**MaineDOT Bike/Ped Funding Program Application Scoring Guidance**

MaineDOT will prioritize available funding to construct bicycle and pedestrian projects that include, but are not limited to:

* ***Sidewalk improvements:*** *new sidewalks, sidewalk widening, sidewalk gap closures, sidewalk reconstruction, pedestrian crossings, pedestrian lighting, gutters, curbs, and curb ramps.*
* ***Traffic calming and speed reduction improvements:*** *roundabouts, bump-outs, speed tables, raised crossings, raised intersections, median refuges, narrowed traffic lanes, lane reductions, full- or half-street closures.*
* ***Pedestrian and bicycle crossing improvements:*** *crossings, median refuges, raised crossings, raised intersections, traffic control devices (including new or upgraded traffic signals, pavement markings, traffic stripes, in-roadway crossing lights, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, vehicle-speed feedback signs, and pedestrian-activated signal upgrades), and sight distance improvements.*
* ***On-street bicycle facilities:*** *new or upgraded bicycle lanes, widened outside lanes or roadway shoulders, geometric improvements, turning lanes, channelization and roadway realignment, and pavement markings.*
* ***Off-street bicycle and pedestrian facilities:*** *multi-use bicycle and pedestrian trails and pathways that are separated from a roadway.*
* ***Secure bicycle parking facilities:*** *bicycle parking racks, bicycle lockers, designated areas with safety lighting, and covered bicycle shelters.*
* ***Traffic diversion improvements:*** *separation of pedestrians and bicycles from vehicular traffic adjacent to school facilities and traffic diversion away from school zones or designated routes to a school.*

**Eligibility Criteria**

|  |  |
| --- | --- |
| **YES NO** | Applicant is an eligible entity to receive Transportation Alternatives (TA) funding and has the authority to enter into an agreement with the state. (Eligible entities include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, schools and school districts, tribal governments, local or regional governmental agencies with responsibility for oversight of transportation or recreational trails, and nonprofit entities responsible for the administration of local transportation safety programs.) |
| **YES NO** | Project application is complete and provides all the required information.* Application adequately describes and justifies the need for the project
* Cost estimate is accurate, realistic, and has sufficient detail
* Application addresses Right of Way (ROW), Utilities, Environmental Permitting, Railroad, and/or Drainage Concerns
 |
| **YES NO** | Proposed project will be ready to be constructed within the next 3 years. |
| **YES NO** | The applicant certifies that it has secured the required matching funds for the project. |
| **YES NO** | The applicant has committed to maintaining the proposed project’s improvements (including winter maintenance) for the next 20 years. |
| **YES NO** | The project application funds an activity from a MaineDOT Priority area. *Though federal guidelines permit TA funding to be utilized for other activities, MaineDOT prioritizes the use of this funding for the following 3 areas:*1. *Safe Routes to School (Grades K – 12)*
2. *On- Road Pedestrian & Bicycle Facilities*
3. *Roadway Safety Improvements for Bicyclists/Pedestrians*
4. *Off- Road System Pedestrian & Bicycle Facilities*
 |
| The above questions must be marked **YES** for the application to receive consideration and be scored by the review team. |
| **Project Overview**The following questions provide the reviewers with background information on the applicant community and its history with MaineDOT projects, as well as on the proposed project. This information may be used by the review committee as part of its final recommendations of what projects should be funded in a given year. |
| **YES NO** | Does the applicant community have a full-time qualified individual who has been certified to be a Local Project Administrator? |
| **YES NO** | Is the applicant currently working on any other projects or initiatives that would compromise its ability to move this project forward at this time? (limited time, staffing, resources, funding, etc.) |
| **YES NO** | With the funds requested in this application, will the entire project be fully funded? (as opposed to partial funding of the anticipated need or funding only a phase of a larger project)  |
| **YES NO** | Project has sufficient length and scope to be a cost-effective and viable participant in MaineDOT’s Bicycle and Pedestrian Program? |
| **YES NO** | Is the applicant willing to contribute more than the required 20% match to help ensure that the project is funded? |
| **YES NO** | Does the applicant’s estimated budget for the project appear reasonable when projected 3 years into the future? |
| **YES NO** | Is the applicant community located within the capital area of one of Maine’s four Metropolitan Planning Organizations?  |
|  | Applicant’s “suballocation” classification. (**M** – MPO Area **L** – Urban Population > 5,000 **S** – Rural Population of ≤ 5,000) |
|  **Years Ago** | When was the last time the applicant received funding under the *Safe Routes to School*, *Transportation Enhancements*, *Quality Community*, or *Transportation Alternatives* Programs? A “0” indicates that funding has never been received. |

|  |
| --- |
| **Scoring Criteria** |

## **Planning and Public Engagement**

Projects will be evaluated for the level of planning and public engagement that has occurred.

Successful projects will:

1. appear in local planning documents, such as a comprehensive plan, bike/pedestrian network plan, or planning study report
2. be responsive to identified community needs; projects will be the focus of public meetings or public outreach, *and*
3. be financially supported and endorsed through a local Select Board or Council vote.

Priority will be given to projects in Areas of Persistent Poverty and are identified in a HeadsUp! report or identified in a MaineDOT Community-based Initiative Partnership.

**Fully Aligned**

Projects that are fully aligned meet all *Planning and Public Engagement* criteria and:

* are specifically referred to in a locally adopted Comprehensive Plan that is consistent with Maine’s Growth Management Act or other local planning documents or are referred to in municipally accepted bicycle/pedestrian plan or another official local plan.
* is the focus of public engagement meetings, surveys, or outreach and is considered to have most community support; *and*
* is the subject of a vote from the municipalities governing body and is supported philosophically and financially.

**Partially Aligned**

Projects that are primarily aligned meet some *Planning and Public Engagement* criteria and:

* are generally referred to in a locally adopted Comprehensive Plan that may be consistent with Maine’s Growth Management Act or other local planning documents
* is noted in public engagement meetings, surveys, or outreach and is considered to have some community support, *and*
* is the subject of a discussion from the municipalities governing body and may be supported philosophically and financially.

**Not Aligned**

Projects that are not aligned with the *Planning and Public Engagement* criteria are not referenced in local planning documents, have not been discussed in public meetings, or are not anticipated to receive public funding and support.

## **Network Connectivity**

Projects will be evaluated for the extent to which the transportation network is enhanced.

Successful projects will:

1. complete transportation networks by closing gaps in sidewalk or bicycle facility networks
2. connect destinations like housing, places of employment, schools, commercial destinations, public facilities, *and*
3. connect to multi-modal facilities such as transit stops or park-and-rides

MaineDOT will prioritize projects that connect networks across municipalities that are applied for jointly, and projects that are additional phases of previously funded MaineDOT projects.

**Fully Aligned**

Projects that are fully aligned meet all the *Network Connectivity* criteria and:

* connect two existing sidewalks or bicycle facilities to create a larger network,
* connect multiple trip generators like residential neighborhoods and community destinations, *or*
* connect multiple trip generators to transit or park-and-ride facilities

**Partially Aligned**

Projects that are partially aligned meet some of the *Network and Connectivity* criteria and:

* extend one existing sidewalk or bicycle facility to create a larger network,
* connect one trip generator to another trip generator like a residential neighborhood and a community destination, *or*
* connect a trip generator to transit or park-and-ride facility

**Not Aligned**

Projects that are not aligned with the *Network and Connectivity* criteria do not connect any existing sidewalks or bicycle facilities, do not connect trip generators to one another, or do not connect trip generators to transit stops or park-and-ride facilities.

## **Safety**

Projects will be evaluated for the safety benefits that are achieved.

Successful projects will address both of the following:

1. be scoped to address identified safety deficiencies using reasonable countermeasures
2. fully address all ADA compliance issues

Successful projects will also be at least one of the following:

1. at locations identified for safety deficiencies in a HeadsUp! Report, a Safe Streets and Roads for All Report, MaineDOT Community-based Partnership, or other community plan or survey.
2. at locations where one or more crashes involving a vulnerable road user have occurred within the last ten years, and where the proposed project scope would prevent such a crash in the future.

Priority will be given to projects in communities identified in MaineDOT’s Vulnerable Road User Safety Assessment.

**Fully Aligned**

Projects that are fully aligned meet all *Safety* criteria and:

* is identifiedin a formal report and community survey AND at the location of a crash or with a history of crashes involving a vulnerable road user in the last ten years

**Partially Aligned**

Projects that are primarily aligned meet some *Safety* criteria and:

* is identifiedin a formal report and community survey OR at the location of a crash or with a history of crashes involving a vulnerable road user in the last ten years

**Not Aligned**

Projects that are not aligned with the *Safety* criteria do not address safety deficiencies using reasonable countermeasures, do not fully address ADA issues in the project area, and are not identified in a formal report or community survey, and do not have a crash history in the last ten years.

## **Deliverability**

Projects will be evaluated for the potential to be delivered on time, on scope, and on budget.

Successful projects will:

1. have timelines that are consistent with MaineDOT milestones for project delivery
2. be scoped to reduce or eliminate impacts on natural resources, utilities, and rights-of-way
3. have realistic budgets, based on actual costs from recently complete projects

MaineDOT will prioritize projects that have been estimated, scoped, and planned in coordination with MaineDOT’s Active Transportation Planner prior to application submission and are anticipated to be locally delivered under MaineDOT’s Local Project Administration program.

**Fully Aligned**

Projects that are fully aligned meet all the *Delivery* criteria and:

* have thorough, realistic timelines with specific milestones for delivery
* are scoped to eliminate impacts on natural resources, utilities, and have no anticipated right-of-way impacts
* have realistic budgets using quantities and line-item costs derived from recent project scoping estimation or recently implemented projects.

**Partially Aligned**

Projects that are partially aligned meet some the *Delivery* criteria and:

* have approximate timelines with general milestones for delivery
* are scoped to reduce impacts on natural resources, utilities, and have no anticipated right-of-way impacts
* have estimate budgets using quantities and line-item costs from delivered projects

**Not Aligned**

Projects that are not aligned with the *Delivery* criteria do not include realistic timelines, do not adequately consider impacts to natural resources, utilities, and rights-of-way.