Attachment A: Selection Process for Surface Transportation Block Grant (STBG) – Urban Program

I. Introduction

The Infrastructure Investment & Jobs Act, also known as the Bipartisan Infrastructure Law, signed into law in November 2021, is the current federal transportation law, providing the policy and funding framework for state and metropolitan area transportation planning and project programming of federal funds. Under the metropolitan planning provisions of law, the Greater Madison MPO, as the designated Metropolitan Planning Organization (MPO) for the Madison Urban Area, is responsible for developing, in cooperation with the Wisconsin Department of Transportation (WisDOT), Metro Transit and other transit operators, a long-range Regional Transportation Plan (RTP) and a Transportation Improvement Program (TIP) for the Madison metropolitan area. The MPO's current RTP, adopted in May 2022, is *Connect Greater Madison*: 2050 Regional Transportation Plan (RTP).

The TIP is a coordinated listing of multi-modal transportation improvement projects programmed or budgeted for implementation during the next five-year period.[1] All projects within the Madison Metropolitan Planning Area involving federal funding or that are regionally significant (e.g., a new interchange, capacity change on regional roadway) must be included in the TIP. For coordination and public information purposes, the MPO also attempts to include other significant projects (e.g., roadway projects located on the regionally classified network) even if only state and/or local funding is being used. Projects in the TIP must be either specifically included in the RTP – in the case of major capacity expansion projects (e.g., added travel lanes, bus rapid transit) – or consistent with the goals, policy objectives, and general recommendations in the plan.

WisDOT and Metro Transit select the projects for the federal program funds that they control. For WisDOT this includes programs that fund state highway projects (e.g., National Highway Performance Program) and programs that fund local projects which WisDOT administers (e.g., Local Bridge, Highway Safety Improvement Program). These projects are submitted to the MPO for inclusion in the TIP. The MPO determines their consistency with the RTP and approves them as part of the TIP process.

As a large MPO (urbanized area population over 200,000), the MPO receives its own allocation of federal highway funding under the Surface Transportation Block Grant (STBG) (formerly named Surface Transportation Program or STP) program, which includes the Urban program and the Transportation Alternatives (TA) program set aside used to fund bicycle/pedestrian projects. Under the IIJA, the MPO now also receives its own allocation of funding under the Carbon Reduction program. The MPO scores and selects projects for funding under these programs using a set of approved screening and scoring criteria. Eligible applicants are Dane County and local units of government.

Most of the MPO's STBG – Urban funding has historically been used for local arterial street (re)construction projects, but STBG – Urban funding can be used for a wide variety of capital projects such as transit vehicles and bicycle/pedestrian projects and TDM programs such as the MPO's TDM program ("RoundTrip").

[1] The U.S. Department of Transportation considers the fifth year as informational.

II. 2015 and 2021 STBG (formerly STP) – Urban Program Policy and Scoring Criteria Revisions

The MPO conducted a comprehensive review and revision of its STBG – Urban program policies and project scoring criteria in 2014-2015. This was the first comprehensive review since the program policies and scoring criteria were first developed and adopted in the mid-1990s. The project scoring criteria were completely overhauled in order to provide more detailed information to applicants on how projects will be scored and provide more guidance in scoring projects. The changes were also made to better align the criteria with the MPO goals and policies in the Regional Transportation Plan.

Using a consistent framework of scoring categories, the project scoring system developed in 2015 uses different criteria tailored to the major types of potential projects (roadway, transit, bicycle/pedestrian, intelligent transportations systems or ITS). The scoring category weighting varies for some of the project types to reflect the relevance and significance of each category for those types of projects. Some revisions to the scoring categories and weights were made in 2021 and 2023 to reflect experience with the new project scoring system, new information, and to again better align the criteria with revised goals and policies in the Regional Transportation Plan 2050. The new *Connect Greater Madison plan* maintains the same core goals. The table included after section VI of this document shows the relationship between the RTP 2050 goals and policies and the scoring criteria categories.

The scoring system scale is the same for all projects, regardless of project type, with all capable of earning up to 100 points. This permits a general comparison of the strength of the different applications. However, because the criteria are different for the different types of projects the scoring system is not designed to permit a direct comparison of the scores for the different types of projects. The projects will only be ranked within each project category. The decision on the mix of projects to fund will be based on the MPO's STBG – Urban Program objectives outlined in Section IV below and priorities of the MPO in any given application cycle.

The following sections of this document outline the MPO's STBG – Urban program objectives and policies, process for selecting projects, and project screening and scoring criteria for evaluating project applications. Some minor revisions were made to the policies in 2019, 2021, and 2023.

III. Regional Transportation Plan and IIJA Goals

The following are the goals for the regional transportation system identified in the *Connect Greater Madison*: 2050 RTP:

1. Livable Communities
Create connected livable places linked to jobs, services, education, retail, and recreation through a multimodal transportation system that supports compact development patterns, increasing the viability of walking, bicycling, and public transit.

2. Safety
Ensure that the transportation system enables all people to get to where they need to go safely with an emphasis on enhanced protection for vulnerable roadway users through use of a safe systems approach, thereby helping to achieve the long-term goal of eliminating fatal and serious traffic injuries.

3. Prosperity
Build and maintain a transportation system that provides people with affordable access to jobs, enables the efficient movement of goods and services within the region and beyond, and supports and attracts diverse residents and businesses, creating a shared prosperity that provides economic opportunities for all.

4. Local Factors
Improve multi-modal access/mobility in local factor priority areas (i.e., areas identified as having unmet transportation infrastructure needs). Local factor priority areas may have concentrations of low-income populations.

5. Environmental Sustainability
Minimize transportation-related greenhouse gas emissions that contribute to global climate change; avoid, minimize,

and mitigate the environmental impacts of the transportation system on the natural environment and historic and cultural resources; and design and maintain a transportation system that is resilient in the face of climate change.

6. System Performance

Maximize the investment made in the existing transportation system by maintaining it in a state of good repair and harnessing technological advances; promote compact development and travel demand management to minimize new roadway lane-miles and maximize mobility options; and manage the system to maximize efficiency and reliability.

The federal transportation act, MAP-21 (2012), set in motion the requirement to implement a performance-driven, outcomes-based, transportation planning and decision-making process. The FAST Act carried over and built upon the national performance goals established in MAP-21, and the IIJA continues those goals.

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase accessibility and mobility for people and freight
- Protect and enhance the environment, promote energy conservation, and improve the quality of life for the community
- Promote consistency between transportation improvements and planned State and local growth and economic development patterns
- Enhance the integration and connectivity of the transportation system for all modes
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Enhance travel and tourism
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of transportation

IV. STBG – Urban Program Objectives and Policies

A. Objectives

The MPO will accept applications for most types of eligible projects under the STBG – Urban program. However, in an effort to maximize federal funding to the region and balance the needs of the different modes of transportation, the availability of alternative federal sources of funding for certain types of projects (e.g., STBG – Transportation Alternatives Set Aside Program for bicycle/pedestrian projects, Bridge Program, Highway Safety Improvement Program (HSIP) for certain safety projects, and FTA transit formula and discretionary programs for transit projects) will be considered in making project funding decisions.

The specific MPO objectives for the STBG – Urban program is to:

1) Fund the highest priority projects that will help achieve the goals and recommendations of the RTP as outlined in the *Connect Greater Madison*: 2050 Regional Transportation Plan (RTP), including sub-element plans, national

performance goals specified in the IIJA, and other regional performance measure goals as identified in the MPO's annual Performance Measures Report.

2) Evaluate candidate projects fairly, using appropriate criteria reflective of these goals and policy objectives, which are consistently applied.
3) Use performance-based standards to evaluate projects, where feasible.
4) Utilize STBG-Urban funds for projects with the highest need considering availability of other federal and state funding sources.
5) Maximize the amount of discretionary federal and state funding to the Madison metropolitan area, including HSIP and Bridge funds for roadway projects and STBG Transportation Alternatives Set Aside funds for bicycle/pedestrian projects.
6) Utilize STBG-Urban funds on projects that have demonstrated local support and commitment and will likely be ready to proceed when scheduled for construction.
7) Utilize STBG-Urban funds generally on larger-sized projects with significant beneficial impacts to the regional transportation system to ensure efficient utilization of both local and state administrative resources given the extensive requirements for federally funded projects.
8) While recognizing the above objective, also strive to achieve equity in funding of projects over time from a geographic standpoint. In part to achieve this objective, the MPO will seek to utilize on average up to 10% of its funding allocation on smaller, relatively low-cost projects over time (see Project Funding under Section B below). This percentage is likely to vary in any particular application cycle depending upon project applications received and prior project funding decisions.

B. Policies

Eligible Project Categories

The MPO will accept applications for most types of projects eligible for funding under the STBG-Urban program, as listed below:

1. Construction, reconstruction, rehabilitation, and operational improvements for roadways functionally classified as arterials or collectors, and bridges on roadways of all functional classifications, including improvements necessary to accommodate other modes of transportation and drainage systems for roadway runoff.
2. Capital costs for transit projects.
3. Construction or enhancement of multi-use paths and/or grade separated bicycle/pedestrian crossings of major barriers.
4. Roadway and transit safety infrastructure improvements, including projects related to intersections that have disproportionately high crash rates and/or high levels of congestion.
5. Capital and operating costs for traffic monitoring, management, and control facilities and programs.
6. Infrastructure-based intelligent transportation systems (ITS) capital improvements.
7. Surface transportation planning programs.
8. Transportation demand management (TDM) programs, including rideshare/carpool programs and establishment and provision of transportation services by Transportation Management Associations.

Federally eligible projects for which the MPO will not utilize its STBG-Urban funds include reconstruction of existing multi-use paths or recreational trails unless the project includes a substantial enhancement (e.g., paving, widening),

independent sidewalk projects (e.g., to comply with ADA), 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 Cost Categories:

The following are eligible costs for roadway projects under federal law and MPO policy:

1. Street/roadway construction*
2. Drainage systems needed to carry storm water runoff from street/roadway**
3. Sidewalks***
4. Multi-use path, grade separated ped/bike crossing in corridor (where appropriate)
5. Transit facilities (e.g., bus priority treatment, bus pad, bus pull-out, bench or shelter, park-and-ride lot), including real estate cost for transit stops/stations.
6. Park-and-ride facilities in conjunction with roadway or transit projects, including real estate cost.
7. Standard streetscape items (lighting, colored crosswalks, etc.)
8. Signs and signals (where warrants are met)
9. Standard landscaping items (street trees, plants, etc.)

* The needs of bicyclists and pedestrians must be considered for all roadway projects per MPO policy. Projects must comply with the MPO's "Complete Streets" policy.
** Expansion of storm water system for future/planned development is not an eligible cost, but the local unit of government can fund the difference with 100% local funds.
*** Local units of government may only assess for the local match.

Utilities (e.g., water, sewer) are not an eligible roadway project cost per federal law. Real estate acquisition, engineering/design, and compensable utility relocation are eligible costs per federal law, but not eligible under MPO policy in order to stretch the limited available federal funding. Exceptions: WisDOT design review costs and real estate costs for transit-related and park-and-ride facilities, as stated herein

Minimum/Maximum Project Cost Amounts

In order to ensure efficient utilization of state and local administrative resources given the significant additional requirements for federal projects and to fund projects with significant beneficial impacts, the MPO will apply the following total project cost minimums to STBG-Urban projects:

- Roadway Infrastructure Projects: $750,000
- Transit and Independent Pedestrian/Bicycle Infrastructure Projects: $300,000
- Transit Vehicle, Intelligent Transportation Systems (ITS), and other Capital Purchase Projects: $125,000
- Non-Infrastructure Projects (e.g., TDM programs): $75,000

There is no maximum project cost , but segmentation of projects over $10 million is strongly encouraged.

Project Funding

Per long-standing policy, the City of Madison's pedestrian/bicycle safety education program and the MPO Rideshare/TDM program will continue to receive an "off-the-top" allocation of total STBG-Urban funding. The allocation for the City of Madison's pedestrian/bicycle safety education program will be based on a 3% annual inflationary increase from previous year levels. The allocation for the MPO Rideshare/TDM program will be based on a 4% annual inflationary increase from previous year levels, starting with the 2024-2029 program cycle. No "off-the-top" allocation of funding will be provided for any other project at this time.

No set percentage or sub-allocation of funds will be directed toward particular types of projects (e.g., roadway preservation vs. capacity expansion or roadway vs. transit) in order to maintain maximum flexibility to fund the highest priority projects taking into account all other project funding sources and other program objectives.

The MPO will seek to allocate up to 10% of the available funds for projects with a total cost of no more than $3 million. The actual amount of funding allocated for small, lower cost projects will vary with each program cycle and will depend upon required funding for the highest scoring/priority projects, remaining funds available, number and strength of small project applications, and project funding in previous program cycles.

The MPO will utilize the project scores and ranking by project type and size as the primary basis for awarding project funding. Final decisions on the award of funding, including the distribution of funding between the different project types, will be based on the MPO's STBG-Urban program objectives outlined above.

Cost Share

In order to stretch the limited STBG-Urban funding available over a greater number of projects, the MPO generally requires more than the minimum 20% local match for federally funded projects. Under WisDOT local program policy guidance designed to comply with federal fiscal constraint requirements, the MPO is not able to maintain a "reserve or contingency" fund and therefore has little flexibility to increase funding for approved projects that increase in cost from the initial estimate. In order to mitigate the risk of cost increases and provide additional support for priority projects, the MPO reduced the required local share for projects from 50% to 40% for new projects programmed beginning with the 2016-2020 program cycle. The federal cost share was therefore increased from 50% to 60%. Beginning with the 2024-2029 program cycle, the federal share for new projects will be 65% and the local share will be 35%. This applies to all projects costing $1,000,000 or more. The standard minimum 20% local cost share will be applied for projects not exceeding $500,000. A sliding scale for cost share will be used for projects costing between $500,000 and $1,000,000 as outlined below.

Formula for computing the federal share:

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

Total Project Cost	Federal Share (Percentage)
< $500,000	80%
$500,000 - $1,000,000	P = 80-((X-500,000)/33,333.33))
> $1,000,000	65%

Conditional Project Approval

Major street construction projects involving capacity expansion, property acquisition, a railroad crossing, potential impacts to sensitive environmental areas or parkland, and/or other complicating factors can take five (5) years or more to complete the process from initial project concept to construction. Because of this and the limited flexibility under WisDOT policy for MPOs to modify the schedules and funding of approved projects, the MPO has adopted a policy providing for conditional approval of major projects beyond the current 5-year program cycle in limited cases for high scoring projects. By conditionally approving a project, the MPO is indicating that it will provide funding for the project in the subsequent program cycle if funding is available after funding already approved projects and any other higher priority projects that have also been conditionally approved (if more than one). New projects for which funding is applied for in the subsequent application cycle will not "bump" the conditionally approved project even if they have a higher score. Any conditional funding shall not exceed 75% of the anticipated funding available in the next program cycle.

The reason for this conditional approval policy is to provide assurances to a project sponsor that the project will eventually be funded so that the sponsor can feel comfortable investing local funds to begin the design and environmental study process for the project since per MPO policy such costs are not eligible for funding. The condition on which the project is approved is that the design process be far enough along at the time of the next funding cycle that it is reasonably certain the project will be able to be constructed in the year in which funding is programmed. The conditional approval applies only to the scope of the project at the time of the initial project application. Any major changes to the scope of the project or large increases in project cost would render the conditional approval invalid.

Project Management

Once projects are initially approved by the MPO, the projects are scheduled through a collaborative process that includes input from the local project sponsor and WisDOT, which manages the statewide STBG program for MPOs. The local project sponsor shall provide a schedule update (Environmental document, RE, DSR, PS&E, LET) as part of the annual TIP update process. Subsequent schedule changes must be approved by the MPO and WisDOT per WisDOT's Local Program Guidelines. WisDOT SW Region's Local Program Manager will work with local project sponsors and MPO staff through the project development process to ensure that projects stay on schedule for construction, or in the event of delays or unforeseen circumstances, to make adjustments to the schedule well ahead of construction. Any schedule change must be approved by the MPO and WisDOT.

If a project sponsor is not meeting the schedule for delivering a project, the MPO reserves the authority to withdraw approval of STBG-Urban funding for the project in order to maximize the MPO's allocation of current and future allocations of federal funding and/or avoid the risk of losing federal funding under WisDOT's program guidance. The project sponsor may also decide not to move forward with a project for various reasons. In this event, written notice to the MPO shall be provided as soon as possible to allow the funds to be reallocated to another project. In the event federal funding is removed from an STBG-Urban project under either of these circumstances, the MPO will follow its procedures for major amendments to the TIP, which calls for notice and a 30-day public comment period and hearing before the MPO Policy Board.

Reallocation of STBG-Urban Funds in the Event of a Project Delay or Cancellation

In the event the MPO must reallocate funding from one project to another due to project delays or cancellation of a project, the general priority for use of the funds is:

(a) Provide additional funding for already approved project(s) that are short of the maximum 60% federal funding share due to increases in the project cost estimate that are not the result of major changes in the scope of the project.
(b) Provide funding for new project(s) from the list of candidate projects from previous STBG-Urban application cycles if the project(s) are far enough along in the design process that they are reasonably likely to be ready for construction in the same year(s) as the funding is available.
(c) Provide additional funding up to the federal maximum of 80% for approved projects programmed in the year the funding is available.
(d) Provide funding for a new project not on the candidate project list that is reasonably likely to be ready in the same year(s) as the funding is available (e.g., roadway maintenance, bus or ITS equipment purchase).

The ability to follow these general priorities will depend upon the ability to move the funding from one year to another, amount of funding to be reallocated, cost of potential projects to be added, and other factors. In general, funding programmed within the following 2-3 years must be spent in the same year, otherwise the funding will be lost. Given the possibility of project delays or cancellations it is desirable to have projects that are ready or close to ready for construction that can be substituted for cancelled projects. Project sponsors are encouraged to continue to move projects forward through the federally required environmental study and design process even if they are not funded in a given program cycle if they score reasonably well in order to maintain some "on the shelf" projects.

V. Process

MPO staff initiates the process of soliciting applications for STBG-Urban program projects biennially in the spring of odd numbered years in conjunction with the WisDOT Local Program process. A five- to six-year program of projects is maintained with this process. Typically, with each program cycle projects will already be scheduled for the first three years and the biennial process will allow for any needed adjustment in the schedule for those projects. Funding will be available and awarded for the 4th and 5th (or in some cases 6th) year projects in the program.

The request for project applications typically goes out in April. Project applications are generally due in June. Project sponsors are strongly encouraged to meet with MPO and WisDOT SW Region staff well in advance of submitting an application to review the scope, timeline, potential complicating factors, cost estimate, etc.

MPO staff scores and ranks the projects by project type according to the criteria outlined below and make a recommendation on the projects to be funded. Funding is allocated to projects based on the cost share policy outlined above. The actual cost share for each project will depend upon the cost of all programmed projects and the MPO's funding allocation. Per WisDOT policy[2], all available funding must be programmed in each program cycle. Funding may not be reserved for cost increases or carried over from one program cycle to another. In cases where there is not sufficient funding to cover the full federal cost share per MPO policy, the local project sponsor may agree to contribute greater than the minimum local cost share but in no case can the federal cost share be less than 50% when the project is first approved and brought into the program.

The MPO's Technical Coordinating Committee (TCC) reviews the MPO staff's scoring of projects and recommendation regarding projects to be funded. The committee make an initial recommendation on the program of projects to the MPO Policy Board. The MPO Policy Board reviews and approves the preliminary program of projects, with any changes, for inclusion in the draft TIP distributed for public review and comment. Following the public review process, the TCC makes a final recommendation on the STBG projects and funding to the MPO Policy Board. The MPO Policy Board reviews and approves the TIP, including the STBG-Urban projects, for submittal to WisDOT for approval and inclusion in the Statewide TIP.

VI. Project Selection Criteria

Two types of criteria are used in the STBG project selection process: (a) screening criteria; and (b) scoring criteria.

Screening criteria are first used to ensure that the proposed projects meet eligibility requirements, are consistent with the adopted *Connect Greater Madison*: 2050 Regional Transportation Plan (RTP), have local policy body commitment, and have a reasonable expectation of being implemented in the schedule outlined or at a minimum the required time frame. Per WisDOT sunset policy, projects must be constructed and in final acceptance within six and a half years from the start of the year following project approval.

Scoring criteria are used to evaluate the merits of the projects. The scoring criteria have been designed to incorporate the goals of the *Connect Greater Madison*: 2050 Regional Transportation Plan and goals of the IIJA. Performance-based criteria have been used to the extent feasible while providing necessary flexibility in the evaluation of projects.

A. Project Application Screening Criteria

1. All projects must be included in or consistent with the *Connect Greater Madison*: 2050 Regional Transportation Plan, *Regional Intelligent Transportation Systems (ITS) Strategic Plan*, and other separate mode-specific elements of the plan such as the five-year Transit Development Plan and the Bicycle Transportation Plan.

[2] WisDOT administers the STBG-Urban funding program statewide for all MPOs and smaller urban areas.

2. All major roadway and transit capacity expansion projects must be listed by reference in the financially constrained *Connect Greater Madison*: 2050 Regional Transportation Plan.

3. All roadway projects must comply with the MPO's Complete Streets Policy, adopted by the Policy Board at their meeting on May 3, 2023. Sidewalks with ADA compliant curb ramps and appropriate bicycle accommodations are expected for projects in developed and developing areas with limited exceptions (e.g., real estate required and not feasible due to state law).

4. Projects are expected to have a reasonable cost relative to benefit in terms of helping achieve the RTP goals and policies and number of people served. Given limited available funding, project cost is a factor in making project funding recommendations.

5. For bus purchase projects, the transit agency shall maintain a maximum spare ratio of 20% of vehicles operated in peak or maximum fixed-route service after acquisition of the new buses. Any new buses resulting in that ratio being exceeded would not be eligible for funding.

6. Bicycle projects must be located on the MPO defined primary or secondary bikeway route system, or in an essentially parallel and equivalent corridor, to be eligible for funding.
   [Note: The bikeway network has been classified into primary, secondary, and local routes according to the function they serve or are planned to serve within the overall network. Primary routes are typically high volume, direct, longer distances routes that are comfortable for the majority of bicyclists and serve major destinations. Secondary routes fill in the gaps between primary bikeways and provide neighborhood access. They typically consist of lower use routes. Local routes provide access to the secondary and primary network.]

7. Projects shall not create significant adverse human health, environmental, social, or economic impacts or fail to avoid those impacts that could be avoided or mitigate unavoidable impacts.

8. Local Policy Body Commitment

The project must have the approval of the local policy body and a demonstrated commitment of financial resources to provide the required local funds for design and right of way (if needed) and local matching funds for construction in the schedule outlined. The commitment may be demonstrated by inclusion of the project in an approved capital budget plan or by local resolution approving the project application and committing local funds for the project. For multi-jurisdictional projects, an agreement in principle on cost sharing and future jurisdiction and maintenance must be reached within one year of approval of the project and demonstrated through a memorandum of understanding or similar document. Otherwise, approval of the project funded will be rescinded and the funding reallocated to other project(s) based on the policy outlined above.

9. Timely Implementation

In order to be considered for funding, projects must be fully scoped and applicants must demonstrate that the project has a high likelihood of being implemented within the proposed schedule. The WisDOT document at the following link, along with other factors such as the need for right of way acquisition, rail crossings, potential environmental issues, and the need for detailed traffic operations analysis, will be used as a general guide in determining whether or not the project is likely to be able to be implemented within the proposed schedule:
https://wisconsindot.gov/Documents/doing-bus/local-gov/astnce-pgms/highway/tools/definitions.pdf

According to this WisDOT guidance document, applicants should plan for up to two (2) years for design for simple resurfacing and pavement replacement projects and 4-5 years or more for reconstruction projects depending upon the scope and cost.

10. Financial Requirements

All projects must include reasonable, accurate cost estimates that are supported by an itemized project budget, which should be attached to the application. Cost estimates should be in current year dollars. The MPO will then use an annual inflation rate and the proposed year of construction to determine the funding award. The MPO will provide the contingency factor/percentage to use for projects depending upon the level of design completed. For projects that have not yet reached 30% design, this is typically 20-30% of construction cost. The purpose is to ensure consistency across applications and account for the uncertainty in cost estimates for projects at an early design phase.

For resources to aid in developing roadway project cost estimates, see local tools developed by WisDOT at the following link: http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/tools.aspx

Larger projects with construction proposed to be done in phases over multiple years must have a reasonable project phasing schedule. All sources of funding in addition to the requested STBG-Urban funds should be identified.

B. Project Scoring Criteria

The following tables (1) show the relationship between the RTP 2050 goals and policies and the scoring criteria categories and (2) provide the scoring criteria for the different potential major types of projects (roadway, transit infrastructure, bicycle/pedestrian, and ITS). Transit vehicle purchase projects are eligible for funding but will not be evaluated with a scored application. Background information on the planned use of new or replacement vehicles and purchase prioritization shall be provided by the applicant. Such projects will then be considered for funding along with the scored projects.

The scoring categories for the different project criteria are identical. The percentage weight given to each category varies for some categories to reflect the importance of the categories for those types of projects. See the table below, which lists the project scoring categories and total points assigned to them for each of the project types. The maximum total score for all projects is 100 points.

Relationship of Regional Transportation Plan (RTP) Goals and Policies to STBG - Urban Project Evaluation Criteria

	RTP Goal	Relevant Supporting Policies	STBG-U Project Criteria Category
1	Livable Communities	Promote walkable, mixed-use neighborhoods.	Multi-Modal; Environment; Local Factors
		Encourage growth in dev. areas, activity centers, and along transit corridors.	Regional Transp. System/Reg Dev. Framework
		Support the adoption of green and complete streets policies by local communities.	Multi-Modal; Safety; Environment; Local Factors
		Utilize context sensitive transportation facility design (i.e., street typology)	Multi-Modal; Environment; Local Factors
2	Safety	Address the safety and security of all users in planning, designing, building, and maintaining the transportation system.	Multi-Modal; Safety; Local Factors
		Support the adoption of local safety initiatives such as Vision Zero and efforts to identify intersection and corridor level systemic safety improvements (e.g., safety countermeasures).	Safety; System Preservation
		Retrofit existing transp. facilities that pose safety risks with safer, modern designs.	Safety; System Preservation
		Minimize conflicts between motorized and non-motorized traffic through lower roadway speeds where appropriate, safe crossings, and other means.	Multi-Modal; Safety; Local Factors
		Prioritize active transportation facility improvements that will improve access to jobs, schools, etc., and those located in areas with underserved populations.	Multi-Modal; Environment; Local Factors
		Promote and facilitate active transportation for short trips including maintenance of active transportation facilities.	Multi-Modal; System Preservation; Environment
		Manage access to the regional roadway system to preserve and improve safety and operational efficiency.	Congestion Mitigation. & TSM; Safety
		Employ ITS to improve safety and system reliability	Congestion Mitigation. & TSM; Safety
		Address security and resiliency needs related to the regional roadway system. Reduce vulnerability of transp. system to natural hazards.	Environment
3	Prosperity	Provide for efficient, reliable travel on regional roadways serving major employment centers and those critical to freight movement.	Regional Transp. System/Reg. Dev. Framework; Congestion Mitigation & TSM
		Support downtown Madison as the region's largest, most important activity center through improvements to its accessibility by transit and other modes.	Regional Transp. System/Reg. Dev. Framework; Multi-Modal
		Provide convenient, inexpensive transportation options that allow HHs to go car-light or car-free.	Multi-Modal; Environment
		Encourage redevelopment of established employment/activity centers and major transit corridors.	Regional Transp. System/Reg. Dev. Framework
		Provide efficient freight access to regional roadways, railroad, and the airport.	Regional Transp. System/Reg. Dev. Framework; Congestion Mitigation & TSM
		Integrate local public transit with intercity service and facilities such as the airport. Improve multi-modal access to the airport.	Multi-Modal

	RTP Goal (cont.)	Relevant Supporting Policies (cont.)	STBG-U Project Criteria Category (cont.)
4	Local Factors	Provide convenient, affordable transportation options that enable people of all ages and abilities to access jobs, services, and other destinations.	Multi-Modal; Environment; Local Factors
		Improve transit accessibility to jobs, especially in transit dependent areas.	Multi-Modal; Environment; Local Factors
		Prioritize transit service expansions and adjustments that serve the needs of populations living in areas with unmet transportation infrastructure needs.	Multi-Modal; Environment; Local Factors
		Seek meaningful community input from all groups in the transportation planning process, including those living in areas which have been identified as having unmet transportation infrastructure needs	Local Factors
		Ensure benefits of regional transportation system investments are fairly distributed and that environmental/health impacts do not disproportionately impact local factor priority areas (i.e., areas with concentrations of low-income populations).	Local Factors; Environment
		Plan for, support, and implement the strategic expansion of the bike share program by increasing the coverage area and the density of stations.	Multi-Modal; Environment; Local Factors
		Retrofit existing transportation facilities to make them ADA compliant.	Local Factors; Multi-Modal Screening Criterion
5	Environmental Sustainability	Design and build sustainable transportation infrastructure.	Environment
		Incorporate green streets elements into street (re)construction where feasible.	Environment
		Pursue ITS technologies to improve traffic flow, make transit and bicycling easier and more convenient.	Congestion Mitigation & TSM; Multi-Modal
		Develop a transportation system resilient in the face of climate change and rising fuel prices in the future.	Environment; Multi-Modal
		Promote electric vehicle charging infrastructure to reduce greenhouse gas emissions.	Environment
		Promote transition to low and no emission fuels for vehicles.	Environment
6	System Performance	Encourage development in identified transp./transit corridors and activity centers.	Regional Transp. System/Reg. Dev. Framework
		Utilize transportation systems management and operations strategies to maximum efficiency and reliability for all modes.	Congestion Mitigation & TSM
		Identify, prioritize, and implement corridor and intersection TSM projects to improve traffic and transit operations and safety on the arterial roadway system.	Congestion Mitigation & TSM, Safety
		Manage access to the regional roadway system to preserve and improve operational efficiency.	Congestion Mitigation & TSM
		Seek to provide and maintain an acceptable level of service for all travel modes.	Congestion Mitigation & TSM
		Utilize ITS to make travel by all modes more reliable and convenient.	Congestion Mitigation & TSM
		Prioritize capacity investment on critical bottlenecks and corridors that serve regional employment centers.	Regional Transp. System/Reg. Dev. Framework; Congestion Mitigation & TSM

STBG-Urban Project Scoring System

	Category	Scoring System			
		Roadway	Transit (Infrastr.)	ITS	Bike
1	Importance to Regional Transportation System and Supports Regional Development Framework	18	25	15	25
2	System Preservation	20	15	5	5
3	Congestion Mitigation/TSM	12	15	20	5
4	Safety Enhancement	20	5	20	20
5	Enhancement of Multi-modal Options/Service	12	15	15	25
6	Environment	8	10	15	5
7	Local Factors	10	15	10	15
	Total	100	100	100	100

Note: The Transit (Bus Purchase) project type was removed as a scored project type.
Applications requesting bus purchase funding will be evaluated but not scored.

Roadway Projects

1. Importance to Regional Transportation System and Supports Regional Development Framework – 18 Points Total		
Criteria	**Points**	**Scoring Guidelines**
• Roadway Functional Class: The Greater Madison MPO Functional Classification System map assigns the following functional classifications to roadways within the urban area: Principal Arterial, Minor Arterial, and Collector. The functional classification defines the role the roadway plays (mobility, connectivity, accessibility) in serving travel needs through the regional network. See link to map below: https://www.cityofmadison.com/mpo/documents/print-maps/transportation-infrastructure/FunctionalClassesDaneCountyCurrentRds.pdff CountyCurrentRds.pdf	3 – 9	Principal Arterial: 9 Points Minor Arterial: 6 Points Collector: 3 Points
• Freight Route: The project is located on a freight route as identified on the Truck Routes and Truck Volume map below: https://www.cityofmadison.com/mpo/documents/print-maps/transportation-usage--performance/Truck_Vol_2019%20%281%29.pdf ercent.pdf [Note: "Key" locations are those with higher truck volumes and/or serving industrial parks.]	0 – 3	Freight Route: 3 Points if key location, 1-2 point otherwise Non-Freight Route: 0 Points
Supports Employment or Mixed-Use Center and/or Serves Mixed-Use Corridor: • The project is located within or serves an existing or planned employment or mixed-use center or corridor. [Note: See map of existing and planned centers, page 2-11 of the Regional Transportation Plan 2050. Will update with map from Regional Development Framework being prepared.] • The project improves multi-modal accessibility and connectivity to employment and/or mixed-use center or corridor.	0 – 6	Project serves an existing regional employment center or mixed-use center or corridor: 6 Points Project serves an existing local employment or mixed-use center or community corridor: 4 Points Project serves a planned regional employment or mixed-use center: 2 Points Project does not serve an existing or planned center or corridor: 0 Points

2. System Preservation – 20 Points Total		
Criteria	**Points**	**Scoring Guidelines**
• Pavement Condition: The current weighted average (by segment length) pavement condition for the candidate roadway project. [Note: Calculation: (The PASER rating for segment "s") * (length of segment "s" / total project length) for all segments. Sum all figures to obtain a weighted PASER rating average.]	0 – 20	See table below.

Rating/Points Table	
Avg. PASER Rating	Points
1 - 3	20
4 - 5	18-16
6 - 7	12-10
8 - 10	0

3. Congestion Mitigation & Transportation System Management (TSM) – 12 Points Total		
Criteria	**Points**	**Scoring Guidelines**
Congestion Mitigation/TSM: • Level of existing traffic congestion and extent to which the project improves travel times or traffic flow conditions by (a) providing additional motor vehicle capacity; and/or (b) providing transit and/or non-motorized facility improvements, increasing the attractiveness of those modes of transportation. • The extent to which the project reduces intersection delay through improved traffic signal operations (better coordination and/or signal equipment upgrades, including responsive signal controls) and/or through intersection design changes (e.g., addition or lengthening of turn bays). • The project provides or improves an alternative or parallel route to an existing congested roadway or intersection, thereby improving the operational performance/efficiency of that congested facility. • The project improves roadway access management (e.g., addition of a median) in a manner that improves the capacity of the roadway. Note: Project that do not include capacity expansion or TSM component will not receive points under this criteria.	0 – 12	(See tables below, which show the points that will be awarded based on the existing and near-term future projected traffic congestion and the extent to which the project will reduce congestion/ improve traffic operations.)

Estimated Planning Level Arterial/Collector Roadway Design Capacity	
Roadway Facility Type (Signalized Arterial)	Design Capacity (vehicles per 24 hours)
Two Lane Undivided	16,000
Two Lane Divided	17,500
Four Lane Undivided	31,000
Four Lane Divided	34,000
Six Lane Divided	48,000

Source – WisDOT. "Capacity" is Level of Service E threshold for signalized urban street. Calculations based on *TRB Highway Capacity Manual (6th edition)*.

V/C Ratio Points Table for Corridor Projects	
V/C Ratio	Points
<0.70	0
0.70 – 0.79	Up to 8
0.8 – 0.99	Up to 10
1.0 or greater	Up to 12

LOS Points Table for Intersection Projects		
Control Delay (s/veh)	LOS	Points
≤20	A – B	0
>20-35	C	0
>35-55	D	Up to 8
>55-80	E	Up to 10
>80	F	Up to 12

4. Safety Enhancement – 20 Points Total		
Criteria	**Points**	**Scoring Guidelines**

Project Tier:
• Tier 1-Project includes a high severity crash segment or intersection (Using 5-year crash history)
  ○ A crash history with 1 or more fatalities; or
  ○ 3 or more Type A crashes; or
  ○ 1 or more Type B or higher bike/ped crash
• Tier 2- Project does not include a high severity crash segment or intersection but has a documented crash history or safety problem.
 	
Crash history will be weighted by the EPDO Index developed for the Intersection Safety Screening Analysis
	-	**Severity:** **Weight-EPDO Index**
		
		K: Fatal 155.5
		A: Incapacitating 16.0
		B: Non-Incapacitating 4.4
		C: Possible Injury 2.3
		O:Property Damage 1.0

Potential Crash Reduction Impact of the Proposed Roadway Improvement(s): • Extent to which the project addresses documented safety concerns and the estimated impact the improvement(s) will have in reducing motorist, bicyclist, and/or pedestrian crashes based on crash modification factor (CMF) of the countermeasure(s). [Note: See http://www.cmfclearinghouse.org/. The CMF Clearinghouse presents both CMFs and CRFs, or Crash Reduction Factors. The difference is that CRF provides an estimate of the percentage reduction in crashes, while CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given improvement. Mathematically, CMF = 1 - (CRF/100).]	0 – 20	High-Impact Safety Improvements: Tier 1: Up to 20 Points Tier 2: Up to 15 points Medium-Impact Safety Improvements: Tier 1: Up to 15 points Tier 2: Up to 10 points Minimal-Impact Safety Improvements Tier 1: Up to 10 points Tier 2: Up to 5 points Project does not include a safety countermeasure: 0 Points

5. Enhancement of Multi-Modal Options – 12 Points Total		
Criteria	**Points**	**Scoring Guidelines**
Pedestrian Facilities: • Extent to which the project enhances pedestrian street crossing facilities (e.g., pedestrian refuge islands, mid-block crossing), and/or traffic signals (e.g., pedestrian countdown, HAWK beacon, RRFB beacon). [Note: Projects are generally expected to provide sidewalks and ADA compliant curb ramps in compliance with the MPO's complete streets policy.]	0 – 2	Project incorporates significant pedestrian street crossing improvements: 2 Points Project incorporates minor pedestrian street crossing improvements: 1 Point Project incorporates no pedestrian facility improvements: 0 Points
Bicycle Facilities – Level of Traffic Stress (LTS): • The project provides a new link (segment, grade-separated crossing) in the low-stress bikeway system, connecting residential neighborhoods, employment centers, or other destinations to the existing low-stress network, where other reasonably direct, low-stress route alternatives do not exist. Note: See Low Stress Bike Route Finder at: https://cityofmadison.maps.arcgis.com/apps/webappviewer/index.html?id=cb7a2e78477044c19bf6a5eaa1820e38	0 – 6	Up to 4 points for new links of LTS 2 and up to 6 points for new links of LTS 1, depending on length and impact on regional low-stress network connectivity. 2 points for reducing LTS on roadway from 4 to 3.
Transit Facilities/Route: • The project includes a bus lane or other transit priority improvement(s) (e.g., bus queue jump at intersection, transit signal priority), bus stop improvements and/or amenities (e.g., in lane bus stop, improvements, ADA compliant bus pads), and/or, new sidewalk connection to route) to improve transit travel time, reliability, and/or attractiveness, and/or accessibility. • The project is located on a bus route and will improve transit as well as motor vehicle operations.	0 – 4	Project accommodates and provides significant benefits to transit (e.g., bus lanes or other priority treatment): 4 Points Project provides new or improved bus stops and/or new sidewalk connection to route: 2 Points

		Project is located on a bus route and provides some benefits (e.g., improved traffic flow, relocated bus stop or enhanced bus stops): 1 Point Project is not located on a bus route: 0 Points

6. Environment– 8 Points Total		
Criteria		**Scoring Guidelines**
Use of Alternative Modes: • Extent to which project enhancements to alternative transportation options are likely to be used based on existing and estimated future transit ridership and bicycling and walking levels, and extent to which this is likely to result in a shift to these modes and reduced vehicle trips/VMT.	0 – 4	High transit, bicycling, walking levels which project will increase: 3 - 4 Points High levels, but modest impact from project; Moderate existing or projected levels which project will increase: 1 - 2 Points Minimal or no impact on use of alternative modes: 0 Points
• The extent to which the project is anticipated to improve storm water control through rain garden, infiltration, TSS, or catch basin.	0 – 4	Maximum points for projects that have high potential/plans to significantly improve storm water control.

7. Local Factors– 10 Points Total		
Criteria	**Points**	**Scoring Guidelines**
Local Factors: • The project improves multi-modal access/mobility and/or otherwise improves livability for local priority areas. Note: These include areas with concentrations of low-income populations. See map at the following link: https://experience.arcgis.com/experience/2f25ab693a074d87a16555137a747fc6	0 – 10	Maximum points will be awarded for projects located in/connecting to and directly benefiting an MPO Tier 1 local priority area. Up to 6 points will be awarded for projects located in/connecting to and directly benefiting an MPO Tier 2 local priority area or an area identified as a priority area by the project sponsor.

Transit Infrastructure Projects (Excluding Bus Purchases)

May 3, 2023

1. Importance to Regional Transportation System and Regional Development Framework– 25 Points Total		
Criteria	**Points**	**Scoring**
Category of Bus Route(s) Served: • Metro's fixed routes can be categorized according to the function they serve within the overall transit system. "Core" routes operate in high volume corridors through the central area and form the backbone of the system. This includes the planned BRT system; "commuter" routes serve major employer centers, adding service frequency during commute periods and often providing faster service; "peripheral" routes connect outlying areas to the transfer points; and "circulator" routes serve short trips within activity centers or between nearby neighborhoods and the centers.	1 – 5	Project affects planned BRT routes: 5 points. Project affects other core routes or network segments with all day service: 3 points. Project affects route segment with only commuter or peripheral route service part of the day: 1 Point
Transit Level of Service: • Number of daily bus trips (peak and off-peak) affected by the project (both current and anticipated future, if new service is planned).	1 – 5	10+ buses/hour during weekday peak, 5+ off-peak, and 2+ weekends: 5 Points 6+ buses peak, 3+ off-peak, and 2+ weekends: 4 Points 4+ peak, 2+ off-peak, 1+ weekends: 3 Points 2+ peak, 1+ off-peak/weekend: 1 Point Weekday peak period service only: 0 Points
Passenger Boardings: • Number of passenger boardings per day on all route(s) affected by the project (both current and anticipated future boardings, if new service planned).	0 – 5	>6,000: 5 Points 1 Point per 1,000 rounded up (after 1,000) to 6,000 < 1,000: 0 Points
Supports Employment or Mixed-Use Center or Corridor: • The project is located within or serves an existing or planned employment center or mixed-use center or corridor. [Note: See map of existing and planned centers, page 2-11 of the Regional Transportation Plan 2050. Will update with map from Regional Development Framework being prepared.] • The project improves multi-modal accessibility and connectivity to employment center or mixed-use center or corridor.	0 – 10	Project serves an existing regional employment or mixed-use center or corridor: 8-10 Points Project serves an existing local employment or mixed-use center or corridor: 5-7 Points Project serves a developing/planned regional employment or mixed-use center or corridor: 3-4 Points

		Project serves a developing/planned local employment or mixed-use center or corridor: 1-2 Points Project does not serve an employment or mixed-use center or corridor: 0 Points

2. System Preservation – 15 Points Total		
Criteria	**Points**	**Scoring**
• The project will help maintain the reliability of transit service or address facility maintenance or expansion needs (e.g., bus queue jump(s), bus shelter replacement, transfer center or PNR lot construction/expansion). • The project will preserve the viability of existing transit facilities.	0 – 15	Maximum points awarded for projects that significantly improve transit reliability/schedule adherence and/or replace, improve, or expand facilities that are past their useful life, in disrepair, under capacity, and/or do not meet current design standards.

3. Congestion Mitigation & Transportation System Management (TSM) – 15 Points Total		
Criteria	**Points**	**Scoring**
<u>Congestion Mitigation/TSM:</u> • Level of existing traffic congestion in the affected corridor(s) and the extent to which the project mitigates that congestion by enhancing the attractiveness of transit service. • Capacity issues with facilities or service(s) and the extent to which the project addresses the issue(s) by expanding the capacity or operational efficiency of them. • The project improves the operational performance/efficiency of existing transit route(s) in congested corridors (e.g., decrease in travel times, increase in on-time performance). Examples include transit runningway improvements, consolidation and/or relocation of bus stops, and construction or removal (to create dedicated bus lanes) of bus bulb-outs. • The project implements ITS strategies that improve the operational efficiency and/or attractiveness of transit service. Examples include transit signal priority, dynamic message signs that display real-time bus schedule information, fare collection systems, passenger counting systems, and other data and reporting mechanisms that make or can be used to make the transit system more efficient.	0 – 15	Maximum points for projects in congested corridors that increase the attractiveness of transit by providing facilities, amenities, or information and/or improving the operational performance (travel time, schedule adherence) of transit service.

4. Safety Enhancement – 5 Points Total		
Criteria		**Scoring**
Safety Enhancements: • Extent to which the project addresses passenger, driver, or maintenance staff safety or security concerns (e.g., moving bus stops, adding cameras to transit facilities, improving bus communications/safety monitoring, modifying maintenance facilities to improve safety).	0 – 5	Maximum points for projects that significantly improve passenger safety on vehicles or at high ridership locations, or address documented driver or maintenance staff safety issues.

5. Enhancement of Multi-Modal Options/Service – 15 Points Total		
Criteria	**Points**	**Scoring**
Transit Connections: • The project improves connections between transit and other modes of transportation (e.g., increases opportunities for bicycle storage at major bus stops/stations, park-and-ride lot/facility). • The project enhances transfer station or bus stop facilities/amenities.	0 – 5	Maximum points for projects that accommodate and provide significant improvements to multi-modal transit connections
Transit Facilities: • The project includes transit runningway improvements or other transit improvements (e.g., in-lane bus stops, bus queue jump, transit signal priority) and/or amenities that reduce transit travel times, improve on-time performance, and/or otherwise increase the attractiveness of transit.	0 – 10	Maximum points for projects that accommodate and provide significant benefits to transit operations

6. Environment–10 Points Total		
Criteria		**Scoring**
Existing/Projected Use of Transit: • Extent to which project is likely to result in increased transit ridership and reduced vehicle trips/VMT.	0 – 10	High transit levels in corridor(s)/area(s) which project will increase: 7-10 Points High levels, but modest impact from project; Moderate existing or projected levels which project will increase: 4-6 Points; Low levels, but project will increase: 1-3 Points

7. Local Factors – 15 Points Total		
Criterion	**Points**	**Scoring**
Local Factors: • The project improves accessibility of the transit system through upgrades to existing fixed-route buses or bus stops for local priority areas. • The project is provides improved transit access and mobility and/or otherwise improves the attractiveness of transit service for local priority areas. Note: These include areas with concentrations of low-income populations. See map at the following link: https://experience.arcgis.com/experience/2f25ab693a074d87a16555137a747fc6	0 – 10	Maximum points will be awarded for projects located in/connecting to and directly benefiting an MPO Tier 1 local priority area. Up to 6 points will be awarded for projects located in/connecting to and directly benefiting an MPO Tier 2 local priority area or a priority area identified by the project sponsor.
Public Health: • The project provides public health benefits (e.g., provides community/social space or improved access to parks/open space, improves access to health care or other services, healthy food resources, etc., provides opportunities for physical activity, improves safety, etc.).	0 – 5	Maximum points awarded to projects that provide public health benefits.

Bicycle/Pedestrian Facility Projects

1. Importance to Regional Transportation System and Supports Regional Development Framework – 25 Points Total		
Criteria	**Points**	**Scoring Guidelines**
• System Connectivity and Continuity: The project provides a new link (segment, grade-separated crossing) in the low-stress bikeway system, connecting residential neighborhoods, employment centers, or other destinations to the existing low-stress network, where other reasonably direct, low-stress route alternatives do not exist. Note: See Low Stress Bike Route Finder at: https://cityofmadison.maps.arcgis.com/apps/webappviewer/index.html?id=cb7a2e78477044c19bf6a5eaa1820e38	0 – 20	Up to 17 points for new links of LTS 2 and up to 20 points for new links of LTS 1, depending on length and impact on regional low-stress network connectivity.
• The project provides bicycling and walking opportunities in areas of natural, cultural, or historic interest, enhancing use of the facility for recreational as well as transportation purposes.	0 – 5	Maximum points for projects that utilize natural etc. areas, providing high quality recreational opportunities

2. System Preservation – 5 Points Total		
Criteria	**Points**	**Scoring Guidelines**
Facility Maintenance: • The project sponsor has a bicycle facility pavement condition monitoring and maintenance program. • The project sponsor has a winter bike facility maintenance program and the facility will be maintained year round.	0 – 5	Maximum points for projects with sponsors with an effective pavement/facility monitoring and maintenance program, and a high-quality year-round maintenance program

3. Congestion Mitigation/TSM – 5 Points Total		
Criteria	**Points**	**Scoring Guidelines**
• The project will increase the attractiveness of bicycle/pedestrian travel in a corridor or area with significant existing peak period traffic congestion. • The project will improve access to transit stops in a corridor or area with significant existing peak period traffic congestion.	0 – 5	

4. Safety Enhancement – 20 Points Total		
Criteria		**Scoring Guidelines**
• The project is located in a corridor or area with a history of bicycle/pedestrian crashes, and the project addresses the safety problem(s) or issue(s). • The project addresses a documented hazardous condition that discourages bicyclists from using the facility or corridor. • The project addresses perceived hazardous condition that discourages bicyclists from using the facility or corridor. • The project addresses a network deficiency identified in a Safe Routes to School Plan.	0 – 10	Maximum points for projects that address an existing major safety problem based on number of crashes relative to use and/or a documented safety issue.
• The project provides a facility that is suitable for less experienced, skilled bicyclists.	0 – 10	Maximum points for projects providing an off-street facility in a corridor without an existing low-stress alternative.

5. Enhancement of Multi-modal Options – 25 Points Total		
Criteria	**Points**	**Scoring Guidelines**
<u>Population Served:</u> • The project serves a large number of people based on population within 0.5 to 1 mile of the facility, location of the facility within the overall bikeway network, and location within the region and community.	0 – 13	Maximum points for projects with a large population within a relatively short distance of the facility or likely to make use of the facility due to its location.
<u>Destinations Served:</u> • The project serves to increase bicycling and walking access to jobs, services, schools, shopping, parks/recreational facilities, and/or entertainment.	0 – 12	Maximum points for projects providing access to regional or local mixed-use or employment/activity centers, community facilities, and services.

6. Environment– 5 Points Total		
Criterion		**Scoring Guidelines**
<u>Use of Alternative Modes:</u> • Extent to which the project will result in an increase in bicycling, walking, and transit trips for transportation purposes, resulting in reduced motor vehicle trips/VMT.	0 – 5	

7. Local Factors – 15 Points Total		
Criteria	**Points**	**Scoring Guidelines**
Local Factors: • The project improves bicycle/pedestrian access/mobility for local priority areas. Note: These include areas with concentrations of low-income populations. See map at the following link: https://experience.arcgis.com/experience/2f25ab693a074d87a16555137a747fc6	0 –12	Maximum points will be awarded for projects located in/connecting to and directly benefiting an MPO Tier 1 Local priority area. Up to 7 points will be awarded for projects located in/connecting to and directly benefiting an MPO Tier 2 local priority area or an area identified as a priority area by the project sponsor.
Public Health: • The project improves bicycle/pedestrian/transit access to parks/open space, health care or other services, healthy food resources, etc.	0 – 3	Maximum points awarded to projects that will provide improved access to healthy food resources, health care, and active recreation opportunities.

Intelligent Transportation Systems
(ITS) Projects

1. Importance to Regional Transportation System and Supports Regional Development Framework– 15 Points Total		
Criteria	**Points**	**Scoring Guidelines**
• Roadway Functional Class: The Greater Madison MPO Functional Classification System map assigns the following functional classifications to roadways within the urban area: Principal Arterial, Minor Arterial, and Collector. The functional classification defines the role the roadway plays (mobility, connectivity, accessibility) in serving travel needs through the regional network. See link to map below. https://www.cityofmadison.com/mpo/documents/print-maps/transportation-infrastructure/FunctionalClassesDaneCountyCurrentRds.pdf aneCountyCurrentRds.pdf	3 – 6	Principal Arterial: 6 Points Minor Arterial: 3 Points Collector: 0 Points
• Freight Route: The project is located on or would benefit a freight route, or would otherwise improve the reliability of truck or rail movements. For routes, see link to Truck Routes and Truck Volume map below: https://www.cityofmadison.com/mpo/documents/print-maps/transportation-usage--performance/Truck_Vol_2019%20%281%29.pdf Note: "Key" routes include those serving industrial parks or other locations with relatively high truck volumes.	0 – 3	Project located on or benefits key freight route location(s): 3 Points Project provides minor improvements to freight system/ freight movements: 1-2 Points Non-freight route or no freight-related improvements: 0 Points
Supports Employment or Mixed-Use Center, and/or Serves Mixed-Use Corridor: • The project is located within or serves an existing or planned employment or mixed-use center or corridor. [Note: See map of existing and planned centers, page 2-11 of the Regional Transportation Plan 2050. Will update with map from Regional Development Framework being prepared.] • The project improves multi-modal accessibility and connectivity to employment and/or mixed-use center or corridor.	0 – 6	Project serves an existing regional employment center or mixed-use center or corridor: 6 Points Project serves an existing local employment or mixed-use center or corridor: 4 Points Project serves a planned regional employment or mixed-use center: 2 Points Project does not serve an existing or planned employment or mixed-use corridor: 0 Points

2. System Preservation – 5 Points Total		
Criterion	**Points**	**Scoring Guidelines**
• The project will help preserve the viability of existing transportation infrastructure. • The project improves ability to maintain the roadway (e.g., winter snow/ice clearing) or transit system/vehicles.	0 – 5	

3. Congestion Mitigation & Transportation System Management – 20 Points Total		
Criteria	**Points**	**Scoring Guidelines**
Congestion Mitigation/TSM: • Overall level of existing recurring and non-recurring traffic congestion and extent to which the project mitigates it, improving travel times or traffic flow conditions. [Note: The level of traffic congestion will be measured based on the best data available, including volume-to-capacity ratio (using AAWT and planning level capacities in the regional travel model – see tables in Roadway Projects criteria), intersection Level of Service during the peak periods, and congested travel speeds.] • The project will reduce intersection delay through improved traffic signal operations (better coordination and/or signal equipment upgrades, including responsive signal controls). • The project will reduce congestion caused by incidents and special events through improved traffic control operations, real-time information systems (travel time, transit service, parking availability, etc.), improved incident response/management, or other strategies. • The project will increase the attractiveness of transit, ridesharing, bicycling, and/or walking in congested areas or corridors through enhanced signal operations (e.g., transit signal priority, adding detection for bicyclists, etc.), real-time information systems, or other strategies. • The project will provide data that will assist in identifying and addressing problem congestion areas or intersections for all transportation modes.	0 – 20	Maximum points for projects that significantly mitigate recurring and non-recurring congestion in one or more of the most congested local arterial corridors.

4. Safety Enhancement – 20 Points Total		
Criteria		**Scoring Guidelines**

Project Tier:
• Tier 1-Project includes a high severity crash segment or intersection (Using 5-year crash history)
  ○ A crash history with 1 or more fatalities; or
  ○ 3 or more Type A crashes; or
  ○ 1 or more Type B or higher bike/ped crash
• Tier 2- Project does not include a high severity crash segment or intersection but has a documented crash history or safety problem.
Crash history will be weighted by the EPDO Index developed for the Intersection Safety Screening Analysis
	-	Severity: Weight-EPDO Index
		K: Fatal 155.5
		A: Incapacitating 16.0
		B: Non-Incapacitating 4.4
		C: Possible Injury 2.3
		O:Property Damage 1.0

Potential Crash Reduction Impact of the Proposed Roadway Improvement(s): • Extent to which the project addresses documented safety concerns and the estimated impact the improvement(s) will have in reducing motorist, bicyclist, and/or pedestrian crashes based on crash modification factor (CMF) of the countermeasure(s). [Note: See http://www.cmfclearinghouse.org. The CMF Clearinghouse presents both CMFs and CRFs, or Crash Reduction Factors. The difference is that CRF provides an estimate of the percentage reduction in crashes, while CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given improvement. Mathematically, CMF = 1 - (CRF/100).]	0 – 20	High-Impact Safety Improvements: Tier 1: Up to 20 Points Tier 2: Up to 15 points Medium-Impact Safety Improvements: Tier 1: Up to 15 points Tier 2: Up to 10 points Minimal-Impact Safety Improvements Tier 1: Up to 10 points Tier 2: Up to 5 points Project does not include a safety countermeasure: 0 Points

5. Enhancement of Multi-Modal Options –15 Points Total		
Criteria	**Points**	**Scoring Guidelines**
Pedestrian and Bicycle Facilities: • The project includes ITS infrastructure that will increase the convenience and attractiveness of bicycling and walking (e.g., pedestrian signals or warning lights, pedestrian and bicyclist detection devices, etc).	0 – 4	Project accommodates and provides significant benefits to pedestrians and bicyclists: 3-4 Points Project accommodates and provides limited benefits to pedestrians and bicyclists: 2 Points Project accommodates, provides limited benefits to pedestrians only: 1 Points No additional or improved accommodations for pedestrians or bicyclists: 0 Points
Transit Facilities: • The project includes ITS infrastructure (e.g., transit signal priority, real time information systems, fare collection systems, etc.) that will improve transit travel time, reliability, and/or attractiveness.	0 – 8	Project accommodates and provides significant benefits to transit (e.g., transit signal priority): 8 Points Project provides some benefits (e.g., fare collection systems): 4 Points Project is located on a bus route and thus benefits transit to limited degree (e.g., improving traffic flow): 2 Points

		Project is not located on a bus route: 0 Points
Data Collection: • The project includes ITS infrastructure that will improve data collection for alternative transportation modes needed for planning and project design purposes.	0 – 3	Project provides significant benefits in terms of archived data: 3 Points Project provides some benefits (e.g., fare collection systems): 2 Points Project is located on a bus route and thus benefits transit to limited degree (e.g., improving traffic flow): 1 Point Project is not located on a bus route: 0 Points

6. Environment – 15 Points Total		
Criteria		**Scoring Guidelines**
Impact on Use of Alternative Modes: • Extent to which project is likely to result in increased transit ridership and bicycling and walking levels and therefore reduced vehicle trips/VMT.	0 – 10	Significant impact on transit, bicycling, and walking levels: 7-10 Points Modest impact: 4-6 Points Limited or no impact: 0-3 Points
Impact on Fuel Use/Emissions and Groundwater Quality: • Extent to which the project will reduce fuel consumption and vehicle emissions through improved traffic flow (e.g., less stop/start conditions) and/or reduced non-recurring congestion caused by incidents and special events. • Extent to which project will reduce salt and other chemical usage for winter maintenance, improving ground water quality and roadside vegetation.	0 – 5	Significant estimated impact on fuel use/vehicle emissions and/or salt/chemical usage based on studies: 4-5 Points Modest impact: 1-3 Points No impact: 0 Points

7. Local Factors – 10 Points Total		
Criteria	**Points**	**Scoring Guidelines**
Local Factors: • The project improves multi-modal access/mobility and/or otherwise improves livability for local priority areas. Note: These include areas with concentrations of low-income populations. See at the following link: https://experience.arcgis.com/experience/2f25ab693a074d87a16555137a747fc6	0 – 10	Maximum points will be awarded for projects located in/connecting to or otherwise improving multi-modal access to an MPO Tier 1 local priority area. Up to 6 points will be awarded for projects located in/connecting to and or otherwise improving multi-modal access to an MPO Tier 2 local priority area or an area identified as a priority area by the project sponsor.