



2/5/16

**Madison Area Transportation Board – An MPO
Policies and Ranking Criteria
For
Transportation Alternatives Program Projects**

Introduction

The Moving Ahead for Progress in the 21st Century Act (MAP-21), established the Transportation Alternatives Program (TAP) to “provide[s] for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs.”

TAP incorporated the following three WisDOT multi-modal transportation improvement programs:

- Safe Routes to School (SRTS);
- Transportation Enhancements (TE); and
- Bicycle & Pedestrian Facilities Program (BPFPP).

On December 14, 2015, the Fixing America’s Surface Transportation (FAST) Act, the new guiding federal transportation bill, was passed. The eligible activities of the Transportation Alternatives Program are now incorporated into the Surface Transportation Program (STP) Block Grant Set-aside Program.

Federal law mandates that WisDOT distribute approximately one-half of Wisconsin’s federally allocated funds for Transportation Alternatives Program activities to metropolitan planning organizations (MPOs) serving large urban areas with a population over 200,000, called Transportation Management Areas (TMAs). The Madison Area Transportation Planning Board (MATPB) is the MPO for the Madison urban area.

The following is a description of the program policies and criteria for ranking projects that the MATPB will use to select and fund TAP projects using the MPO’s sub-allocation of funding. The policies listed below are those that differ from the policies that WisDOT will use for projects approved with the statewide funding. WisDOT’s guidelines, policies, procedures, and application form that project sponsors must use are available at <http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx>.

Madison Area TPB Policies

- Eligible Project Categories:
The MATPB will accept projects within only the following federally eligible Transportation Alternatives Program categories:

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation;
 - Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers;
 - Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users; and
 - Safe Routes to School (SRTS) projects.
- **Eligible Project Costs:**
For infrastructure projects, funding will only be awarded for construction. Design, right of way, and utilities costs will not be eligible expenses for TAP funds awarded by the Madison Area TPB.
 - **Cost Share**
In order to stretch the limited funding available, projects will be required to provide a larger local match than the required 20% minimum. A sliding scale between 80/20 and 60/40 will be used, calculated by the formula below with all projects costing over \$600,000 requiring a 40% local share.

Formula for computing the federal share:

P = Federal participation percentage (round to zero decimal places)

X – Project cost

Total Project Cost	Federal Share (Percentage)
= or < \$300,000	80%
\$300,001 - \$599,999	$P = 80 - \frac{(X - 300,000)}{15,000}$
= or > \$600,000	60%

Project Scoring Criteria - Bicycle/Pedestrian Infrastructure Projects

1. Enhances Mobility and Connectivity – 20%

- **Regional or Local/Neighborhood Importance – 10%**
 - Degree of importance to the regional pedestrian/bicycle system (i.e., located on the regional bikeway system or providing an important connection to this system). [The Bicycle Transportation Plan for the Madison Metropolitan Area & Dane County includes a regional bikeway system plan map and a list and map of some of the higher priority projects on the regional system.]
 - For a small local infrastructure improvement, degree of importance to neighborhood or school area pedestrian/bike connections.
- **New or missing link, network extension or elimination of barrier – 10%**
 - Project provides a new bicycle and pedestrian link where other suitable alternatives do not currently exist.
 - The project provides a missing link that would connect a neighborhood, employers or other services to a route or facility that already exists.
 - The project is an extension of a current bicycle and/or pedestrian facility, facilitating increased usage.

- The project eliminates a barrier to use of a facility such as providing a new crossing of a major highway or improving an existing crossing.

2. Usage and Accessibility – 20%

- High usage – 8%
 - High estimated usage based on significant population user pool and/or employment located within 0.5 mile.
 - Location within the overall pedestrian/bicycle facility network.
- Increases access to jobs, services and other destinations – 4%
 - Important link in increasing walking and bicycling access to jobs, shopping, parks, schools, transit stops or other services.
- Quality of Life - 3%
 - Improves quality of life by providing walking and/or bicycling opportunities in areas of natural, cultural or historic interest, thereby improving the pedestrian and/or bicycle experience.
- Facility will be maintained for year round usage – 1%
- The project improves pedestrian/bicycle access for environmental justice areas – 2%
[Note: These include areas with concentrations of low income and minority populations and households with no motor vehicle available. See maps (Fig. 10-1 and 10-2) in the *Bicycle Transportation Plan for the Madison Metropolitan Area & Dane County*.]
- The project is located in an area with health disparities and limited access to active transportation options – 2%
[Note: See map (Fig. 10-3) in the *Bicycle Transportation Plan for the Madison Metropolitan Area & Dane County*.]

3. Safety – 20%

- Documented hazardous condition – 10%
 - The project is located in an area with a history of bicycle/pedestrian crashes or an area with documented safety concerns, and the project addresses the safety problem(s) or issue(s).
- Improves the safety and accessibility for a wide range of users – 10%

4. Project Readiness and Constructability – 15%

- Project is ready to move forward – 10%
 - TAP projects are required by WisDOT to begin within 4 years of project award and be completed within six years.
 - Is there engineering feasibility, real estate, environmental, railroad, or funding issues that need to be resolved? These issues make it more likely that projects cannot meet the required WisDOT timelines.
 - Does the project have the necessary financial commitment and local support that it can begin to move forward immediately?
- The project sponsor has received similar funding in the past and has successfully completed their prior projects or has not received similar funding in the past – 2%
- Project ranking given by municipality (if submitting multiple projects) – 3%

5. Cost Effectiveness -15%

- Takes into account the overall benefits of the project based on the other criteria compared to the cost of the project – 10%
- Maximizes use of available federal funds – 3%

- Project demonstrates public and/or municipal commitment, which adds value, reduces costs, and/or leverages additional funding from past or for future project phases or enhancements – 2%
- 6. Congestion Management – 5%**
- The project will increase the attractiveness of pedestrian/bicycle/transit travel in a corridor or area with significant peak period traffic congestion – 5%
[Note: See *Congestion Management Process for the Madison Metropolitan Planning Area* for information on congested travel corridors and their traffic, transit, pedestrian/bicycle facility characteristics.]
- 7. Opportunity/Risk – 5%**
- There is a risk of a lost opportunity or loss of other funding if not selected in the current program cycle – 3%
 - If funded now the project could be done more cost effectively because it can be built at the same time as another project in the same corridor – 2%

Project Scoring Criteria - Safe Routes to School Non-Infrastructure Projects

- 1. Scope of Audience/Reach/Impact- 45%**
- The project will reach a broad audience and a large portion of students within a school district would be impacted by the programming or activities – 15%
 - The program or activities adds value to other improvements or programs that are happening in the community or school – 15%
 - Project is likely to increase the number of children walking and bicycling to school safely and ensure that infrastructure that is added is being used – 15%
- 2. Health, Safety and Environmental Justice – 35%**
- The program or activities is/are located at schools with a high rate of students eligible for free and reduced lunches – 15%
 - The program or activities foster(s) improved childhood health, reduced childhood obesity and encourages a healthy and active lifestyle – 10%
 - The program or activities increase(s) bicycle, pedestrian, and traffic safety – 10%
- 3. Project Readiness – 15%**
- Project is ready to move forward – 5%
 - TAP projects are required by WisDOT to begin within 4 years of project award and be completed within six years.
 - The project sponsor has received similar funding in the past and, if so, has successfully completed their prior projects – 4%
 - The project has the necessary financial commitment and local support so it can begin to move forward immediately – 3%
 - Project ranking given by sponsor (if submitting multiple projects) – 3%
- 4. Opportunity/Risk – 5%**
- There is a risk of a lost opportunity or a successful program not continuing if not funded at current time