

Frequently Asked Questions Chapter 30 Scoring Process

1. What projects are required to have a Chapter 30 Project Application submitted to be considered for funding in the CTP?

All major highway or transit capacity projects that exceed \$5 million for all funding phases need to have a project application submitted for the project to be considered by MDOT to be funded in the CTP. The project application provides the information necessary to evaluate the project through the Chapter 30 scoring process. Major Transportation Projects are defined as the below highway or transit capacity projects:

- Construction/Reconstruction of a New Interchange
- Roadway Widening Greater Than 1 Mile Long
- Bridge Widening to Add Additional Through Lanes
- Construction/Expansion of Rail Line or Dedicated Service-Lane Transit System (i.e. Bus Rapid Transit, etc.)
- Addition of New Transit Stations on Transit Systems
- Expansion of Transit Station Boarding Facilities
- Construction of Additional Transit Station Track or Bus Facilities
- Transit Station Access & Parking Improvements
- Implementation of Intelligent Transportation Systems (ITS) that is accompanied with New Physical Infrastructure
- Projects That Improve Commute Times on State Highway Administration's Top 30 AM or PM Peak Period Bottlenecks

2. Do major transportation projects seeking only planning/engineering funds under the CTP's Development & Evaluation Program (D&E) need to have a Chapter 30 Project Application submitted?

Yes, if the funds requested to be funded in the CTP for a D&E Project exceed the \$5 million threshold established in the Chapter 30 statute. Chapter 30 statute requires that all major transportation projects over \$5 million for all funding phases be evaluated and scored. However, if those costs are particularly funded at less than \$5 million or to complete design/engineering the cost is less than \$5 million, than a Chapter 30 Project Application is not required to be considered for funding at that time.

3. If a major transportation project is already funded in the CTP do I need to submit a project application for it to be evaluated through the Chapter 30 scoring process?

If the major transportation project is already funded in the CTP Construction Program than it is grandfathered in and does not need a project application to be submitted. If the major transportation project is funded in the D&E Program and either additional funds over \$5 million are required to continue to fund the D&E Project or if the project is seeking to move into the CO Program to be funded over \$5 million than it does need a project application to be submitted and evaluated through the Chapter 30 scoring process.

4. How does Chapter 30 affect the County Priority Letter Process and which projects are selected for funding in the CTP?

The Chapter 30 scoring process does not affect the County Priority Letter process and counties shall continue to submit their priority letters of projects seeking funding in CTP by April 1st. However, for any major transportation project listed on the priority letter to be considered for funding it must also have a Chapter 30 Project Application submitted by March 1st of every year. The Chapter 30 statute requires that only MDOT evaluate and score major transportation projects but MDOT is not obligated to select projects based solely on the Chapter 30 score. The ranking of projects that results from the Chapter 30 scoring process is one of many factors that MDOT staff will utilize to evaluate projects for funding and is not the final determinant of which projects are funded. However, it is important to note that only major transportation projects that have been scored through the Chapter 30 process can be considered for funding.

5. Who can propose Major Transportation Projects and how many projects can be proposed?

The proposing entities allowed to submit a major transportation project to be considered for funding and evaluated under Chapter 30 are: County Governments, Municipal Governments and State Government Agencies. County and Municipal Governments can submit up to ten major transportation projects for consideration of funding in the CTP during the annual cycle.

6. What eligibility requirements must be met before submitting a Chapter 30 Project Application for consideration?

To conduct an evaluation of projects through the Chapter 30 scoring methodology, projects need to have a clearly defined scope that identifies project alignment and the type of improvements that are included in the proposed project. In addition, projects must have a reasonable and updated cost estimate. Proposing entities can coordinate with MDOT to acquire this information to complete the Chapter 30 Project Application. Projects that do not yet have a completed feasibility study or cost estimate are not eligible to be considered for funding as a major transportation project. Proposing entities should coordinate with MDOT to fund preliminary planning on the project through the D&E Program before requesting funding to fully fund the project. In addition, proposing entities can conduct a feasibility study and cost estimate on their own to acquire the necessary information to complete the application and have MDOT consider the project for funding.

7. How are local priorities determined in the Chapter 30 scoring methodology?

Each proposing entity has 100 points to distribute across their project applications. Proposing entities can choose to put all points on one project application or distribute their points across multiple project applications. Municipalities and counties should coordinate on project priorities. To encourage this, any project with joint support from the county and municipality, as evidenced in a joint letter of support accompanying the project application, receives an additional 30 local priority points. Counties shall be submitting applications for jointly supported projects. However, if municipality submits a separate project application, the points assigned to all projects submitted by the county are normalized to total 75 points (rather than 100 points) and the points assigned to the municipality are normalized to 25 points. This approach is intended to incentivize counties and municipalities to work together to best identify priority needs.