

**Meeting of the
Greater Madison MPO Technical Coordinating Committee**

February 26, 2025

[Virtual Meeting](#)

1:00 p.m.

This meeting is being held virtually.

1. **Written Comments:** You can send comments on agenda items to mpo@cityofmadison.com.
2. **Register for Public Comment:**
 - Register to speak at the meeting.
 - Register to answer questions.
 - Register in support or opposition of an agenda item (without speaking)If you want to speak at this meeting, you must register. You can register at <https://www.cityofmadison.com/MeetingRegistration>. When you register, you will be sent an email with the information you will need to join the virtual meeting.
3. **Watch the Meeting:** If you would like to join the meeting as an observer, please visit <https://www.cityofmadison.com/clerk/meeting-schedule/watch-meetings-online>
4. **Listen to the Meeting by Phone:** You can call in to the meeting using the following number and meeting ID:
(877) 853-5257 (toll free)
Meeting ID: 874 2834 2755
Passcode: 620444

AGENDA

1. Roll Call and Introductions
2. Approval of January 22nd, 2025, Meeting Minutes
3. Committee Member Reports
4. Recommendation on Amendments to 2050 Regional Transportation Plan (RTP) and 2025-2029 TIP (20 minutes)
 - Add I-39/90/94 (Beltline Highway to North County Line) Capacity Expansion project to the Fiscally Constrained RTP
 - Add USH 51 (Stoughton Road North) (STH 30 to I-39/90/94) Reconstruction Project to the Fiscally Constrained RTP and to the 2025-2029 TIP
 - Revise the North-South BRT project already in the Fiscally Constrained RTP so that it reflects the adopted Locally Preferred Alternative (LPA)
5. Recommendation on Policies and Scoring Criteria for STBG Transportation Alternatives Set Aside Program Projects (10 minutes)
6. Staff Reports
7. Next Scheduled Meeting Date
 - Wednesday, March 26th
8. Adjournment

**Greater Madison MPO
Technical Coordinating Committee
Meeting Minutes**

January 22, 2025

Virtual Meeting via Zoom

2:00 p.m.

1. Roll Call

Members present: Blau, Bruun, Clark, Grady, Husen, Igl, Kahler, Mountford, Schmid, Schreiber, Sivertson, Stauske, Tao, Vieth, Violante

Members absent: Combes, Cruz, Dietz, Forlenza, Munz-Pritchard, O’Laughlin, Petykowski

MPO Staff present: Andros, Holloway, Packirisamy

Other present in official capacity: Greg Hall, DeForest; Katherine Holt, Verona; David Salmon, Sun Prairie; Joel Otterbacher, Dane County Highways

2. Approval of September 25, 2024, Meeting Minutes

Blau moved, Stauske seconded, to approve the September 25, 2024, meeting minutes. Motion carried.

3. Committee Member Reports

- City of Middleton (Stauske): Sean Stauske will be retiring in the spring, targeting the end of April. Following his retirement, his position will be divided between two new positions, a Director of Engineering and an Engineer.
- City of Fitchburg (Kahler): Fitchburg is gearing up for two major construction projects this year on Fitchrona Road and South Syene Road. The City has HSIP money for part of the Syene Road project. That will be a big intersection reconstruction and reconfiguration project. We’ll be adding a roundabout at Fitchrona and Lacey where there is currently a T-intersection. We’ll also be experimenting with some temporary infrastructure at some of our intersections for three- and six-month trial projects. After that we’ll be deciding whether to take them out or replace them with something more durable. If those temporary installations work well, we will continue with the program to test improvements at other intersections.

4. Review and Recommendation on Draft TCC Operating Rules and Procedures Update

Holloway presented on the proposed revisions to the TCC’s operating rules and procedures.

Following Holloway’s presentation, Igl said that having meetings earlier than the TCC’s regular 2:00 p.m. meeting time would be helpful. Andros, asked whether 1:00 p.m. would be convenient. Lee said that 1:00 p.m. would work. Andros noted that the MPO is trying to keep TCC meetings significantly shorter than the scheduled two-hour timeframe.

Stauske, suggested including a mechanism to generate greater attendance, such as contacting communities when their representative(s) have missed three meetings to let them know that their representative will be removed from the committee.

Andros said that she thought that Stauske’s idea was a good one. She added that the proposal to allow communities to choose their own representatives, would also result in greater attendance.

Schmid said that she expected to be designated as the Dane County Highways representative to the TCC but she noted that she would need to run voting items by the Commissioner and asked whether members would have information about upcoming votes prior to TCC meetings. Andros replied that agendas and meeting information would continue to be released a week prior to meetings.

Kahler said that he staffs some city commissions and that they track attendance and if a member misses three or four meetings in a row, they are removed by the clerk.

Violante said that he supported the changes as outlined in the presentation and that he was open to shifting the TCC meeting time to 1:00 p.m.

Bruun said he was open to an earlier time, 1:00 p.m. or even 10:00 or 11:00 a.m.

Stauske said that afternoons were much easier for his schedule.

Bruun said he thought that moving the meeting earlier by an hour or a half hour would probably be best.

Blau moved, Stauske seconded, to recommend approval of the Draft TCC Operating Rules and Procedures update, with the additional provision that members, and their communities, will be notified by MPO staff after missing three consecutive meetings that another absence will result in their removal from the committee. Motion carried.

5. Safe Streets and Roads for All (SS4A) Grant Update

Andros provided an update on the status of the MPO's SS4A grant, which will be providing support for five MPO communities' projects:

1. The Village of Cottage Grove's Active Transportation Plan
2. The City of Verona's Safe Routes to School Plan
3. The City of Fitchburg's Comprehensive Safety Action Plan
4. The Village of Shorewood Hills' Comprehensive Safety Action Plan
5. Dane County's County Highway Comprehensive Safety Action Plan

Andros noted that the City of Madison is the MPO's fiscal agent and that the MPO's primary role in the SS4A projects going forward would be grant administration. She said the MPO would act as a resource for communities pursuing SS4A grant projects and would convene meetings to bring the communities together to compare notes and learn from one another.

Andros said that the grant agreement has not been signed by FHWA in Washington, D.C. but that she expected it to move forward.

6. Additional STBG and TAP funding

Andros said that additional Surface Transportation Block Grant-Urban (STBG-U) and Transportation Alternatives Program (TAP) funding for the MPO is expected as a result of unspent money from the Water Resources Development Act being reallocated. However, the MPO currently has no details about how much additional funding to expect or when more information will be available. Andros noted that the MPO's guess was that this could result in an additional \$1 million of TAP funding being available for our area, compared to the standard \$150,000, and additional STBG-U funding as well. How much additional money we will receive and the deadline for spending it are unknown. She noted that the more ready projects are, the more likely they will be able to receive some of this additional funding.

Bruun asked whether it would be possible for the MPO to just spread the money around to projects that are already listed for funding in the TIP. Andros said that the MPO currently doesn't have enough information to know if that would be a possibility at this point.

Andros added that previously, when this type of redistributed funding has become available, the state has used most of it on state projects but that the state has largely depleted its list of backlogged projects. This makes it more likely that any additional funding would be directed to local community projects.

7. Staff Report

- **MPO New Hire**

Andros introduced the MPO's new hire, Prasad Packirisamy, noting that he will be working on the SS4A grant effort and helping with the MPO's safety and transit work. Packirisamy provided the committee with a short summary of his background and experience.

8. Next Scheduled Meeting Date

- The next meeting is scheduled for February 26th.

Bruun reminded the group that future meetings would take place at 1:00 p.m. and noted that if any members had any specific topics that they would like added to a future agenda, that they should reach out to Andros or Holloway to get those on the agenda. He mentioned that he had suggested last year that the TCC discuss the Carbon Reduction Program application process and potential stumbling blocks, and that it may be time to revisit that topic soon before communities start applying to that program again.

9. Adjournment

Stauske moved, Blau seconded, to adjourn the meeting. Motion caried. Meeting adjourned at 2:48 p. m.

MPO 2025 Resolution No. 4

Approving Amendment No. 1 to the Regional Transportation Plan 2050 for the Madison Metropolitan Area

WHEREAS, the Greater Madison MPO is the designated Metropolitan Planning Organization for the Madison, Wisconsin Metropolitan Area with responsibilities to perform regional transportation planning and programming, in cooperation with the Wisconsin Department of Transportation and Metro Transit, the major transit operator; and

WHEREAS, one of the primary responsibilities of the MPO is to prepare and approve a long-range regional transportation plan in accordance with the Infrastructure Investment and Jobs Act (23 U.S.C. 104, 134) and implementing U.S. Department of Transportation (DOT) regulations (23 C.F.R. 450); and

WHEREAS, the regional transportation plan is a multi-modal transportation systems plan that defines the goals for the region and specifies the policies, projects, and strategies to help achieve these goals, and also ties the goals to performance measures to be used to track the region's progress in meeting plan goals over time; and

WHEREAS, on May 11, 2022 the MPO approved MPO 2022 Resolution No. 4 adopting the *Connect Greater Madison Regional Transportation Plan 2050 for the Madison Metropolitan Area*, which updated the previous RTP 2050 and revised the growth and travel forecasts; and

WHEREAS, in preparing this update, the MPO followed federal guidance as set out in the Metropolitan Transportation Planning rule, 23 C.F.R. 450, including consideration of the federal planning factors, identification of performance measures, and preparation of financial, environmental, and environmental justice analyses of the plan and also utilized an extensive public involvement process; and

WHEREAS, the regional transportation plan is intended to guide implementing agencies in development of projects and implementation of other recommendations and supporting actions to guide improvements for all modes of transportation; and

WHEREAS, since adoption of RTP 2050 the MPO has coordinated with WisDOT and Metro Transit to identify federal performance measure targets as these measures have been finalized and worked to implement other performance-based planning and programming requirements, and the MPO maintains a performance measures dashboard indicating progress achieved in reaching the federal measure targets and improving performance on other regional measures selected by MPO to gauge success in achieving the goals of the regional transportation plan; and

WHEREAS, the RTP 2050 had recommended completion of the I-39/90/94 (Beltline Highway to USH 12/STH 16 in Wisconsin Dells) and USH 51 (Stoughton Road North) (STH 30 to I-39/90/94) corridor studies and anticipated amendment of the plan to add the recommended projects once the studies were completed, the specific improvements identified, costs estimated, and Major Highway Development program funding either secured or determined to be reasonably likely to be available; and

WHEREAS, the Wisconsin Department of Transportation (WisDOT) recently completed the Final

Environmental Impact Statement and issued a Record of Decision for the I-39/90/94 (Beltline Highway to USH 12/STH 16 in Wisconsin Dells) study and recently completed the draft Environmental Assessment for the USH 51 (Stoughton Road North) (STH 30 to I-39/90/94) corridor study; and

WHEREAS, WISDOT has finalized the project scopes and has created cost estimates for the projects recommended by the studies; and

WHEREAS, the I-39/90/94 project will address safety issues, aging and outdated corridor infrastructure, existing and future traffic demands, and corridor resiliency; and

WHEREAS, the I-39/90/94 project within Dane County includes construction of new interchanges at Hoepker Road (I-39/90/94) and at Milwaukee Street (I-94), improvements to all existing I-39/90/94 interchanges, reconstruction and expansion to eight general purpose lanes and two auxiliary lanes from USH 12/18 to STH 30/I-94, reconstruction and expansion to eight general purpose lanes and four collector-distributor lanes from STH 30/I-94 to USH 151, reconstruction and expansion to eight general purpose lanes and two auxiliary lanes from USH 151 to USH 51, reconstruction and expansion to eight general purpose lanes and two auxiliary lanes from USH 51 to STH 19, reconstruction and expansion to eight general purpose lanes from STH 19 to the North County Line, reconstruction of USH 151 from I-39/90/94 to Reiner Road/Grand Avenue; and reconstruction of STH 30/I-94 from USH 51 to new Milwaukee Street interchange; and

WHEREAS, the USH 51 (Stoughton Road North) (STH 30 to I-39/90/94) reconstruction project will accommodate existing and future travel demand with a focus on safety issues with improvements that include redesigning and reconstructing intersections, realigning curves to improve safety, improving bicycle and pedestrian infrastructure, and replacing deteriorating pavement; and

WHEREAS, the State Transportation Projects Commission (TPC) at their meeting on December 9, 2024 awarded state Majors Program funding for the USH 51 (Stoughton Road North) (STH 30 to I-39/90/94) reconstruction project and recommended enumeration of the I-39/90/94 (Beltline Highway to USH 12/STH 16 in Wisconsin Dells) reconstruction and capacity expansion project; and

WHEREAS, the financial capacity analysis for the RTP ([Chapter 5](#)) had identified anticipated Majors program funding that, combined with the now approved and recommended Majors program funding, demonstrates the financial constraint requirement has been met; and

WHEREAS, an amendment is also needed to revise the North-South BRT project already in the official, fiscally constrained plan to reflect the adopted Locally Preferred Alternative (LPA) and associated project costs; and

WHEREAS, the MPO's public involvement process for plan amendments has been followed, including a widely distributed public notice that was also made available for public review, including in an accessible format on the MPO website, and holding a public hearing:

NOW THEREFORE BE IT RESOLVED, the Greater Madison MPO approves Amendment No. 1 to the *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area* to (1) add the I-39/90/94 (Beltline Highway to North County Line) reconstruction and capacity expansion project to the official, fiscally constrained plan; (2) add the USH 51 (Stoughton Road North) (STH 30 to I-39/90/94) reconstruction project to the official, fiscally constrained plan; and (3) revise the North-

South BRT project already in the official, fiscally constrained plan to reflect the adopted Locally Preferred Alternative (LPA) and associated project costs by making the following changes to [Appendix A](#) and to Chapters [4](#) and [5](#):

I-39/90/94 and USH 51 Projects:

Appendix A: Project and Policy Recommendations:

- Show completion of the I-39/90/94 (Beltline Highway to North County Line) and USH 51 (Stoughton Road North) (STH 30 to I-39/90/94) Major Corridor Studies in 2025 on “Figure A-a. Capacity improvements & Studies Already Programmed”.
- Add the I-39/90/94 (Beltline Highway to North County Line) reconstruction and expansion project, recommended for enumeration by the State Transportation Projects Commission, to figure A-b, “Potential Capacity Improvements”. This project includes new interchanges at Hoepker Road (I-39/90/94) and at Milwaukee Street (I-94) and improvements to all existing interchanges. In addition, a portion of STH 30/I-94 (USH 51 to new Milwaukee Street Interchange) and USH 151 (I-39/90/94 to Reiner Road) will be reconstructed. The project has an estimated total maximum cost of \$1.364 billion (\$1.985 billion in in year-of-expenditure dollars). Note: Fiscal constraint to be handled at state level for any portion of project located outside of the MPO planning area, or for any inter-city phase with limits that transect the northern MPO planning boundary).
- Add the USH 51 (STH 30 to I-39/90/94) reconstruction project, funded by the state Major Highway Projects program, to figure A-d., “Potential Arterial System Preservation, TSM, and Safety Projects”. The project has an estimated total maximum cost of \$174 million (\$195 million in year-of-expenditure dollars).

Chapter 4: Our Transportation System Tomorrow:

- Remove the I-39/90/94 (Beltline Highway to North County Line) and USH 51 (Stoughton Road North) (STH 30 to STH 19) major corridor studies from Map 4-d on page 4-17.
- Denote the planned I-39/90/94 reconstruction and expansion project, planned interchanges at Hoepker Road (I-39/90/94) and Milwaukee Street (I-94), planned improvements to existing interchanges on I-39/90/94, planned reconstruction of STH 30/I-94 from USH 51 to planned Milwaukee Street interchange, and planned reconstruction of USH 151 from I-39/90/94 to Reiner Road/Grand Avenue.
- Denote the planned USH 51 (Stoughton Road North) (STH 30 to I-39/90/94) arterial roadway reconstruction project.

North-South BRT Project:

Chapter 4: Our Transportation System Tomorrow:

Chapter 5: Funding the Plan -- Financial Capacity Analysis:

- Update the text describing the North-South alignment on page 4-28 to reflect the Locally Preferred Alternative (LPA). The City of Madison Common Council adopted the LPA on June 4, 2024, via Resolution No. RES-24-00386 (Legistar 82915).
- Public Transit Recommendations and Supporting Actions 1A and 1B (pages 4-34 and A-18) will be deleted/amended to reflect that East-West BRT is complete, and to include construction of North-South BRT.
- Update text and table on pages 5-16 and A-12 with current North-South BRT project budget figures. The FTA recently recommended \$118.1 million of federal funding for capital costs

associated with Madison's North-South BRT. The 2023 and 2024 Capital Budgets appropriated \$11.3 million, with another \$8.8 million incorporated in the CIP for 2025 as part of the local match requirements. The remainder of the funding for this \$194.25 million project is covered by partners.

- With a specific route alignment and schedule planned, the estimated annual revenue service hours and operating cost shown on page 5-17 will be revised to 53,601 revenue service hours and \$6,127 million (2019 dollars).

BE IT FURTHER RESOLVED that the MPO certifies that the federal metropolitan transportation planning process is addressing major issues facing the metropolitan area and is being conducted in accordance with all applicable federal requirements, including:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Sections 1101(b) of the FAST Act (Pub. L. 114-357) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT funded projects;
5. 23 C.F.R. Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. 23 U.S.C. 324 regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. 27 regarding discrimination against individuals with disabilities.

Date Adopted

Mark Opitz, Chair, Greater Madison MPO

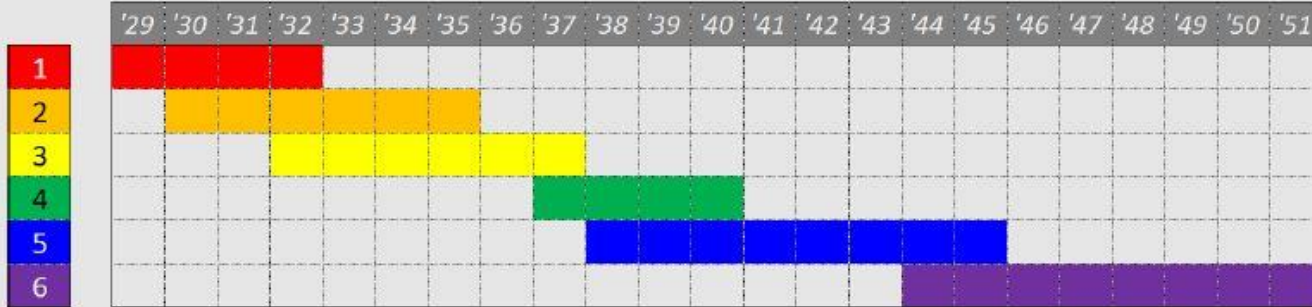
Preferred Alternative

- Modernization and improved interchange designs throughout the corridor will result in improved safety and operations
- Added general purpose lane to address operations
- Reconstruct deteriorating bridges and pavement in alignment with their asset life cycle
- Raises roadway elevation to minimize flood risk
- Other project elements:
 - New Madison area interchanges for improved access
 - Adding noise barriers where reasonable & feasible
 - Bicycle & pedestrian accommodations



Potential Sequencing

- Focusing on biggest needs first & maximizing asset life
- High level potential sequencing:
 1. Wisconsin Dells area
 2. Madison north area
 3. Portage to Wisconsin Dells
 4. I-39 I-90/94 split
 5. Madison south area
 6. Madison to Portage



*Assumes \$250M/SFY to I-39/90/94 Project



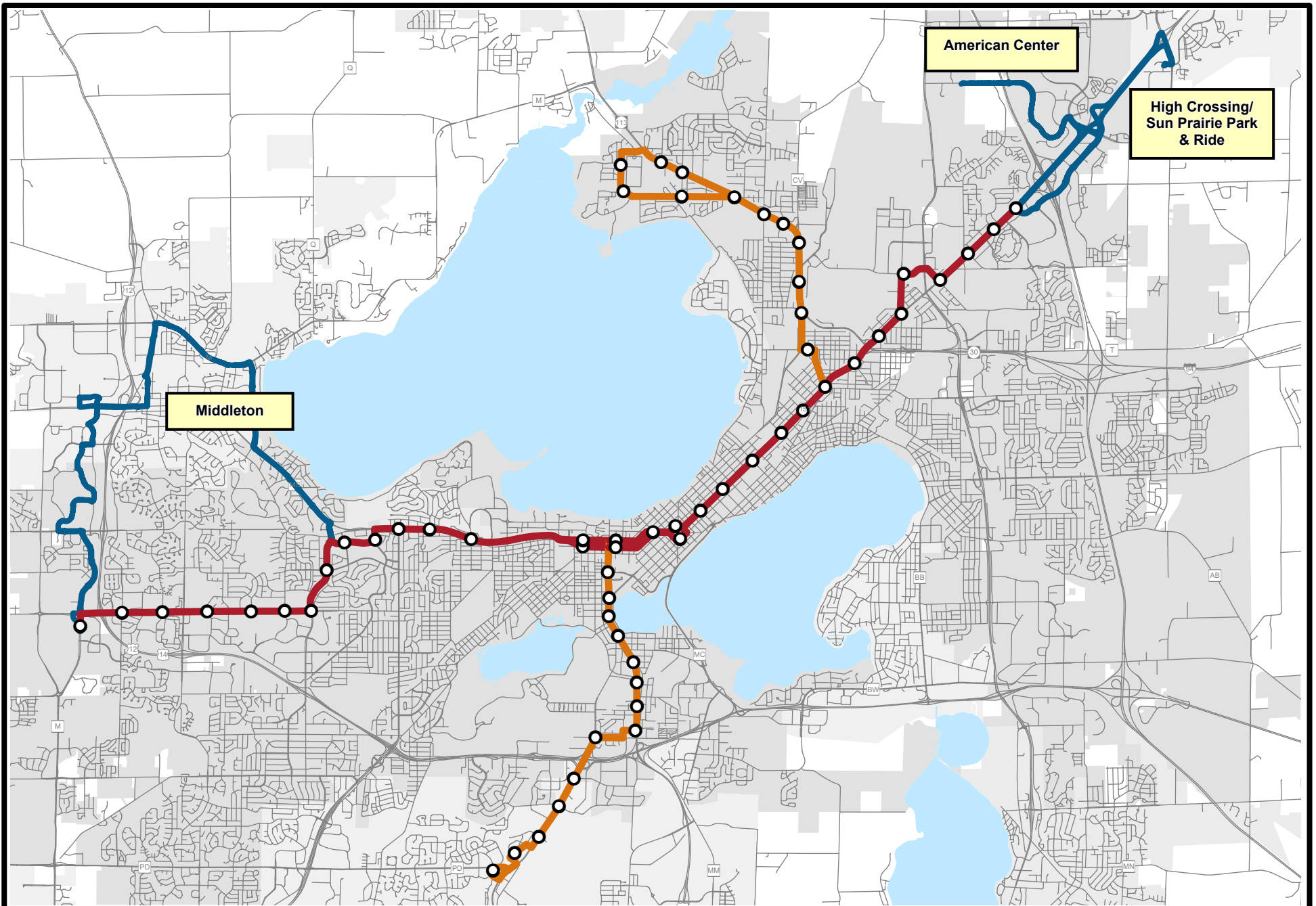


**USH 51 (STOUGHTON ROAD NORTH) (STH 30 to I-39/90/94) PROJECT LISTING FOR
MAJOR AMENDMENT TO THE 2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM**

2/26/25
DRAFT

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Jan.-Dec. 2028				Jan.-Dec. 2029				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
WISDOT	USH 51																						
NEW *	Madison to DeForest STH 30 to I-39/90/94 Reconstruction and Intersection Improvements	PE	9,053	2,263		11,316	Continuing				Continuing				Continuing				Continuing				5410-04-00, -70, -71 -72, -20 Construction anticipated in 2029- 2033
		ROW		8,700		8,700	Continuing				Continuing				Continuing				Continuing				
		CONST																					
111-25-007		TOTAL	9,053	10,963		20,016																	
			FLX	WI																			

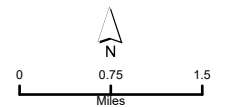
¹ Project programming shown in 2029 is for informational purposes only.
(x) = Major project with capacity expansion. (*) = MPO action required. Shading denotes those projects programmed for Federal funding.
NOTE: Funds Key page 9.



Proposed Bus Rapid Transit Madison Area, Wisconsin

- BRT Station
- East-West BRT Route
- North-South BRT Locally Preferred Alternative
- Local BRT Extensions (without infrastructure improvements initially)

Prepared by staff to the:
GREATER MADISON
mpo
 Date Revised: 1/28/2025





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

Introduction

As a metropolitan planning organization serving an urban area with a population over 200,000, the Greater Madison MPO receives a direct suballocation of federal funding under the STBG Transportation Alternatives (TA) Set Aside Program. The Greater Madison MPO selects projects for funding with this allocation. Once the projects are selected, WisDOT oversees the projects to ensure that all federal requirements are met and disburses the federal funding to the project sponsors. WisDOT also solicits and selects projects for TA funding in smaller urban areas under 50,000 population that do not have an MPO.

The following is a description of the program policies and criteria for scoring projects that the MPO will use to select and fund TA projects using the MPO's suballocation of funding. The policies listed below are those that differ from federal and WisDOT policies. Any policies not mentioned in this document, such as eligible project sponsors and minimum project cost, follow WisDOT's policies. 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 TA application, sponsors of projects seeking MPO funding for projects in the Madison urban area must complete the MPO's Supplemental Application for TA Funding, available on <https://www.greatermadisonmpo.org/planning/improvementprogram.cfm>.

MPO Policies

- **Eligible Project Categories:**

The MPO 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, including: widening a paved path, paving unpaved trail, 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, removal of barriers to/construction of accessible routes and ADA improvements, and transit stop improvements such as shelters, benches, and bicycle racks.

- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Bike share capital costs, including bicycles, docks, and other equipment.
- Safe Routes to School (SRTS) non-infrastructure projects [SRTS infrastructure projects should be applied for as Bicycle/Pedestrian Infrastructure Projects].
- [ADA Transition Plans](#) for Public Rights-of-Way (excluding portions of Transition Plans for facilities and programs not within Public Rights-of-Way). [Note that MPO staff and resources are available to assist with community ADA Transition Planning upon request.]

Federally eligible projects for which the MPO will not utilize its TA funds include reconstruction of existing multi-use paths (unless it involves significant improvement such as widening), purely 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 the MPO.
- **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:**
The MPO eliminated Project Readiness and Constructability from the scoring criteria and established project readiness instead 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. [Note: TA projects are required to begin within four 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. [Note: These issues make it more likely that projects cannot meet the required WisDOT timelines. Expect projects that require railroad coordination to take two years for that coordination to occur.]
- 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.
- The project will meet or exceed accessibility design requirements under the Americans with Disabilities Act (ADA).
- Beginning in 2036, only communities with ADA Transition Plans for their Public Rights-of-Way will be eligible for infrastructure project funding. [Some state DOT's already have this requirement; if WisDOT adopts this or a similar requirement, whichever is earliest of the state and MPO deadlines will apply.]

For Safe Routes to School Non-Infrastructure Projects:

- The project is ready to move forward upon notice of funding.
[TA projects are required to begin within four 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

The project scoring criteria for bicycle/pedestrian infrastructure projects are grouped under the following categories with the point totals (out of 100) as follows:

1. Importance to Regional Transportation System and Supports Regional Development Framework (35 points)
2. Access and Service Area (20 points)
3. Congestion Mitigation (5 points)
4. Safety Enhancement (15 points)
5. Environment (5 points)
6. Equity (15 points)
7. Cost Efficiencies (5 points)

The following table is used to score project funding applications and should be considered when developing applications.

<ul style="list-style-type: none"> The project addresses a 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. 		
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5. Environment – 5 Points Total

Criterion		Scoring Guidelines
<u>Use of Alternative Modes:</u> <ul style="list-style-type: none"> 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	

6. Equity – 15 Points Total

Criteria	Points	Scoring Guidelines
<u>Environmental Justice & Accessibility:</u> <ul style="list-style-type: none"> 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.] 	0 – 15	<p>Up to 15 points will be awarded for projects located in/connecting to or otherwise improving ped/bike access to a Tier 1 EJ Area.</p> <p>Up to 9 points for projects located in/connecting to or otherwise improving ped/bike access to a Tier 2 EJ Area.</p>

7. Cost Efficiencies – 5 Points Total

Criteria	Points	Scoring Guidelines
<u>Other Funding, Cost Efficiencies:</u> <ul style="list-style-type: none"> Maximizes use of available federal funds by leveraging other state, local, or private funding. Project demonstrates cost efficiencies and/or leverages additional funding from past or for future project phases or enhancements. 	0 – 3	
<u>Opportunity/Risk:</u> <ul style="list-style-type: none"> 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. 	0 – 2	

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

1. Scope of Audience/Reach/Impact – 50 Points Total		
Criteria	Points	Scoring Guidelines
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	0 – 15	Maximum points awarded for district-wide programs
The program or activities add(s) value to other improvements or programs that are happening in the community or school	0 – 10	Maximum points awarded for programs build on existing momentum, or that will support planned improvements or programs
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	0 – 15	Maximum points awarded for programs that will document student mode split changes, and which have established goals and supporting policies to increase the number of children walking and bicycling to school
Project engages the broader community beyond the school, students, faculty/staff, and parents	0 – 10	Maximum points awarded for programs that engage community partners and champions outside the school system

2. Health, Safety, and Environmental Justice – 50 Points Total		
Criteria	Points	Scoring Guidelines
The program or activities is/are located at schools with a high rate of students eligible for free and reduced lunches	0 – 20	Maximum points awarded for programs that target or provide a higher level of support to these schools than to those with low rates of such students
The program or activities foster(s) improved childhood health, reduced childhood obesity and encourages a healthy and active lifestyle	0 – 15	Maximum points awarded for programs that promote active transportation beyond the school commute
The program or activities increase(s) real or perceived bicycle, pedestrian, and traffic safety	0 – 15	Maximum points awarded for programs that address real or perceived safety problems that have been identified and documented