

# Montana Transportation Alternatives (TA) Program

## 2025 Application Scoring Procedure

The Selection Committee (Committee) is responsible for evaluating and scoring TA applications that are submitted for the Statewide TA Call for Applications (not the MPO's Call for Applications). Each MPO is responsible for their own Call for Application and scoring procedure (with oversight from MDT). The Committee includes the following members (subject to change based on staff availability):

1. MDT Engineering – TA Program Manager
2. MDT Planning – Multimodal Planning Bureau Chief
3. MDT Planning – Bicycle/Pedestrian Coordinator
4. MDT Maintenance – Maintenance Division Operations Manager
5. MDT Engineering – Traffic and Safety Engineer
6. MDT Civil Rights – Civil Rights Bureau ADA Specialist
7. MDT Construction Engineering Services Bureau – Constructability Reviewer

The following procedure will be used by the Committee for the scoring and selection of TA projects:

1. At the outset of the scoring process, all applications will be screened for eligibility. Projects that do not meet eligibility requirements will be identified and marked as ineligible. The reason(s) that the project was deemed ineligible will be identified (i.e. did not fit an eligible category, did not meet funding restriction, submitted by ineligible sponsor, etc.) If a project is deemed ineligible, it will not move forward into the scoring process. The Project Sponsor will be notified if their project application is determined to be ineligible.
2. Individual members of the Committee will score each application independently prior to the selection committee meetings. Pavement Preservation project scoring will be separate from the Capital Improvement project scoring. The category descriptions in the TA Application will also be used to guide the Committee members while evaluating applications. A maximum score for each application is 200 points. 100 points each for the Project Benefits and Risk Analysis sections.
3. The Committee will convene for a series of scoring meetings and will discuss each application and individual Committee member scores. Each member can adjust their score based on discussion with the Committee.
4. For each application, all final individual member scores will be added together and averaged to arrive at the final total score for the application.
5. After projects are scored, they will be entered into a ranked list. There will be separate lists for Capital Improvement project and Pavement Preservation project categories.
6. The Committee will then select projects based on final total score as well as the requirements and goals for distributing funds by population (5,000-50,000 population and All Area population) and geographic region. It is the goal of the Committee to select top-scoring projects while striving for a balanced distribution. Some projects that score slightly less than others may be selected to achieve this balance and will be based on the judgment of the Committee.

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Pavement Preservation projects will be ranked separate from Capital Improvement projects. At the discretion of the Committee, after Pavement Preservation projects are selected up to \$933,273 (\$799,315 for the less than 5,000 pop. and All Areas, and \$133,958 for the 5,000 - 50,000 pop. category), the rest of the Pavement Preservation projects will then compete with the Capital Improvement projects for funding. The combined list of Capital Improvement projects and Pavement Preservation projects lists will adhere to the required distribution below. Also, the Committee will strive to ensure reasonable geographic distribution of projects.

<b>2025 Montana Transportation Alternatives Program Funding</b>	
Capital Improvement (less than 5,000 pop. and All Areas)	\$7,193,837
Capital Improvement (5,000 - 50,000 pop.)	\$1,205,619
Pavement Preservation (less than 5,000 pop. and All Areas)	\$799,315
Pavement Preservation (5,000 - 50,000 pop.)	\$133,958
50,000 – 200,000 pop. Metropolitan Planning Organization Areas (MPOs)	\$6,667,271
TOTAL	\$16,000,000

7. The Committee will collaboratively develop the final list of selected projects.
8. The final list of selected projects will be finalized and accepted by official Committee action. A vote by the Committee members will be taken, with a simple majority needed for final acceptance of the selected projects list.