

**Contents**

**PART 1: PROJECT INFORMATION**

1A: Applicant Information \_\_\_\_\_ 2  
 1B: Project Type \_\_\_\_\_ 3  
 1C: Relevant Plans & Policies \_\_\_\_\_ 4  
 1D: Project Location \_\_\_\_\_ 4  
 1E: Existing Conditions \_\_\_\_\_ 5  
 1F: Future Conditions \_\_\_\_\_ 5  
 1G: Project Purpose \_\_\_\_\_ 6  
 1H: Past Performance \_\_\_\_\_ 6  
 1I: Right-of-Way Impacts \_\_\_\_\_ 7  
 1J: Completed Project Phases \_\_\_\_\_ 7  
 1K: Remaining Project Schedule \_\_\_\_\_ 8  
 1L: Maintenance \_\_\_\_\_ 8  
 1M: Estimated Costs \_\_\_\_\_ 9  
 1N: Matching Funds \_\_\_\_\_ 10

**PART 2: EVALUATION CRITERIA**

2A: Accessibility \_\_\_\_\_ 12  
 2B: Equity \_\_\_\_\_ 13  
 2C: Connectivity \_\_\_\_\_ 14  
 2D: Safety \_\_\_\_\_ 15  
 2E: Engagement \_\_\_\_\_ 16  
 2F: Certification \_\_\_\_\_ 17

Project Scoring & Selection \_\_\_\_\_ 18

**FFY 21-24 Timeline (subject to change)**

- 05/07/24 - Call for Applications
- 05/15/24 - Webinar #1 (2:00-3:00 PM EST)
- 05/24/24 - Part 1 FAQ Deadline (4:00 PM EST)
- 06/05/24 - Part 1 deadline (4:00 PM EST)
- 06/19/24 - CHATS screening results shared
- 07/01/24 - Webinar #2 (2:00-3:00 PM EST)
- 07/08/24 - Part 2 FAQ Deadline (4:00 PM EST)
- 07/17/24 - Part 2 deadline (4:00 PM EST)
- 08/01/24 - Applicant presentations
- 08/05/24 - CHATS award recommendations

**Instructions**

To fill in this application, please open the PDF in Adobe Acrobat, which can be downloaded for free at: [get.adobe.com/reader/](https://get.adobe.com/reader/)

This application is divided into **two parts** with separate deadlines for each. Please submit Part 1 and 2 applications and related technical questions to Kyle James (kylej@bcdco.com).

**Part 1** requests basic applicant and project information, including a budget reviewed by a Professional Engineer. Part 1 applications are due on June 5, 2024 (4:00 PM), and BCDCOG reserves the right to ask clarifying questions of applicants.

Part 1 applications will be reviewed by BCDCOG, and qualifying Applicants will receive an invitation to complete **Part 2** by June 19, 2024. This invitation will include initial quantitative scores for Part 2 questions. As part of the Part 2 submittal, applicants will have an opportunity to supplement the initial BCDCOG quantitative scoring with short narrative responses. Part 2 applications are due on July 17, 2024 (4:00 PM).

Each qualified applicant will be required to provide a **formal presentation** about their project to the CHATS Transportation Enhancement Committee on July 31, 2024. Applicants will be notified of award recommendations in early August.

**How to Attach Documents to this PDF**

Click on the **red box** in a given section of this PDF, navigate to and select the file that you would like to attach, and click "Upload". The file then will be attached to the PDF.

**Estimated Available Funding (subject to change)**

FFY 21-24: \$6,350,000 total

Project Award Size FFY 21-24	Min. Award	Max. Award
Infrastructure	\$500,000	\$1,250,000*
Non-Infrastructure	\$25,000	\$300,000

\* Applications that exceed the max award size are encouraged to apply in the event additional funding becomes available.

## PART 1: PROJECT INFORMATION

### 1A: Applicant Information

Project Name:

Applicant Name:

Applicant Street Address:

City:  SC

Zip Code:

#### Applicant Primary Contact

First Name:

Last Name:

Title/Position:

Phone Number:

Email Address:

### Implementing Agency

Is the Implementing Agency different than the Applicant?

No

Yes, Agency Name:

If yes, please attach a Letter of Support from the Implementing Agency:

Is the Implementing Agency an SCDOT-approved LPA?

Not Applicable (SCDOT is the Implementing Agency)

No

Yes

### Eligible Applicants

The following entities are eligible to apply for this grant opportunity:

- City/town government
- County government
- Regional transportation authority
- Transit agency
- Other local/regional governmental entity with responsibility for or oversight of transportation or recreational trails (except for a Metropolitan Planning Organization)
- Natural resource or public land agency
- School district, local education agency, or school
- Tribal government
- Non-profit
- State (at the request of another eligible entity)

### Local Public Agency (LPA)

SCDOT can delegate the management of Federal-aid projects, such as the implementation of a TA Set-aside project, to eligible public entities. In order to be the Implementing Agency on a TA Set-aside project, an Applicant must be eligible to become an SCDOT-approved Local Public Agency. For more information on how to become an LPA, visit: [scdot.org/business/lpa.aspx](https://scdot.org/business/lpa.aspx)

This section is reserved for BCDCOG staff.

All screening criteria met:  Yes  No, missing:

**1B: Project Type (check all that apply)**

Infrastructure

- Bikeway  feet  
*Ex. On-street Bicycle Lanes, Protected Bicycle Lanes, etc.*
- Pathway  feet  
*Ex. Shared-use Path, Sidepath, Over/Undercrossing, etc.*
- Walkway  feet  
*Ex. Sidewalk, Dune Crossover, Boardwalk, etc.*
- Trail  feet
- Intersection
- Traffic Calming   
*Ex. Road Diet, Pedestrian Refuge Island, Bulb-outs, etc.*
- Wayfinding
- Other:   
*Ex. Shared Micromobility Stations, Bicycle Signals, Demonstration Projects, Quick-Build Projects, etc.*

Non-infrastructure / Temporary Projects

*CHATS will prioritize applications for infrastructure projects, including infrastructure projects with a programming component. If funding remains after the award of infrastructure-focused projects and no other eligible infrastructure project can be funded with the remaining amount of FFY 21-24 funding, standalone non-infrastructure and temporary projects may be awarded. In addition, if an awarded project is terminated, funds may be made available for programming or municipal-wide plans.*

- Programming (education, encouragement, enforcement, data collection, and data analysis programs)
- Municipal-wide Pedestrian, Bicycle, or Target Zero Plan
- Safe Routes to School (K-12) / Safe Routes to Transit Plan
- Temporary Pilot Project  
(must include pre- and post-installation analysis)

**Eligible Activities**

Funding is available for the planning, design, construction, and programming of publicly-accessible on- and off-street facilities within the CHATS boundaries dedicated to pedestrians, bicyclists, other non-motorized forms of transportation, and low-speed electric vehicles. For a map of the CHATS boundaries, please visit [shorturl.at/fjHQ8](https://shorturl.at/fjHQ8).

Standalone non-infrastructure projects (programming, planning, and temporary pilot projects that do not have a long-term construction component) will only be considered for funding if no eligible infrastructure project can be funded with outstanding FFY 21-24 funds after initial award selection.

**Ineligible Activities**

Funding is not available for standalone design with no construction component; lighting; turnouts; overlooks/viewing areas; historic preservation and rehabilitation of historic transportation facilities; vegetation management; management of outdoor advertising; archaeological activities; environmental mitigation; habitat restoration; mitigation of vehicle-wildlife collisions; and landscaping.

This section is reserved for BCDCOG staff.

All screening criteria met:  Yes  No, missing:

**1C: Relevant Plans & Policies**

Is the proposed project in a local city- or town-wide pedestrian and bicycle plan that has been adopted within the last ten years?

No  Yes, at URL:

Is the proposed project recommended in BCDCOG's [Walk Bike BCD](#)?

No  Yes

Does the applicant or the local municipality in which the project is located have an adopted Complete Streets policy?

No  Yes, attach:

Does the applicant or the local municipality in which the project is located have an adopted Target Zero/Vision Zero policy?

No  Yes, attach:

**1D: Project Location**

Attach Project Location Map:

**Screening Criteria**

Responses to screening questions 1C through 1H will be marked as complete or incomplete by CHATS.

Responses will be reviewed for their accuracy, but no points will be assigned to this section for FFY 21-24.

**Relevant Plans & Policies**

Note: Starting with the FFY 25 application cycle, CHATS may make as a condition of eligibility for CHATS TA Set-aside funding that an applicant be able to respond "Yes" to the first two screening questions about an adopted city- or town-wide pedestrian and bicycle plan and integration into BCDCOG's *Walk Bike BCD*.

**Project Location**

Describe the proposed project's specific begin and end extents.  
Ex. *Maple Drive between First Street and Third Street in Summerville, SC.*

In addition, attach a map illustrating the project location and extents.

This section is reserved for BCDCOG staff.

All screening criteria met:  Yes  No, missing:

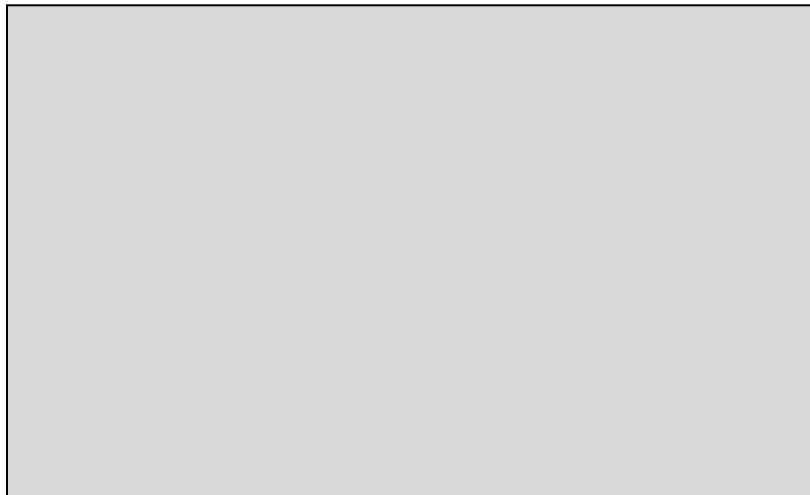
**1E: Existing Conditions**



Photos:



**1F: Future Conditions**



Supporting Documentation:



**Existing Conditions**

Briefly describe the current nearby land uses, pedestrian facilities, and bicycle facilities at the proposed project location.

*Ex. There is a total of 0.5 linear miles of existing sidewalk on both sides of Maple Drive along the project corridor, and there are no existing bikeways. The sidewalk connects to a 1.2-mile network of sidewalks; however, the existing sidewalks are in poor condition. There are no existing crosswalks along the project corridor. There are two elementary schools, one grocery store, and an employment center with 50 jobs along the project corridor.*

Optional: Attach photos of existing conditions to support your narrative.

**Future Conditions**

Briefly describe the planned nearby land uses, as well as nearby planned or fully funded transportation facilities (if any) at the proposed project location.

Optional: Attach supporting documentation to help illustrate future conditions near the proposed project.

This section is reserved for BCDCOG staff.

All screening criteria met:  Yes  No, missing:



**1G: Project Purpose**

For non-infrastructure projects, attach a Scope of Work:

**1H: Past Performance**

Does the Applicant have an ongoing TE/TAP/TA-funded project?

No  Yes, project name:

Is the Applicant proposing a project that is a continuation or extension of a project that was previously allocated TE/TAP/TA funding?

No  Yes, project name:

Has the Applicant terminated or canceled a TE/TAP/TA-funded project over the past seven Federal Fiscal Years (FFY17-FFY23)?

No  Yes, describe:

**Project Purpose**

Briefly describe the project, why it is needed, and how it will benefit local and regional residents, including any safety components.

Applicants proposing a project that includes one of the non-infrastructure project types listed in 1B as either a standalone project or as part of an infrastructure project must attach a Scope of Work for the non-infrastructure component(s).

BCDCOG staff will review if the Scope of Work is complete and thorough. Applicants are encouraged to share their draft Scope of Work with BCDCOG staff for feedback before the Part 1 deadline.

**Past Performance**

Starting in the FFY 25 application cycle, BCDCOG may require as a condition of eligibility for CHATS TA Set-aside funding that an applicant be able to respond "No" to whether or not they have terminated or canceled a TA-funded project within the past five Federal Fiscal Years. BCDCOG may also limit an applicant to only one open TA-funded project at any given time.

This section is reserved for BCDCOG staff.

All screening criteria met:  Yes  No, missing:

**1I: Right-of-Way Impacts (select closest match)**

- Not applicable (standalone planning or programming project)
- Project is 100% within the public right of way and will not require an easement(s), encroachment permit(s), or other approval(s) from a utility provider (10 bonus points)
- Project is 100% within the public right of way but may require an easement(s), encroachment permit(s), or other approval(s) from a utility provider (5 bonus points)
- Project (all or partially) will likely require right-of-way acquisition, in fee ownership, permanent easements, or temporary construction easements from private owners or will require utility relocations from utility providers outside of the Applicant or Implementing Agency's control
- Project (all or partially) will likely require right-of-way acquisition, easements, or approval involving a governmental body other than SCDOT

**1J: Completed Project Phases (check box and select completion date for all that apply)**

<input type="checkbox"/> Planning	<input type="text"/>
<input type="checkbox"/> Preliminary Design	<input type="text"/>
<div style="background-color: red; height: 20px; width: 100%;"></div>	
<input type="checkbox"/> Environmental Review/ Permitting	<input type="text"/>
<div style="background-color: red; height: 20px; width: 100%;"></div>	
<input type="checkbox"/> Final Design	<input type="text"/>
<div style="background-color: red; height: 20px; width: 100%;"></div>	
<input type="checkbox"/> Right-of-Way Acquisition	<input type="text"/>
<input type="checkbox"/> Utility Relocation	<input type="text"/>
<input type="checkbox"/> Added to the TIP/STIP	<input type="text"/>

**Project Feasibility**

Responses to project feasibility questions 1I and 1J will be marked as complete or incomplete by BCDCOG. Bonus points will be awarded to projects with fewer right-of-way acquisition hurdles or to projects with completed phases. Proposed projects that require right-of-way acquisition or that have not completed any project phase will not be negatively impacted in the overall project score during the FFY 21-24 application cycle.

**Right-of-Way Impacts**

Projects that are entirely within the right of way of the Applicant or Implementing Agency will receive the following bonus points:

- 10 pts - Permanent control
- 5 pts - Temporary control

**Completed Project Phases**

Projects that have already completed phases in a manner that meets federal regulations, as determined by BCDCOG, will receive the following bonus points:

- 5 pts - Preliminary Design
- 10 pts - Environmental Review
- 15 pts - Final Design
- 25 pts - TIP/STIP

Attach documentation of completed project phases.

This section is reserved for CHATS staff.

All screening criteria met:  Yes  No, missing:

Bonus points:

**1K: Remaining Project Schedule**

Using the drop-down menus in the table below, insert the estimated start date and completion date for each project phase. If a phase has already been completed (as indicated in question 1J) or if a phase is not proposed as part of the Applicant’s project, leave the corresponding row blank.

Phase	Estimated Start Date	Estimated End Date
Planning		
Preliminary Design		
Environmental Review/Permitting		
Final Design		
Right-of-Way Acquisition		
Construction/Utility Relocation		
Programming		

**1L: Maintenance**

For proposed infrastructure projects, what agency will be responsible for maintaining the infrastructure over its expected useful life and what level of maintenance will this agency provide?

---

This section is reserved for BCDCOG staff.

All screening criteria met:  Yes  No, missing:



**1M: Estimated Costs**

The TA Set-aside is a cost reimbursement program, not a grant. The Applicant must pay the project expenses and request reimbursement for eligible expenditures. Any cost incurred prior to written authorization is not eligible for reimbursement. TA Set-aside funds are available for obligation for a period of three years after the last day of the Federal Fiscal Year for which the funds were authorized. For example, FFY 23 CHATS TA Set-Aside awards funds must be obligated by September 30, 2026. If funds are not obligated by this deadline, the funds will lapse and will no longer be available to the Implementing Agency. The Applicant will be liable to repay obligated funds if a project is terminated, and a history of termination or lapsing funds may impact the Applicant’s eligibility for future funds.

For FFY 21-24, BCDCOG will award up to \$6.35 million total. For infrastructure projects (including infrastructure projects with a non-infrastructure component), the minimum award size is \$500,000, and the maximum award size is \$1,250,000. For standalone non-infrastructure projects, the minimum award size is \$25,000, and the maximum award size is \$300,000.

In the table below, insert the estimated cost for each project phase by Federal Fiscal Year (October 1<sup>st</sup> through September 30<sup>th</sup>). If actual implementation costs exceed an Applicant’s cost estimates, the Applicant will be responsible for these additional costs.

Phase	Total Estimated Project Costs (\$1,000s)						
	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30
Planning	\$	\$	\$	\$	\$	\$	\$
Preliminary Design	\$	\$	\$	\$	\$	\$	\$
Environmental Review/ Permitting	\$	\$	\$	\$	\$	\$	\$
Final Design	\$	\$	\$	\$	\$	\$	\$
Right-of-Way Acquisition	\$	\$	\$	\$	\$	\$	\$
Construction/ Utility Relocation	\$	\$	\$	\$	\$	\$	\$
Programming	\$	\$	\$	\$	\$	\$	\$
<b>Subtotal</b>	\$	\$	\$	\$	\$	\$	\$
<b>Total</b>	\$						

An itemized project budget must be developed or reviewed by a Professional Engineer certified in the State of South Carolina. Please attach the itemized budget and have a Professional Engineer certify that they developed or reviewed the budget in attachment or the signature bar below.



P.E. Signature:



This section is reserved for BCDCOG staff

All screening criteria met:  Yes  No, missing:

**1N: Matching Funds**

For most TA Set-aside projects, Applicants can request funding for up to 80% of the total cost of eligible activities, and the **remaining 20% must be provided through non-federal funds.**

Non-federal funds may be provided by a non-federal government agency, non-profit, or private entity.

Requested TA Set-aside funding:

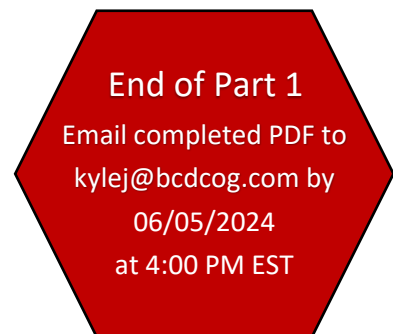
\$

Please indicate the source(s) of non-federal matching funds in the table below.

No.		Funding Source
#1	\$	
#2	\$	
#3	\$	
#4	\$	
#5	\$	
<b>Total</b>	\$	
<b>Percent</b>		

BCDCOG will review responses to question 1N for completeness and to confirm that the Applicant can provide the required 20% minimum non-federal match. Bonus points will be awarded to projects that exceed the required minimum match. For each 1 percentage point of the total cost of eligible activities that an Applicant provides in non-federal matching funds, 0.2 bonus points will be added to the Applicant’s overall project score. See the table below for examples.

Percent Non-Federal	Bonus Points	Percent Non-Federal	Bonus Points
20%	0.0	30%	2.0
21%	0.2	40%	4.0
22%	0.4	50%	6.0
23%	0.6	60%	8.0
24%	0.8	70%	10.0
25%	1.0	80%	12.0



Part 1 applications will be assessed by BCDCOG and SCDOT staff for completeness and feasibility. Qualified applicants will be encouraged to submit a Part 2 application and to present to the review committee.

This section is reserved for BCDCOG staff.

All screening criteria met:  Yes  No, missing:

Bonus points:

## PART 2: EVALUATION CRITERIA

### **Infrastructure Project Instructions**

Based on the information submitted in Part 1 about the proposed infrastructure project (including infrastructure projects with non-infrastructure components), the quantitative components of Part 2 will be initially scored by BCDCOG staff. The results of this initial scoring will be shared with the Applicant. To complete the application for infrastructure projects, the Applicant then:

- Can choose to supplement the quantitative analysis completed by BCDCOG staff for 2A - 2D with additional information to potentially improve their final score for each evaluation criterion.
- Must share completed and anticipated public engagement activities in 2E.
- Must certify the application in 2F to verify the accuracy of the information provided in Part 1 and Part 2.

Incomplete applications will not be reviewed by BCDCOG.

### **Non-Infrastructure Project Instructions**

For standalone non-infrastructure projects, the Applicant must only complete 2E and 2F. No quantitative analysis will be provided by BCDCOG staff for 2A - 2D, and the Applicant will not need to provide supplementary information for these sections. Standalone non-infrastructure projects will be evaluated by CHATS Transportation Enhancement Committee reviewers based on the Applicant's response to 2E and supplemented by the Scope of Work attached to 1G.

Incomplete applications will not be reviewed by BCDCOG.

**2A: Accessibility (20 available points)**

*How well will the proposed infrastructure project be able to improve access to facilities that help meet residents' basic daily needs?*

CHATS Accessibility Criteria	Radius (mi)	No.
Total existing public transit stops and lots, plus planned Lowcountry Rapid Transit stations	0.25	
Total healthcare and social service facilities, grocery stores, and community centers	0.25	
Total acres of park space (10 acres = 1 facility)	0.25	
Total K-12 and college school enrollment (200 students = 1 facility)	0.50	
Total part- and full-time jobs (100 jobs = 1 facility)	0.50	
Initial Accessibility Score		

*After the submission of Part 1 of the application and receiving the initial score in the table above from BCDCOG staff, an Applicant can provide supplementary information about how their proposed project will improve access to facilities that help meet residents' basic daily needs in the box below.*

**Initial Accessibility Score**

Based on the project information provided in Part 1, BCDCOG staff will provide an initial accessibility score for each proposed infrastructure project. Park space, school enrollment, and jobs will be weighted so that they can be compared to transit and major facilities. BCDCOG will tally the total number of facilities listed in the table to the left.

- 0 points – 0 facilities
- 7.5 points - 1-5 facilities
- 15 points - 6-10 facilities
- 20 points - 11+ facilities

**Final Accessibility Score**

Applicants can choose to add additional information about how their proposed project will improve accessibility. Based on the narrative, CHATS reviewers will decide if the final accessibility score should be higher than the initial score. This additional information is optional, and the Applicant's final score will not be lowered from the initial score.

This section is reserved for CHATS Transportation Enhancement Committee reviewers.

Reviewer Score:

Reviewer Initial:

**2B: Equity (20 available points)**

*What percentage of the project in the surrounding Census Tract(s) is located in a historically disadvantaged community?*

CHATS Equity Criteria	Count	Percent
Total Population		100%
Historically Disadvantaged Population		
Initial Equity Score		

*After the submission of Part 1 of the application and receiving the initial score in the table above from BCDCOG staff, an Applicant can provide supplementary information about how their proposed project will benefit a high-need community in the box below. Other criteria that an Applicant may consider citing are low-income or transit-dependent populations that would directly benefit from the proposed project.*

**Initial Equity Score**

Based on the project information provided in Part 1, BCDCOG staff will provide an initial equity score for each proposed infrastructure project. BCDCOG will identify the Census Tracts in which the proposed project is located, and then will calculate the percent of the population that is considered a [historically disadvantaged community](#) by USDOT. For each whole 1% of the population that meets USDOT’s definition, 0.2 points will be awarded. Therefore, if 50% of the population near the proposed project is considered historically disadvantaged, the project will receive 10 points.

**Final Equity Score**

Applicants can choose to add additional information about how their proposed project will benefit high-need communities. Based on the narrative, CHATS reviewers and decide if the final equity score should be higher than the initial score. This additional information is optional and the Applicant’s final score will not be lowered from the initial score.

This section is reserved for CHATS Transportation Enhancement Committee reviewers.

Reviewer Score:

Reviewer Initial:

**2C: Connectivity (20 available points)**

*How well will the proposed infrastructure project be able to increase connections to walkways, bikeways, or pathways by either closing gaps in the existing network or extending the network?*

CHATS Connectivity Criteria	Lane Miles
Total distance of connected walkways after project completion	
Total distance of connected bikeways after project completion (including bicycle boulevards but excluding paved shoulders and shared lanes)	
Total distance of connected pathways after project completion*	
Initial Connectivity Score	

\* Because 12-foot or wider pathways allow for travel in both directions, each mile of pathway will count as 2 lane miles.

*After the submission of Part 1 of the application and receiving the initial score in the table above from BCDCOG staff, an Applicant can provide supplementary information about how their proposed project will increase connectivity for pedestrians, bicyclists, other non-motorized travelers, and low-speed electric vehicle users in the box below.*

**Initial Connectivity Score**

Based on the project information provided in Part 1, BCDCOG staff will provide an initial connectivity score for each proposed infrastructure project. CHATS will sum the number of lane miles (miles of facility in a given direction of travel) of walkways, bikeways, and pathways.

- 0 points - 0 lane miles
- 7.5 points - 0.1-0.5 lane miles
- 15 points - 0.6-1.0 lane miles
- 20 points - 1.1+ lane miles

**Final Connectivity Score**

Applicants can choose to add additional information about how their proposed project will increase connectivity. Based on the narrative, CHATS reviewers will decide if the final connectivity score should be higher than the initial score. This additional information is optional and the Applicant's final score will not be lowered from the initial score.

This section is reserved for CHATS Transportation Enhancement Committee reviewers.

Reviewer Score:

Reviewer Initial:

**2D: Safety (20 available points)**

*How well will the proposed infrastructure project be able to reduce the probability of crashes leading to pedestrian or bicyclist injuries?*

Safety Countermeasure		Monetized Crash Value*	Crash Reduction Factor	Estimated Monetary Benefit
No.	Name			
#1		\$		\$
#2		\$		\$
#3		\$		\$
#4		\$		\$
#5		\$		\$
Initial Safety Score				

*\*Monetized crash value based on [USDOT guidance](#) (\$11,600,00 for fatalities, \$554,800 for serious injuries, and \$151,100 for minor injuries) for crashes between 4/1/2018 and 3/31/2022*

*After the submission of Part 1 of the application and receiving the initial score in the table above from BCDCOG staff, an Applicant can provide supplementary information about how their proposed project will address pedestrian and bicyclist safety issues in the box below.*

**Initial Safety Score**

Based on the project information provided in Part 1, BCDCOG staff will provide an initial safety score for each proposed project. BCDCOG will identify the safety countermeasures proposed by the Applicant and the corresponding crash reduction factor (CRF) from FHWA's [Clearinghouse](#). The CRF will be applied to monetized injury values based on severity for each reported crash along the corridor:

- 0 points - \$0
- 5 points - \$1-\$1m
- 10 points - \$1.1m-\$5m
- 15 points - \$5.1m-\$15m
- 20 points - \$15.1m+

**Final Safety Score**

Applicants can choose to add additional information about how their proposed project will address safety needs. Based on the narrative, CHATS reviewers will decide if the final safety score should be higher than the initial score. This additional information is optional and the Applicant's final score will not be lowered from the initial score.

This section is reserved for CHATS Transportation Enhancement Committee reviewers.

Reviewer Score:

Reviewer Initial:

**2E: Engagement (20 available points)**

*Describe how the need for the proposed infrastructure project was identified through a community-based public engagement process that culminated in the project proposal, including noticed public meetings, surveying, consultation with stakeholders, and targeted input from disadvantaged communities? If engagement is planned but has not been completed, describe planned engagement activities. If there is opposition to the project, the Applicant should summarize major concerns raised and provide a response.*

Attach and cross-reference any letters of support within the narrative:

**Final Engagement Score**

BCDCOG staff will not provide an initial engagement score, and the final engagement score will be determined by CHATS reviewers using the rubric below:

- 0 points - No completed public engagement to-date, and planned engagement activities are not thoroughly described or not appropriate for the context of the project.
- 7.5 points - No completed public engagement to-date, but planned engagement activities are thoroughly described and appropriate.
- 15 points - Have thoroughly described completed engagement activities and documented how the feedback received supports the need for the project.
- 20 points - Have thoroughly described completed engagement activities, including targeted engagement of disadvantaged communities, and documented how the feedback received supports the need for the project.

This section is reserved for CHATS Transportation Enhancement Committee reviewers.

Reviewer Score:

Reviewer Initial:



**2F: Certification**

To complete this application, an authorization authority at the Applicant's agency must provide their signature below to certify the accuracy of the technical information provided in their application.

---

This section is reserved for BCDCOG staff.

All screening criteria met:  Yes  No, missing:

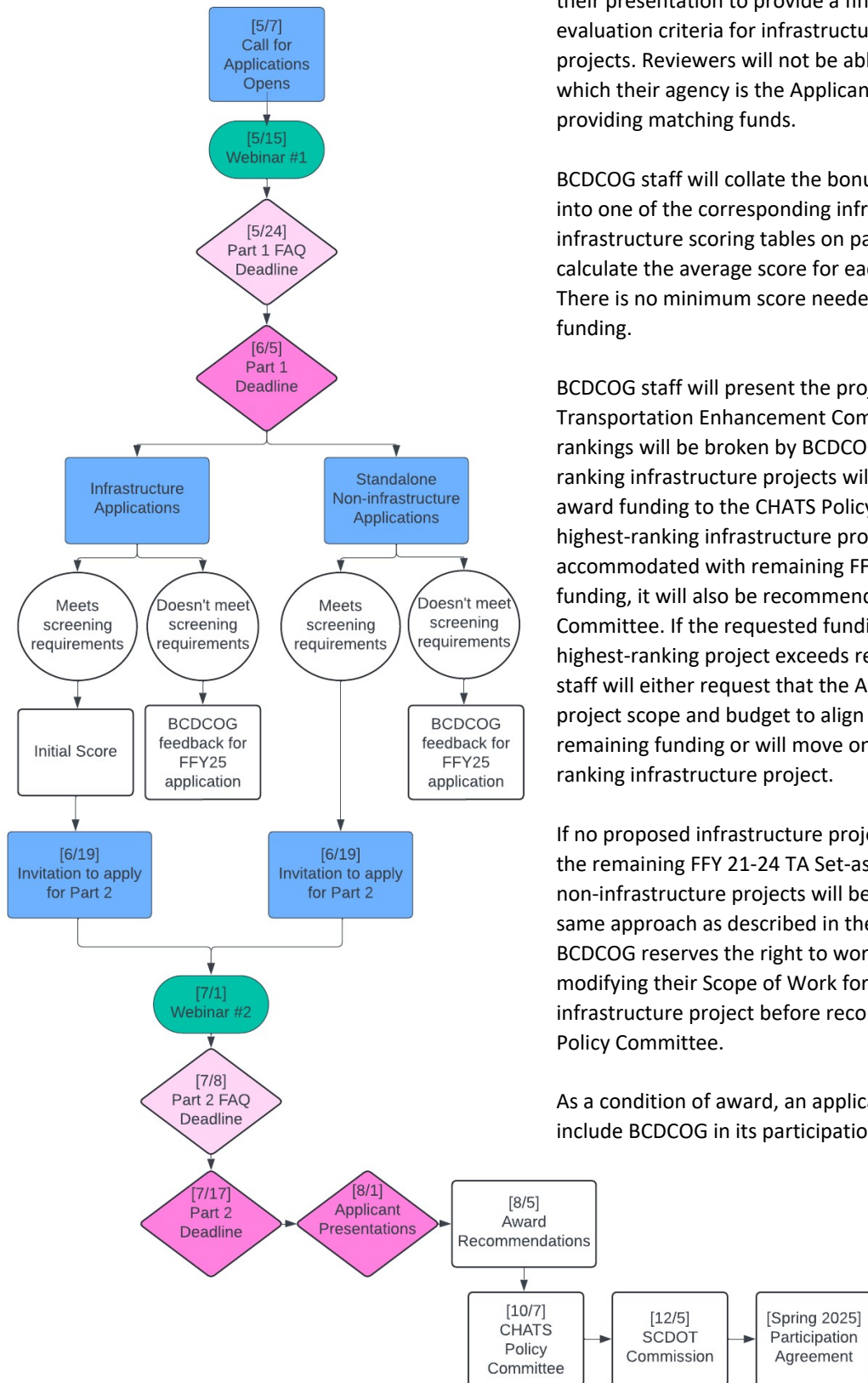
## Project Scoring & Selection

### Screening Criteria Feedback

After submission of Part 1 by an Applicant, BCDCOG staff will evaluate if the proposed infrastructure or non-infrastructure project meets all screening criteria. If the project does not meet all screening criteria, BCDCOG staff will provide feedback to the Applicant on how to improve an application for submittal during a future funding cycle.

Project meets screening criteria:  Yes  No, and staff feedback:

**Selection Process:**



Reviewers from the CHATS Transportation Enhancement Committee will use an Applicant’s responses to Part 2 and their presentation to provide a final score of the Part 2 evaluation criteria for infrastructure and non-infrastructure projects. Reviewers will not be able to review a project in which their agency is the Applicant or in which they are providing matching funds.

BCDCOG staff will collate the bonus points and final scores into one of the corresponding infrastructure or non-infrastructure scoring tables on page 20. BCDCOG staff will calculate the average score for each proposed project. There is no minimum score needed to qualify for project funding.

BCDCOG staff will present the project rankings to the CHATS Transportation Enhancement Committee. Tied project rankings will be broken by BCDCOG staff. The five highest-ranking infrastructure projects will be recommended for award funding to the CHATS Policy Committee. If the sixth highest-ranking infrastructure project can be accommodated with remaining FFY 21-24 TA Set-aside funding, it will also be recommended to the CHATS Policy Committee. If the requested funding amount for the sixth highest-ranking project exceeds remaining funding, BCDCOG staff will either request that the Applicant amend the project scope and budget to align with the available remaining funding or will move onto the next highest-ranking infrastructure project.

If no proposed infrastructure project can be completed with the remaining FFY 21-24 TA Set-aside funding, proposed non-infrastructure projects will be considered using the same approach as described in the previous bullet point. BCDCOG reserves the right to work with an Applicant on modifying their Scope of Work for a standalone non-infrastructure project before recommending it to the CHATS Policy Committee.

As a condition of award, an applicant will be required to include BCDCOG in its participation agreement with SCDOT.

**Infrastructure Scores**

Reviewer	Part 1 Bonus Points			Part 2 Evaluation Criteria					Sub-total
	1I	1J	1N	2A	2B	2C	2D	2E	
Points	+0-10	+0-25	+0-12	0-20	0-20	0-20	0-20	0-20	0-100
CHATS Staff								-	
Reviewer #1	-	-	-						
Reviewer #2	-	-	-						
Reviewer #3	-	-	-						
Reviewer #4	-	-	-						
Reviewer #5	-	-	-						
Reviewer #6	-	-	-						
Reviewer #7	-	-	-						
Reviewer #8	-	-	-						
Reviewer #9	-	-	-						
Reviewer #10	-	-	-						
Subtotal	-	-	-	-	-	-	-	-	-
Total				-	-	-	-	-	-
Average									

**Non-Infrastructure Scores**

Reviewer	Part 1 Bonus Points			Part 2	Sub-total
	1I	1J	1N	2E	
Points	+0-10	+0-25	+0-12	0-20	0-20
CHATS Staff				-	-
Reviewer #1	-	-	-		-
Reviewer #2	-	-	-		-
Reviewer #3	-	-	-		-
Reviewer #4	-	-	-		-
Reviewer #5	-	-	-		-
Reviewer #6	-	-	-		-
Reviewer #7	-	-	-		-
Reviewer #8	-	-	-		-
Reviewer #9	-	-	-		-
Reviewer #10	-	-	-		-
Subtotal	-	-	-	-	-
Total				-	-
Average	-	-	-		