

Appendix D

DMATS Transportation Enhancements Program Project Funding & Scoring Criteria

Section I. Project Meets Minimum DMATS/Federal DOT Requirements

Project Eligibility

- Eligible applicant (state, city or county government agency).
- Meets one or more of the 12 enhancement categories.

Project Funding, Budgeting & Programming

- Budget includes required local match of at least 20 percent, available within the project's time frame.
- Applicant with multiple projects has not applied for more than 100 % of the available funds in the current funding cycle.
- Funding request is not less than \$50,000 or more than \$250,000.
- Applicant has ability to move project forward to completion in timely manner.
- 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.
- Project detail is sufficient to allow for evaluation based on DMATS 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 preservation 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 preservation 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.)

Section II Ranking Criteria

Ranking criteria has been established for three categories of projects: Bicycle/Pedestrian; Historic Preservation/Archaeological; and Transportation Aesthetics/Scenic Values. The maximum score a project can attain is 100 points. These ratings and the resulting project rankings are intended to provide information to the DMATS Policy Committee to aid in their decision-making process. *The policy committee is not bound by these ratings in forming project funding approvals.*

	Category I	Category II	Category III
Criteria	Bicycle & Pedestrian	Historic Preservation & Archeological	Transportation Aesthetics & Scenic Values
Intermodal Characteristics	35 Points Maximum	20 Points Maximum	25 Points Maximum
Project Usage	10 Points Maximum	15 Points Maximum	15 Points Maximum
Project Characteristics	30 Points Maximum	40 Points Maximum	35 Points Maximum
Multi-jurisdictional	5 Points Maximum	5 Points Maximum	5 Points Maximum
Cost-effectiveness	20 Points Maximum	20 Points Maximum	20 Points Maximum

Enhancement Categories By Group

Category I: Bicycle and Pedestrian Projects

- Transportation facilities for pedestrians and bicycles.
- Safety and educational activities for pedestrians and bicyclists.
- Preservation of abandoned railway corridors, including conservation and use for pedestrian and bicycle trails.

Category II: Historic Preservation/Archeological Projects

- Historic preservation.
- Rehabilitation and operation of historic transportation buildings, structures or facilities.
- Archaeological planning and research.
- Establishment of transportation museums.

Category III: Transportation Aesthetics and Scenic Values

- Scenic and/or historic highway programs, including the provision of tourist and welcome centers.
- Acquisition of scenic easements and scenic or historic sites.
- Landscaping and other scenic beautification.
- Control and removal of outdoor advertising.
- Mitigation of water pollution due to highway runoff, including projects that reduce vehicle-caused wildlife mortality, while maintaining habitat connectivity.