



**AMENDED AGENDA
COUNCIL OF GOVERNMENTS (COG)
Monday, March 2, 2026**

NOTICE is hereby given that the Summit County Council of Governments (COG) will meet, on Monday, March 2, 2026, electronically, via Zoom, and at the anchor location of the Summit County Courthouse, Council chambers, 60 N. Main Street, Coalville, UT 84017

(All times listed are general in nature, and are subject to change by the Board Chair)

Join Zoom webinar: <https://summitcountyut.zoom.us/j/94870632443>

To listen by phone only: Dial 1-301-626-6799, Webinar ID: 948 7063 2443

6:00 PM - Meeting called to order, and Pledge of Allegiance

6:05 PM - Discussion and possible approval of the Draft Transportation Sales Tax (TST) Policy Document with Summary of Key Decision Points; Eva De Laurentiis

1. Packet Information:

[Exhibit 1 Updated TST Policy Manual 03022026.pdf](#)

[Exhibit 2 TST State Code COG 03022026.pdf](#)

[Exhibit 3 DRAFT Scoring Rubric for Discussion 03022026.pdf](#)

7:35 PM - Set date of next meeting

7:40 PM - Community updates/comments from Mayors/County Councilors

8:00 PM - Adjournment

Any prayer or invocation that may be offered before the start of a Summit County Council of Government ("COG") meeting is a voluntary offering by a private citizen; has not been previously reviewed or approved by the COG; should not be considered an endorsement of any particular religion by the COG, as the beliefs, viewpoint, and content are personal to the speaker; and no participation by any person in attendance is required. A list of volunteers is maintained by the Office of the Summit County Clerk ("Clerk") and interested persons should contact the Clerk for further information.

Members of the Council of Governments, presenters, and members of public, may attend by electronic means, using Zoom (phone or video). Such members may fully participate in the proceedings as if physically present. The anchor location for purposes of the electronic meeting is the Summit County courthouse, 60 N. Main Street, Coalville, UT 84017

Individuals with questions, comments, or needing special accommodations pursuant to the Americans with Disabilities Act regarding this meeting may contact Annette Singleton at (435) 336-3025



TST Program Policies & Procedures

DRAFT DOCUMENT FOR REVIEW

SUMMIT COUNTY TRANSPORTATION PLANNING

1.1 Program History

The Transportation Sales Tax (TST) Program is funded by the voter-approved “3rd Quarter” sales tax, enacted by the Utah State Legislature and approved by Summit County voters in 2016. The tax rate is 0.25 percent. All revenues collected under this program are governed by Utah Code 59-12-2217 and distributed to Summit County for transportation improvement projects that demonstrate cost effectiveness, mitigate regional congestion, and promote economic development.

The TST Program consists of two primary funding components:

- Small Cities Grant Awards, and
- Competitive New Project Grant Awards.

The program is administered by the Council of Governments (COG), which is represented by Summit County, Park City, Coalville, Kamas, Henefer, Oakley, Francis and Hideout. COG serves as the program manager and is responsible for developing a written process for the prioritization of projects to be funded by this program, creating a priority list of transportation projects based on the written prioritization process, and presenting the priority list to the Summit County Council. Final funding approval authority rests with the Summit County Council.

1.2 Prioritization Process

Pursuant to Utah Code 59-12-2217, the COG is responsible for the following:

- Developing a written prioritization process for the prioritization of projects funded by third quarter sales tax revenues,
- Creating a priority list of transportation projects, and
- Presenting the priority list to the County Council for approval.

1.3 Evaluation Criteria

The COG shall meet annually during the first quarter of the year to review and, if necessary, adjust the weighted criteria for project selection. At this time, COG may also establish a “flex category” to address emerging annual priorities (e.g., safety). Criteria shall be scored out of a total of 100 points.

Pursuant to Utah Code 59-12-2217, evaluation criteria must include the following categories:

- Cost effectiveness.
- Mitigation of regional traffic congestion.

- Economic impact.
- Compliance with applicable laws and regulations.
- Future maintenance and operational expenses.
- Flex category (any additional criteria deemed appropriate by COG).

1.4 Project Eligibility

Pursuant to Utah Code 59-12-2212.2, TST funds may be used for:

- The development, construction, maintenance, or operation of:
 - a class A road;
 - a class B road;
 - a class C road;
 - a class D road;
 - traffic and pedestrian safety infrastructure, including:
 - a sidewalk;
 - curb and gutter;
 - a safety feature;
 - a traffic sign;
 - a traffic signal; or
 - street lighting;
 - Streets, alleys, roads, highways, and thoroughfares of any kind, including connected structures;
 - an airport facility;
 - an active transportation facility that is for nonmotorized vehicles and multimodal transportation and connects an origin with a destination; or
 - an intelligent transportation system;
- A system for public transit;
- All other modes and forms of conveyance used by the public;
- Debt service or bond issuance costs related to a project or facility described above; or
- Corridor preservation related to a project or facility described above.

1.5 Program Funding

The size and scope of the TST Program are dependent on:

- Annual revenues generated by the 3rd Quarter sales tax, and
- The number, size, and scale of projects proposed each year.

All COG member agencies are eligible to apply for TST Program funds. High Valley Transit is also eligible as the regional transit agency serving Summit County and the Wasatch Back.

Project sponsors are encouraged to leverage TST funds by providing local matches and/or securing state and federal funding sources when feasible.

Typical Annual Funding Cycle:

- **1st Quarter:** COG holds public meeting to review the project prioritization process and weighted criteria.
- **March:** TST applications issued.
- **April:** Applications due.
- **June:** COG holds public meeting to review applications and develop ranked project list.
- **June:** At the same public meeting, COG sets Small Cities allocations.
- **June:** COG forwards recommendations to the Summit County Council.
- **July:** County Council approves awards.

1.5.1 Small Cities Grant Awards

Small Cities grant funding is available to Coalville, Francis, Henefer, Kamas, and Oakley. Hideout is currently not eligible for funding as it does not generate sales tax funds for the County. Annual allocations are based on the following, rather than the weighted criteria:

- A three-year average of 3rd Quarter sales tax revenues collected within each jurisdiction's boundaries, and
- A three-year average of applicable 2nd Quarter tax percentages.

Cities and towns may submit reimbursement requests upon completion of an eligible project. Each jurisdiction has five (5) years to spend awarded funds. Any unspent funds remaining after this period shall be returned to the TST program account.

1.5.2 Annual Call for Projects

Summit County staff shall issue an annual call for new TST project applications each spring after COG has met and reviewed the prioritization process and weighted criteria. Project sponsors must submit a separate application for each proposed project.

1.5.3 Project Scoring

Summit County will coordinate with Mountainland Association of Governments (MAG) staff to score applications and develop a ranked project list. The ranked list and supporting materials will be presented to COG at the next public meeting following the application deadline.

1.5.4 Project Selection

At the meeting:

- Project sponsors will have up to three (3) minutes to present and advocate for each grant application.
- COG will deliberate and finalize a proposed project list using the weighted criteria and establish funding allocations based on the available program funds.

Applications shall be reviewed by COG in a fair, impartial, and consistent manner. COG shall evaluate each application solely based on the adopted selection criteria and scoring matrix. COG shall not afford preferential treatment to any applicant or project.

To promote equity and transparency, COG shall:

- Apply the same scoring methodology to all applications;
- Document individual and/or consensus scores in accordance with program procedures;
- Deliberate in good faith to ensure that projects are evaluated comparably.

COG shall make funding recommendations based on final scores, program priorities, and available funds for the applicable funding cycle. COG shall make a good faith effort to fully fund applications that:

- Meet all eligibility requirements;
- Demonstrate strong performance under the adopted scoring criteria; and
- Are determined to be feasible and ready to proceed,

The COG is responsible for ensuring that funding is distributed equitably across geographic areas. To support COG discussions and prioritization, MAG will provide an annual report at the time of COG ranking and recommendation to the County Council detailing funding allocations by organization and by geographic area. The COG may adjust project priorities as needed to promote greater organizational and/or geographic equity.

If funds are insufficient to fully fund all qualifying high-scoring applications, COG may recommend partial awards or phased funding. In all cases, funding recommendations shall reflect COG's intent to maximize program objectives while maintaining fairness, fiscal responsibility, and adherence to adopted policies.

COG's recommendations will then be forwarded to the Summit County Council for final approval and award. Upon confirmation of awards, Summit County staff will issue TST project numbers and execute grant agreements with each recipient.

1.6 Program Management

The following policies and procedures apply to all projects and programs funded through the TST Program. These procedures are intended to ensure projects are delivered in a timely manner and result in long-lasting transportation improvements.

Program management objectives include:

- Ensuring timely completion of approved projects.
- Assisting local jurisdictions with unforeseen funding or scope challenges.
- Following established best practices for project delivery.

1.6.1 Funding Adjustments and Reallocation

Applicants may seek funding adjustments or reallocation from time to time subject to COG approval. TST funds will be subject to the following:

- Any remaining at project closeout shall be returned to the general TST account for future allocation.
- Project sponsors must submit a written request for project closeout to Summit County staff (electronic submission is acceptable).
- Sponsors with multiple TST-funded projects may request the transfer of remaining funds between projects, subject to COG review and approval.
- No new projects or programs may receive TST funding outside of the annual call for projects, except in limited emergency circumstances and only with special COG approval.

All requests for scope changes, schedule changes, funding adjustments, or reallocation of funds must be submitted using a Change Request Form. Summit County staff will review each request and, if deemed reasonable, forward it to the COG for consideration.

1.6.2 Project Scope and Schedule Changes

Summit County staff may approve minor scope and/or cost changes when:

- Impact less than ten percent (10%) of the estimated project cost, and
- Do not exceed \$100,000,
- Sufficient unobligated funds are available or can be transferred from another approved project.

All minor changes approved by staff will be reported to the COG at the next meeting.

Any major scope or cost change equal to or greater than \$100,001 must be approved by the COG. Major changes may include, but are not limited to:

- Modifying project limits,
- Expanding or reducing capacity,
- Adding or removing major project components,
- Adding equipment or work not included in the approved scope.

Sponsors may implement additional project elements without County or COG approval if fully funded by the sponsor or outside funding. However, sponsors are expected to report project funding changes as part of the annual reporting process.

All scope and schedule change requests must be submitted using a Change Request Form.

1.6.3 Project Reporting

Summit County staff will monitor all active projects to track progress and assist sponsors with implementation challenges. Reporting requirements include:

- Quarterly financial updates provided by staff to the COG and TST members.
- Annual project status and milestone reporting.

Project sponsors are required to complete a Project Report Form each spring. Summit County staff will provide templates and report deadlines.

Based on reported progress, the COG may recommend that projects demonstrating prolonged inactivity be canceled and removed from the TST Program.

1.6.4 Budgeting

Summit County is responsible for managing TST program cash flow, ensuring adequate annual funding availability, and reviewing project scope and budget changes.

All agencies with active TST-funded projects are required to complete a Project Budget Template annually in the spring. The template includes a five-year expenditure plan. The current template is included as an attachment to this document.

1.6.5 Expenditure Requirements

- Projects must begin expending TST funds within two (2) years of award and should complete expenditure within five (5) years, unless otherwise approved.
- Small Cities Program funds must be expended within five (5) years of the first invoice submission.
- Agencies seeking future funding must demonstrate responsible use of current allocations and provide a plan for remaining expenditures.

- TST funds may be subject to reallocation or claw back after three (3) years of inactivity, subject to COG recommendation.
- Agencies will be given an opportunity to explain inactivity, propose a revised expenditure schedule, or request reallocation to another project.
- If no satisfactory explanation is provided, the COG may release funds back to the program for future redistribution.

1.6.6 Invoicing

TST funds may not be used to support salaried staff time or benefits. Contractual services are eligible if clearly identified in the approved application and fully documented in invoice submissions.

Invoices may be submitted progressively as costs are incurred. Agencies may determine submission frequency (e.g., per invoice, quarterly).

Invoice packages shall include:

1. Cover Letter
 - Agency or municipality name
 - Project name
 - TST project number
 - Amount requested
2. Invoice Documentation
 - Itemized list of eligible expenditures
3. Supporting Documentation
 - Consultant invoices (if applicable)
 - Cancelled checks or bank statements highlighting paid items.

1.6.7 Project Close-out

Project close-out requests must be submitted in writing via email to the Summit County Transportation Planning Deputy Director. Requests may be submitted with the final invoice or at any time thereafter.

Effective 3/12/2025**59-12-2217 County option sales and use tax for transportation -- Base -- Rate -- Written prioritization process -- Approval by county legislative body.**

- (1) Subject to the other provisions of this part, and subject to Subsection (8), a county legislative body may impose a sales and use tax of up to .25% on the transactions described in Subsection 59-12-103(1) within the county, including the cities and towns within the county.
- (2)
 - (a) Except as provided in Subsection (2)(b), and subject to Subsections (3) through (6) and Section 59-12-2207, the revenue collected from a sales and use tax under this section may only be expended as described in Section 59-12-2212.2.
 - (b) Subject to Subsections (3) through (6), and after application of Subsection 59-12-2206(5), in a county of the first or second class, or if a county is part of an area metropolitan planning organization, that portion of the county within the metropolitan planning organization, the revenue collected from a sales and use tax under this section may only be expended as described in Section 59-12-2212.2, and only if the expenditure is for:
 - (i) a project or service:
 - (A) relating to a regionally significant transportation facility or collector road for the portion of the project or service that is performed within the county;
 - (B) for new capacity or congestion mitigation, and not for operation or maintenance, if the project or service is performed within the county; and
 - (C) on a priority list created by the county's council of governments in accordance with Subsection (5) and approved by the county legislative body in accordance with Subsection (5);
 - (ii) corridor preservation for a project or service described in Subsection (2)(b)(i)(A) or (B); or
 - (iii) debt service or bond issuance costs related to a project or service described in Subsection (2)(b)(i)(A) or (B).
 - (c) The restriction in Subsection (2)(b)(i)(B) from using revenue for operation or maintenance does not apply to any revenue subject to rights or obligations under a contract entered into before January 1, 2019, between a county and a public transit district.
- (3) For revenue expended under this section for a project or service described in Subsection (2) that is on or part of a regionally significant transportation facility and that constructs or adds a new through lane or interchange, or provides new fixed guideway public transit service, the project shall be part of:
 - (a) the statewide long-range plan; or
 - (b) a regional transportation plan of the area metropolitan planning organization if a metropolitan planning organization area exists for the area.
- (4)
 - (a) As provided in this Subsection (4), a council of governments shall:
 - (i) develop a written prioritization process for the prioritization of projects to be funded by revenues collected from a sales and use tax under this section;
 - (ii) create a priority list of transportation projects or services described in Section 59-12-2212.2 in accordance with Subsection (5); and
 - (iii) present the priority list to the county legislative body for approval in accordance with Subsection (5).
 - (b) The written prioritization process described in Subsection (4)(a)(i) shall include:
 - (i) a definition of the type of projects to which the written prioritization process applies;

- (ii) subject to Subsection (4)(c), the specification of a weighted criteria system that the council of governments will use to rank proposed projects and how that weighted criteria system will be used to determine which proposed projects will be prioritized;
 - (iii) the specification of data that is necessary to apply the weighted criteria system;
 - (iv) application procedures for a project to be considered for prioritization by the council of governments; and
 - (v) any other provision the council of governments considers appropriate.
- (c) The weighted criteria system described in Subsection (4)(b)(ii) shall include the following:
 - (i) the cost effectiveness of a project;
 - (ii) the degree to which a project will mitigate regional congestion;
 - (iii) the compliance requirements of applicable federal laws or regulations;
 - (iv) the economic impact of a project;
 - (v) the degree to which a project will require tax revenues to fund maintenance and operation expenses; and
 - (vi) any other provision the council of governments considers appropriate.
- (d) A council of governments of a county of the first or second class shall submit the written prioritization process described in Subsection (4)(a)(i) to the Executive Appropriations Committee for approval prior to taking final action on:
 - (i) the written prioritization process; or
 - (ii) any proposed amendment to the written prioritization process.
- (5)
 - (a) A council of governments shall use the weighted criteria system adopted in the written prioritization process developed in accordance with Subsection (4) to create a priority list of transportation projects or services for which revenues collected from a sales and use tax under this section may be expended.
 - (b) Before a council of governments may finalize a priority list or the funding level of a project, the council of governments shall conduct a public meeting on:
 - (i) the written prioritization process; and
 - (ii) the merits of the projects that are prioritized as part of the written prioritization process.
 - (c) A council of governments shall make the weighted criteria system ranking for each project prioritized as part of the written prioritization process publicly available before the public meeting required by Subsection (5)(b) is held.
 - (d) If a council of governments prioritizes a project over another project with a higher rank under the weighted criteria system, the council of governments shall:
 - (i) identify the reasons for prioritizing the project over another project with a higher rank under the weighted criteria system at the public meeting required by Subsection (5)(b); and
 - (ii) make the reasons described in Subsection (5)(d)(i) publicly available.
 - (e) Subject to Subsections (5)(f) and (g), after a council of governments finalizes a priority list in accordance with this Subsection (5), the council of governments shall:
 - (i) submit the priority list to the county legislative body for approval; and
 - (ii) obtain approval of the priority list from a majority of the members of the county legislative body.
 - (f) A council of governments may only submit one priority list per calendar year to the county legislative body.
 - (g) A county legislative body may only consider and approve one priority list submitted under Subsection (5)(e) per calendar year.
- (6) In a county of the first class, revenues collected from a sales and use tax under this section that a county allocates for a purpose described in Section 59-12-2212.2 shall be:

- (a) deposited in or transferred to the County of the First Class Highway Projects Fund created by Section 72-2-121; and
 - (b) expended as provided in Section 72-2-121.
- (7) Notwithstanding Section 59-12-2208, a county legislative body may, but is not required to, submit an opinion question to the county's registered voters in accordance with Section 59-12-2208 to impose a sales and use tax under this section.
- (8)
- (a)
 - (i) Notwithstanding any other provision in this section, if the entire boundary of a county is annexed into a large public transit district, if the county legislative body wishes to impose a sales and use tax under this section, the county legislative body shall pass the ordinance to impose a sales and use tax under this section on or before June 30, 2022.
 - (ii) If the entire boundary of a county is annexed into a large public transit district, the county legislative body may not pass an ordinance to impose a sales and use tax under this section on or after July 1, 2022.
 - (b) Notwithstanding the deadline described in Subsection (8)(a), any sales and use tax imposed under this section on or before June 30, 2022, may remain in effect.

Amended by Chapter 29, 2025 General Session

Effective 5/7/2025

59-12-2212.2 Allowable uses of local option sales and use tax revenue.

- (1) Except as otherwise provided in this part, a county, city, or town that imposes a local option sales and use tax under this part may expend the revenue generated from the local option sales and use tax for the following purposes:
 - (a) the development, construction, maintenance, or operation of:
 - (i) a class A road;
 - (ii) a class B road;
 - (iii) a class C road;
 - (iv) a class D road;
 - (v) traffic and pedestrian safety infrastructure, including:
 - (A) a sidewalk;
 - (B) curb and gutter;
 - (C) a safety feature;
 - (D) a traffic sign;
 - (E) a traffic signal; or
 - (F) street lighting;
 - (vi) streets, alleys, roads, highways, and thoroughfares of any kind, including connected structures;
 - (vii) an airport facility;
 - (viii) an active transportation facility that is for nonmotorized vehicles and multimodal transportation and connects an origin with a destination; or
 - (ix) an intelligent transportation system;
 - (b) a system for public transit;
 - (c) all other modes and forms of conveyance used by the public;
 - (d) debt service or bond issuance costs related to a project or facility described in Subsections (1)(a) through (c); or
 - (e) corridor preservation related to a project or facility described in Subsections (1)(a) through (c).
- (2) Any revenue subject to rights or obligations under a contract between a county, city, or town and a public transit district entered into before January 1, 2019, remains subject to existing contractual rights and obligations.
- (3) In addition to the uses described in Subsection (1), for any revenue generated by a sales and use tax imposed under Section 59-12-2219 that is not contractually obligated for debt service, the percentage described in Subsection 59-12-2219(11) shall be made available for public transit innovation grants as provided in Title 72, Chapter 2, Part 4, Public Transit Innovation Grants.

Amended by Chapter 452, 2025 General Session

Proposed Measures	Application Questions	Methodologies/Documentation	Scoring	Points Rubric
Cost Effectiveness [§ 59-12-2217(4)(c)(i)]			15	
	Please describe the expected transportation, safety, economic, or system performance benefits compared to total project cost.	Budget/Cost benefit analysis	3	2 = Clearly outlines/ demonstrates system benefits, consistent with official regional plans/goals (Like an LRTP document) to justify cost, 0 = No/poor justification of cost
	Does the project leverage federal, state, or local matching funds? If so, identify sources, amounts, and status (secured or pending).	Notice of award, funding agreement, or proof of application. Resolution of excerpt from budget or Council meeting.	3	2 = 5% (Min) Match funds secured, 1 = Less than 5% or Application pending for match funds, 0 = No match funds
	Is the project ready to begin as soon as funds are available/ in the next fiscal year? Please describe anticipated milestones and construction start date.	Plans, specifications, or cost estimate confirming readiness	3	2 = Schedule provided that demonstrates RFP or contract in the next 12 months, 0 = uncertain timeline
	What percentage of current phase work has been completed relative to future phase funds being requested? Provide documentation of current project status.	Design status (30%, 60%, 90%) and supporting documentation/cost estimate, Budget document/proof of Council support for earlier phase work	3	[When applying for Construction funds] 2 = Design work started and has Construction cost estimate, 1 = planning to start Design in the next year, 0 = Haven't started planning/conceptual phase . [When applying for Planning/Design funds] 2 = Ready to start Planning/Design, 1 = Council support and planning to start in the next year, 0 = Don't have support
	Does the project require right-of-way acquisition or utility relocation? If yes, describe status and timeline.	ROW maps, deeds, or letters confirming ownership/control; Utility coordination letters or relocation schedules	3	2 = ROW pending, secured, or not needed, 1 = Evaluating ROW needs, 0 = Not ready/no ROW plan
Regional Congestion [§ 59-12-2217(4)(c)(ii)]			30	
	Does the project reduce delays or add capacity to a constrained corridor? Please describe the existing problem and how the project addresses it.	Traffic counts showing existing and projected congestion (LOS, travel time, etc); Congestion or bottleneck study documenting existing conditions; Travel demand modeling demonstrating reduction in delay or improved LOS	5	6 = Conducted traffic counts and/or has documentation of congestion/ how project will improve LOS, 0 = No data or analysis plan
	Will the project improve peak-hour travel times or reduce single-occupancy vehicle (SOV) trips? Provide supporting data or modeling if available.	Annual Average Daily Traffic (Historical and Forecast)	5	AADT > 10,000+ = 6, AADT > 5,001- 10,000 = 5, AADT > 3,001 = 4, AADT = 1,001 - 3,000 = 3, AADT < 1,000 = 0
	Is the project located on a regionally significant transportation facility or collector road? Identify the facility classification.	Map identifying the facility within county/local network	5	6 = Arterial, 3 = Collector
	Does the project improve an intersection to reduce congestion and/or improve safety? If yes, describe current congestion/safety conditions and proposed improvements.	Cross-sections or design drawings showing new lanes, turn lanes, or added capacity	5	6 = LOS F, 5 = LOS E, 3 = LOS D
	Does the project include multimodal options to reduce SOV use?	Scope document or plan	5	5 = Transit & Trails, 4 = Bike Lanes, 3 = Transit or Trails
	Does the project implement or support alternatives to single-occupancy vehicles? Describe how.	Scope document or plan	5	6 = Project elements or program that promotes alternatives to SOV like PNR, vanpool, UTN trail, 0 = Does not support alternatives to SOV
Compliance [§ 59-12-2217(4)(c)(iii)]			10	
	What is the current NEPA status (Categorical Exclusion, Environmental Assessment, Environmental Impact Statement, in progress or not required)?	Copy of EIS/EA/CAT EX or determination letter, or not required	3.33333333	3 = EIS/EA/CAT EX determination letter or documentation not required, 2 = EIS/EA/CAT EX in progress, 0 = None
	Have necessary permits (e.g., USACE, FHWA, FTA, state or local permits) been identified? Are they obtainable within the project schedule?	List of permits secured or not required	3.33333333	3 = Has permits/documentation that permits are not needed, 2 = in progress, 0 = Not obtainable based on project schedule

	Is the project consistent with or identified in local, regional, or statewide long-range transportation plans? Cite specific plan references.	Documentation showing coordination with regional or local transit plans (Strategic Plan, Long Range Plan, Transit Master Plan, etc.	3.333333333	3 = In an existing plan or documented Council priority, 0 = Not in a plan/no documentation
Economic Impact [§ 59-12-2217(4)(c)(iv)]			10	
	Does the project improve access to employment (commercial district of at least 500 employees, Main St, Resort area) areas? Describe anticipated impacts.	Socioeconomic Forecast Viewer	5	3 = Direct connection, 2 = Within 0.5 miles, 1 = 1 mile, 0 = No documented connection
	Does the project improve access to schools, libraries, public parks, government buildings, or hospitals? Describe anticipated impacts.	Map showing proximity	5	3 = Direct connection, 2 = Within 0.5 miles, 1 = 1 mile, 0 = No documented connection
Maintenance and Operations [§ 59-12-2217(4)(c)(v)]			5	
	Is there an identified revenue source for long-term operations and maintenance? Please describe.	Budget/O&M plan	5	3 = O&M Plan submitted or proposed budget/funding commitment provided, 0 = No plan
Safety and System Enhancements [§ 59-12-2217(4)(c)(vi)]			30	
	Is the project located within or addressing a High Injury Network corridor?	MAG Safe Streets Dashboard	3.75	3 = In the High Injury Network, 2 = Feeds into/Connects to the High Injury Network, 0 = Not in or approximate to the High Injury Network
	Is the project identified in an adopted Safety Action Plan? Provide reference.	MAG RPO Safety Action Plan - Aug 26 2024.pdf	3.75	3 = Near-term project is in the MAG Safety Action Plan, 2 = Medium-term project in the MAG Safety Action Plan, 1 = Long term project in the MAG MAG Safety Action Plan, 0 = does not address
	How many crashes have occurred within 1/8 mile of the project area over the past five years? Provide data source.	AASHTOWare Safety - Signing	3.75	3 = 2+ crashes per lane mile, 1 = less than 2 crashes per lane mile, 0 = no crashes
	Does the project incorporate FHWA Proven Safety Countermeasures? Identify which measures.	Proven Safety Countermeasures FHWA	3.75	3 = Yes, 0 = No
	Does the project reduce the number or intensity of transportation conflicts (e.g., crossings, driveways, turning movements)?	Design drawings, or cross-sections showing physical separation or buffer; Site plan showing reduced driveways or improved crossings: Crosswalk enhancements, ADA ramps, pedestrian refuge, or lighting plans	3.75	3 = Eliminates or separates major conflict points (i.e., converting stop sign to roundabout, grade separation, or a combination of multiple conflict reduction treatments), 2 = Reduces conflict points (i.e., intersection redesign, buffered lanes) or the intensity of conflicts (i.e., added turn lane, improved crossing treatment), 0 = Does not reduce conflicts
	Does the project create new trail connections or integrate with existing networks?	Map showing new trail, path, or sidewalk connection; Documentation of connectivity to existing or planned facilities	3.75	3 = Fills gap with new trail/pathway, 0 = None/Does not connect
	Does the project add transit service or expand route coverage?	Service plan or route schedule showing additional buses, routes, or hours	3.75	3 = Adds transit stops and/or increases frequency of service, 0 = Does not add stops or increase frequency of service
	Does the project add amenities or elements designed to attract users (e.g., shelters, lighting, landscaping, wayfinding)?	Site plans or drawings showing new shelters, benches, lighting, wayfinding, real-time information systems, etc; Budget or scope describing user amenity improvements	3.75	3 = New infrastructure and amenities, 2 = replacement of existing infrastructure or amenities, 0 = no new infrastructure or amenities
			100	