communities and neighborhoods?	Choose 1 item for a maximum of 3 points. In some cases, VRPA applied points based on its knowledge of the project area and is subject to change by the responsible agency
3	Project supports and provides access to more than 3 communities?	
2	Project supports and provides access to more than 2 communities?	
1	Project supports and provides access to a neighborhood?	
19	Is the project within a disadvantaged community	Notes
	Project is within a disadvantaged community as indicated by pollution burden	CalEnviroScreen3.0 Pollution Burden Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score. Choose 1 item for a maximum of 5 points
5	>80 - 100 Total Pollution Burden Score	
4	>60 - 80 Total Pollution Burden Score	
3	>40 - 60 Total Pollution Burden Score	
2	>20 - 40 Total Pollution Burden Score	
0	>0 - 20 Total Pollution Burden Score	
20	Is the project within a disadvantaged community	Notes
	Project is within a disadvantaged community as indicated by population characteristics	CalEnviroScreen3.0 Population Characteristics Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score. Choose 1 item for a maximum of 5 points
5	>80 - 100 Total Population Characteristics Score	
4	>60 - 80 Total Population Characteristics Score	
3	>40 - 60 Total Population Characteristics Score	
2	>20 - 40 Total Population Characteristics Score	
0	>0 - 20 Total Population Characteristics Score	

Interchange Projects			Notes
1	Safety is improved		Access to evacuation/emergency routes includes provides an alternative parallel access highway or transit route to areas with only one access route currently. Unknown to VRPA Choose 1 item for a maximum of 3 points
	3	Project eliminates safety issues related to fatalities and/or injuries, or provides access to evacuation/emergency routes	
	2	Project includes safety enhancements	
2	Provides mobility and congestion relief		Notes Choose 1 item for a maximum of 5 points. Unknown to VRPA
	What is the Future Year Person Average Daily Traffic (PADT) on the Interchange Ramps?		
	5	More than 35,000 PADT (IC Ramps)	
	4	20,000 to 35,000 PADT (IC Ramps)	
	3	15,000 to 20,000 PADT (IC Ramps)	
	2	5,000 to 10,000 PADT (IC Ramps)	
3	Serves congested corridors		Notes Choose 1 item for a maximum of 5 points. Unknown to VRPA
	What is the most critical (i.e. worst) level of service expected in the Future Year for the roadways that pass through the interchange?		
	5	Interchange serves roadway or street projected to be at LOS F	
	4	Interchange serves roadway or street projected to be at LOS E	
	3	Interchange serves roadway or street projected to be at LOS D	
	2	Interchange serves roadway or street projected to be at LOS C	
4	Estimated project timing		Notes Choose 1 item for a maximum of 5 points. Applied points to the project if opening year was provided by the responsible agency
	More imminent projects are higher priority than those that are not ready to be open to traffic		
	5	Project is scheduled to be open to traffic within the next 2 years with ROW and environmental clearance complete	
	4	Project is scheduled to be open to traffic within 2 to 3 years with ROW and environmental clearance underway	
	3	Project is scheduled to be open to traffic within 3 to 5 years with project design, ROW and/or environmental clearance underway	
	2	Project is scheduled to be open to traffic within 5 to 10 years	
5	Serves or provides access to regional and/or local corridor transit routes		Notes Choose 1 item for a maximum of 5 points. Unknown to VRPA
	What is the Future Year daily transit passenger ridership?		
	5	Serves Regional and/or Local Corridor Transit Routes	
	3	Provides Access to Regional and/or Local Transit Corridor Routes	
6	Cost-effectiveness of congestion relief		Notes Calculate as project cost divided by number of points received in category listed above relating to serving congested corridors. Unknown to VRPA Choose 1 item for a maximum of 5 points
	What is the project cost divided by the number of points received for serving congested corridors?		
	5	Cost-effectiveness is over \$100	
	4	Cost-effectiveness is between \$50 and \$100	
	3	Cost-effectiveness is between \$30 and \$50	
	2	Cost-effectiveness is between \$10 and \$30	
7	Improves air quality and reduces greenhouse gas (GHG) emissions (up to 7 points)		Notes Examples of an existing deficiency can include: widening a bottleneck, or providing a connection over/under/through an existing circulation barrier (i.e. freeway, railroad, waterway), etc. May receive points for each criterion that applies. Unknown to VRPA Choose 1 item from each Category for a total of 7 points. Unknown to VRPA
	Reduces Emissions		
	Category 1		
	4	Project includes synchronization of traffic signals	
	4	Project is already served by transit	
	4	Project corrects an existing deficiency that regularly causes significant delays and congestion	
	4	Project reduces Vehicle Miles Traveled (VMT) by providing more direct travel and fewer circuitous movements	
	Category 2		
	3	Project includes air pollution mitigation strategies	
	3	Project eliminates bottlenecks queueing, or improves traffic flow	
8	Serves goods movement		Notes A truck is defined as a vehicle with greater than 2 axes. VRPA applied point score considering knowledge of the project area Choose 1 item for a maximum of 3 points
	Does the project accommodate goods movement?		
	3	Is the highway a major freight corridor as measured by truck AADT%	
	2	Truck AADT >7%	
	1	Truck AADT 4% - 7%	
9	Serves smart growth development		Notes Choose 1 item for a maximum of 3 points. VRPA applied point score considering knowledge of the project area
	Does the project serve Smart Growth areas?		
	3	Highway corridors shall receive points for each place type they serve.	
	2	Serves an existing Activity Center (reference definition of Activity Center above)	
10	New interchange		Notes Note: Congested interchanges are measured by majority of the interchange has ramp intersections with Future Year peak-period LOS E or F or considerable queueing expected along ramps. VRPA applied point score considering knowledge of the project area Choose 1 item for a maximum of 3 points
	Is the project a new interchange and provide congestion relief to other congested interchanges?		
	3	Will provide congestion relief to 3 other adjacent interchanges	
	2	Will provide congestion relief to 2 other adjacent interchanges	
1	Will provide congestion relief to 1 other adjacent interchanges		

Interchange Projects		
11	Supports and provides access to communities and neighborhoods	Notes
	Does the highway corridor provide access and/or support communities and neighborhoods?	
	3 Project supports and provides access to more than 3 communities?	Choose 1 item for a maximum of 3 points. VRPA applied point score considering knowledge of the project area
	2 Project supports and provides access to more than 2 communities?	
	1 Project supports and provides access to a neighborhood?	
12	Is the project within a disadvantaged community	
	Project is within a disadvantaged community as indicated by pollution burden	
	5 >80 - 100 Total Pollution Burden Score	CalEnviroScreen3.0 Pollution Burden Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score.
	4 >60 - 80 Total Pollution Burden Score	
	3 >40 - 60 Total Pollution Burden Score	
	2 >20 - 40 Total Pollution Burden Score	
	0 >0 - 20 Total Pollution Burden Score	
		Choose 1 item for a maximum of 5 points
13	Is the project within a disadvantaged community	
	Project is within a disadvantaged community as indicated by population characteristics	
	5 >80 - 100 Total Population Characteristics Score	CalEnviroScreen3.0 Population Characteristics Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score.
	4 >60 - 80 Total Population Characteristics Score	
	3 >40 - 60 Total Population Characteristics Score	
	2 >20 - 40 Total Population Characteristics Score	
	0 >0 - 20 Total Population Characteristics Score	
		Choose 1 item for a maximum of 5 points

Streets and Roads - Non-Capacity Increasing MAINTENANCE Projects		
1	Pavement management	Notes
	<i>The project participates in the jurisdiction's Pavement Management System</i>	
	3 Project participates in a Pavement Management System	Choose 1 item for a maximum of 3 points Assumed consistent
	0 Project does <i>not</i> participate in a Pavement Management System	
2	Pavement condition / safety condition	Notes
	<i>The project's road pavement is in the most failing condition in the jurisdiction?</i>	
	3 The project's road condition is in the bottom 25% of the roads in the jurisdiction	Choose 1 item for a maximum of 3 points Unknown
	2 The project's road condition is in the bottom 50% of the roads in the jurisdiction, but above 25%	
	0 The project's road condition is <i>not</i> in the bottom 50% of the roads in the jurisdiction	
3	Road usage	Notes
	<i>Road exhibits the highest use for the jurisdiction based on ADT</i>	
	3 The project's road usage is in the top 25% of ADT for the jurisdiction	Choose 1 item for a maximum of 3 points Unknown
	2 The project's road usage is in the top 50% of ADT for the jurisdiction, but below 25%	
	0 The project's road usage is <i>not</i> in the top 50% of ADT for the jurisdiction	
4	Estimated project timing	Notes
	<i>More imminent projects are higher priority than those that are not ready to be open to traffic</i>	
	5 Project is scheduled to be open to traffic within the next 2 years with ROW and environmental clearance complete	Choose 1 item for a maximum of 5 points Unknown
	4 Project is scheduled to be open to traffic within 2 to 3 years with ROW and environmental clearance underway	
	3 Project is scheduled to be open to traffic within 3 to 5 years with project design, ROW and/or environmental clearance underway	
	2 Project is scheduled to be open to traffic within 5 to 10 years	
	1 Project is scheduled to be open to traffic within 10 to 15 years	
	0 Project is scheduled to be open to traffic in more than 15 years	
5	Is the project within a disadvantaged community	Notes
	<i>Project is within a disadvantaged community as indicated by pollution burden</i>	
	5 >80 - 100 Total Pollution Burden Score	CalEnviroScreen3.0 Pollution Burden Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score.
	4 >60 - 80 Total Pollution Burden Score	
	3 >40 - 60 Total Pollution Burden Score	
	2 >20 - 40 Total Pollution Burden Score	
	0 >0 - 20 Total Pollution Burden Score	
6	Is the project within a disadvantaged community	Notes
	<i>Project is within a disadvantaged community as indicated by population characteristics</i>	
	5 >80 - 100 Total Population Characteristics Score	CalEnviroScreen3.0 Population Characteristics Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score.
	4 >60 - 80 Total Population Characteristics Score	
	3 >40 - 60 Total Population Characteristics Score	
	2 >20 - 40 Total Population Characteristics Score	
	0 >0 - 20 Total Population Characteristics Score	

Bridges - Non-Capacity Increasing REHABILITATION and MAINTENANCE Projects		
1	Bridge condition / safety condition	Notes
	<i>The bridge is in the most failing condition in the jurisdiction?</i>	
	5 The project bridge's condition is poor and poses a safety risk	Choose 1 item for a maximum of 5 points Unknown
	2 The project bridge's condition is deficient, but does not pose a safety risk	
2	Bridge usage	Notes
	<i>Bridge exhibits the highest use for the jurisdiction based on ADT</i>	
	3 The bridge's usage is in the top 25% of ADT for the jurisdiction	Choose 1 item for a maximum of 3 points Unknown
	2 The bridge's usage is in the top 50% of ADT for the jurisdiction, but below 25%	
	1 The bridge's usage is <i>not</i> in the top 50% of ADT for the jurisdiction	
3	Estimated project timing	Notes
	<i>More imminent projects are higher priority than those that are not ready to be open to traffic</i>	
	5 Project is scheduled to be open to traffic within the next 2 years with ROW and environmental clearance complete	Choose 1 item for a maximum of 5 points Applied if known
	4 Project is scheduled to be open to traffic within 2 to 3 years with ROW and environmental clearance underway	
	3 Project is scheduled to be open to traffic within 3 to 5 years with project design, ROW and/or environmental clearance underway	
	2 Project is scheduled to be open to traffic within 5 to 10 years	
	1 Project is scheduled to be open to traffic within 10 to 15 years	
	0 Project is scheduled to be open to traffic in more than 15 years	
4	Is the project within a disadvantaged community	Notes
	<i>Project is within a disadvantaged community as indicated by pollution burden</i>	
	5 >80 - 100 Total Pollution Burden Score	CalEnviroScreen3.0 Pollution Burden Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score.
	4 >60 - 80 Total Pollution Burden Score	
	3 >40 - 60 Total Pollution Burden Score	
	2 >20 - 40 Total Pollution Burden Score	
	0 >0 - 20 Total Pollution Burden Score	
		Choose 1 item for a maximum of 5 points
5	Is the project within a disadvantaged community	Notes
	<i>Project is within a disadvantaged community as indicated by population characteristics</i>	
	5 >80 - 100 Total Population Characteristics Score	CalEnviroScreen3.0 Population Characteristics Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score.
	4 >60 - 80 Total Population Characteristics Score	
	3 >40 - 60 Total Population Characteristics Score	
	2 >20 - 40 Total Population Characteristics Score	
	0 >0 - 20 Total Population Characteristics Score	
	3 The bridge's usage is in the top 25% of ADT for the jurisdiction	Choose 1 item for a maximum of 3 points Unknown to VRPA
	2 The bridge's usage is in the top 50% of ADT for the jurisdiction, but below 25%	
	1 The bridge's usage is <i>not</i> in the top 50% of ADT for the jurisdiction	
6	Estimated project timing	Notes
	<i>More imminent projects are higher priority than those that are not ready to be open to traffic</i>	
	5 Project is scheduled to be open to traffic within the next 2 years with ROW and environmental clearance complete	Choose 1 item for a maximum of 5 points VRPA applied points if the opening day of the project was known or provided by the responsible agency
	4 Project is scheduled to be open to traffic within 2 to 3 years with ROW and environmental clearance underway	
	3 Project is scheduled to be open to traffic within 3 to 5 years with project design, ROW and/or environmental clearance underway	
	2 Project is scheduled to be open to traffic within 5 to 10 years	
	1 Project is scheduled to be open to traffic within 10 to 15 years	
	0 Project is scheduled to be open to traffic in more than 15 years	
7	Is the project within a disadvantaged community	Notes
	<i>Project is within a disadvantaged community as indicated by pollution burden</i>	
	5 >80 - 100 Total Pollution Burden Score	CalEnviroScreen3.0 Pollution Burden Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score.
	4 >60 - 80 Total Pollution Burden Score	
	3 >40 - 60 Total Pollution Burden Score	
	2 >20 - 40 Total Pollution Burden Score	
	0 >0 - 20 Total Pollution Burden Score	
		Choose 1 item for a maximum of 5 points
8	Is the project within a disadvantaged community	Notes
	<i>Project is within a disadvantaged community as indicated by population characteristics</i>	
	5 >80 - 100 Total Population Characteristics Score	CalEnviroScreen3.0 Population Characteristics Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score.
	4 >60 - 80 Total Population Characteristics Score	
	3 >40 - 60 Total Population Characteristics Score	
	2 >20 - 40 Total Population Characteristics Score	
	0 >0 - 20 Total Population Characteristics Score	
		Choose 1 item for a maximum of 5 points

Streets and Roads - Non-Capacity Increasing OPERATIONS Projects

1 Is consistent with current local plans and policies		Notes
Implements existing local plans and policies		Choose 1 item for a maximum of 3 points VRPA assumed project is consistent
3	Yes	
0	No	
2 Improves air quality (up to 50 points)		Notes
Reduces Emissions		Examples of an existing deficiency can include: round-a-bout, widening a bottleneck, or providing a connection over/under/through an existing circulation barrier (i.e. freeway, railroad, waterway), etc. May receive points for each criterion that applies. Unknown to VRPA
Category 2		
3	Project includes synchronization of traffic signals	
3	Project includes or promotes Active Transportation options	
3	Project is already served by transit	
3	Project corrects an existing deficiency that regularly causes significant delays and congestion.	
Category 2		
2	Project includes air pollution mitigation strategies	
2	Project includes a new connection to state freeway roadway system or has freeway auxiliary lanes to serve weave or queues	
2	Project has parallel facilities within a mile that operate at LOS F (Urban), LOS E (Rural)	
Choose 1 item from each Category for a total of 5 points Unknown to VRPA		
3 Provides improved access to activity centers, Environmental Justice (EJ), low income, or minority areas and/or Native American sites		Notes
Improves the access to major services, EJ areas, Low Income areas, or Native American sites through an improved and expanded street road system		Directly serves is defined as: a streets and roads project that leads straight to or alongside an activity center. Indirectly serves is defined as: a streets or roads project that does not lead straight to or go alongside an activity center but is within 1 mile of an activity center. Activity Center defined as: A regional medical center/hospital, or civic center, school, regional office park or complex, regional mall or retail/commercial area, regional manufacturing complex. School defined as: Public or private elementary, middle or high school, community college, or trade college. VRPA applied point given the location of the project and its knowledge of the project area
3	Directly serves an activity center, EJ area, Low Income area, or Native American site	
1	Indirectly serves an activity center, EJ area, Low Income area, or Native American site	
0	Does not directly or indirectly serve an activity center, EJ area, Low Income area, or Native American site	
Choose from 1 item for a maximum of 3 points		
4 Serves smart growth development		Notes
Does the project serve Smart Growth areas?		Choose 1 item for a maximum of 3 points VRPA applied point given the location of the project and its knowledge of the project area
	Highway corridors shall receive points for each place type they serve.	
3	Serves existing/planned Activity Center (Activity Center defined above)	
2	Serves future Activity Center (Activity Center defined above)	
5 Road usage		Notes
Road exhibits the highest use for the jurisdiction based on ADT		Choose 1 item for a maximum of 3 points Unknown
3	The project's road usage is in the top 25% of ADT for the jurisdiction	
2	The project's road usage is in the top 50% of ADT for the jurisdiction, but below 25%	
0	The project's road usage is not in the top 50% of ADT for the jurisdiction	
6 Estimated project timing		Notes
More imminent projects are higher priority than those that are not ready to be open to traffic		Choose from 1 item for a maximum of 5 points VRPA applied points if the opening day of the project was known or provided by the responsible agency
5	Project is scheduled to be open to traffic within the next 2 years with ROW and environmental clearance complete	
4	Project is scheduled to be open to traffic within 2 to 3 years with ROW and environmental clearance underway	
3	Project is scheduled to be open to traffic within 3 to 5 years with project design, ROW and/or environmental clearance underway	
2	Project is scheduled to be open to traffic within 5 to 10 years	
1	Project is scheduled to be open to traffic within 10 to 15 years	
0	Project is scheduled to be open to traffic in more than 15 years	
7 Is the project within a disadvantaged community		Notes
Project is within a disadvantaged community as indicated by pollution burden		CalEnviroScreen 3.0 Pollution Burden Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score Choose 1 item for a maximum of 5 points
5	>80 - 100 Total Pollution Burden Score	
4	>60 - 80 Total Pollution Burden Score	
3	>40 - 60 Total Pollution Burden Score	
2	>20 - 40 Total Pollution Burden Score	
0	>0 - 20 Total Pollution Burden Score	
8 Is the project within a disadvantaged community		Notes
Project is within a disadvantaged community as indicated by population characteristics		CalEnviroScreen 3.0 Population Characteristics Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score Choose 1 item for a maximum of 5 points
5	>80 - 100 Total Population Characteristics Score	
4	>60 - 80 Total Population Characteristics Score	
3	>40 - 60 Total Population Characteristics Score	
2	>20 - 40 Total Population Characteristics Score	
0	>0 - 20 Total Population Characteristics Score	

Transit Projects		
1	Is consistent with current regional and local plans, policies, and Short and/or Long Range Transit Plans	Notes
	<i>Implements existing regional and local plans, policies and Short or Long Range Transit Plans</i>	Consistent is defined as: a project listed within a plan or a project supports a plan's goal, policies, or objectives. Choose 1 item for a maximum of 3 points VRPA assumed project is consistent
3	Yes	
0	No	
2	Provides improved access to activity centers or schools	Notes
	<i>Improves access to activity centers or schools through an expanded transit system</i>	Directly serves is defined as: a transit project that leads straight to or alongside an activity center or school. Indirectly serves is defined as: a transit project that does not lead straight to or go alongside an activity center or school but is within 0.5 miles of an activity center or school. Activity Center defined as: A regional medical center/hospital, or civic center, school, regional office park or complex, regional mall or retail/commercial area, regional manufacturing complex. School defined as: Public or private elementary, middle or high school, community college, or trade college. VRPA assumes that all transit projects directly serve an activity center or a school. Responsible Choose 1 item for a maximum of 3 points
3	Directly serves an activity center or school	
2	Indirectly serves an activity center or school	
0	Does not directly or indirectly serve an activity center or school	
3	Project will maintain established productivity standards	Notes
	<i>The project can be supported and operated over time</i>	Productivity standards are based on the definitions in the Short or Long Range Transit Plan (i.e. TDA performance indicators, ridership and farebox). VRPA assumes that the project will maintain standards. Responsible agency should confirm if specific information regarding the service/project is known Choose 1 item for a maximum of 3 points
3	Will exceed established productivity standards	
2	Yes, all existing productivity standards can be maintained	
1	Two or more productivity standards can be maintained	
0	Productivity standards cannot be maintained by the project	
4	Project provides for or promotes intermodal connectivity	Notes
	<i>The project enhances the regional transportation system</i>	Intermodal connectivity is defined as: bus to train, bus to airport, bus to a Park & Ride, bus to a Vanpool or Carpool, or bus to a Bike Facility. VRPA assumes that the project will provide internal connectivity. Responsible agency should confirm if specific information regarding the service/variant is known Choose 1 item for a maximum of 3 points
3	Yes, the project provides intermodal connectivity	
0	No, the project does not provide intermodal connectivity	
5	Links high-frequency transit services	Notes
	<i>How many other high-frequency (timed transfer service or at least 30 minute service) transit routes does the route connect to?</i>	Choose 1 item for a maximum of 3 points. VRPA assumes 0 points. Responsible agency should revise if specific information regarding the project/service is known
3	Connects with heavy rail or light rail system(s) (existing or planned High Speed Rail, Intercity Rail, Commuter Rail or light rail)	
2	Connects with bus rapid transit only	
1	Connects with high frequency local transit	
0	None of the above	
6	GHG emissions	Notes
	<i>How effective is the project in reducing regional CO2 emissions?</i>	Choose 1 item for a maximum of 3 points. VRPA assumed that fixed route daily service is being provided or planned. Responsible agency should revise if specific information regarding the project/service is known
5	Fixed route daily service is being provided or planned	
3	Fixed route non-daily service is being provided or planned	
2	Demand responsive service is being provided or planned	
7	Project serves a transit dependent population and/or community or Native American Reservation	Notes
	<i>Project provides access to essential services for the transit dependent population</i>	Transit Dependent is defined as: individuals, or groups of individuals that do not have a choice in their selection of transportation modes, and are primarily dependent on the availability of public transportation. VRPA assumes that the project/service will serve a transit dependent population that is not currently served at all Choose 1 item for a maximum of 3 points
3	The project will serve a transit dependent population that is currently not served at all	
2	The project will serve a transit dependent population that currently has some service or access within 0.25 miles	
0	No, the project is not being developed in collaboration with another agency or group	
8	Project enhances interagency transit service coordination	Notes
	<i>Enhances regional transportation system connectivity and ability to consolidate regional trips</i>	Examples include: vanpool, rideshare programs as well as coordination between transit operators. VRPA assumes that the project is being developed in collaboration with another agency or group Choose 1 item for a maximum of 3 points
3	Yes, the project is being developed in collaboration with another agency or group	
0	No, the project is not being developed in collaboration with another agency or group	

Transit Projects		
9	Project reduces reliance on private automobiles	Notes
	<i>Enhances air quality and reduces peak automobile travel</i>	Activity Center defined as: Activity Center defined as: A regional medical center/hospital, or civic center, school, regional office park or complex, regional mall or retail/commercial area, regional manufacturing complex. School defined as: Public or private elementary, middle or high school, community college, or trade college. VRPA assumes that the project involves new or enhanced commuter service Choose 1 item for a maximum of 3 points
3	The project involves new or enhanced commuter service	
2	The project involves new or enhanced access to an activity center or school	
0	The project does not involve new or enhanced commuter service or access to essential services	
10	Project will enhance part of an existing transit service	Notes
	<i>Addresses continued system continuity</i>	Choose 1 item for a maximum of 3 points. VRPA assumes that the project will enhance or extend an existing regional or corridor transit service or facility and Includes carpool/vanpool connections/services
3	The project will enhance or extend an existing regional or corridor transit service or facility and Includes carpool/vanpool connections/services	
0	The project is a stand alone project not connecting or enhancing an existing facility or service	
11	Project reduces vehicle congestion	Notes
	<i>Reduces commuter or special event trips</i>	Choose up to 3 items for a maximum of 5 points. VRPA assumes that the project will not reduce traffic congestion along a deficient corridor or in a city center
3	The project involves new or enhanced express transit service along a congested (LOS D - Rural or F - Urban) corridor	
2	The project involves shuttle service for major events in congested areas such as in a City center	
0	The project will not reduce traffic congestion along a deficient corridor or in a city center	
12	Supports SCS growth principles (3 points possible)	Notes
	<i>Project furthers implementation of the SCS</i>	Choose up to 3 items for a maximum of 3 points. VRPA assumes that the project will support compact development
1	Supports compact development	
1	Provides Greenhouse Gas reduction and/or Criteria Pollutant emission reductions by replacing gas/diesel with ZEV, hybrids or CNG	
1	Provides Greenhouse Gas reduction and/or Criteria Pollutant emission reductions by eliminating SOV with larger capacity buses	
0	None of the above	
13	Estimated project timing	Notes
	<i>More imminent projects are higher priority than those that are not ready to be open to traffic</i>	Choose 1 item for a maximum of 5 points. VRPA assigned points based on opening year of the project, if known
5	Project is scheduled to be open to transit use within the next 2 years with ROW and environmental clearance complete	
4	Project is scheduled to be open to transit use within 2 to 3 years with ROW and environmental clearance underway	
3	Project is scheduled to be open to transit use within 3 to 5 years with project design, ROW and/or environmental clearance underway	
2	Project is scheduled to be open to transit use within 5 to 10 years	
1	Project is scheduled to be open to transit use within 10 to 15 years	
0	Project is scheduled to be open to transit use in more than 15 years	

Rail and Intermodal Facility Projects

1	Throughput	Notes
	How much additional freight can be accommodated by the project?	
	5-0	Project provides capacity for additional carloads
		Project awarded 0-5 points based on a proportional scaling system considering an increase in 10% increments (e.g.: less than 10% increase is 0 points, 10%-20% increase is 2 points, and so on)
		A maximum of 5 points is possible - Unknown to VRPA
2	Relieves freight system bottlenecks/capacity constraints and reduces delay	Notes
	Does the project improve average travel time for freight?	
	3	Improves intermodal transfer time
		Choose 1 item for a maximum of 3 points - Unknown to VRPA
3	Improves freight system and/or Modal Safety	Notes
	Does the project accommodate features that enhance safety?	
	3	Project includes risk abatement features or safety enhancements such as grade
		Choose 1 item for a maximum of 3 points - Unknown to VRPA
4	Improves freight system management/efficiency	Notes
	Does the project include freight management systems, strategies, and/or technologies to improve efficiency, velocity?	
	3	Project facilitates information transmittal that improves network integration (i.e., variable message signs)
		Choose 1 item for a maximum of 3 points - Unknown to VRPA
5	Provides critical intermodal link/connectivity	Notes
	Does the project integrate the local freight system?	
	3	Project completes a regional link
	2	Project improves a regional link
		Choose 1 item for a maximum of 3 points - Unknown to VRPA
6	Cost-effectiveness (project lifecycle)	Notes
	How does the project rank against others with respect to cost/project capacity?	
	5	Total capital cost/increased capacity in tons
	3	Outside funding sources are available for project implementation
		Choose 1 item for a maximum of 5 points - Unknown to VRPA
7	Minimizes community impacts	Notes
	Does project minimize/address community impacts?	
	5	Project provides a buffer between freight and residential development
		Choose 1 item for a maximum of 5 points - Unknown to VRPA
8	Is the project within a disadvantaged community	Notes
	Project is within a disadvantaged community as indicated by population burden	
	5	>0 - 20 Total Pollution Burden Score
	4	>20 - 40 Total Pollution Burden Score
	3	>40 - 60 Total Pollution Burden Score
	2	>60 - 80 Total Pollution Burden Score
	1	>80 - 100 Total Pollution Burden Score
		CalEnviroScreen3.0 Pollution Burden Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score.
		Choose 1 item for a maximum of 5 points
8	Is the project within a disadvantaged community	Notes
	Project is within a disadvantaged community as indicated by population characteristics	
	5	>0 - 20 Total Pollution Burden Score
	4	>20 - 40 Total Pollution Burden Score
	3	>40 - 60 Total Pollution Burden Score
	2	>60 - 80 Total Pollution Burden Score
	1	>80 - 100 Total Pollution Burden Score
		CalEnviroScreen3.0 Population Characteristics Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score.
		Choose 1 item for a maximum of 5 points