

MISSOURI TRANSPORTATION ENHANCEMENTS PROGRAM

PROJECT FUNDING & SCORING CRITERIA

Section I. Project meets minimum MARC/MoDOT/Federal DOT Requirements

Project Eligibility

Eligible applicant (state, city or county government agency or public agency)

Meets one or more of the 12 enhancement categories

Project Funding, Budgeting & Programming

Budget includes required local match of at least 25 percent, available within the project's time frame

Applicant with multiple projects has not applied for more than 105 % of the available funds in the current funding cycle

Funding request is not less than \$50,000 or more than \$500,000 for construction projects. For non-construction projects (e.g. projects in the bicycle and pedestrian safety and education category), the funding request must not be less than \$10,000 or more than \$100,000.

Applicant has ability to move project forward to completion in timely manner (See reasonable progress policy)

Project cost estimates are reasonable and of sufficient detail to ensure successful implementation

Funding request does **not** include request for funds to support preliminary engineering and design work

Jurisdictions with multiple projects within their communities have identified priorities (may be adjusted after the application deadline depending upon whether applications are submitted by sponsors other than the affected local government)

Project Characteristics

The proposed project goes beyond activities customarily incorporated into motor vehicle roadway, highway and transit projects

Project has a direct relationship to surface transportation in terms of function, proximity or impact

Project would be available for public use for 25 years **or** the expected life of the project. Applicant must demonstrate adequate plans for and commit to ongoing maintenance costs for at least this duration. TE funds cannot pay for regular maintenance activities.

Project detail is sufficient to allow for evaluation based on MARC review criteria

If an historic preservation project, is the project listed on or eligible for the National Register of Historic Places? If so, has project received recommendation of state historic officer? (If the project is funded solely through the category of historic preservation then a letter of eligibility determination must be received from the state historic officer certifying that the project is listed or eligible to be listed before any monies may be reimbursed.)

(If a project does not meet all of the above criteria, the application will not be scored and ranked. It will be forwarded to the Enhancements Committee, but may not be considered for funding.)

MARC Missouri Transportation Enhancements Committee
FINAL 2010 Scoring Criteria (approved September 1, 2010)

All Projects	
1.1 Implementation	
10 (maximum)	
One-time opportunity to complete project/activity	1
Right of way	2
In process	0
Not required	2
Completed (using federal guidelines)	2
Project readiness	3
Conceptual only	1
Preliminary plans complete	2
Final plans complete	3
Project has multi-jurisdictional support (through funding, easements, etc.)	2
Demonstrated community support	2
Project sponsor experience with TE projects	1
1.2 Accessibility: Environmental Justice	
5	
Improves access for an EJ tract	0
Not in an EJ tract	0
A portion of the project but less than 50% of project is in EJ area and clearly explains how project positively impacts it	2
50% or more of project is in an EJ tract and clearly explains how project improves access for it OR Non-construction project that explains how it positively impacts EJ populations	5
1.3 Place Making	
5	
Project is consistent with larger plans and/or applicable regional standards	3
Project is part of a local plan	2
1.4 Cost Effectiveness	
10	
Total project score (90 possible) x 1.125 maximum cost-effectiveness multiplier	

All Projects Section Total Possible 30

Category I: Bicycle and Pedestrian Projects	
2.1 Accessibility/Public Health	
15	
Creates link in identified gap or provides new access in walking or bicycling network	10
Improves access to existing transit service	5
2.2 Economic Vitality	
10	
Serves regional activity and employment centers	
Project does not enhance access to or within an activity center	0
Project enhances access to or within a planned future activity center and explains how project serves that center	2
Project enhances access to or within an existing activity center and explains how project serves that center	10
2.3 Energy Use and Climate Change	
5	
Project includes elements that use renewable energy sources, recycled materials, or other green technologies	5
2.4 Environment	
5	
Preserves or restores environmentally sensitive lands, cultural resources or agricultural lands and/or includes an environmental mitigation plan	5
See scale	
2.5 Place Making	
10	
Appropriate design elements contributing to quality places (up to 10 total)	10
Bicycle parking	1
Trash cans	1
Benches	1
Traffic calming such as bulb outs, narrowing travel lanes, raised crosswalks	2
Uses new tested visibility technology or treatment beyond MUTCD	2
Lighting	2
Other (must describe)	2
2.6 Safety	
15	
Provides separated crossing or parallel safe accommodation for pedestrians and/or bicyclists for railroads, freeways, rivers or other similar barriers	5
Crossing treatments at intersections > 40 ft or other hazard mitigation	5
Facility Width	5
4 ft bike lane or rideable shoulder OR >12 ft SUP OR >5 ft sidewalks both sides of street	5
14 ft curb lane OR 12 ft SUP OR 5 ft min sidewalks both sides of street	4
13 ft curb lane OR 10 ft SUP OR 5 ft min sidewalk on one side of street	3
2.7 System Performance	
10	
Increase in LOS	5
Population and employment within 1-mi radius	5
<5,000	1
5,000-10,000	2
10,001-15,000	3
15,001-20,000	4
>20,000	5

	All	Category	Total
Accessibility	5	10	15
Economic Vitality	0	10	10
Energy Use and Climate Change	0	5	5
Environment	0	5	5
Place Making	5	10	15
Public Health	0	5	5
Safety and Security	0	15	15
System Condition	0	0	0
System Performance	0	10	10
Implementation	10	0	10
Cost Effectiveness	10	0	10
Total	30	70	100

Category I: Bicycle and Pedestrian Safety and Education Projects

3.1 Accessibility/Public Health	
10	
Addresses only walking or bicycling	5
Addresses both walking and bicycling	10
3.2 Economic Vitality	
5	
Serves regional activity and employment centers	
Project does not enhance access to or within an activity center	0
Project enhances access to or within a planned future activity center and explains how project serves that center	1
Project enhances access to or within an existing activity center and explains how project serves that center	5
3.3 Safety	
15	
Extent to which project addresses safety conflicts and education	15
3.4 System Condition	
20	
Documents need for proposed services or program; does not duplicate or overlap existing programs or services	20
3.5 System Performance	
20	
Existing: Success in achieving goals & reaching target audience/New: Success of case studies or other examples OR innovates in field	5
Extent to which project outcome is reasonable and attainable	5
Extent to which program will be evaluated and monitored	5
Approximate number of people directly benefiting from project annually	5
<1,000	1
1,001-5,000	2
5,001-10,000	3
10,001-15,000	4
>15,000	5

	All	Category	Total
Accessibility	5	5	10
Economic Vitality	0	5	5
Energy Use and Climate Change	0	0	0
Environment	0	0	0
Place Making	5	0	5
Public Health	0	5	5
Safety and Security	0	15	15
System Condition	0	20	20
System Performance	0	20	20
Implementation	10	0	10
Cost Effectiveness	10	0	10
Total	30	70	100

Category II: Historic Preservation/Archaeological Projects

4.1 Accessibility: Relationship to Transportation	
15	
Extent to which project currently does or will serve a specific transportation function	10
Extent to which project addresses a specific transportation impact	5
4.2 Economic Vitality	
10	
Serves regional activity and employment centers	10
Project does not enhance access to or within an activity center	0
Project enhances access to or within a planned future activity center and explains how project serves that center	2
Project enhances access to or within an existing activity center and explains how project serves that center	10
4.3 Energy Use and Climate Change	
10	
Project includes elements that use renewable energy sources, recycled materials, or other green technologies	10
4.4 Environment	
5	
Preserves or restores environmentally sensitive lands, cultural resources or agricultural lands and/or includes an environmental mitigation plan	5 See scale
4.5 Place Making	
15	
Adequate documentation of project's historic significance and uniqueness to region or place	10
Supports Creating Quality Places factors (1 pt for each set of 4 factors supported)	5
4.6 System Condition	
10	
Relieves a threat to an existing historic resource	10
4.7 System Performance	
5	
Creates community partnerships between government and non-governmental organizations	5

	All	Category	Total
Accessibility	5	15	20
Economic Vitality	0	10	10
Energy Use and Climate Change	0	10	10
Environment	0	5	5
Place Making	5	15	20
Public Health	0	0	0
Safety and Security	0	0	0
System Condition	0	10	10
System Performance	0	5	5
Implementation	10	0	10
Cost Effectiveness	10	0	10
	30	70	100

Category III: Transportation Aesthetics and Scenic Values

5.1 Accessibility: Relationship to Transportation	
15	
Extent to which project currently does or will serve a specific transportation function	10
Extent to which project addresses a specific transportation impact	5
5.2 Economic Vitality	
10	
Serves regional activity and employment centers	10
Project does not enhance access to or within an activity center	0
Project enhances access to or within a planned future activity center and explains how project serves that center	2
Project enhances access to or within an existing activity center and explains how project serves that center	10
5.3 Energy Use and Climate Change	
10	
Project includes elements that use renewable energy sources, recycled materials, or other green technologies	10
5.4 Environment	
5	
Preserves or restores environmentally sensitive lands, cultural resources or agricultural lands and/or includes an environmental mitigation plan	5 See scale
5.5 Place Making	
5	
Supports Creating Quality Places factors (1 pt for each set of 4 factors supported)	5
5.6 Public Health	
5	
Includes facilities for active modes (walking, bicycling or transit)	1 mode: 1 2 modes: 3 3 modes: 5
5.7 System Condition	
10	
Visual Preference Survey score based on removing existing visual blighting influence or substantially enhancing the visual environment	10
5.8 System Performance	
10	
Number of people directly benefitting from project/vehicles past location (ADT)	
Residents & employees w/in 1-mi radius	
<5,000	1
5,000-20,000	3
>20,000	5
AND	
Daily ADT	
<20,000	1
20,000-50,000	3
>50,000	5

	All	Category	Total
Accessibility	5	15	20
Economic Vitality	0	10	10
Energy Use and Climate Change	0	10	10
Environment	0	5	5
Place Making	5	5	10
Public Health	0	5	5
Safety and Security	0	0	0
System Condition	0	10	10
System Performance	0	10	10
Implementation	10	0	10
Cost Effectiveness	10	0	10
	30	70	100

Category IV: Mitigation of Water Pollution Due to Roadway Runoff

6.1 Accessibility: Relationship to Transportation	
15	
Eliminates existing problem impacting transportation function of existing facility	10
Addresses future problem w/ transportation facility	5
6.2 Economic Vitality	
10	
Serves regional activity and employment centers	
Project does not enhance access to or within an activity center	0
Project enhances access to or within a planned future activity center and explains how project serves that center	2
Project enhances access to or within an existing activity center and explains how project serves that center	10
6.3 Environment	
15	
Preserves or restores environmentally sensitive lands, cultural resources or agricultural lands and/or includes an environmental mitigation plan	15 See scale
6.4 Place Making	
10	
Addresses problems created from storm water runoff (such as soil erosion, water quality)	5
Applies strategies and practices from the KCAPWA Manual of Best Management Practices	5
6.5 Public Health	
10	
Applies innovative solutions to water pollution problem	10
6.6 System Performance	
10	
Approximate number of people directly benefiting from project annually	
<20,000	2.5
20,000-50,000	5
>50,000	10

	All	Category	Total
Accessibility	5	15	20
Economic Vitality	0	10	10
Energy Use and Climate Change	0	0	0
Environment	0	15	15
Place Making	5	10	15
Public Health	0	10	10
Safety and Security	0	0	0
System Condition	0	0	0
System Performance	0	10	10
Implementation	10	0	10
Cost Effectiveness	10	0	10
Total	30	70	100

Scoring Detail

Environment

	Categories I, II, III	Category IV
Preserves or restores environmentally sensitive lands, cultural resources or agricultural lands and/or includes an environmental mitigation plan		
No response provided OR project is in proximity to environmentally sensitive lands, cultural resources or agricultural lands, and there is no plan to avoid, minimize, or mitigate impacts	0	0
Project is in proximity to environmentally sensitive lands, cultural resources or agricultural lands, and there is a plan to mitigate or minimize impacts	1	5
Project is in proximity to previously impacted environmentally sensitive lands, and there is a plan to restore previous impacts	3	10
Project is not in proximity to environmentally sensitive lands, cultural resources or agricultural lands OR project is in proximity to environmentally sensitive lands, cultural resources or agricultural lands, and there is a plan to avoid impacts	5	15

NOTE: Staff will use the Natural Resources Inventory in the project analysis: <http://www.marc.org/nri>

Place Making: Creating Quality Places Factors

Homes and Neighborhoods
Choice and Diversity Linkages Reinvestment Identity Green Space Pedestrian/Bike Friendly Live/Work
Commercial Development
Mixed Use Scale Durability Walkability Parking
Transportation and Public Places
Multimodal Local Streets Bicycle/Pedestrian Access Transit-Supportive Development Public Spaces
Environmental Quality
Water and Air Quality Resource Efficiency Natural Elements
NOTE: More information about Creating Quality Places: http://www.marc2.org/cqp

Relationship to Transportation Definitions

Function

The project will serve as a functional component of the transportation system. This can include a bicycle and pedestrian path, the provision of bicycle racks or benches for pedestrians, an operating transit station, etc.

Impact

The project has a physical impact on the transportation system, such as retrofitting an existing highway by creating a wetland to filter runoff from the highway. Projects with this type of transportation relationship are usually associated with ongoing or planned highway projects.

Proximity

The project is located within the immediate vicinity of the transportation system and may be visible to the general public, such as the acquisition of scenic easements or landscaping. *Proximity alone is not enough to establish the relationship to surface transportation.*