

Transportation Alternatives Program

- Annual funding available statewide - \$7,049,300 in federal funds
 - Madison Area MPO receives a portion of those funds and selects projects directly
- Minimum project size of \$300,000 for infrastructure projects, \$50,000 for non-infrastructure or planning projects. Limited ability to do projects over \$1 million.
 - In 2020, average project was \$500,000 in federal funding
 - Federal funding ranges from 60-80% of total project cost

DEPARTMENT OF



TRANSPORTATION

Transportation Alternatives Program

- Projects for SFY 2022-2026. Most projects will be programmed for SFY 2025+.
- State statute requires that projects must commence within 4 years from the date the grant is awarded.
 - Projects must be completed within 6 state fiscal years.
- Wisconsin's statutes prohibit the use of eminent domain to establish or extend recreational trails, bicycle ways, bicycle lanes, or pedestrian ways.
- **Local authorities must prioritize projects if submitting multiple applications.**

DEPARTMENT OF



TRANSPORTATION

Previously Awarded Projects

2020-2024 Solicitation

- West Towne Path Extension, Commerce Dr to Junction Rd
- W Main St Bike Boulevard Improvements

2018-2022 Solicitation

- Garver Path

2016-2020 Solicitation

- West Towne Path Extension, Grand Canyon Dr to W Towne Mall

DEPARTMENT OF



TRANSPORTATION

Timeline

- September 2021 –Applications Became Available
- January 28, 2022 – Applications Due with projects ranked
- April 2022 – MPO Projects Selected
- May/June 2022 - Projects not selected by MPO considered for state wide funding
- July/August 2020 – Projects Announced by Governor

DEPARTMENT OF



TRANSPORTATION

MPO Scoring Criteria

Importance to Regional Transportation System & Supports Regional Development Framework– 35 pts (out of 100 pts)

- Degree of importance to regional ped/bike system – up to 6 points
- Supports Regional Development Framework – up to 4 points
- New or missing link, network extension or elimination of barrier – up to 15 points
- Quality of Life (provides walk/bike opportunities in areas of natural, cultural, historic interest) – up to 7 points
- Health (improves access to healthy food, health care and/or active recreation) – up to 3 points

DEPARTMENT OF



TRANSPORTATION

MPO Scoring Criteria

Access and Service Area – 20 points

- Population served within .5-1 mile of facility or overall network and with region/community – up to 10 points
- Destinations served (jobs, services, schools, shopping, parks, entertainment within 2 to 3 miles – up to 10 points

Congestion Mitigation – 5 points

- Project increases attractiveness of ped/bike travel in a corridor or area with significant peak period traffic congestion – up to 5 points

Safety Enhancement – 15 points

- Crash history, documented safety problem or other safety/accessibility – up to 15 points

DEPARTMENT OF



TRANSPORTATION

MPO Scoring Criteria

Environment – 5 points

- Impact on use of alternative modes for transportation trips – up to 5 points

Equity – 15 points

- Project improves ped/bike access for environmental justice areas – up to 15 points

Cost Efficiencies – 5 points

- Leverages other state, local or private funding for current project or past/future project phases – up to 3 points
- Opportunity/Risk (risk of loss of opportunity, other funding or more cost effective to do at same time as another project – up to 2 points

DEPARTMENT OF



TRANSPORTATION

WI DOT Criteria

Project Planning & Local Support

- Included in bicycle-pedestrian plan, SRTS, or another local comprehensive plan
- Address specific concerns identified through previous long-range planning efforts
- Project improves and maximizes transportation investment & integrates with other initiatives
- Documented commitment to local funding match and meeting commencement requirements
- Local support

Project Utility & Connectivity

- Serves utilitarian rather than recreational purposes
- Connects existing multi-modal transportation networks
- Proximity to school, park, library, public transit, employment center, retail or residential areas.
- Demonstrates trip origins/destinations are neighborhoods, downtowns and employment centers and project is tied directly to these areas
- Creates/enhances connections to either other bikeways or bicycle compatible roadways

DEPARTMENT OF



TRANSPORTATION

WI DOT Criteria

Project Benefit

- Increases likelihood of modal shift away from driving
- Increases access to natural environment
- Demonstrable impact upon public health of community
- Addresses needs of “communities of concern”
- Addresses a specific community need, safety concern, facilitates economic development in commercial corridors or to economic generators

Project Location

- Contribute to a balanced geographic distribution of TAP funds

History of Sponsor Success

- Shown through previous awards that can utilize funding in a timely and compliant manner or if new shows understanding of rules and capacity to do project
- No potential funding or budget issues

DEPARTMENT OF



TRANSPORTATION

Project List Development

Gap in bike network or walk network, location on high injury network

- 35+ locations considered

Feasibility of project

- Ensure no land acquisition issues
- Logical start and ending location for facility
- Ability to proceed within 4 years of signed agreement

Feasibility of project

- Ensure no land acquisition issues
- Logical start and ending location for facility
- Ability to proceed within 4 years of signed agreement

Equity Review

- Looked at MPO Tier 1 and 2

Review of MPO & WI DOT Criteria

- Gap, Extension, Barrier
- Destinations

Potential Projects

1. School Rd – Troy to Wheeler
 2. Reindahl Park to East Springs Dr
 3. Badger Rd – N Rusk to Beltline Overpass
 4. West Towne Path – Gammon to Zor Shrine
 5. West Towne Path – Zor Shrine to High Point
 6. Cross Isthmus Improvements – Blount, Franklin, Bike Lanes to Capitol Square
 7. Old Sauk Rd – Gammon to Pleasant View
 8. Dawes St bridge, Dempsey Crossing, Portland Pkwy Bike Blvd
 9. Tancho Dr Path to Hwy 151 underpass
- *BCycle Expansion – if deemed eligible

DEPARTMENT OF



TRANSPORTATION



Potential TAP Projects 2022 - 2026 Cycle

- On-Street Bike Facilities
- MPO Bike Gaps
- Existing Bike Trails
- High Injury Network
- Potential TAP Projects

Environmental Justice Areas

- Tier 1 EJ Areas
- Tier 2 EJ Areas



0 0.25 0.5 1 1.5 2
Miles

1 in = 6,306 ft

