

Lackawanna and Luzerne County Project Ranking Criteria

The overall purpose of the project ranking criteria is to ensure consistency in the prioritization of transportation projects that may address transportation needs in both Lackawanna and Luzerne counties.

Federal regulations require that the six factors contained on the following pages be explicitly considered, analyzed as appropriate, and reflected in the planning process.

Details about each are described following the factor and include the following:

- Purpose and general project characteristics
- Points assigned under that factor
 - If a project does not fit the purpose or characteristics, it earns zero points.
 - A project may not earn points for every factor.
 - The number of points assigned for each project is determined by its impact. Specific improvements or activities are listed to define “high”, “medium”, or “low” impact projects. A project earns points according to one impact level only.
 - Points earned are summed to give each project a total “score”.
 - Proposed projects are ranked in numerical order to indicate a preliminary priority order.

The preliminary priority order will be further refined based on eligibility and availability of funding sources and by the policy guidance of the specific county.

PROJECT RANKING CRITERA

- 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency by increasing the accessibility and mobility options available to people and goods.**
- 2. Increase the safety and security of the transportation system for motorized and non-motorized users.**
- 3. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and bi-county planned growth and economic development patterns.**
- 4. Enhance integration and connectivity of the transportation system across and between modes, for people and freight in an effort to promote efficiency in system management and operation.**
- 5. Emphasize preservation and connectivity of the existing transportation system (all modes).**
- 6. Ensure consistency with the fundamental principles of Title VI and Environmental Justice.**

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency by increasing the accessibility and mobility options available to people and goods.

High Impact Projects - 3 Points	
<ul style="list-style-type: none"> Improves access to existing regional activity centers which retain jobs 	<ul style="list-style-type: none"> On the Agricultural Access Network, Priority Commercial Network, Industrial/Commercial Access Network, or the PA Core Highway Network
<ul style="list-style-type: none"> Improves access to airports in the county 	<ul style="list-style-type: none"> On interstate, arterial, or collector roads where total vehicle traffic is high: AADT > 10,000 vehicles/day
<ul style="list-style-type: none"> Improves rail or vehicular access to existing freight distribution facilities or major industrial districts 	<ul style="list-style-type: none"> On interstate, arterial, or collector roads where heavy truck traffic is high: ADTT > 1,500 trucks/day
<ul style="list-style-type: none"> New access to regional activity centers or abandoned/ undersized/ idle industrial or commercial centers which creates new jobs 	
Medium Impact Projects - 2 Points	
<ul style="list-style-type: none"> Transportation demand management strategies, programs, and incentives 	<ul style="list-style-type: none"> On arterial or collector roads where total vehicle traffic is high: AADT = 5,000 to 10,000 vehicles/day
	<ul style="list-style-type: none"> On arterial or collector roads where heavy truck traffic is medium: ADTT = 700 to 1,500 trucks/day
Low Impact Projects - 1 Points	
<ul style="list-style-type: none"> Supports mobility needs of business and industry that is not in an activity center 	<ul style="list-style-type: none"> Rehabilitation of existing access facilities
Not Applicable - 0 Points	
<ul style="list-style-type: none"> Project Does Not Meet Characteristics or Criteria 	

2. Increase the safety and security of the transportation system for motorized and non-motorized users.

High Impact Projects - 3 Points	
<ul style="list-style-type: none"> Creates a new and appropriate evacuation route to a facility in the hazard mitigation plan 	<ul style="list-style-type: none"> Reduces crashes at interchanges, intersections, and/or roadway segments with crash rates more than double the statewide average: DELTA > 2.00
<ul style="list-style-type: none"> Meets a Homeland Security Goal 	<ul style="list-style-type: none"> Bridge safety improvements on structurally deficient bridges: Sufficiency Rating < 50.0
<ul style="list-style-type: none"> Creates security surrounding a transit facility 	<ul style="list-style-type: none"> Reduces crashes at intersections with pedestrian crashes
Medium Impact Projects - 2 Points	
<ul style="list-style-type: none"> Updates or improves an existing evacuation route 	<ul style="list-style-type: none"> Reduces crashes at interchanges, intersections, and/or roadway segments with crash rates greater than the statewide average: DELTA of 1.01 to 2.00
<ul style="list-style-type: none"> Partially meets a Homeland Security Goal 	<ul style="list-style-type: none"> Bridge safety improvements on bridges with medium sufficiency: Sufficiency Rating of 50.1 to 80.0
<ul style="list-style-type: none"> Updates or improves security surrounding a transit facility 	<ul style="list-style-type: none"> On an Interstate diversion route
Low Impact Projects – 1 Points	
<ul style="list-style-type: none"> Reduces crashes at interchanges, intersections, and/or roadway segments with crash rates less than the statewide average: DELTA < 1.00 	<ul style="list-style-type: none"> Bridge safety improvements on bridges with high sufficiency: Sufficiency Rating > 80.0
Not Applicable - 0 Points	
<ul style="list-style-type: none"> Project Does Not Meet Characteristics or Criteria 	

3. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and county planned growth and economic development patterns

High Impact Projects - 3 Points	
<ul style="list-style-type: none"> Traffic calming (as appropriate by roadway class) within established neighborhood or activity center 	<ul style="list-style-type: none"> Preservation of wetlands
<ul style="list-style-type: none"> Directly promotes shift from single-occupancy vehicles (SOV) with transit 	<ul style="list-style-type: none"> Preservation of existing greenway corridors
<ul style="list-style-type: none"> Bus Replacement for vehicles beyond useful life <ul style="list-style-type: none"> Transit bus = 12 years or 500,000 miles Van = 4 years or 100,000 miles 	<ul style="list-style-type: none"> Bicycle/pedestrian facilities serving primarily transportation use
	<ul style="list-style-type: none"> Significant reduction in the quantity and improvement to the quality of water runoff
<ul style="list-style-type: none"> Detour length > 10 miles 	<ul style="list-style-type: none"> Clean fuel buses/vehicles – alternative fuel infrastructure
	<ul style="list-style-type: none"> In “Priority” development area
Medium Impact Projects - 2 Points	
<ul style="list-style-type: none"> Traffic calming (as appropriate by roadway class) 	<ul style="list-style-type: none"> Signal updating and interconnections
<ul style="list-style-type: none"> Enhances efficiency of transit operators 	<ul style="list-style-type: none"> Wetlands banking/mitigation
<ul style="list-style-type: none"> Minimal reduction in the quantity and improvement to the quality of water runoff 	<ul style="list-style-type: none"> Preservation of historic structures in national or state register, or of significant local interest
<ul style="list-style-type: none"> Rehabilitation or reconstruction of transit vehicles or facilities that increases riders 	<ul style="list-style-type: none"> Bicycle/pedestrian facility within an established neighborhood or activity center
<ul style="list-style-type: none"> Parking management 	<ul style="list-style-type: none"> Intersection channelization resulting in the reduction of stop and go traffic
<ul style="list-style-type: none"> Detour length of 2 to 9 miles 	<ul style="list-style-type: none"> Park and ride lots
	<ul style="list-style-type: none"> In “Mixed-Density Infill” development area
Low Impact Projects - 1 Points	
<ul style="list-style-type: none"> New signal projects 	<ul style="list-style-type: none"> Noise barrier projects
<ul style="list-style-type: none"> Performance/condition improvement of transit vehicles or facilities 	<ul style="list-style-type: none"> No significant change in quantity/quality of water runoff
<ul style="list-style-type: none"> Detour length of < 2 miles 	<ul style="list-style-type: none"> In “Low-Density Infill” development area
Not Applicable - 0 Points	
<ul style="list-style-type: none"> Project Does Not Meet Characteristics or Criteria 	

4. Enhance integration and connectivity of the transportation system across and between modes, for people and freight, in an effort to promote efficiency in system management and operation.

High Impact Projects - 3 Points	
<ul style="list-style-type: none"> Encourages Right of Way preservation in major regional corridors 	<ul style="list-style-type: none"> Park and Ride lots that are located more than 5 miles outside the urbanized area served and are served by transit
<ul style="list-style-type: none"> Eliminates or overcomes major barrier in existing major regional corridor 	<ul style="list-style-type: none"> Bicycle/pedestrian facilities making intermodal linkages or regional connections, particularly in areas with a significant traditionally underserved population
<ul style="list-style-type: none"> Provides gap closure in major regional corridor 	<ul style="list-style-type: none"> Development of intermodal transportation centers
<ul style="list-style-type: none"> Intermodal transfer projects 	
Medium Impact Projects - 2 Points	
<ul style="list-style-type: none"> Encourages Right of Way preservation in minor regional corridor 	<ul style="list-style-type: none"> Park and Ride lots that are located up to 5 miles outside the urbanized area served
<ul style="list-style-type: none"> Eliminates or overcomes minor barriers in an existing major regional corridor 	<ul style="list-style-type: none"> Transportation demand management strategies, programs, and incentives
<ul style="list-style-type: none"> Provides gap closure in minor regional corridor 	<ul style="list-style-type: none"> Rehabilitation of intermodal transportation centers
Low Impact Projects - 1 Points	
<ul style="list-style-type: none"> Eliminates or overcomes minor barriers in a minor regional corridor 	<ul style="list-style-type: none"> Park and ride lots located within the urbanized area served
<ul style="list-style-type: none"> Provides gap closure in local corridor 	
Not Applicable - 0 Points	
<ul style="list-style-type: none"> Project Does Not Meet Characteristics or Criteria 	

5. Emphasize preservation and connectivity of the existing transportation system (all modes).

High Impact Projects - 3 Points	
<ul style="list-style-type: none"> • Interstate with IRI Rating of “Poor” or “Fair” • National Highway System (NHS) Routes with IRI Rating of “Poor” • Any roadway with > 2,000 ADT and IRI Rating of “Poor” 	<ul style="list-style-type: none"> • Identified as a high priority bridge project by PennDOT or municipality (local bridge) • Bridge safety improvements on structurally deficient bridges: Sufficiency Rating < 50.0
<ul style="list-style-type: none"> • Reconstruction or resurfacing of arterial highways 	<ul style="list-style-type: none"> • Upgrade of a traffic signal system or corridor with more than 10 signals
<ul style="list-style-type: none"> • Existing transit facility replacement/rehab that prolongs useful life of assets (improves “substandard” or “poor” condition ratings) 	<ul style="list-style-type: none"> • Transit vehicle replacement/rehab consistent with Federal Transit Administration (FTA) standards <ul style="list-style-type: none"> – Transit bus = 12 years or 500,000 miles – Vans = 4 years or 100,000 miles
<ul style="list-style-type: none"> • Maintains/preserves bicycle and pedestrian facilities particularly in the urban core 	<ul style="list-style-type: none"> • Improvement/replacement of railroad grade crossings, including repair/replacement of warning signals or control devices
Medium Impact Projects - 2 Points	
<ul style="list-style-type: none"> • Interstate with IRI Rating of “Good” • National Highway System (NHS) Routes with IRI Rating of “Fair” or “Good” • Any roadway with > 2,000 ADT and IRI Rating of “Fair” 	<ul style="list-style-type: none"> • Identified as a medium priority bridge project by PennDOT, or the municipality (local bridge) • Bridge safety improvements on bridges with medium sufficiency: Sufficiency Rating of 50.1 to 80.0
<ul style="list-style-type: none"> • Reconstruction of collector highways 	<ul style="list-style-type: none"> • Upgrade of a traffic signal system, installation of a new traffic signal system, or realignment of an roadway/intersection that specifically enhances network connectivity
<ul style="list-style-type: none"> • Existing transit facility replacement/rehab that prolongs useful life of assets (improves “adequate” condition ratings) 	<ul style="list-style-type: none"> • Roadway and bridge support infrastructure improvements (drainage, retaining, signal)
Low Impact Projects - 1 Points	
<ul style="list-style-type: none"> • Interstate with IRI Rating of “Excellent” • National Highway System (NHS) Routes with IRI Rating of “Excellent” • Any roadway with > 2,000 ADT and IRI Rating of “Good” or “Excellent” 	<ul style="list-style-type: none"> • Bridge safety improvements on bridges with high sufficiency: Sufficiency Rating > 80.0
Not Applicable - 0 Points	
<ul style="list-style-type: none"> • Project Does Not Meet Characteristics or Criteria 	

6. Ensure consistency with the fundamental principles of Title VI and Environmental Justice.

High Impact Projects - 3 Points	
<ul style="list-style-type: none"> • Address safety problems 	<ul style="list-style-type: none"> • Located in a community with a high concentration of low-income <u>and</u> minority populations that exceed the Two-County averages
<ul style="list-style-type: none"> • Result in reduced truck traffic 	
<ul style="list-style-type: none"> • Result in reduced noise impacts or the installation of noise walls 	
<ul style="list-style-type: none"> • Improve accessibility to employment 	
<ul style="list-style-type: none"> • Deliver safety and community enhancing benefits (e.g., sidewalks, safe routes to school, bicycle/pedestrian network improvements, congestion mitigation and air quality improvements) 	
Medium Impact Projects - 2 Points	
<ul style="list-style-type: none"> • Avoids right-of-way acquisition 	<ul style="list-style-type: none"> • Located in a community with a high concentration of low-income <u>or</u> minority population that exceeds the Two-County average
Low Impact Projects - 1 Points	
<ul style="list-style-type: none"> • Repairs roadways or bridges, unless the project would result in bringing more traffic into the neighborhood 	<ul style="list-style-type: none"> • Located in a community with a high concentration of low-income <u>or</u> minority <u>or</u> other traditionally underserved population that exceeds the Two-County average
Not Applicable - 0 Points	
<ul style="list-style-type: none"> • Project Does Not Meet Characteristics or Criteria 	