

## 2025 Transportation Alternatives Program Evaluation Form

**LPA or Applicant:** \_\_\_\_\_

**Name of Project:** \_\_\_\_\_

	Point Value	Points Awarded	Reviewer Comments
<b>Responses 1 - 8</b> Are all fields complete and project category has been selected?	Eligibility	Y or N	
<b>Response 9</b> Has LPA completed the MoDOT online training and named a person in responsible charge?	Eligibility	Y or N	
<b>Response 9</b> Has person in responsible charge listened to the 2024 TAP What to Expect video?	1		
<b>Response 10</b> <b>Does the LPA have active or incomplete federal projects?</b> (Points awarded based on ability to meet Reasonable Progress Policy and administer federal projects.)	0 - 5		
<b>Response 11</b> Project Description:			
<b>Clarity of Project and Scope of Work</b>	0 - 10		
<b>Safety Concern or Need is Addressed (see below for countermeasures)</b> 15 points-High speed/volume corridor has locations with documented pedestrian or bicycle crashes (2017-2021) and project addresses the safety issue with FHWA proven bicycle/pedestrian countermeasure(s) or STEP countermeasure(s) 10 points-Low speed/volume corridor has locations with documented pedestrian or bicycle crashes (2017-2021) and project addresses the safety issue with FHWA proven bicycle/pedestrian countermeasure(s) or STEP countermeasure(s) 5 points-No documented crashes, but project includes preventive FHWA proven bicycle/pedestrian countermeasure(s) or STEP countermeasure(s) 0 points-No crashes and no FHWA/STEP bicycle or pedestrian countermeasure	0 - 15		
<b>Proximity to Activity Center</b> 15 points-Within ¼ mile of activity center (including school, bus stop, park, library, recreation center, health care, grocery store, tourist attraction, cultural or environmental resource) 12 points-Within ½ mile of activity center 8 points-Within ¾ mile of activity center 4 points-Within 1 mile of activity center 0 points-Not within 1 mile of activity center	0 - 15		
<b>Connectivity to Existing Facilities &amp; Networks</b> 15 points-High: bike facility closes a gap between two existing bicycle facilities, project provides a large coverage area for pedestrian/bicycle travel, sidewalk is connected to continuous sidewalks where there are significant opportunities for pedestrians to reach destination(s) 10 points-Medium: project connects on one end to an existing bicycle facility, sidewalk provides some opportunities for pedestrians, but adjacent physical gaps are still present where pedestrian travel is reasonably expected 5 points-Low: no physical connections are established to existing facilities, but existing facility is within a ½ mile radius 0 points-None: project is isolated with no existing facility within a ½ mile radius	0 - 15		
<b>Responses 12 - 14</b> Attachments	0 - 5		
<b>Response 15</b> <b>Evidence of Public Involvement</b> 5 points-Conceptual project underwent a planning process that included public engagement and incorporated feedback received, and project implementation will include public engagement. 3 points-Conceptual project underwent a planning process that included public engagement and incorporated feedback received. 2 points-Project implementation will include public engagement. 0 points-No public involvement cited.	0 - 5		
<b>Response 16 - 17</b> Priority ranking and property ownership / acquisition	Informational		
<b>Response 18</b> <b>Address Barriers to Access</b> 15 points-Removal of total barrier (i.e., a person physically cannot get to a location by walking or bicycling; there is no other reasonably direct, suitable route alternative within a ½ mile radius) 10 points-Removal of minor barrier (i.e., a person must take a less direct route than desirable, within a ½ mile radius) 5 points-Removal of minor barrier (i.e., a person must take a less direct route than desirable, within a 1 mile radius) 0 points-Does not eliminate barrier or no barrier present	0 - 15		
<b>Response 19</b> Rail Road letter	Y or N		

<b>Response 20</b> <b>TEAP or other Local/Regional plan</b> 5 points-Project is cited as a priority in an adopted plan, and plan was developed and adopted within five years of application deadline (submit applicable pages from plan). 4 points-Project is cited as a priority in an adopted plan, and plan was developed and adopted more than five years prior to application deadline (submit applicable pages from plan). 3 points-Project is consistent with planning document (submit applicable pages from plan). 2 points-The municipality has a Complete Streets ordinance or policy (submit ordinance or policy). 0 points-Project is not consistent or not mentioned in a locally adopted plan, or is a stand-alone, isolated idea.	0 - 5		
<b>Response 21</b> Implementation Schedule	Informational		
<b>Response 22</b> <b>Maintenance &amp; Operation Costs</b>	0 - 5		
<b>Response 23</b> <b>Itemized Budget</b> 5 points-Budget is complete and includes an itemized cost estimate of all costs for which reimbursement will be requested. 3 points-Budget has moderate detail. 0 points-Budget is not reasonable and/or has insufficient detail, and/or contains ineligible costs.	0 - 5		
<b>Response 24</b> Local match	Informational		
<b>Response 25</b> Construction plans percent complete	Informational		
<b>Total Points</b>	0 - 101		

FHWA Proven Bicycle/Pedestrian Countermeasures: <https://safety.fhwa.dot.gov/provencountermeasures/>  
Crosswalk visibility enhancements, Rectangular Rapid Flashing Beacons (RRFB), leading pedestrian intervals (LPIs), medians and pedestrian crossing islands in urban and suburban areas, pedestrian hybrid beacons (PHBs), road diets/reconfigurations, appropriate speed limits for all road users

STEP (Safe Transportation for Every Pedestrian) Countermeasures: [https://safety.fhwa.dot.gov/ped\\_bike/step/](https://safety.fhwa.dot.gov/ped_bike/step/)  
(1) Road diets, (2) pedestrian hybrid beacons (PHBs), (3) pedestrian refuge islands, (4) raised crosswalks, (5) crosswalk visibility enhancements (e.g., high-visibility crosswalk markings, Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line, In-Street Pedestrian Crossing sign, crosswalk lighting), (6) Rectangular Rapid Flashing Beacons (RRFB), (7) leading pedestrian intervals (LPIs)