

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, curbs, gutters, 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 of the required information. <ul style="list-style-type: none"> • 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	<p>The project application funds an activity from a MaineDOT Priority area. <i>Though federal guidelines permit TA funding to be utilized for other activities, MaineDOT prioritizes the use of this funding for the following 3 areas:</i></p> <ol style="list-style-type: none"> 1. <i>Safe Routes to School (Grades K – 12)</i> 2. <i>On- Road Pedestrian & Bicycle Facilities</i> 3. <i>Roadway Safety Improvements for Bicyclists/Pedestrians</i> 4. <i>Off- Road System Pedestrian & Bicycle Facilities</i>
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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 <i>Safe Routes to School, Transportation Enhancements, Quality Community, or Transportation Alternatives</i> Programs? A “0” indicates that funding has never been received.

Scoring Criteria

<p>Total Points Available 30</p>	<p>Community Impact (<i>Question 5-A</i>)</p> <ul style="list-style-type: none"> + 10 pts – Community Support / Social Feasibility: The application demonstrates public support and engagement and/or letters of support + 5 pts – Project provides better access to employment or public facilities + 10 pts – Project has a regional impact (will serve users from beyond a single municipality) and/or connects 2 or more communities + 5 pts – Project is primarily located in an Area of Persistent Poverty Census Tract as identified in the map linked below (5 points): https://maps.dot.gov/BTS/GrantProjectLocationVerification/
<p>Total Points Available 20</p>	<p>Increased mobility and accessibility (<i>Question 5-B</i>)</p> <ul style="list-style-type: none"> + 10 pts – Project specifically improves the mobility and accessibility of an area for individuals with disabilities by addressing existing ADA compliance issues + 10 pts – Project specifically improves the mobility and accessibility of an area for diverse, underserved, and vulnerable populations (as outlined in the MaineDOT Statement on Equity) and identifies those populations

Please Note: Applications will be reviewed and scored based on how fully it meets the individual scoring criterion. Partial credit may be awarded for each sub-component.

<p>Total Points Available 20</p>	<p>Project resolves or fills an existing gap in the current local system (<i>Question 5-C</i>)</p> <ul style="list-style-type: none"> + 3 pts – Provides a safe connection between Bike/Ped generators such as schools, libraries, recreation facilities, parks, etc. + 10 pts – Completes the connection between existing Bike/Ped facilities + 5 pts – Proposed project is part of a comprehensive plan, or other planning document, for the community that includes bicycle and pedestrian connections + 2 pts – Provides a connection to transit services
<p>Total Points Available 15</p>	<p>Proposed project addresses or resolves identified and documented safety concerns (<i>Question 5-D</i>)</p> <ul style="list-style-type: none"> + 5 pts – Project increases the separation or creates a barrier between vehicular traffic and Bike/Ped users + 5 pts – Project is located at/near a location that has experienced bicycle or pedestrian crashes in the last 10 years + 5 pts – Project incorporates proven bicycle/pedestrian safety countermeasures, such as those suggested in: FHWA’s BIKESAFE Tool http://www.pedbikesafe.org/BIKESAFE/selectiontool.cfm or FHWA’s PEDSAFE Tool http://www.pedbikesafe.org/PEDSAFE/selectiontool.cfm

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Total Points Available 15	<p>Project meets the guidelines to qualify as a <i>Safe Routes to School</i> Project: (<i>Question 5-E</i>)</p> <ul style="list-style-type: none"> + 5 pts – Project demonstrates it is located within 1 miles of a K-12 School and on a route students would use + 5 pts – Project describes the connections between neighborhoods, elementary and middle schools, and before-/after-school programs including the types of housing or programs and where they are located + 5 pts – Project describes any programs or initiatives at schools to incentivize students to walk/bike to school
Total Points Available 15	<p>Technical Feasibility: Degree to which the project has obstacles that will need to be overcome (<i>Question 5-F</i>)</p> <ul style="list-style-type: none"> + 15 pts – Up to 15 points may be awarded on a sliding scale based on the reviewer’s understanding of feasibility concerns and the applicants level of detail in addressing the question

	Total Points Awarded <i>(Max Score = 100)</i>	
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