

**MEMORANDUM**

**To:** STP Project Selection Committee

**From:** CMAP Staff

**Date:** July 11, 2024

**Subject:** Transit Station, Yard, or Terminal Improvements Projects

**Action Requested:** Discussion

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Commuter rail yard and terminal improvements were added as an eligible project type for the STP Shared fund in the 2024-2028 program cycle. One project application was received and was not recommend for funding. Staff observed that the scoring for non-revenue trips eliminated was not capturing projects that were still gaining efficiencies in non-revenue trips from the proposed projects.

Non-revenue trips are scored under the improvement section. To score the improvement section of this project type, 75% of the improvement score goes to the cost weighted difference in TERM score, with the other 25% being an efficiency category, of which 2.5 points is for increased trainset storage capacity and 2.5 points for the reduction in non-revenue trips.

To score the non-revenue trips criteria, project applicants are asked for the number of weekly non-revenue trips made due to yard/terminal location. A percent decrease in non-revenue trips is calculated as a result of the project and scaled to 2.5 points.

The one rail yard and terminal improvement project application scored in the 2024-2028 cycle requested funding for a project that would move a rail yard closer to the end of its route. While the project moved closer to the end of the route, it still received a score of zero for the reduction in non-revenue trips since it did not fully eliminate any trips. Knowing that there is added efficiency in non-revenue distance being reduced, staff recommends modifying the scoring of non-revenue efficiencies from “trips” to “miles”. Additionally, to recognize the variation in length of commuter rail lines, the miles of non-revenue trips should be divided by the total length of the line to calculate a percentage reduction in non-revenue miles.