

CAMRIF PROJECT REVIEW AND RANKING WORKSHEET
CATEGORY 5 – LOCAL ROADS
DESCRIPTION

A.6 CATEGORY 5: LOCAL ROADS

A.6.1 OBJECTIVE

The objective of this category is to construct, restore or improve public roads that will result in the reduction of environmental impacts, congestion, energy use or GHG emissions, and to improve safety, support tourism and commerce, promote social and economic development of local areas, and help Canada lead in the use of innovative technologies for the operation and management of local transportation systems, including passenger and traffic information systems.

A.6.2 SUBCATEGORIES

- a) Local Roads, arterial roads, bridges and tunnels within local boundaries;
- b) ITS and Transit priority capital investments:
 - i) ITS technologies to improve transit priority signaling, passenger and traffic information, transit operation, incident management, and rescue systems;
 - ii) capital investments to support public transit on the local road network, such as queue jumpers and High Occupancy Vehicle (HOV) lanes; and
 - iii) integration of two or more of these features for increasing efficiency of local transportation.

A. Mandatory Screening Criteria
Project Meets or Exceeds the Following:
<ul style="list-style-type: none"> • The Project must be consistent with applicable transportation and land use plans of Province or Territory, region or Local Governments. • The Project must be consistent with Canada’s objectives in respect of sustainable growth, competitiveness and climate change.
The Project business case must include the following:
1. Submission of Project data, including GHG emissions, costs and Project design. (GHG emissions per project not available.)
2. Identification of near-term safety, efficiency, environmental and economic impacts of that Project, as well as potential impacts over a 5 to 10 year horizon.
3. Demonstration of Applicant’s ability to operate and sustain the resulting Infrastructure.
4. Confirmation of the Applicant’s adherence, where applicable, to engineering guidelines (e.g., Transportation Association of Canada)
5. Demonstration of Project’s consistency with all applicable federal/provincial or territorial legislative and regulatory obligations.
6. Demonstration of the accessibility provisions for persons with disabilities where applicable.

B. Ranking Criteria

() denotes master ranking list line item number.

<u>Shared Criteria</u>
1. Has broad support in the community

<u>Shared Criteria</u>
2. Addresses its impact on the various climate parameters and adapts to the potential risks posed by future climate change.
3. Minimizes impact on climate change by: <ul style="list-style-type: none"> • mitigating or reducing GHGs by using renewable energy sources, innovative technologies and practices that increase energy efficiency, or by other mitigation strategies; and • cost-effectively minimizing GHG emissions attributable to the Project in both construction and operation.
4. Fosters alliances between public and private sector, and encourages a P3.
5. Uses best practices for technologies and construction.
6. (11) Reduces or eliminates potential impacts or risks associated with disasters.
7. (12) Improves transportation system efficiency (e.g., cost per passenger-km, capacity for passenger throughput in corridors).
8. (13) Gives consideration to alternatives to the Project being proposed.
9. (14) Improves transportation and public safety and security.
10. (15) Minimizes other air contaminants from transportation.
11. (16) Promotes the use of innovative technology or processes in transportation, urban or rural, including the use of ITS technologies, where applicable.
<u>Category Specific Criteria</u>
12. (31) Considers the impact of the road investment on public transit within the same municipal and rural boundaries, and identifies mitigation strategies as appropriate.
13. (32) Improves access to business, employment and educational opportunities for local citizens, including Aboriginal peoples.