

## **MCIP EVALUATION CRITERIA**

### **ELIGIBILITY SCREENING**

- (a) City meets Orphan Road Policy Standards
- (b) A signed Master Agreement is in place
- (c) City partnering participation
- (d) The 50% funding match is available from the city (or)
- (e) Economically distressed city (60% of land is 51% low/med income)
- (f) Federal Functional Classification System (FFCS) of Collector or Greater (or)
- (g) Listed in the Regional Veloweb or Urban Intermodal Trail
- (h) The project is an eligible project type per Dallas County R&B Policy
- (i) The proposed project must enhance capacity (e.g. widen, extend, construct new roadway or connect to transit)

### **STRATEGIC SCREENING (50 points)**

- (a) Interjurisdictional Project (crosses jurisdictions or funded by more than one city) (5 pts)
- (b) Regional Access (connects to community institutions e.g. hospitals, schools, etc.) (5 pts)
- (c) Context Sensitive Solution (ForwardDallas!, NCTCOG, APWA) (5 pts)
- (d) Underutilized Area (5 pts)
- (e) Multi-modal/Intermodal (facilitates non SOV traffic) (5 pts)
- (f) Is Project warranted in the near term?
  - (i) Speed Delay rating (5 pts)
  - (ii) Accident rate rating (5 pts)
- (g) Does project create a permanent or long term improvement?
  - (i) Projected Utilization rating (5 pts)
  - (ii) Traffic Volume rating (5 pts)
  - (iii) Traffic Volume Growth rating (5 pts)

### **TECHNICAL SCREENING (50 points)**

- (a) Benefit Cost rating (5 pts)
- (b) Air Quality rating (10 pts)
- (c) Delivery Rating
  - (i) Significant drainage improvements required (5 pts)
  - (ii) Visibility challenges requiring demolitions etc. (5 pts)
  - (iii) Environmental challenges – remediations, historical buildings etc(5 pts)
  - (iv) Utility challenges (5 pts)
  - (v) Potential excessive ROW costs (5 pts)
- (d) Percentage of ROW already dedicated or purchased by the city (10 pts)

**NOTE : A COST PARTICIPATION MULTIPLIER OF 1.5 THROUGH 2.0 WILL BE USED FOR FUNDING COMMITMENTS OF 50% OR GREATER**