



Policies and Scoring Criteria For STBG Transportation Alternatives Set Aside Program Projects

Introduction

The Moving Ahead for Progress in the 21st Century Act (MAP-21), established the Transportation Alternatives Program (TAP), which replaced the funding from some previously separate federal programs, including Transportation Enhancements (TE), Safe Routes to Schools (SRTS), and Recreational Trails, consolidating them into a single funding source. As a result, WisDOT incorporated its previously separate SRTS, TE, and state funded Bicycle & Pedestrian Facilities Program (BFPF) into one program and application process. The Fixing America's Surface Transportation (FAST) Act, adopted in December 2015, restructured some of the federal programs, replacing TAP with a set-aside of Surface Transportation Block Grant (STBG) program funding for Transportation Alternatives (TA). The TA set aside program includes all of the same activities that were previously eligible under TAP so the program name is the only thing that really changed.

As with TAP, federal law mandates that WisDOT distribute approximately one-half of Wisconsin's federally allocated STBG Transportation Alternatives Set Aside Program funds to metropolitan planning organizations (MPOs) serving larger 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 scoring projects that the MATPB will use to select and fund TA 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. Any policies not mentioned in this document, such as eligible project sponsors, follow WisDOT's policies. Projects in the Madison urban area are eligible for those statewide funds as well. WisDOT's TA guidelines, policies, procedures, and the application form that project sponsors must use are available on WisDOT's website at <http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx>. In addition to the WisDOT TAP application, sponsors of projects seeking MPO funding for projects in the Madison urban area must complete MATPB's Supplemental Application for TAP Funding, available at http://www.madisonareampo.org/planning/documents/Supplemental_TAP_Application2020_Approved.pdf.

MATPB Policies

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

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation;
- Enhancement of existing off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation (e.g. paving unpaved trails, or adding wayfinding to existing facilities);
- Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including stand-alone wayfinding and system enhancements such as bicycle fix-it-stations or rest areas;
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users; and
- Safe Routes to School (SRTS) non-infrastructure projects [SRTS infrastructure projects should be applied for as Bicycle/Pedestrian Infrastructure Projects].

Federally eligible projects for which MATPB will not utilize its TA funds include reconstruction of existing multi-use paths, recreational trails, and most “transportation enhancement” activities, including environmental mitigation, historic preservation, and scenic beautification (see 23 U.S.C. Section 133 (b) for the complete list of eligible project activities under federal law).

- 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 TA funds awarded by MATPB.

- 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	$P = 80 - ((X - 300,000) / 15,000)$
= or > \$600,000	60%

- Project Screening:

Beginning with the 2020 TAP application cycle, MATPB eliminated Project Readiness and Constructability from the scoring criteria and established project readiness as a screening criterion. Do not submit applications for funding for projects which do not meet the following requirements:

For Infrastructure Projects:

- The project will be ready for construction when scheduled. This means that at least some initial design work has been completed and it is beyond a purely conceptual stage. [TA projects are required to begin within 4 years of project award and be completed within six years.]

- There are no serious 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.]
- The project has the necessary financial commitment and local support so that it can begin to move forward immediately upon notice of funding.
- The project will be maintained for year-round use as appropriate (if not plowed in winter, it should be groomed or set for cross-country skiing or otherwise maintained for appropriate year-round use).
- The project will include appropriate wayfinding to ensure that it can be accessed and used conveniently, safely, and consistently.

For Safe Routes to School Non-Infrastructure Projects:

- The project is ready to move forward upon notice of funding.
[TAP projects are required to begin within 4 years of project award and be completed within six years.]
- The project has the necessary financial commitment and local support so that it can begin to move forward immediately.

Project Scoring Criteria - Bicycle/Pedestrian Infrastructure Projects

1. Enhances Mobility and Connectivity – 25%

Regional or Local/Neighborhood Importance – 10%

- Degree of importance to the regional pedestrian/bicycle system (i.e., located on the designated primary and secondary bicycle network or providing an important connection to this system).
[The MPO's [Bicycle Transportation Plan for the Madison Metropolitan Area & Dane County](#) (2015) used criteria to functionally classify the bicycle network (primary, secondary, other) and also identified and mapped high priority regional path projects. The planned bicycle facilities, functional class, and regional priority path maps were updated as part of the [Regional Transportation \(RTP\) 2050 for the Madison Metropolitan Area](#) (2017). See maps on pages D-22, D-25, and D-27. For a small local infrastructure improvement, degree of importance to neighborhood or school area pedestrian/bike connections will be considered.]

New or Missing Link, Network Extension, or Elimination of Barrier – 15%

- 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.
[See map of gaps and barriers within the regional bikeway network in the RTP 2050 on page D-26.]
- The project provides an important missing link in the low stress bicycle network.
[See the current Low-Stress Bicycle Network Map at <https://cityofmadison.maps.arcgis.com/apps/webappviewer/index.html?id=5d9b5793e6404b8c89872c06bd5f26c2>]
- 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 – 30%

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 (particularly low stress network).

Increases Access to Jobs, Services, and Other Destinations – 5%

- Important link in increasing walking and bicycling access to jobs, shopping, parks, schools, transit stops, or other services.

Quality of Life – 5%

- 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.

Environmental Justice and Health Equity – 12%

- The project improves pedestrian/bicycle access for environmental justice areas. [These include areas with concentrations of low income and minority populations and households with no motor vehicle available. See maps in Appendix D – EJ Analysis of the current [Transportation Improvement Program for the Madison Metropolitan Area & Dane County](#).]
- The project is located in an area with health disparities and limited access to active transportation options. [See Figure 10-3 on page 122 of the Bicycle Transportation Plan.]

3. Safety – 20%

Crash History, Documented Safety Problem, or other Safety and Accessibility – 20%

- 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 safety and accessibility for wide range of users.
- Improves the perception of safety where documented safety problems do not exist.

4. Cost Effectiveness -15%

Project Cost/Benefit – 10%

- Takes into account the overall benefits of the project based on the other criteria compared to the cost of the project.

Other Funding, Cost Efficiencies – 5%

- Maximizes use of available federal funds.
- 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.

5. Congestion Management – 5%

- The project will increase the attractiveness of pedestrian/bicycle travel in a corridor or area with significant peak period traffic congestion. [See RTP 2050 (pages D-13 to D-17) and [Congestion Management Process for the Madison Metropolitan Planning Area](#) (2011) for information on congested travel corridors and their traffic, transit, pedestrian/bicycle facility characteristics.]

6. Opportunity/Risk – 5%

- Is there a risk of a lost opportunity or loss of other funding if not selected in the current program cycle?
- 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.

Project Scoring Criteria - Safe Routes to School Non-Infrastructure Projects**1. Scope of Audience/Reach/Impact – 50%**

- 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 (10%).
- 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%).
- Project engages the broader community beyond the school, students, faculty/staff, and parents (10%).

2. Health, Safety and Environmental Justice – 50%

- The program or activities is/are located at schools with a high rate of students eligible for free and reduced lunches (20%).
- The program or activities foster(s) improved childhood health, reduced childhood obesity and encourages a healthy and active lifestyle (15%).
- The program or activities increase(s) real or perceived bicycle, pedestrian, and traffic safety (15%).