

Meeting of the Greater Madison MPO (Metropolitan Planning Organization)¹ Policy Board

February 3, 2021

Virtual Meeting via Zoom

6:30 p.m.

This meeting is being held virtually to help protect our communities from the COVID-19 pandemic.

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 **Greater Madison MPO** using the following number and meeting ID:
 - (877) 853-5257 (Toll Free)
Meeting ID: 939 6163 9799

If you need an interpreter, materials in alternate formats, or other accommodations to access this meeting, contact the Madison Planning Dept. at (608) 266-4635 or TTY/TEXTNET (866) 704-2318.
Please do so at least 72 hours prior to the meeting so that proper arrangements can be made.

Si usted necesita un interprete, materiales en un formato alternativo u otro tipo de acomodaciones para tener acceso a esta reunión, contacte al Departamento de Desarrollo Comunitario de la ciudad al (608) 266-4635 o TTY/TEXTNET (866) 704-2318.

Por favor contáctenos con al menos 72 horas de anticipación a la reunión, con el fin de hacer a tiempo, los arreglos necesarios.

Yog tias koj xav tau ib tug neeg txhais lus, xav tau cov ntaub ntawv ua lwm hom ntawv, los sis lwm yam kev pab kom koom tau rau lub rooj sib tham no, hu rau Madison Lub Tuam Tsev Xyuas Txog Kev Npaj, Lub Zej Zos thiab Kev Txhim Kho (Madison Planning, Community & Economic Development Dept.) ntawm (608) 266-4635 los sis TTY/TEXTNET (866) 704-2318.

Thov ua qhov no yam tsawg 72 teev ua ntej lub rooj sib tham kom thiaj li npaj tau.

如果您出席会议需要一名口译人员、不同格式的材料，或者其他的方便设施，请与 Madison Planning, Community & Economic Development Dept. 联系，电话是 (608) 266-4635 或 TTY/TEXTNET (866) 704-2318。
请在会议开始前至少 72 小时提出请求，以便我们做出安排。

AGENDA

1. Roll Call
2. Approval of January 6, 2021 Meeting Minutes

¹ Formerly named the Madison Area Transportation Planning Board – An MPO

3. Communications
4. Public Comment (for items **not** on MPO Agenda)
5. Presentation on U.S. Highway 51 (McFarland to Stoughton) Project and Interstate 39/90/94 (Madison to Wisconsin Dells) Study and Brief Updates on other Major Studies (Brandon Lamers, WisDOT SW Region)
6. Approval to Release for Public Review and Comment Proposed Amendment to Regional Transportation Plan 2050 and Major Amendment to 2021-2025 Transportation Improvement Program to Add U.S. Highway 51 (McFarland to Stoughton) Reconstruction Project
7. Discussion Regarding Local Match Funding for MPO's Budget
8. Review and Discussion on Application Eligibility and Selection Process for Projects to be Funded with CRRSAA (COVID Relief) Section 5310 Program Funding
9. Discussion Regarding Miscellaneous Issues Related to MPO Public Engagement
10. Review and Discussion on Draft Public Survey Questions for the Regional Transportation Plan Update
11. Status Report on Capital Area RPC Activities
12. Announcements and Schedule of Future Meetings
13. Adjournment

Next MPO Board Meeting:

Wednesday, March 3, 2021 at 6:30 p.m.
Virtual Meeting

Greater Madison Metropolitan Planning Organization (MPO)¹
January 6, 2021 Meeting Minutes

Virtual Meeting hosted via Zoom

Opitz called the meeting to order at 6:30 PM.

1. Roll Call

Members present: Margaret Bergamini (joined during item #3), Yogesh Chawla, Steve Flottmeyer, Grant Foster, Patrick Heck (joined during item #6), Dorothy Krause, Tom Lynch, Jerry Mandli (joined during item #7), Mark Opitz, Doug Wood, Paul Esser,

Members absent: Samba Baldeh, Ed Minihan, Mike Tierney

MPO staff present: Bill Schaefer, Ben Lyman

Others present in an official capacity: Forbes McIntosh (DCCVA), Madison Ald. Barbara Harrington-McKinney, Liz Wessel (Sierra Club-Four Lakes Chapter)

2. Approval of December 2, 2020 Meeting Minutes

Chawla moved, Krause seconded, to approve the December 2, 2020 meeting minutes. Motion carried.

3. Communications

- Letter from WisDOT Secretary indicating that the 2021-2025 TIP had been approved
- Letter from USDOT notifying WisDOT and relevant agencies that the 2021 MPO Work Program had been approved.
- Email notice from WisDOT about the completion of the U.S. Highway 51 (McFarland to Stoughton) project Environmental Assessment (forwarded to board members). Schaefer said WisDOT Region staff will present on this project at the next meeting. He noted that a major TIP amendment will be required to add the project to the TIP.

4. Public Comment (for items *not* on MPO Agenda)

Liz Wessel introduced herself and stated that she was attending the meeting for items #8 and 9, which are of interest to the Sierra Club – Four Lakes Chapter. She noted that the statewide Sierra Club completed a report, *Arrive Together*, an analysis of access to job centers in cities across the state – including Madison – and that they are interested in following how this work is being addressed. They are also going to be involved in the Metro Network Redesign Study, and all of these issues are interrelated. Chawla requested that Wessel send all Board members the *Arrive Together* report; Schaefer suggested that the report be sent to him and he would forward it to board members.

5. MPO 2021 Resolution No. 1 Approving Amendment #2 to the 2021-2025 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Schaefer reviewed the projects included in the amendment.

Esser moved, Chawla seconded, to approve MPO 2021 Resolution No. 1 approving amendment #2 to the 2021-2025 TIP. Motion carried.

¹ Formerly named Madison Area Transportation Planning Board

6. MPO 2021 Resolution No. 2 Approving the 2021 Public Participation Plan for the Greater Madison MPO

Schaefer stated that staff reviewed the draft 2021 Public Participation Plan (PPP) with the board during the November 2020 meeting, and that the draft PPP was subsequently released for public comment. Most of the comments received were related to the stakeholder and agency contact list in an appendix, and those lists were revised accordingly. Another change is that a public hearing on the PPP, which was listed in the draft PPP as a requirement but which is not a federal requirement, was removed from the process. Staff did not feel a hearing was necessary on the PPP.

Bergamini moved, Wood seconded, to approve MPO 2021 Resolution No. 2 approving the 2021 Public Participation Plan. Motion carried.

7. Discussion Regarding Local Match Funding for MPO's Budget

Opitz acknowledged that some board members had expressed an interest in postponing some agenda items and adjourning early, and noted that no remaining agenda items were action items. He asked if any board members wanted to discuss this item at this meeting, or if it should be postponed. No objections to postponing the item were raised.

Foster moved, Bergamini seconded, to postpone this item and refer to the February board meeting. Motion carried.

8. Presentation on Survey of Local Pedestrian and Bicycle Related Infrastructure Requirements

Opitz opened the possibility of postponing this item if the board so desired. Esser indicated that he would prefer to continue the meeting and complete the remaining agenda items, and no objections to continuing were raised.

Lyman described the parameters of the survey, namely that the adopted ordinances of almost all cities and villages in the MPO Planning Area had been researched, and then follow-up questions and standards not adopted by ordinance had been provided by local staff. He described the types of infrastructure covered in the survey, and provided both local standards and recommendations from ITE, NACTO, and AASHTO for those facilities.

During the portion of the presentation on curb radii at intersections, Bergamini suggested that transit bus turning radii be considered. Foster recommended that the NACTO publication *Don't Give Up at the Intersection* be reviewed and considered in the recommendations portion of this survey. Lynch stressed that curb radii need to be evaluated on a case-by-case basis, and that encroachment into oncoming lanes can be problematic for Metro bus routes. Lyman clarified that the smallest curb radii recommendations apply to intersections of local streets, where refuse and EMS vehicles are the largest vehicles to typically turn at the intersection, and that curb radii should certainly accommodate transit vehicles and other large vehicles which must navigate the intersection frequently. Lynch commented on the need to consider this on a case by case basis.

During the section of the presentation on sidewalk requirements and funding, Opitz asked how frequently existing sidewalks were widened when reconstructed; Lyman clarified that this type of information was not included in his research, but that sidewalks would typically only be widened when the adjacent road was reconstructed. Opitz noted that constraints include property lines and established terrace trees, and that in Middleton he is proposing to reduce street width to enable construction of a sidewalk on at least one side of streets that lack sidewalks when they are reconstructed. Foster stated that how local snow removal ordinances are enforced, and how bike path maintenance is conducted, is a complex problem with many facets that he is interested in and working on addressing. Lyman responded that this was also information that was beyond the scope of the research he had conducted. Schaefer suggested that this would be a good topic to bring up with the MPO Technical Committee to see how area communities address snow removal on sidewalks as well as on sidepaths.

Lyman described sidewalk funding alternatives used by area communities and resulting concerns about the equitable distribution of costs for sidewalk improvements in communities. Chawla asked if staff have received

feedback from communities indicating that they are concerned about or opposed to the installation of improved non-motorized transportation facilities such as sidewalks and bike lanes. Lyman clarified that he has not heard this feedback from any communities per se, but that he has heard from individuals. He then clarified that he in no way was suggesting that these facilities should not be provided in transportation-disadvantaged neighborhoods, or that network connectivity is not important for these neighborhoods, only that planners and engineers need to be aware that there may be other reasons for potential opposition to these facilities and that we need to be ready to listen to community concerns, and not just assume that such facilities will be viewed as improvements by the people they are intended to serve. Neighborhoods need to be engaged as projects are proposed and designed. Bergamini noted that there is concern in older, existing neighborhoods with no sidewalks and with planned upcoming complete streets reconstructions, that the assessments for the project will pose equity concerns and should perhaps be borne by the entire community and not just the neighborhood. Foster stated that this is a top concern for him, and that he has been working with city staff on the question of funding transportation infrastructure, and that this is a contentious issue as streets are reconstructed. Some opposition is based on resident concerns about losing landscaping/yard and on the need for snow removal, but assessments for funding sidewalk construction add another level of opposition. He noted concerns with how some bullets on the equity concerns slide of the presentation are worded, and stated that the issue is gentrification and displacement rather than about improvements to the transportation network. He suggested that the solutions to this are in the provision of affordable housing and anti-displacement and gentrification work. Policy makers and planners need to stay committed to building out pedestrian and bike networks in all neighborhoods, and particularly in low-income neighborhoods, which currently have the worst access. He suggested revising the language on the slide to ensure that it does not appear to suggest that these facilities should not be provided in order to preserve affordability and slow or prevent gentrification. Schaefer stated that staff would edit the slide to address the concern.

Lyman acknowledged that the discussion of equity and the role of transportation access in gentrification and displacement is awkward and messy, but that it is necessary for the discussion to take place in order to move forward in addressing these issues. Opitz mentioned an effort to change the City of Middleton's policy of sidewalks being funded 100% by adjacent property owners, and opposition from property owners who had already paid for sidewalks adjacent to their property not wanting to pay for sidewalks in other areas. He asked if other communities had changed the way they fund sidewalk improvements and what their experiences were. Wood stated that the City of Monona had changed to a 100% city-funded model in the last few years, and that this was done in part because installing sidewalks in existing neighborhoods is very difficult even without assessing costs to property owners. Monona is working to expand the sidewalk network, so new sidewalks will benefit more than just the adjacent property owners. Esser noted that Sun Prairie has always funded new sidewalk construction in existing neighborhoods, partly because residents of older neighborhoods tended to be older and would be less likely to be able to afford the cost of new sidewalks. He stated that even though Sun Prairie pays for sidewalk retrofits, they still encounter "robust opposition" when installing new sidewalks, and often oppose narrowing roadways during reconstruction in order to make room for sidewalks. Foster noted that what is "fair" depends on the situation, and that busier streets need sidewalks. Some residential streets don't need sidewalks to have good pedestrian network connectivity. It is not fair to assess the cost against owners because the sidewalks benefit everyone in the neighborhood. Schaefer said staff would also ask technical committee members about this.

Following the presentation, Lynch asked for clarification on whose requirements the survey had been about; Lyman clarified that these were locally adopted requirements and not MPO-imposed or proposed requirements. Schaefer stated that the intended audience is local staff and officials, so that they can see what other communities are requiring and recommended best practices. The hope is that this will assist communities seeking to modify requirements to address network connectivity and system performance and safety through design.

9. Presentation on Analysis of Travel from Environmental Justice Priority Areas to Major Employment Areas

Lyman provided a presentation on the findings of his analysis using StreetLight Data to investigate travel between the MPO's Environmental Justice Priority Areas (EJ Areas) and identified major

Employment Centers. Opitz stated that in his 10-12 years on the MPO Policy Board, this is the most important and eye-opening data that he has seen. Foster asked if travel times between Employment Centers and non-EJ Areas had been analyzed. Lyman stated that they had not, as he could not figure out how to make such an analysis meaningful for comparison. Foster suggested that baseline data on the relative travel time disparities between modes is necessary to provide context to the EJ-to-Employment travel time comparisons: a bus commute that is four times as long as an automobile commute sounds bad, but it is simply the reality of the two modes for many trips, not just for those originating in or destined for EJ Areas. He referred to a travel diary he kept pre-COVID in which he calculated the travel time for each trip for various travel modes. In the two weeks he kept track his trips would take 49% more time by bike than by car, and transit trips would take nearly 400% as long as they would by car. This is important because with the current transit network, there are only certain Origin-Destination (O-D) pairs that are served well with travel times comparable to auto travel times, and that from Eastmorland, a non-EJ Area, unless you are going downtown transit access is pretty bad and comparable to most of the travel times shown in the presentation for EJ Areas. Analyzing travel times from non-EJ Areas would help in understanding how much worse travel times are for EJ Area residents than they are for residents of other areas, and to what degree travel times are conditions of the existing transit or bike networks.

Lyman discussed his thought process for establishing a zone set for non-EJ Areas, and his concerns regarding establishing a meaningful control group or baseline for comparison. Schaefer suggested conducting the analysis based on travel times to major Employment Centers from various areas, comparing travel times to that employment destination from both EJ and non-EJ Areas. He said this had been done for a previous RTP.

Chawla asked how transportation priorities are set, particularly for biking infrastructure. He referred to the Lower Yahara River Trail and the \$6.5 million budget for that project, and how it will primarily serve recreational trips not utilitarian trips. He asked how far that \$6.5 million would go in closing gaps in the network to facilitate trips to work, shopping, school, and other destinations. He wondered how the prioritization of recreational facilities over utilitarian facilities occurs. Schaefer stated that Dane County funds for independent bicycle path projects are administered through the Parks Dept. and that they prioritize recreational projects, which have their own benefits. Chawla asked how much funding in PARC Grants the City of Madison or other communities have received, and what kinds of gap-closing projects could be completed with \$6.5 million. Schaefer responded that compared to the ~\$300K the MPO distributes for funding each year it is a lot, but that a single bike/ped overpass could cost \$2-3 million. What it could fund would depend on project type, but it could close some significant gaps in the network. Chawla asked if the MPO could come up with a prioritized list of projects that could be funded with \$6.5 million and provide that to Dane County Supervisors for their consideration when reviewing projects for PARC Grant funding. Schaefer replied that projects are identified through gaps and barriers analysis and listed in the RTP as priorities. Chawla requested that an ambitious list of projects desired by communities be provided to supervisors to help close gaps and barriers. Lynch stated that the urban treatments which could be accomplished for \$6.5 million would be extensive, but the timeline for public input, design, and construction would be lengthy.

Lynch discussed transit service and trade-offs between geographic coverage and direct service with shorter travel times, as well as how this analysis is being used in the Network Redesign Study, clarifying the level of communication between MPO and Metro/Consultant (JWA) staff leading that project. Opitz stated that his conversations with Dane County Parks Dept. staff indicate that PARC Grant funding will be highly competitive this year. Chawla asked that desired projects and PARC Grant applications be sent directly to supervisors as well as to staff so that supervisors can be aware of the desired projects, not just those recommended by staff.

Opitz recognized Harrinton-McKinney, who commented that she appreciated the presentations and the discussion, and that she agreed that conversations around equity are messy and awkward, but necessary. She stated that affected residents need to be involved in project design and determining which features are appropriate in their neighborhoods and thanked staff for their work.

10. Status Report on Capital Area RPC Activities

None, there was no December 2020 CARPC meeting.

11. Announcements and Schedule of Future Meetings

The next meeting is Wednesday, February 3, 2021.

12. Adjournment

Krause moved, Bergamini seconded, to adjourn meeting. Motion carried. Meeting was adjourned at 8:30 p.m.

MPO Agenda Cover Sheet
February 3, 2021

Item No. 5

Re:

Presentation on U.S. Highway 51 (McFarland to Stoughton) Project and Interstate 39/90/94 (Madison to Wisconsin Dells) Study and Brief Updates on other Major Studies

Staff Comments on Item:

After studying improvements for the USH 51 (McFarland to Stoughton) corridor for a number of years and suspending its environmental study for a few years due to likely lack of funding for construction, the study process was resumed again in 2019. WisDOT developed a new scaled back alternative (“H”) that provides for intersection improvements in the corridor with expansion to 4 lanes only for the segment between Jackson Street and CTH B in Stoughton. Other changes include an added auxiliary lane in both directions between the Siggelkow Road interchange and Voges Road in McFarland, and a new passing lane east of Stoughton. Pedestrian and bicycle accommodations will be added in the urban areas and a wide paved shoulder in the rural area.

WisDOT has completed the draft Environmental Assessment for the project and a few refinements have been made to the alternative presented in 2019. The project was awarded Majors program funding by the State Transportation Projects Commission (TPC) in December 2020. The estimated total cost, including design, ROW, and construction is \$174 million (\$203 million in YOE dollars). In order to continue to move the project forward, the project will need to be amended into the fiscally constrained MPO Regional Transportation Plan 2050 and 2021-2025 TIP (see agenda item #6). WisDOT SW Region staff will provide a presentation on the project.

The State TPC also approved WisDOT restarting the Interstate 39/90/94 (Madison to Wis. Dells) study. WisDOT SW Region will provide information on the study and issues in the corridor. Finally, WisDOT will provide brief updates on the Beltline and Stoughton Road studies, which are being re-initiated.

Materials Presented on Item:

1. WisDOT SW Region presentations on the USH 51 project, I-39/90/94 study, and updates on the Beltline and Stoughton Road studies

Staff Recommendation/Rationale: For discussion purposes. Action item is #6, to release notice of proposed amendments to the RTP and TIP to add the USH 51 project.



US 51 Corridor Study Stoughton-McFarland

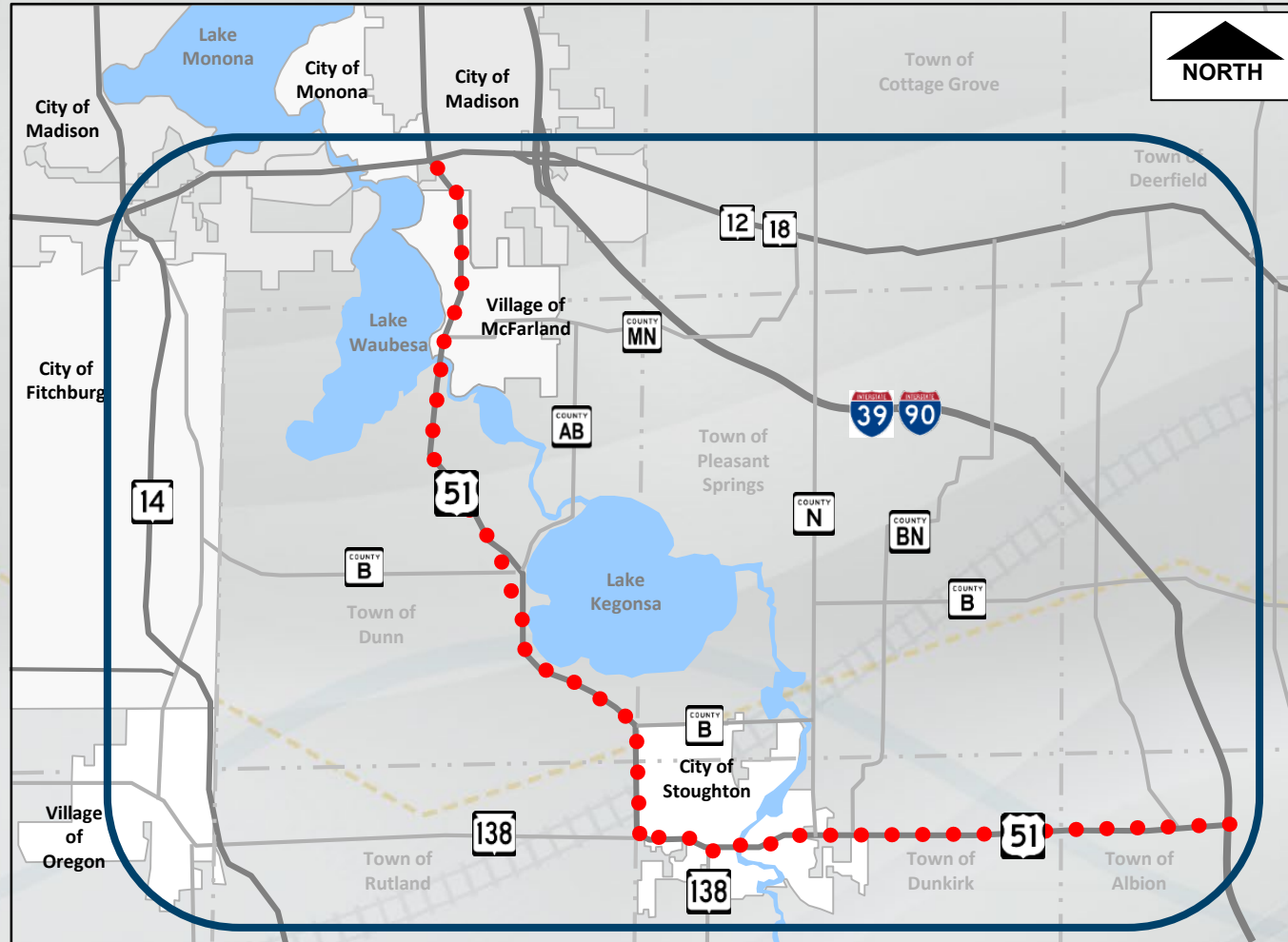
Greater Madison MPO
Technical Committee Meeting

January 27, 2021



US 51 Corridor Study Area

Southeast quadrant of Dane County



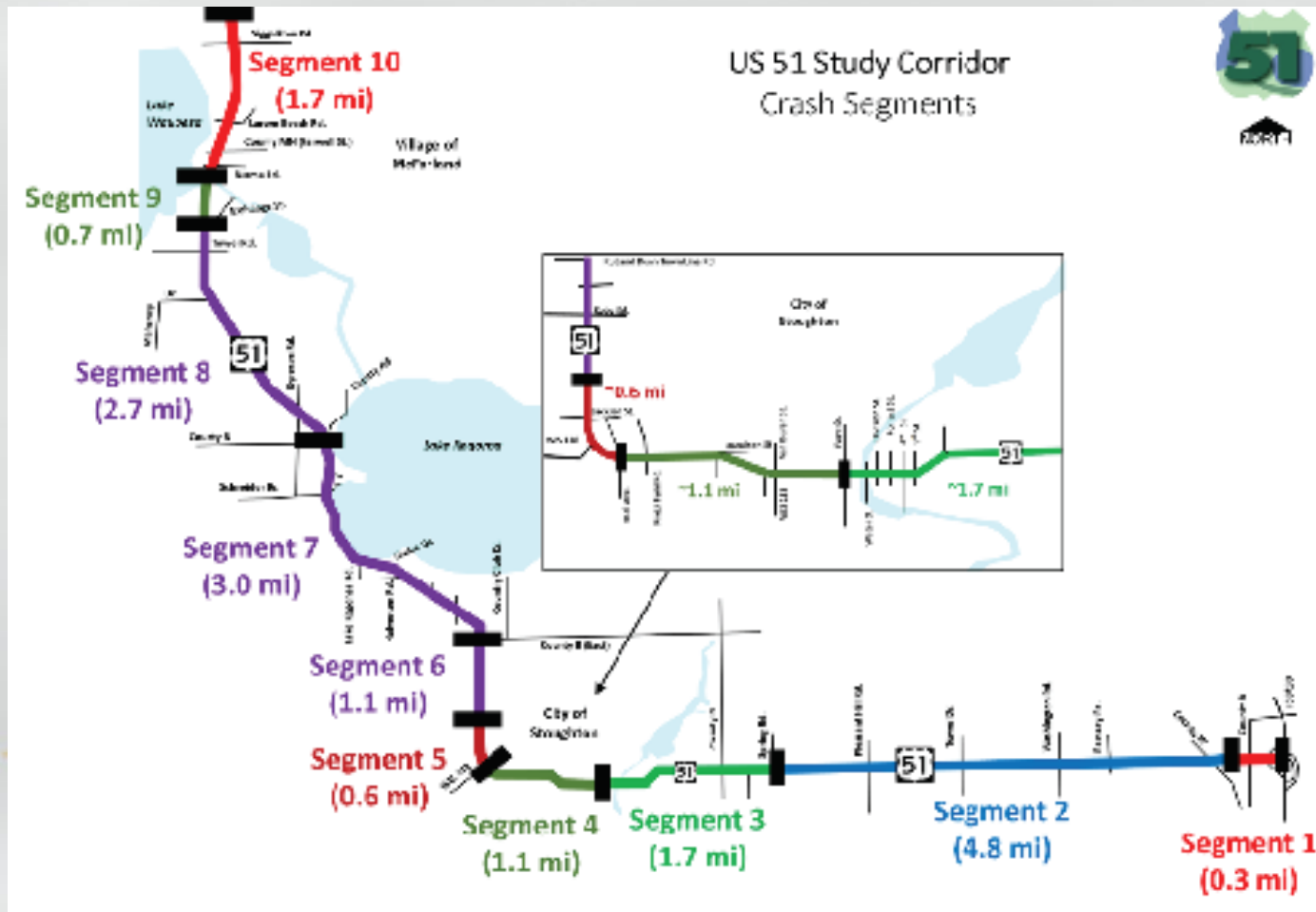
Project Purpose and Need

Provide a safe and efficient transportation system in the US 51 corridor to serve present and long-term travel demand while minimizing disturbance to the environment.

- Address safety
- Address pavement condition
- Address travel demand
- Improve bicycle and pedestrian accommodations
- Corridor preservation and long-term planning



Project Need - Safety



Total Crash Rates - (2014-2018)

Segment 1: 1.9 x SWA (SB direction)

Segment 3: 1.6 x SWA

Segment 6: 2.9 x SWA

Segment 7: 1.9 x SWA

Segment 8: 1.1 x SWA

KAB Crash Rates - (2014-2018)

Segment 1: 6.4 x SWA (SB direction)

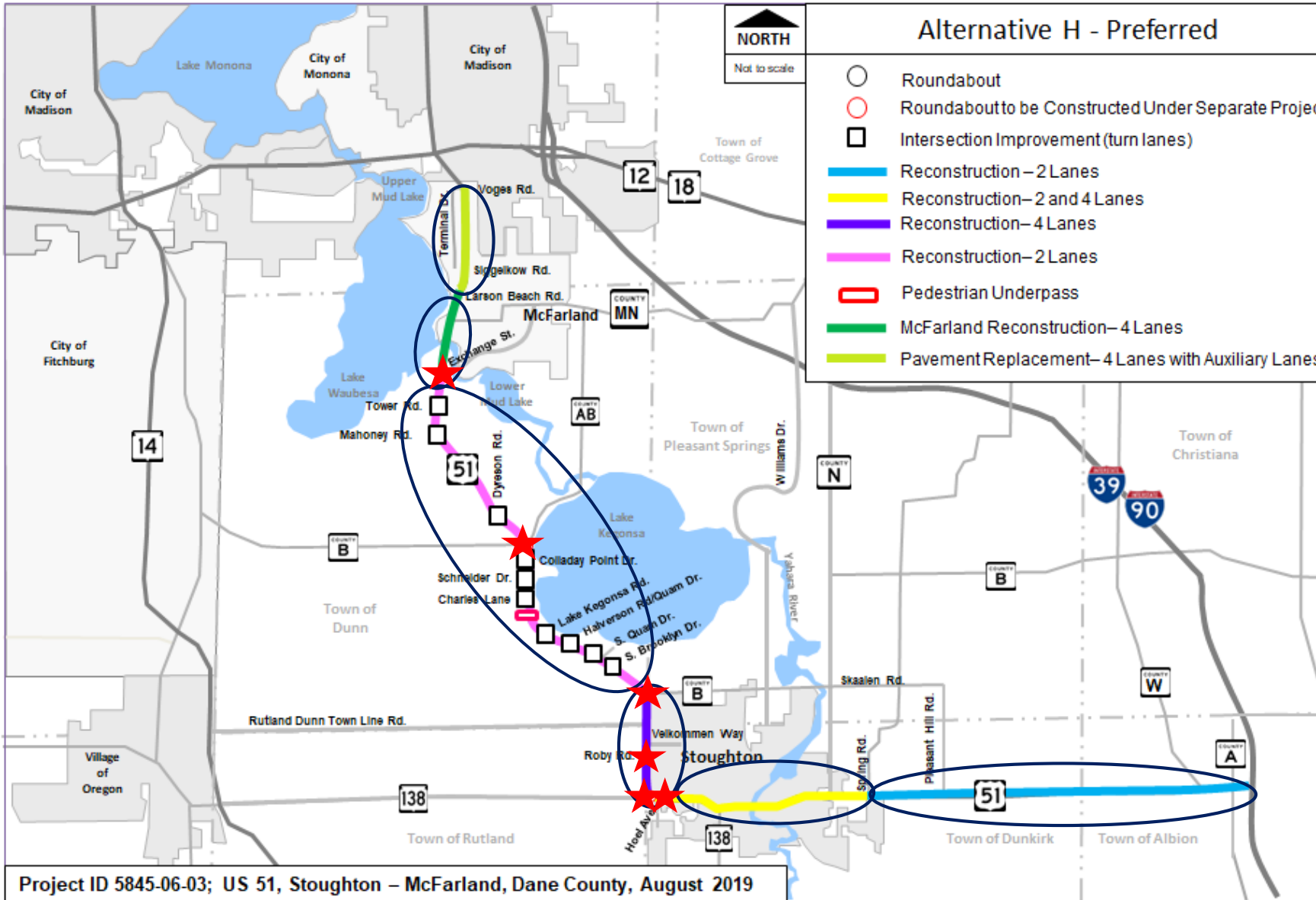
Segment 6: 2.6 x SWA

Segment 7: 2.4 x SWA

Segment 8: 2.2 x SWA

- 2 fatal and 14 serious injury crashes on US 51 between 2014 and 2018

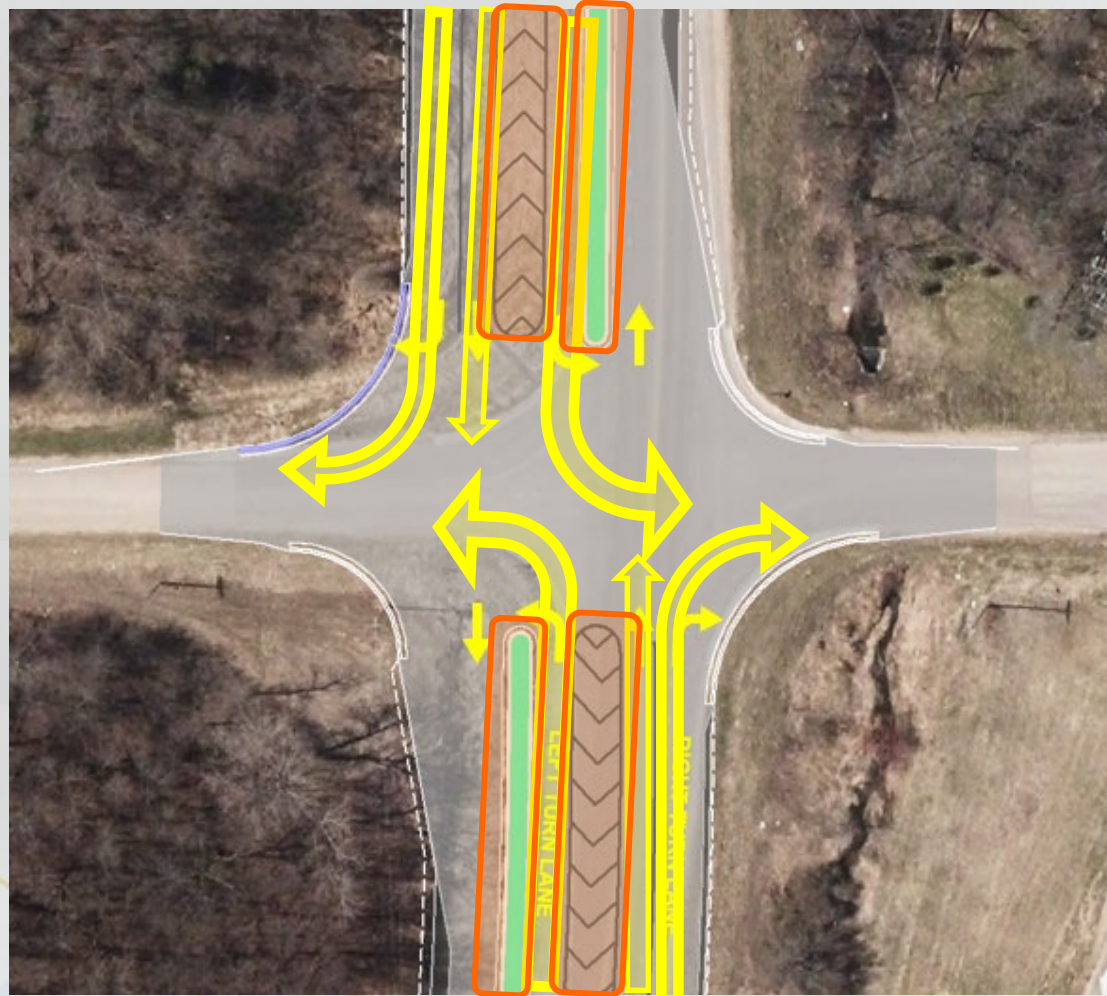
Alternative H - Hybrid



Notable Design Aspects of Preferred Alternative (Alt H)

The background features a light gray gradient with several overlapping, semi-transparent wavy lines in shades of blue and gray. A dashed orange line runs across the lower half of the image, following a similar wavy path. The overall aesthetic is clean and modern.

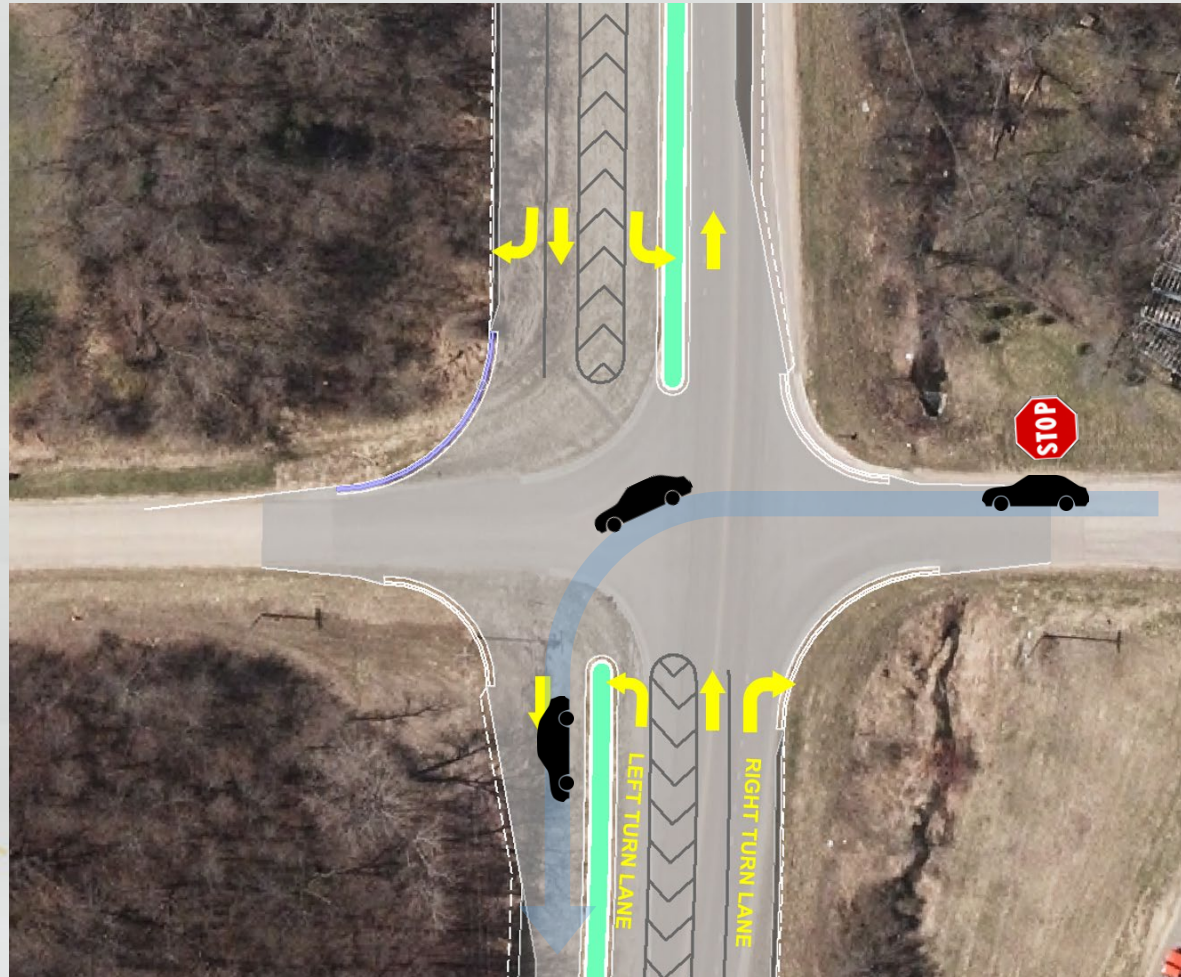
Alt H – Rural Intersection Improvements North of Stoughton



Alt H – Median Required for Rural Intersection Improvements (County B (east) to Dyreson Rd)



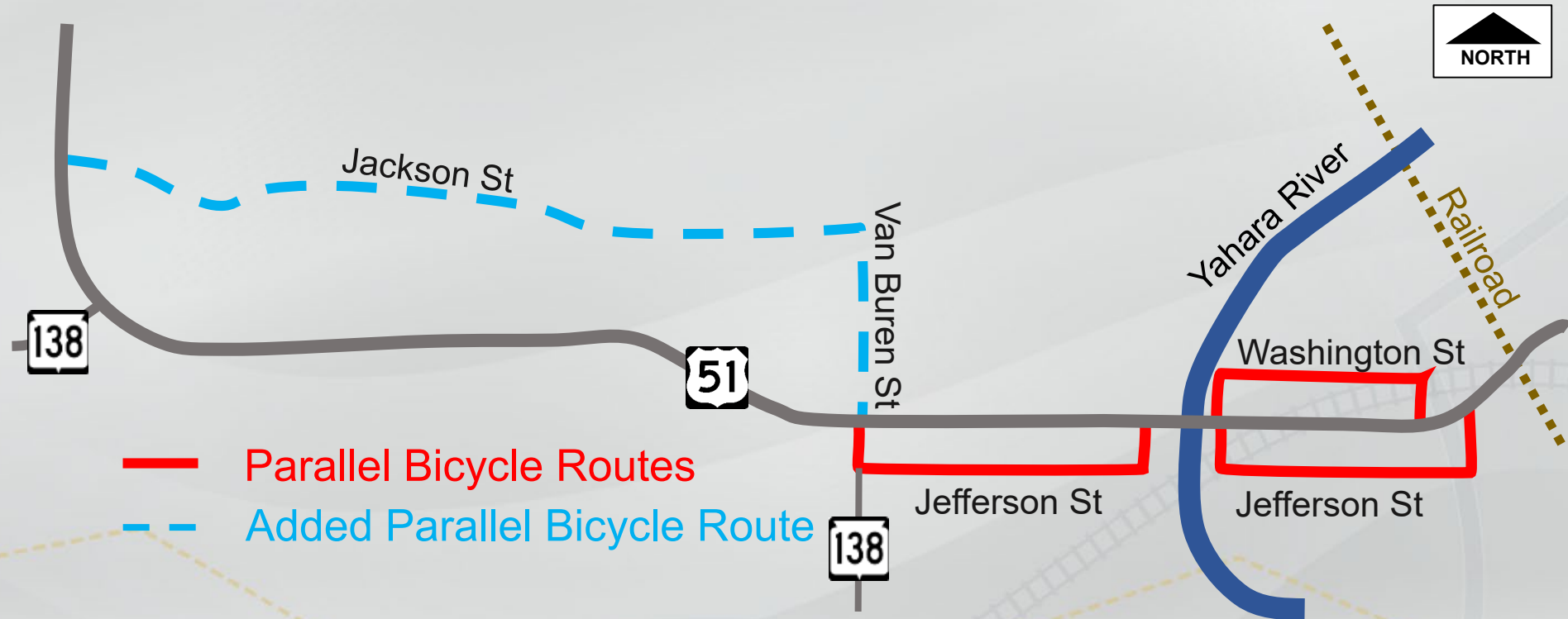
Alt H – Median Crossing





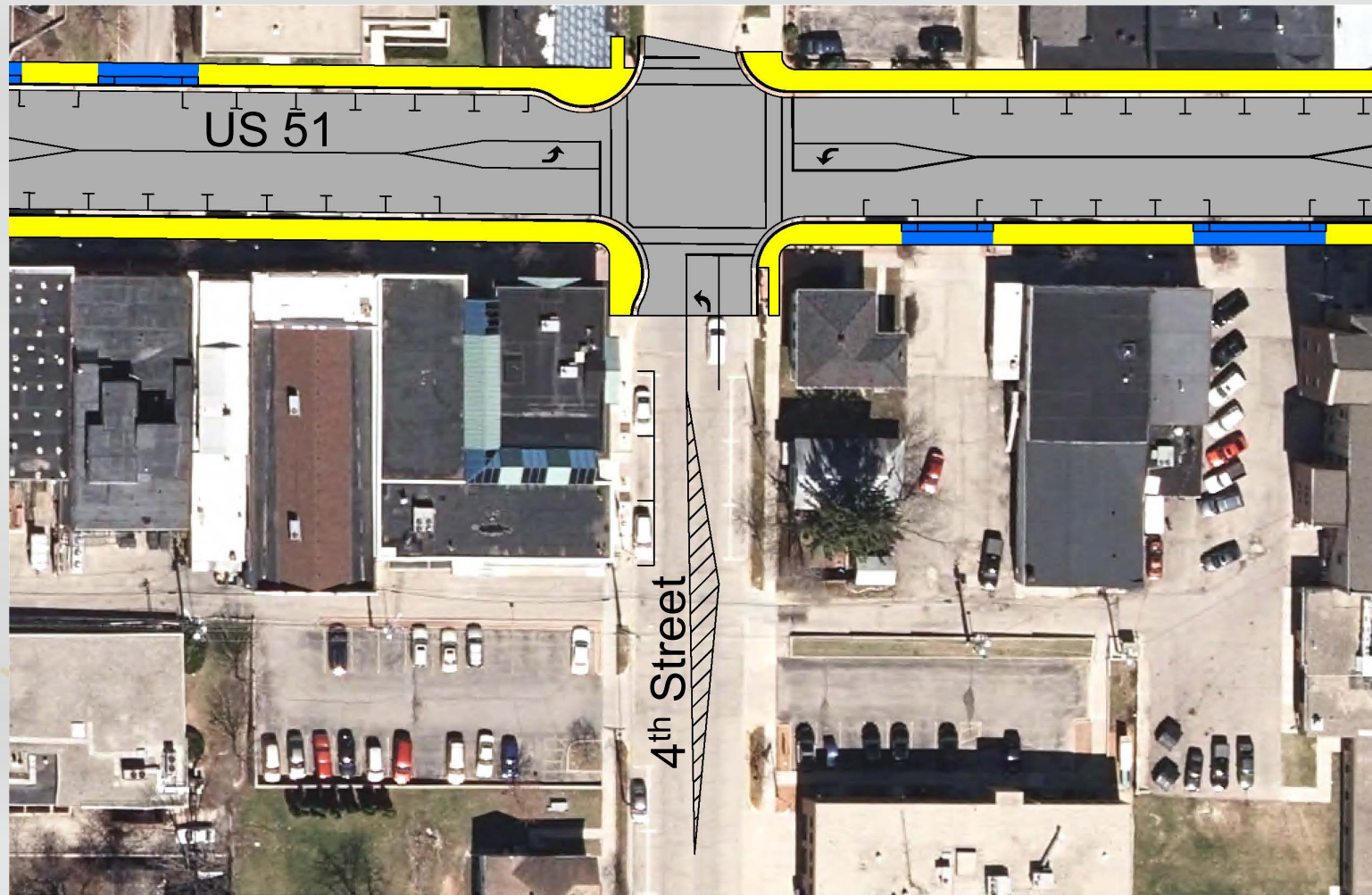
**Design changes since
public meeting in fall 2019**

Stoughton – Bicycle Accommodations



Proposed parallel bicycle routes – 1.6 Miles
Bicycle lanes provided east of the railroad – 1.4 Miles

Stoughton – 4th Street

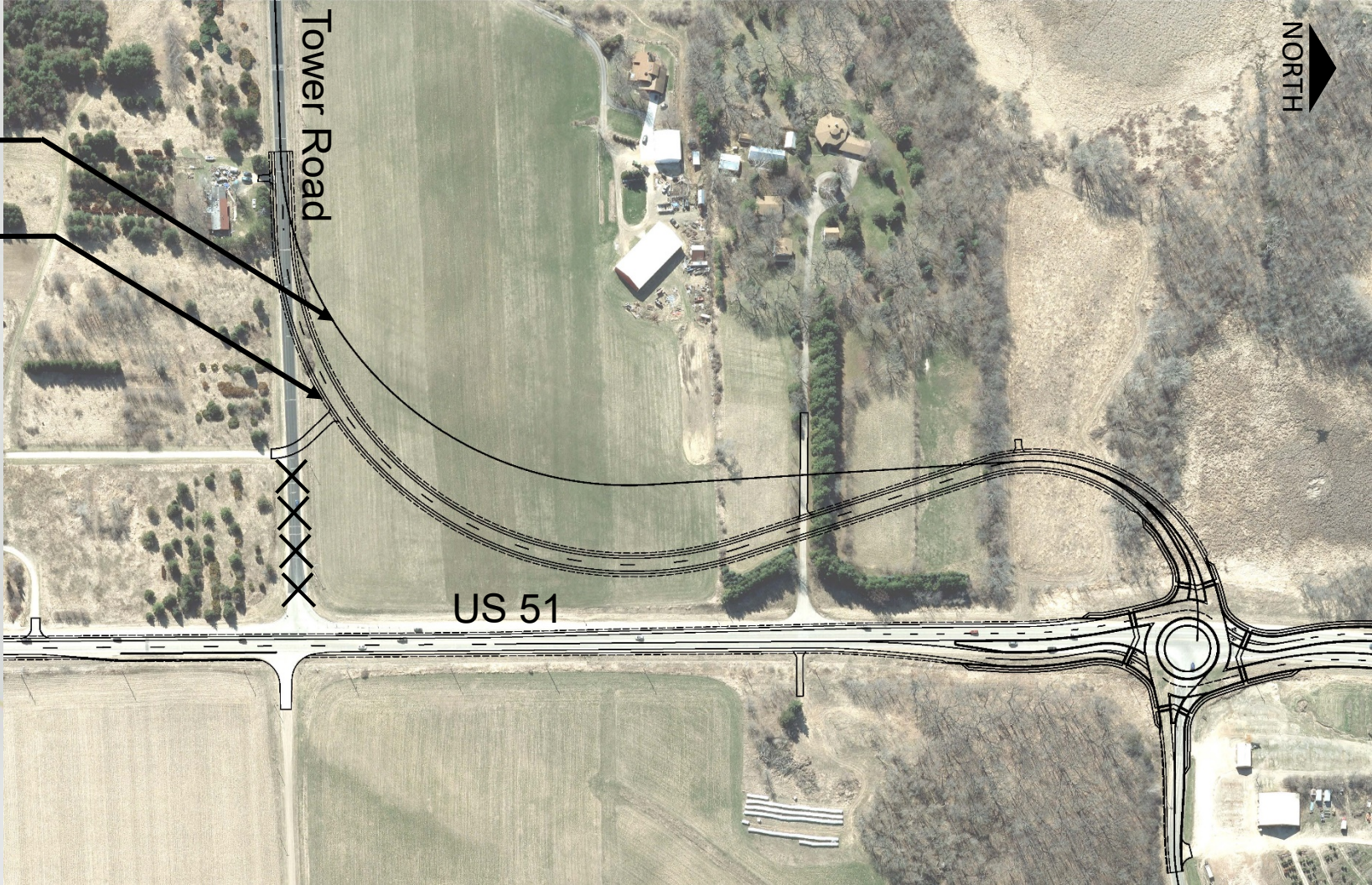


Adjusted pavement marking to add westbound left-turn lane on 4th Street

Town of Dunn – Tower Road

Previous realignment

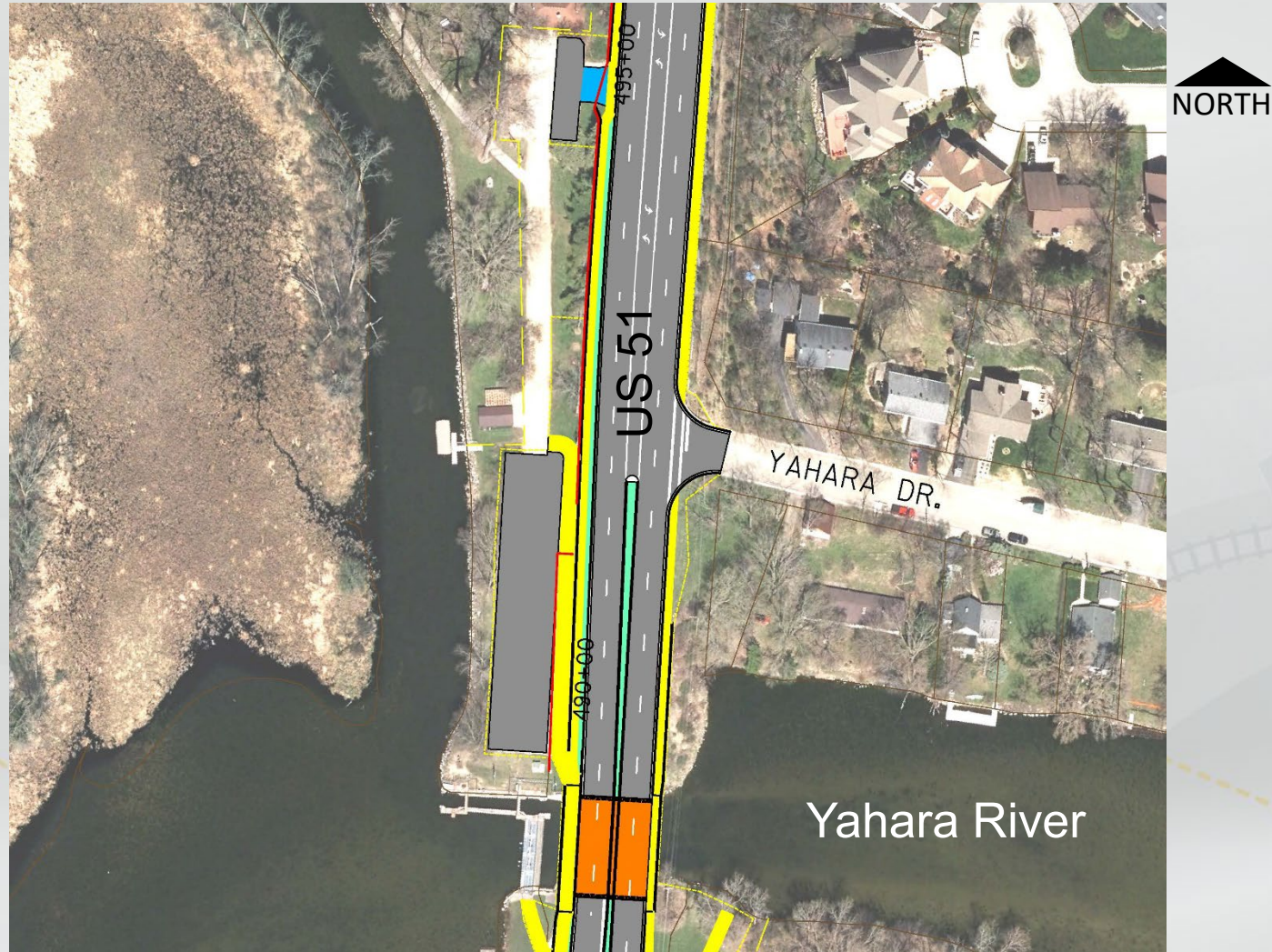
Adjusted realignment



Adjusted Tower Road realignment to reduce impacts

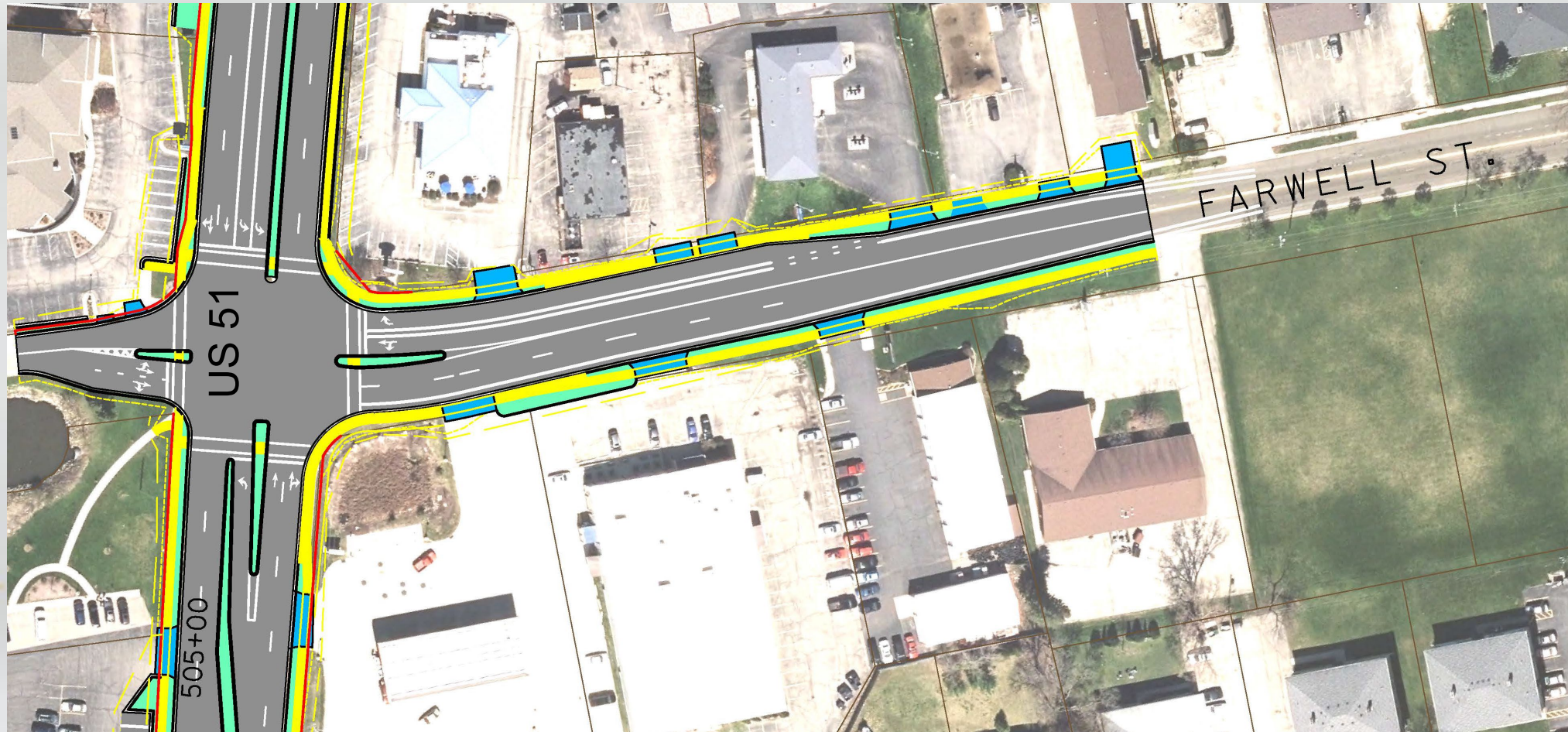


McFarland – Yahara Drive



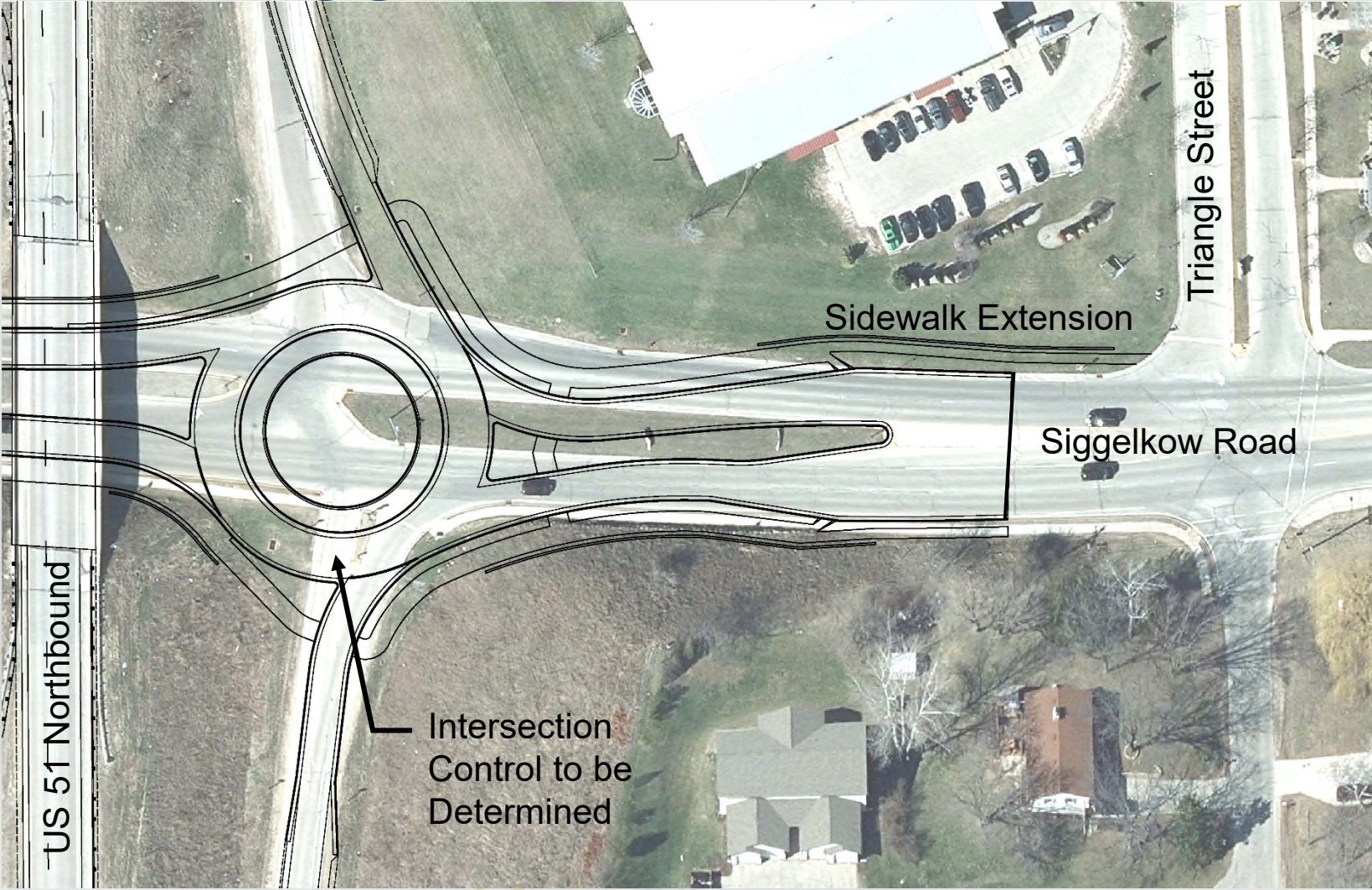
Removed access restrictions at Yahara Drive

McFarland – Farwell Street



Added bicycle lanes on Farwell Street

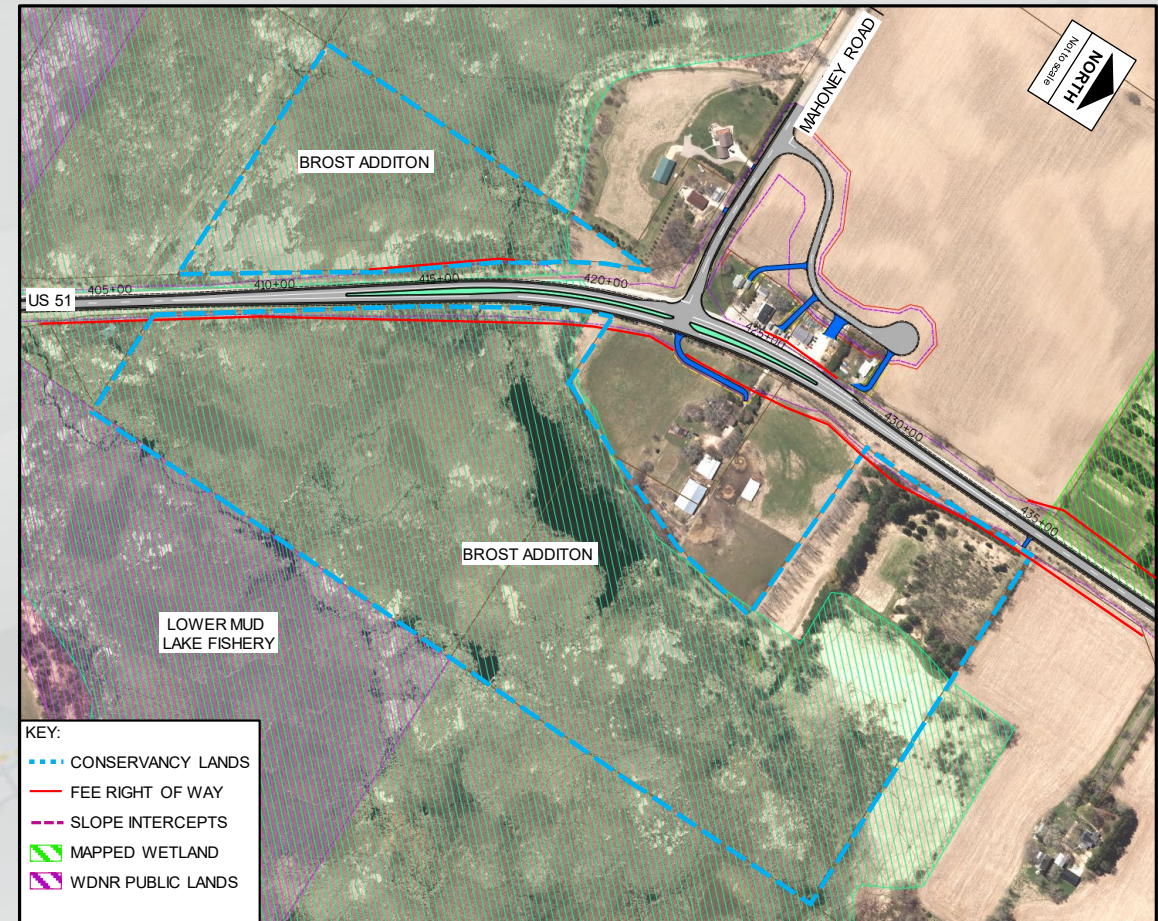
McFarland – Siggelkow Road Sidewalk Extension



Extended Sidewalk on Siggelkow Road from northbound US 51 Ramp Terminal to Triangle Street

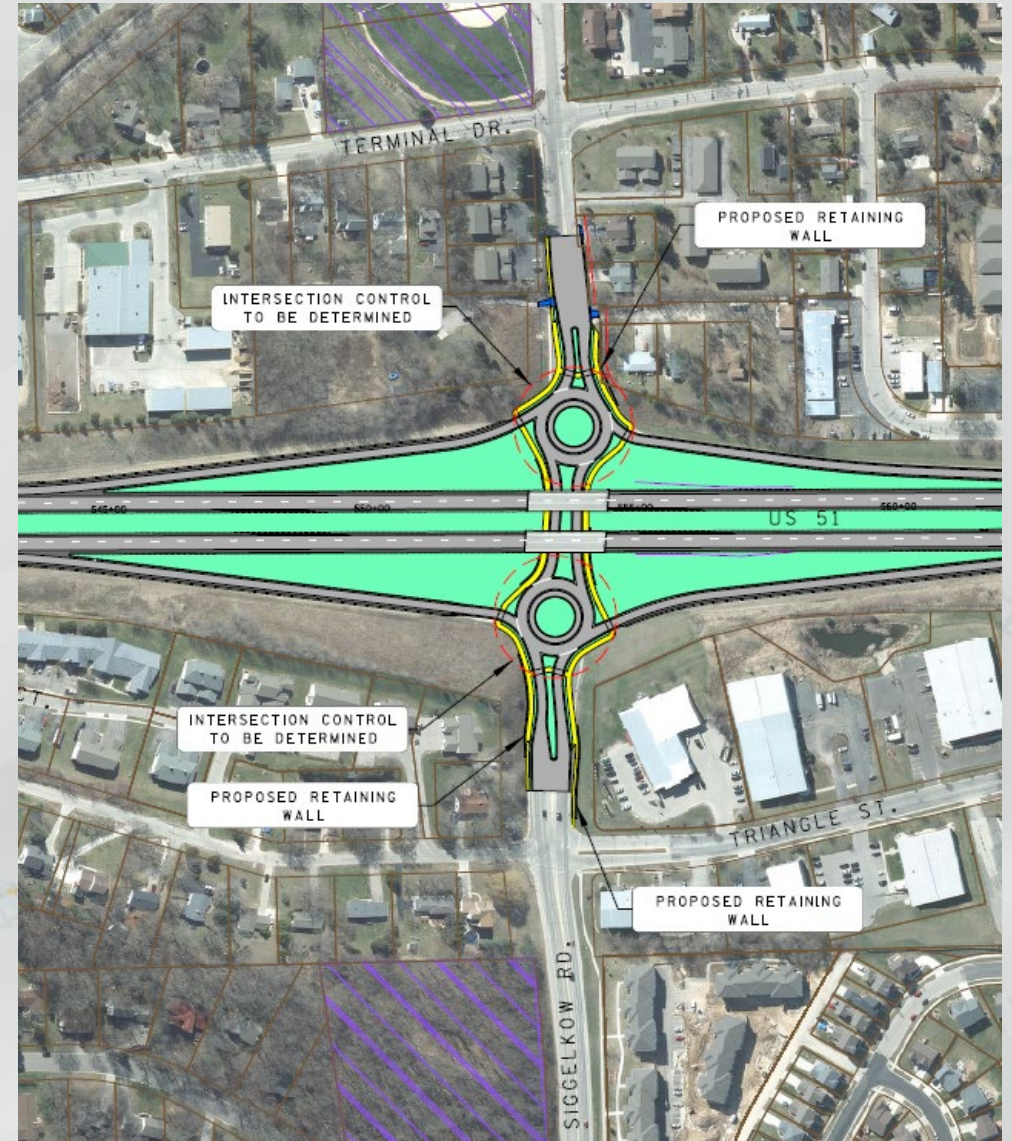
Brost Addition

- Land adjacent to US 51 Corridor purchased for conservation in 2020
 - Land has protection under Section 4(f)
- Alternative H will impact Brost Conservation Easement Land
- WisDOT pursuing a *De Minimis* Finding for Impacts
 - WisDOT is coordinating with Wisconsin DNR and Groundswell Conservancy



US 51 and Siggelkow Road ramp terminals

- Intersection control needed at southbound ramp terminal
 - Roundabout or traffic signal
- No control needed at northbound ramp terminal
 - May be added for interchange consistency and driver expectation
- Public input will factor into decision on the type of intersection control selected



Summary of Anticipated Impacts

ENVIRONMENTAL ISSUE	Alternative H
Total Cost (In Millions, 2020 \$)	\$ 174
Potential Relocations	2
Land Converted to R/W (acres)	70
Wetland Area Impacted, (acres)	8 to 10
Agricultural land to R/W (acres)	40 to 50

Other Programmed Projects

- Pavement rehabilitation/replacement

2020 Construction – completed

- Page Street to Hoel Avenue

- Roundabouts

2022 Construction

- Roby Road
- WIS 138 (west)
- Hoel Avenue

2024 Construction

- County B/County AB



Study Schedule

- Virtual Public Involvement Meeting October 6, 2020
- EA document signed/available for public review November 2020
- Notice of Opportunity to request a Public Hearing – January 2021
EA document available for public review
- Public Hearing (if requested) March 2021
- Anticipated Finding of No Significant Impact – Spring 2021
Anticipated Study Completion

Opportunities to Provide Input

- **Study website**
 - Go to wisconsindot.gov and search “US 51 Study” and select “US 51 Corridor Study (Stoughton to McFarland)”
- **Send comments via email**
 - Jeff.Berens@dot.wi.gov

I-39/90/94

Madison to Wisconsin Dells

Greater Madison MPO
Technical Committee Meeting

January 27, 2021



Project Location

- 63 mile corridor
- Separated into three sections for analysis



Madison

Madison (Section 1)

US 12/18 to Dane Co. Line



Wisconsin River

Wisconsin River (Section 2)

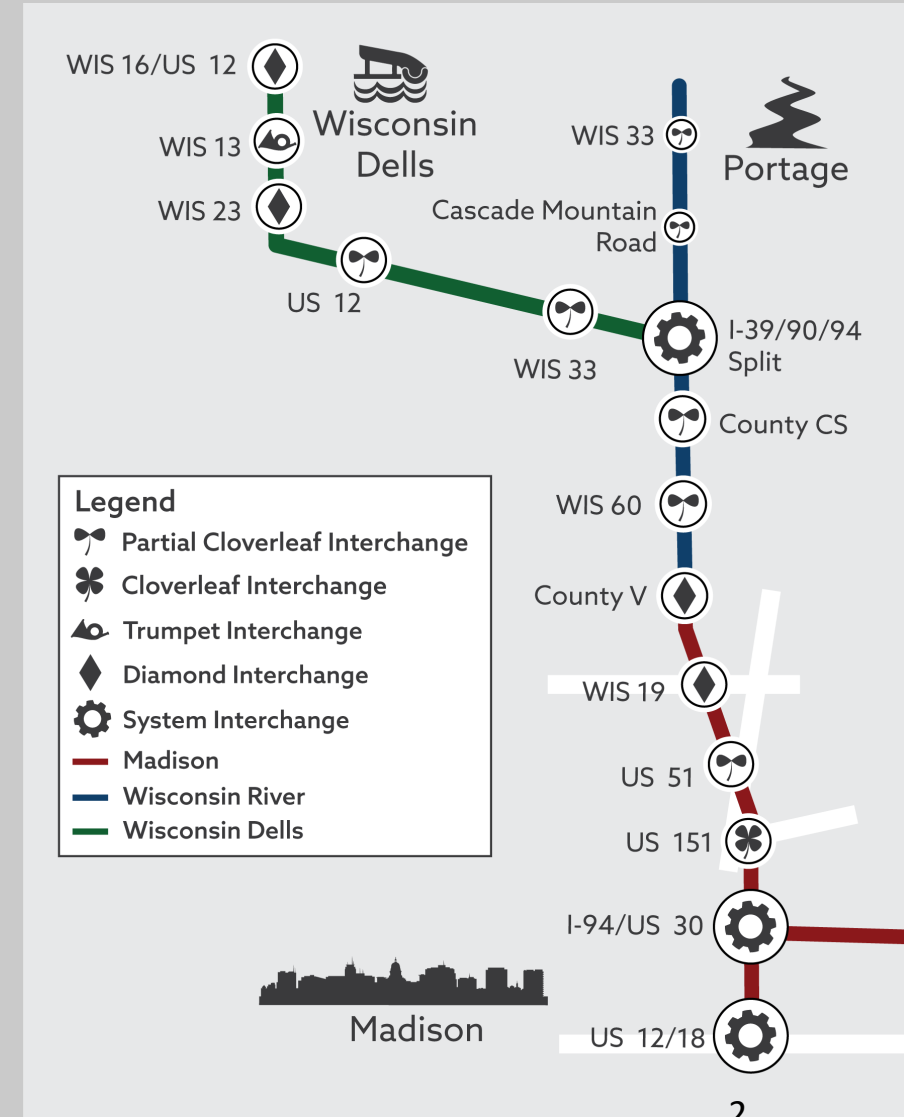
Dane Co Line to WIS 16



Wisconsin Dells

Wisconsin Dells (Section 3)

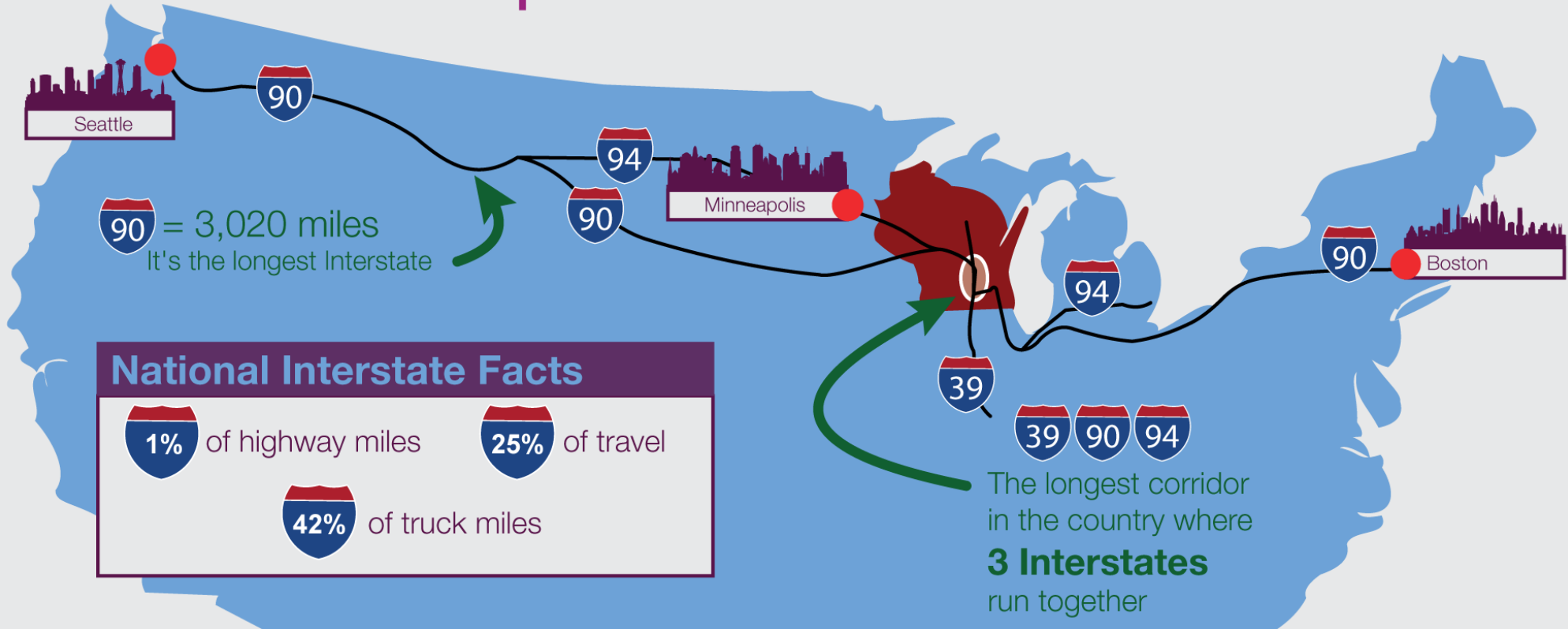
I-39 Split to US 12/ WIS 16



Corridor Information

- I-90 is the longest east-to-west interstate in country (3,020 miles)
- I-39/90/94 is the longest “3 interstate” corridor in the country

Route Importance



Corridor Information

Important Corridor for Freight Haulers

5-11%

Growth rate of freight volumes (2015-19)

\$116 billion

(2017 \$) of freight travel through the corridor each year

25%

Percentage that trucks make up of daily traffic

13,800

Average number of trucks per day



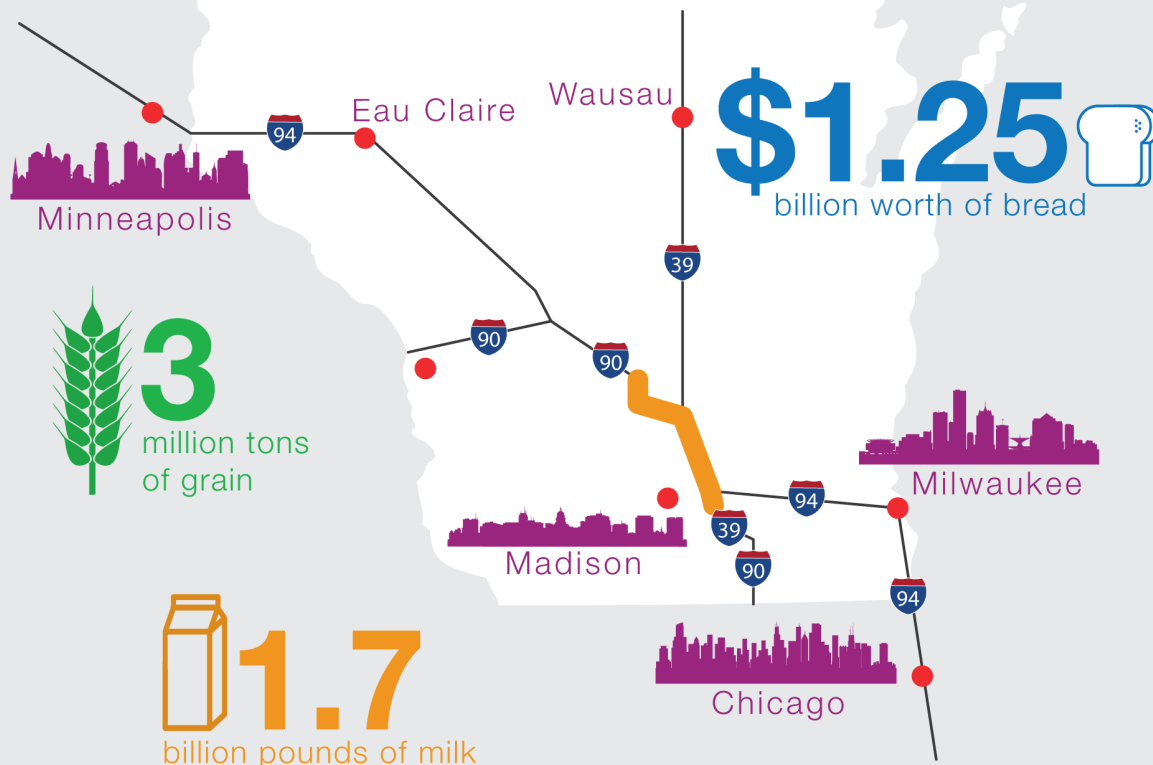
Corridor Information

What freight travels I-90?

\$900 million worth of cheese



\$116 billion total value in a year



3 million tons of grain

1.7 billion pounds of milk



Corridor Information

Important Corridor for Tourism

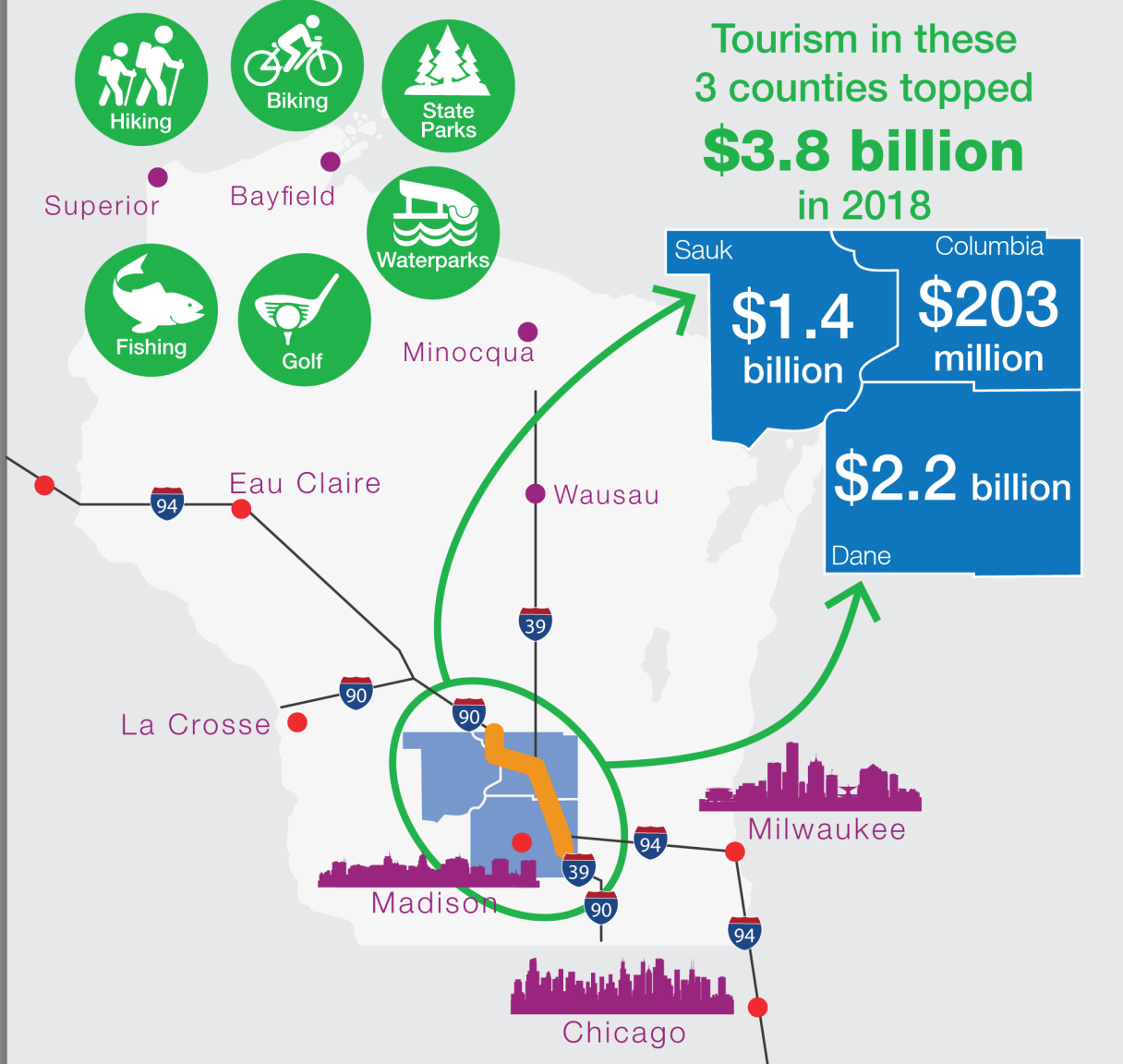
- Wisconsin Tourism = \$21.6 billion in total business sales for the entire state in 2018.
- The counties included in the I-90 study make up nearly 20% of total state tourism.
- This corridor is also a gateway to other recreational destinations in Wisconsin.

Source: Wisconsin Department of Tourism <http://industry.travelwisconsin.com/research/economic-impact>



Corridor Information

Tourism in Study Area



Corridor Traffic Congestion



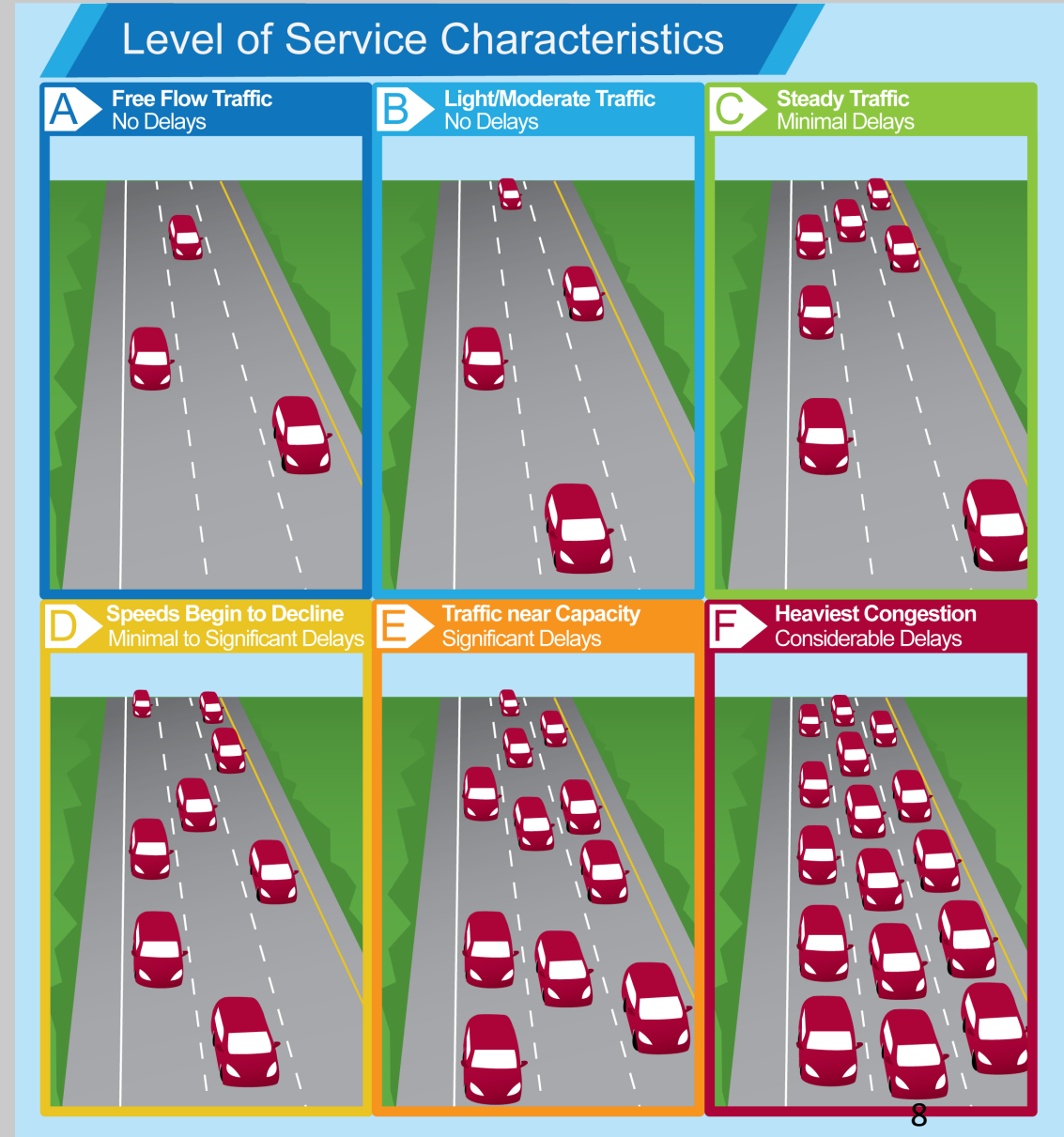
All sections of I-90 will experience undesirable Level of Service (LOS) by 2030

Section	Expected Peak Hour Congestion Level			
	2020	2030	2040	2050
Madison	D (4.6)	E (5.2)	F (6.1)	F (7.3)
Wisconsin River	C (3.9)	D (4.3)	D (4.9)	E (5.6)
Wisconsin Dells	D (4.0)	D (4.5)	E (5.1)	E (5.9)

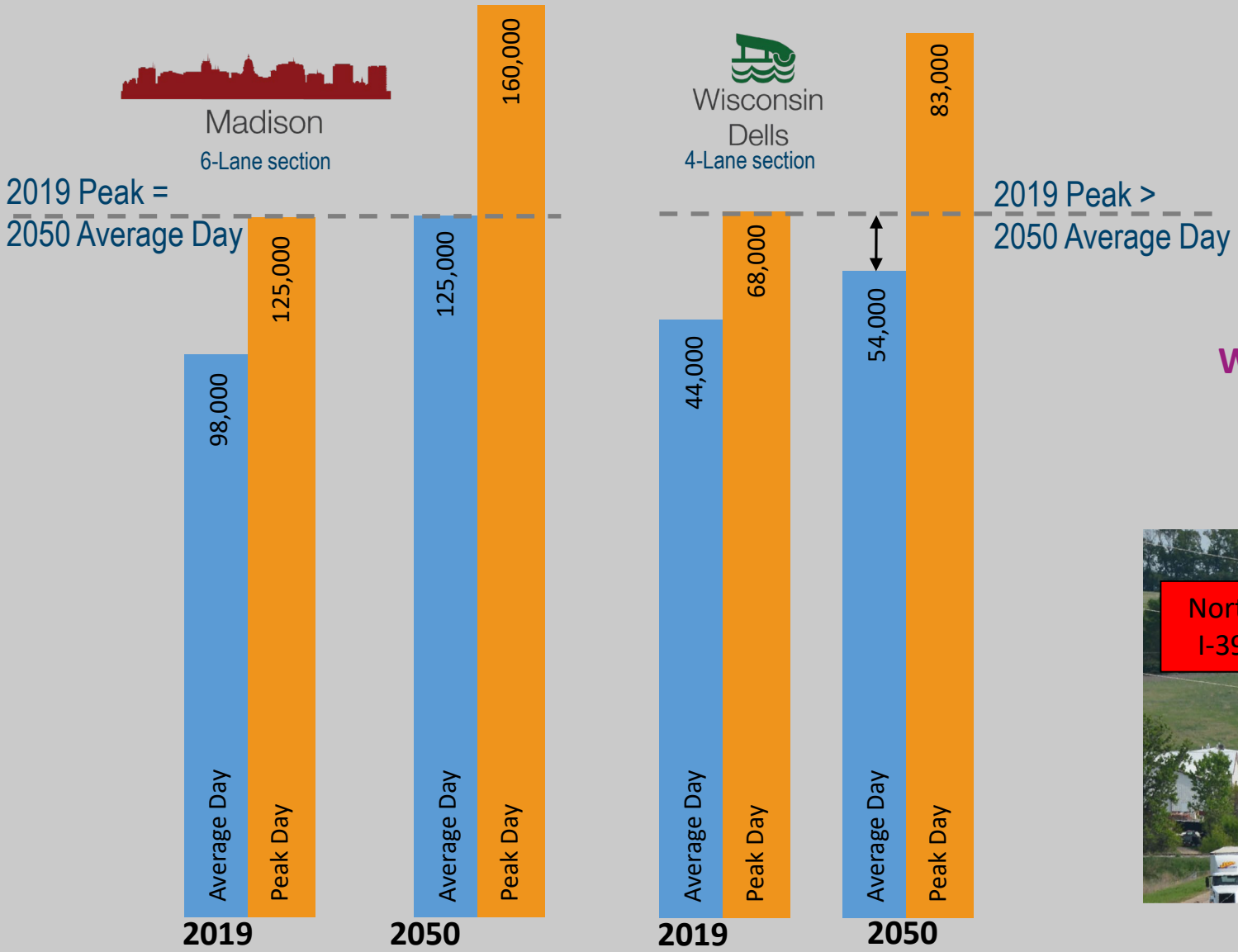
Undesirable Congestion (1 level below desirable LOS)

Undesirable Congestion (2 or more levels below desirable LOS)

LOS Numeric Score	
4-5	D
5-6	E
>6	F



Corridor Travel Trends



What will an average day of traffic look like on I-39/90/94 in the future?
 Watch traffic on a Holiday Weekend today.



Average Day is the average volume of all days within the given year
 Peak Day is from July 4th Weekend, 2019
 2050 Traffic Forecast completed 3/18/2020

How has COVID Affected Traffic Volumes on I-90?

Overall, traffic volumes remain down slightly



- 8%

Daily Traffic
September 2020 vs 2019

But I-90 recreational peak traffic and truck traffic have recovered



+ 1%

Peak Hour Traffic
Labor Day 2020 vs 2019



+ 4%

Daily Truck Traffic
September 2020 vs 2019

Long-term, work-from-home trends are not likely to affect recreational or freight traffic travel

Travel Time Reliability and Impacts



In 2019, I-90 had unreliable travel on Summer Weekends



90% of 2019 Summer Sundays had a crash in the corridor

- Crashes double to triple travel time
- Congestion on Summer Sundays can last for 6 hours



By 2050, normal peak hour travel times are expected to increase 65% (approximately 30 minutes longer)



2050 crashes may increase travel time to over 2.5 hours

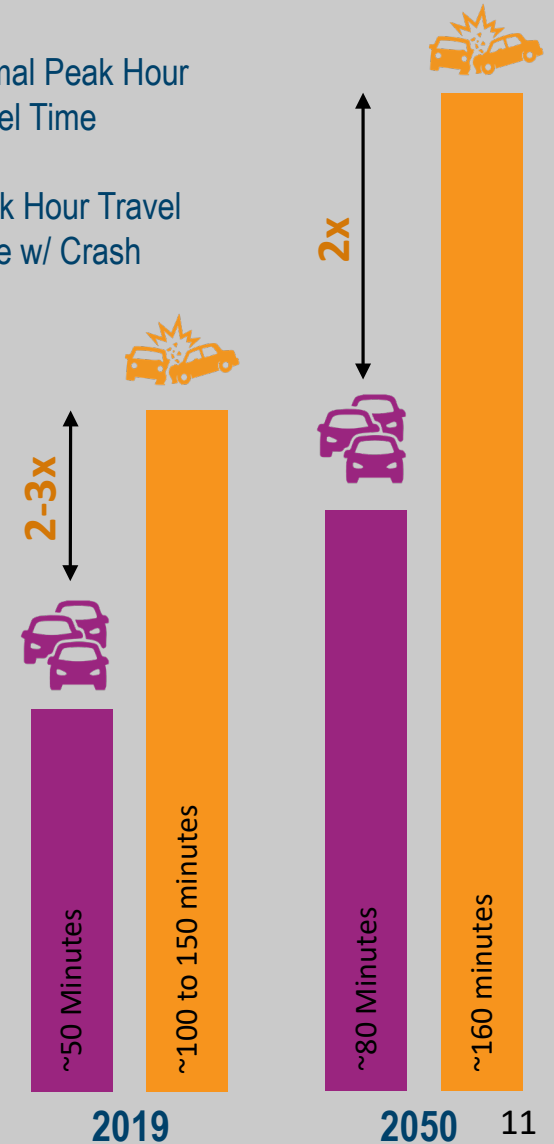
- Crashes and work zones continue to worsen normal congestion and increase travel delays (in absence of a major project)



Normal Peak Hour Travel Time

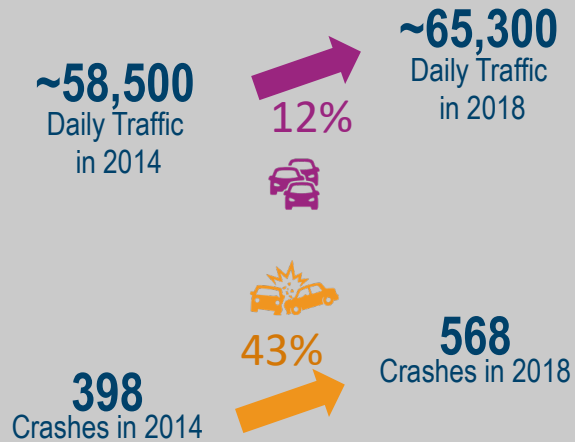


Peak Hour Travel Time w/ Crash



Corridor Safety (2014 – 2018)

Crashes are increasing as traffic is growing



Crashes due primarily to congestion and road geometry

I-90/94 segment from Portage to Wisconsin Dells is above the statewide average for crashes and injury crashes.

Crash Fast Facts

From 2014 through 2018, the crash frequency in the I-90 study area along the mainline was:



Crashes Related to Congestion (2014-2018)



48%

Of total crashes in corridor are rear end or sideswipe crashes (1248 out of 2612)

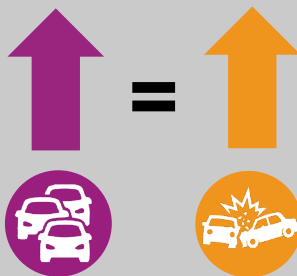
- Rear end or sideswipe same-direction crashes are generally related to congestion

40%

Of total crashes in corridor occurred during peak travel periods (1033 out of 2612 crashes)

- Approximately 33% of yearly traffic occurs in peak periods
- Peak periods account for 22% of yearly hours

- **Peak Travel Periods:**



As traffic volumes increase, the number of congestion related crashes is also expected to increase (in the absence of a Major project)

Secondary Crashes

Secondary crashes occur as a result of traffic backups from congestion or initial crashes. They often involve a large speed differential, resulting in severe injury.

238 Days in 2019 experienced crashes (654 total crashes)

27 Days in 2019 experienced secondary crashes
75 total secondary crashes (102 including initial crash)

84% Of secondary crashes occurred during peak travel periods

70% More likely to be injured in a secondary crash
36% of secondary crashes resulted in injuries
21% of corridor crashes resulted in injuries

Half Of 2019 Summer Sunday peaks experienced secondary crashes



As traffic volumes increase, the number of secondary crashes is also expected to increase

Pavement Needs



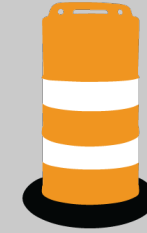
100%

Of the 63-mile corridor needs pavement improvement before 2035*

60%

Of the 63-mile corridor will be between 38 and 45 years old by 2030

* In the absence of a Major project



17

Of the next 30 years have pavement projects projected in them*



Traffic control becoming more difficult as traffic volumes grow, specifically during the peak summer tourism season.

Having a definitive corridor improvement plan to strategically sequence these projects will enable the department to:

- Minimize impacts to the traveling public, freight haulers and business and
- Maximize the benefit of construction funds through strategic packaging of projects

Structures

109

Bridges in the corridor

Three bridges are structurally deficient

48%

Percentage of the bridges in the corridor needing replacement or a new deck before 2050

40 Bridge replacements

12 Deck replacements

**Almost
All**

Interstate bridges in the corridor are not wide enough to maintain all lanes for traffic staging.



Having a definitive corridor improvement plan to strategically sequence these projects will enable the department to:

- **Minimize impacts to the traveling public, freight haulers and business and**
- **Maximize the benefit of construction funds through strategic packaging of projects**

Corridor Resiliency

Flooding



2

Flooding events since 2008 resulting in interstate closures (full and partial)

Baraboo River at Portage – 2008, 2018

2008 Flood closed I-90 from Madison to Mauston
Alternate route was Eau Claire -> Green Bay -> Milwaukee



Wis National Guard Sandbagging SB I-39, 9/02/2018



I-90/94 at WIS 33, 6/13/2008



Corridor Resiliency

Alternate Routes

Barriers

The Wisconsin River is a barrier to I-90 alternate routes; There are few high-capacity crossings

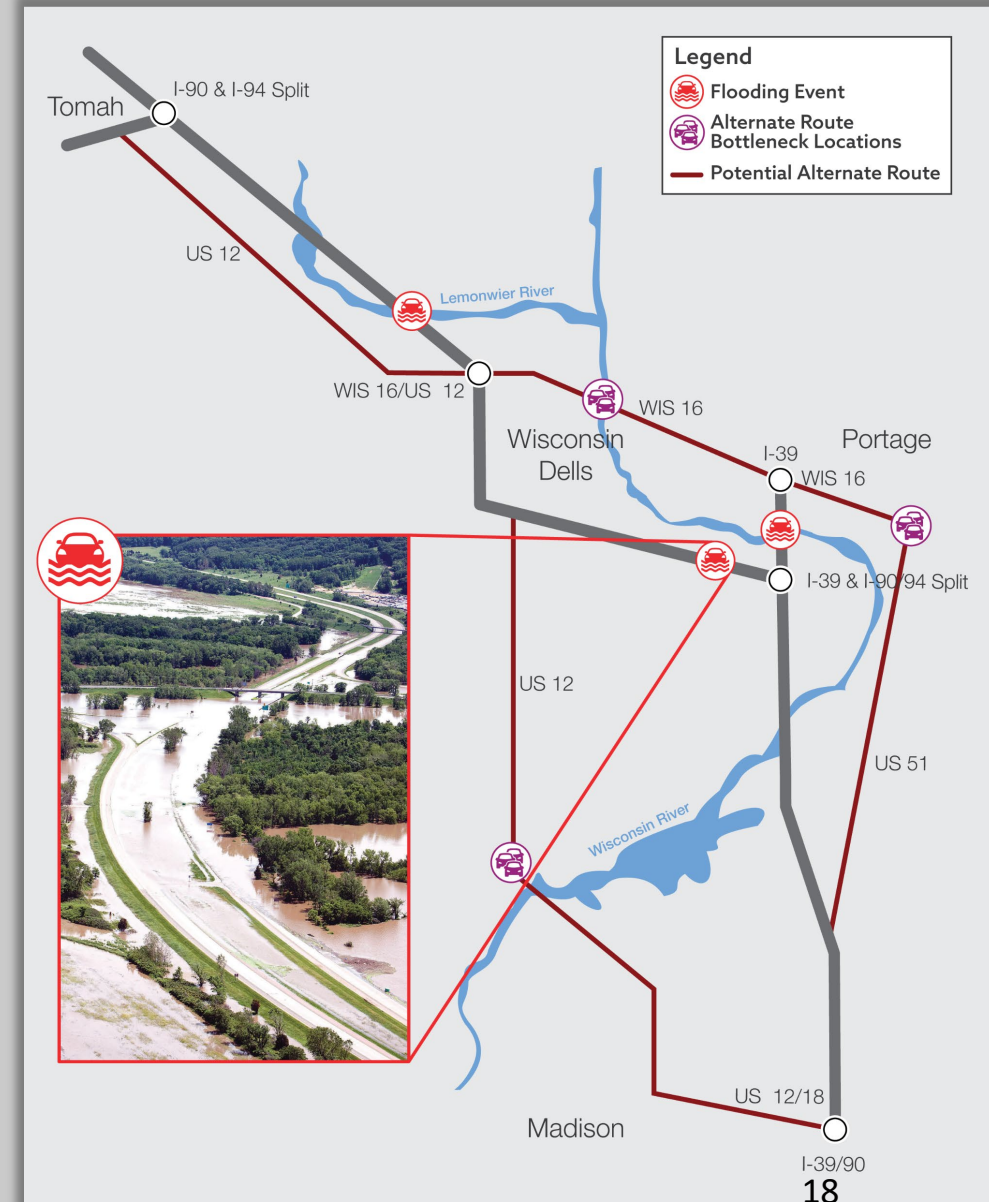


Delay

Alternate routes are not near the corridor, increasing travel time to get to them

Bottlenecks

On alternate routes in Portage, Sauk City and Wisconsin Dells



December 8, 2020 TPC Recommendation

- Infrastructure, safety, and capacity needs of this key recreation and freight corridor warrant a restart of the environmental document process.
- The department is restarting the study and will develop alternatives and cost. This study will not result in construction through the Major program. Construction through the Major program will require enumeration and would be considered after the study is complete.

Questions?

Brandon Lamers, P.E.
WisDOT Major Studies Supervisor
brandon.lamers@dot.wi.gov



Madison Beltline

Greater Madison MPO
Technical Committee Meeting

January 27, 2021

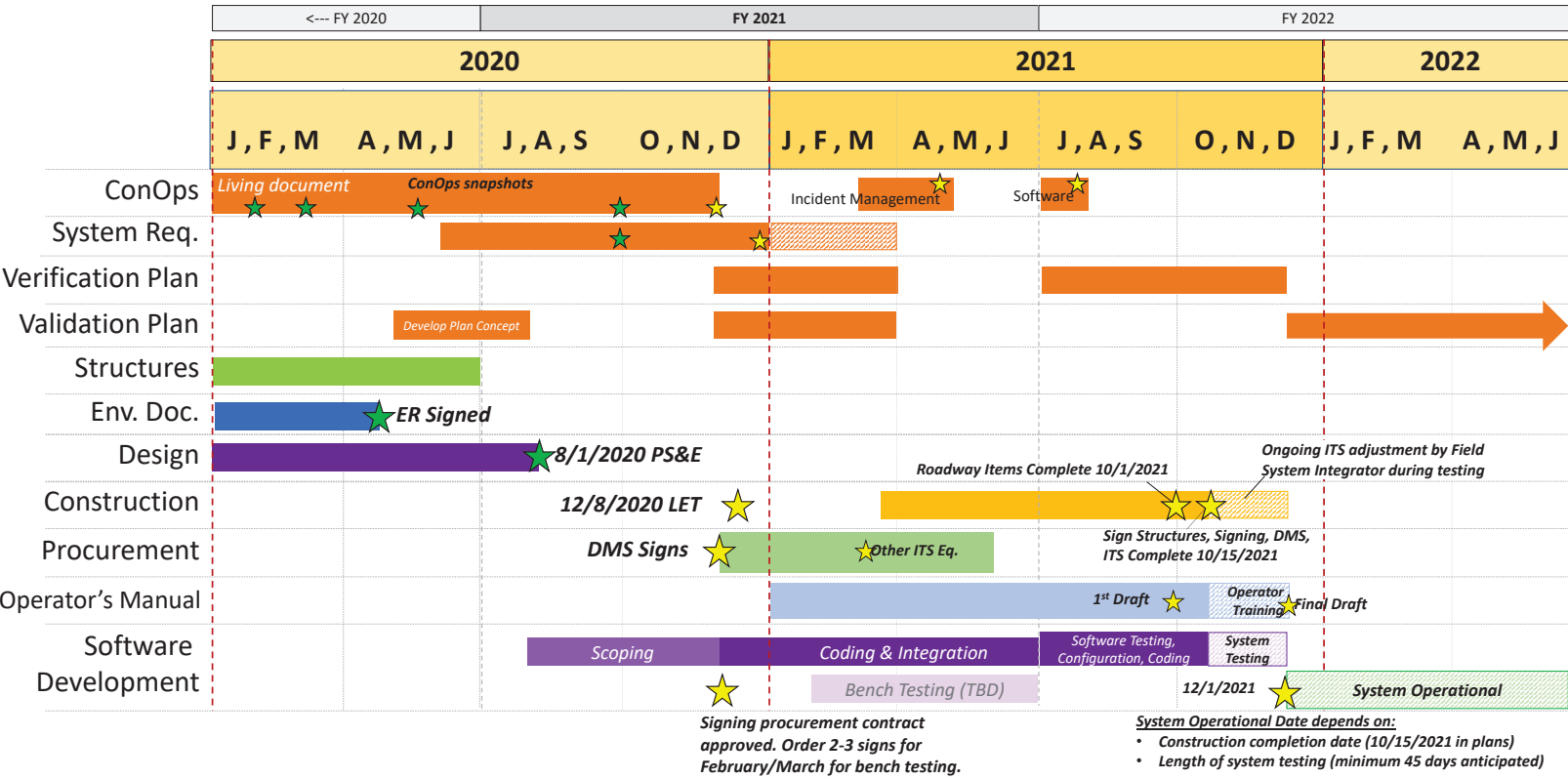


Madison Beltline Flex Lane Schedule Update

Beltline FLEX LANE Schedule

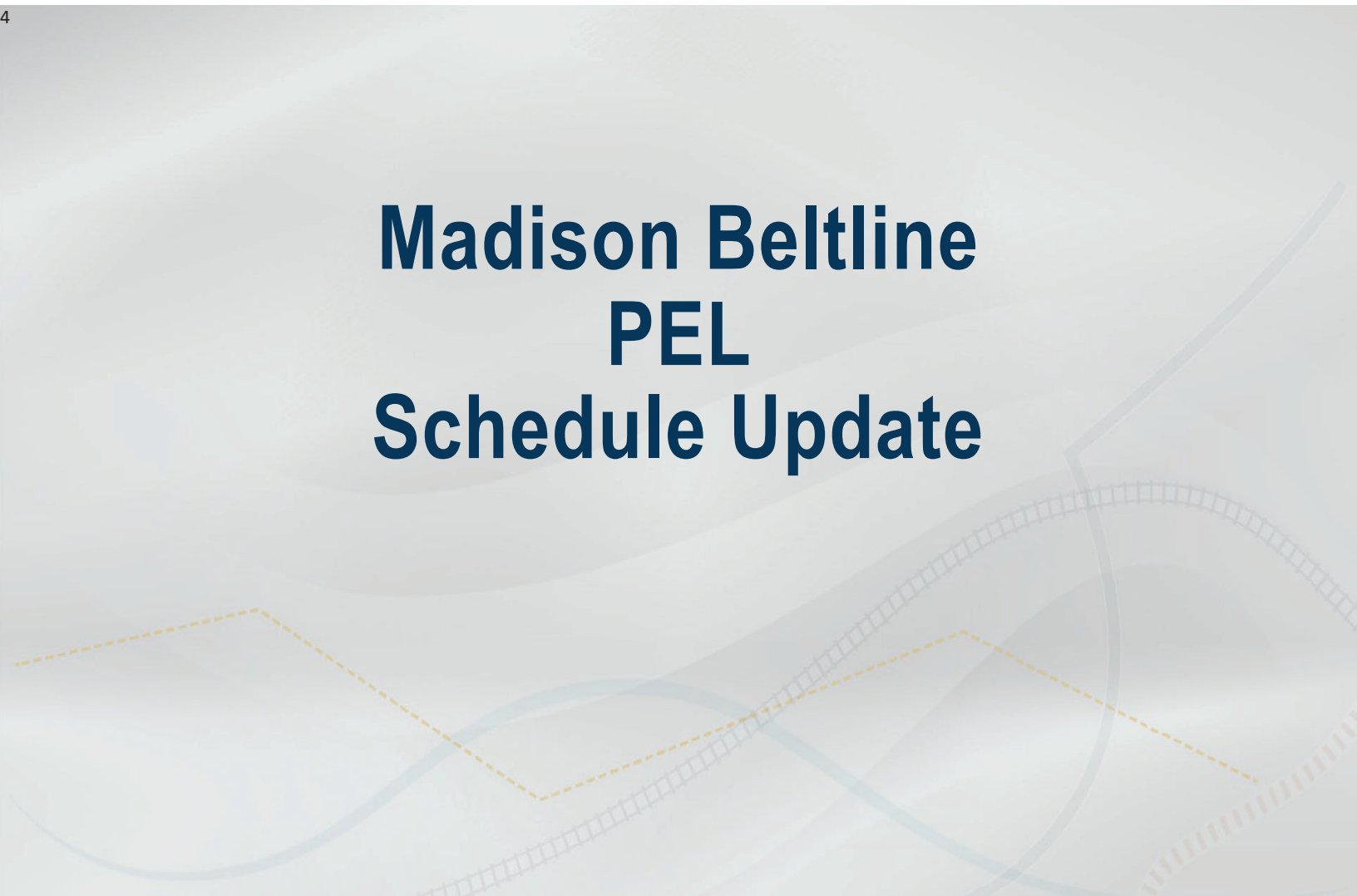
DRAFT

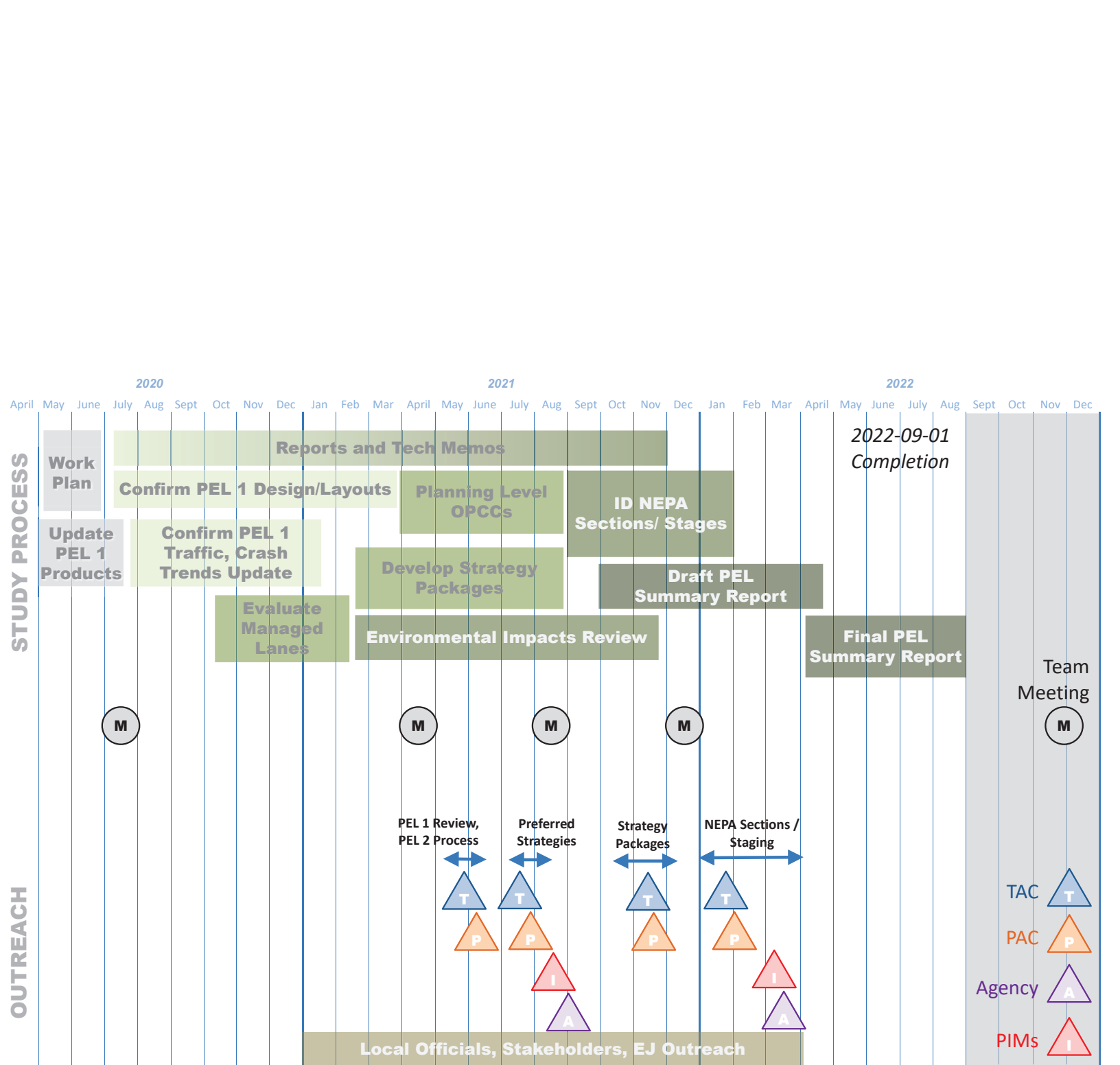
Working Update November 2020



4

Madison Beltline PEL Schedule Update

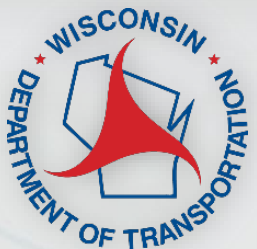
The background of the slide features a light gray gradient with several overlapping, semi-transparent wavy lines in shades of blue and green. A prominent dashed orange line runs across the lower half of the slide, forming a series of peaks and valleys. The overall aesthetic is clean and modern.



US 51 Stoughton Road Study Madison - DeForest

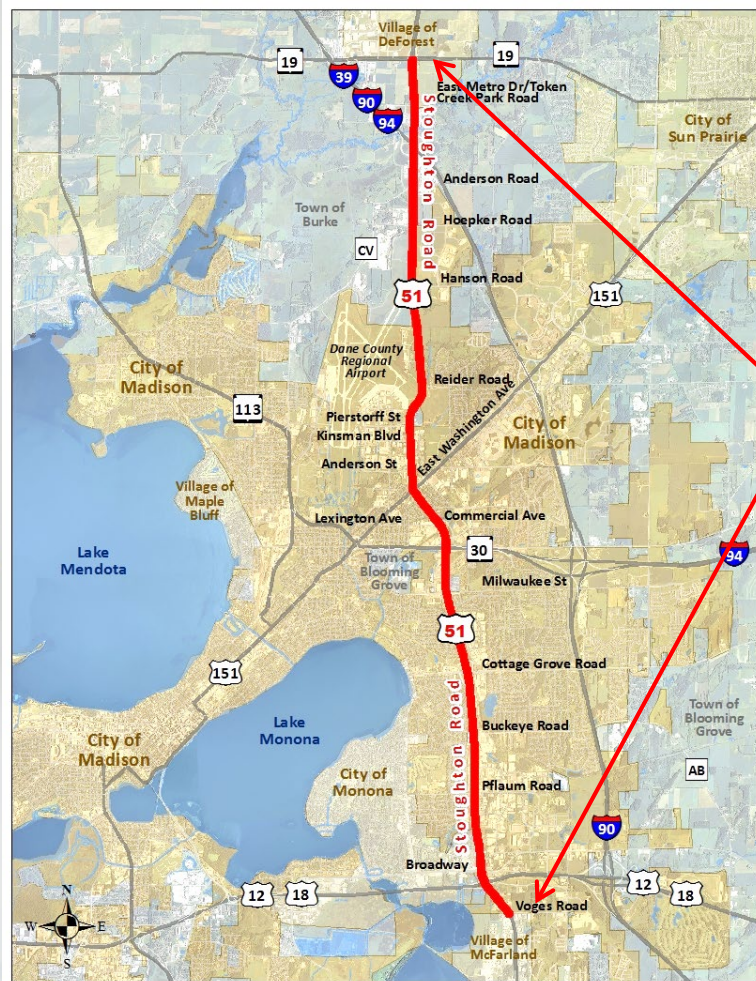
Greater Madison MPO
Technical Committee Meeting

January 27, 2021



US 51 Stoughton Road Study Area

Southeast quadrant of Dane County



US 51, Madison – DeForest,
Voges Road – WIS 19
Dane County
Project ID 5410-05-00

STUDY LIMITS

Study Purpose and Need

- Improve safety
- Reduce congestion
- Reduce diversion to neighborhood streets
- Improve bicycle, pedestrian, & transit facilities
- Support economic development



Study Schedule/Next Steps

- Reinitiate Study February 2021
- Resume PAC / TAC Meetings Spring/Summer 2021
- Public Involvement Meeting #1 Summer 2021
- Public Involvement Meeting #2 Winter 2021
- Identify a Preferred Alternative Spring 2022
- Publish Draft EIS Summer 2022
- Public Hearing Summer 2022
- Final EIS/ROD Summer/Fall 2023

Questions?

Brandon Lamers, P.E.
WisDOT Major Studies Supervisor
brandon.lamers@dot.wi.gov

MPO Agenda Cover Sheet
February 3, 2021

Item No. 6

Re:

Approval to Release for Public Review and Comment Proposed Amendment to the Regional Transportation Plan 2050 and Major Amendment to 2021-2025 Transportation Improvement Program to Add U.S. Highway 51 (McFarland to Stoughton) Reconstruction Project

Staff Comments on Item:

WisDOT SW Region has been studying improvements to the U.S. Highway (USH) 51 (McFarland to Stoughton) corridor for many years. A Draft EIS was completed in 2013 that called for expanding the roadway to a 4-lane expressway between the communities. Due to recognition that this project would not be able to be funded within the planning horizon, the study was suspended. It was resumed again in 2019 and WisDOT developed a new alternative (“H”) that provides for intersection improvements in the corridor with expansion to 4 lanes only for the segment between Jackson Street and CTH B in Stoughton. Other changes include an added auxiliary lane in both directions between the Siggelkow Road interchange and Voges Road in McFarland, and a new passing lane east of Stoughton. Pedestrian and bicycle accommodations will be provided in the urban areas and a wide paved shoulder in the rural area. A few refinements to the alternative have been developed since fall 2019.

WisDOT recently completed the draft Environmental Assessment for the project, and the project was awarded Majors program funding by the State Transportation Projects Commission in December 2020. The total cost, including design, ROW, construction is estimated at \$174 million (\$203 million in YOE dollars). For more info, see the public involvement page of the project website here:

<https://wisconsindot.gov/Pages/projects/by-region/sw/5139901218/public.aspx>

The Regional Transportation Plan (RTP) 2050 had recommended completion of the USH 51 study and anticipated amendment of the plan to add the recommended project once the scope and design details had been finalized, Majors program funding secured, and regional agreement on the project reached. The project was listed as an illustrative project in Section 5 of Appendix A (Project and Policy Recommendations), but was not included in the fiscally constrained plan due to uncertainty about the project scope and available funding. The RTP therefore needs to be amended to add USH 51 as a capacity expansion and TSM/safety project to the fiscally constrained plan.

The project also needs to be added to the 2021-2025 TIP. Because the project cost is more than \$7 million and due to its regional significance, our TIP amendment procedures call for following the major TIP amendment process, which involves notice and a public hearing. The hearing is required anyway for the RTP amendment. Staff is seeking permission to send out the notice. A hearing and potential action on the RTP and TIP amendments would be at the March meeting.

Materials Presented on Item:

1. Draft memo regarding the proposed RTP 2050 and 2021-2025 TIP amendments for the USH 51 project (with attached project map; project listing for TIP to be sent separately as I have not received that from WisDOT)

Staff Recommendation/Rationale: Staff recommends approval. The project is a cost-effective solution to the safety, travel demand, and pavement condition issues in the corridor that limits impacts, and appears to have local community support.

Memorandum

TO: All Mayors, Village Presidents, and Town Chairs in the MPO Planning Area and Dane County Executive

FROM: William Schaefer, Transportation Planning Manager

DATE: February 5, 2021

RE: Notice of Public Hearing on Proposed Amendment to the Regional Transportation Plan 2050 and 2021-2025 Transportation Improvement Program (TIP) to Add USH 51 (McFarland to Stoughton) Reconstruction Project to Fiscally Constrained Plan

This is to notify you of a proposed amendment to the Greater Madison MPO's (formerly MATPB) [Regional Transportation Plan \(RTP\) 2050](#) and an associated amendment to the 2021-2025 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County. The RTP amendment would add the U.S. Highway (USH) 51 (McFarland to Stoughton) reconstruction project to the official, fiscally constrained plan by:

- Moving the project from Section 5 – Illustrative Capacity Improvements (Pending Environmental Study and Identified Funding) to Section 2 – Planned Capacity Improvements of Figure A-1 in [Appendix A: Project and Policy Recommendations](#) with a revised scope and estimated total cost of \$174 million (\$203 in year-of-expenditure dollars) in the 2021-2035 timeframe. The funding source is the state Majors program.
- Revising the Improvements and Studies map on page 5-7 of Chapter 5 – Needs Analysis and Recommendations to remove the USH 51 study from the map and show the capacity expansion planned for the segment between Jackson Street (north of STH 138) and CTH B in Stoughton.

The RTP 2050 had recommended completion of the USH 51 study and anticipated amendment of the plan to add the recommended project once the scope and design details had been finalized, Majors program funding secured, and regional agreement on the project reached. The financial capacity analysis for the plan ([Chapter 6](#)) had identified a large surplus of state Majors program funding due to the incomplete list of projects given several pending corridor studies. That, combined with the now approved funding, demonstrates the financial constraint requirement has been met. The USH 51 project listing to be added to the 2021-2025 TIP is attached. As indicated, construction is scheduled to occur in 2025-'26 and '29 (urban section in McFarland), but could be advanced a year.

The USH 51 (McFarland to Stoughton) reconstruction project is proposed to address the poor pavement conditions, safety/access issues at intersections, and lack of pedestrian and bicycle facilities, and to accommodate planned development in Stoughton. The proposed project (shown on the attached map) includes:

- Reconstruction of 2-lane USH 51 east of Stoughton, including improving vertical curve and intersections to design standards. A passing lane would be added in the eastbound direction between Tower Drive and Washington Road.
- Reconstruction of 2-lane and 4-lane segments of USH 51 through downtown Stoughton. Sidewalk is proposed where it does not currently exist.
- Reconstruction and expansion to 4-lanes of USH 51 along the west side of Stoughton from Jackson Street to CTH B (east) with sidewalk on both sides.

- Reconstruction of the 2-lane rural section between Stoughton and McFarland, with the addition of turn lanes at lower volume intersections and roundabouts at County B (east) and Exchange Street.
- Reconstruction of the existing urban 4-lane section in McFarland from Exchange Street to Larson Beach Road with sidewalk on both sides.
- Replacement of the pavement in McFarland between Larson Beach Road and Terminal Drive/Voges Road, in addition to replacement of the southbound bridge over Taylor Road and auxiliary lanes north of the Siggelkow interchange.

The following is the date of the public hearing on the amendment to the RTP 2050 and 2021-2025 TIP for the USH 51 project, which provides an opportunity to provide oral comments to the board.

Public Hearing

Wednesday, March 3 at 6:30 p.m.

at MPO Policy Board Virtual Meeting hosted via Zoom

[Note: See agenda when posted [here](#) and on city of Madison and Dane County websites for information on how to register to speak]

Written comments or concerns regarding the amendment to the RTP 2050 and 2021-2025 TIP for the USH 51 project must be submitted in writing by 4 p.m. on Wednesday, March 3. Please email comments to MPO staff at mpo@cityofmadison.com or mail them to the Greater Madison MPO office at 100 State Street, #400, Madison, WI 53703.

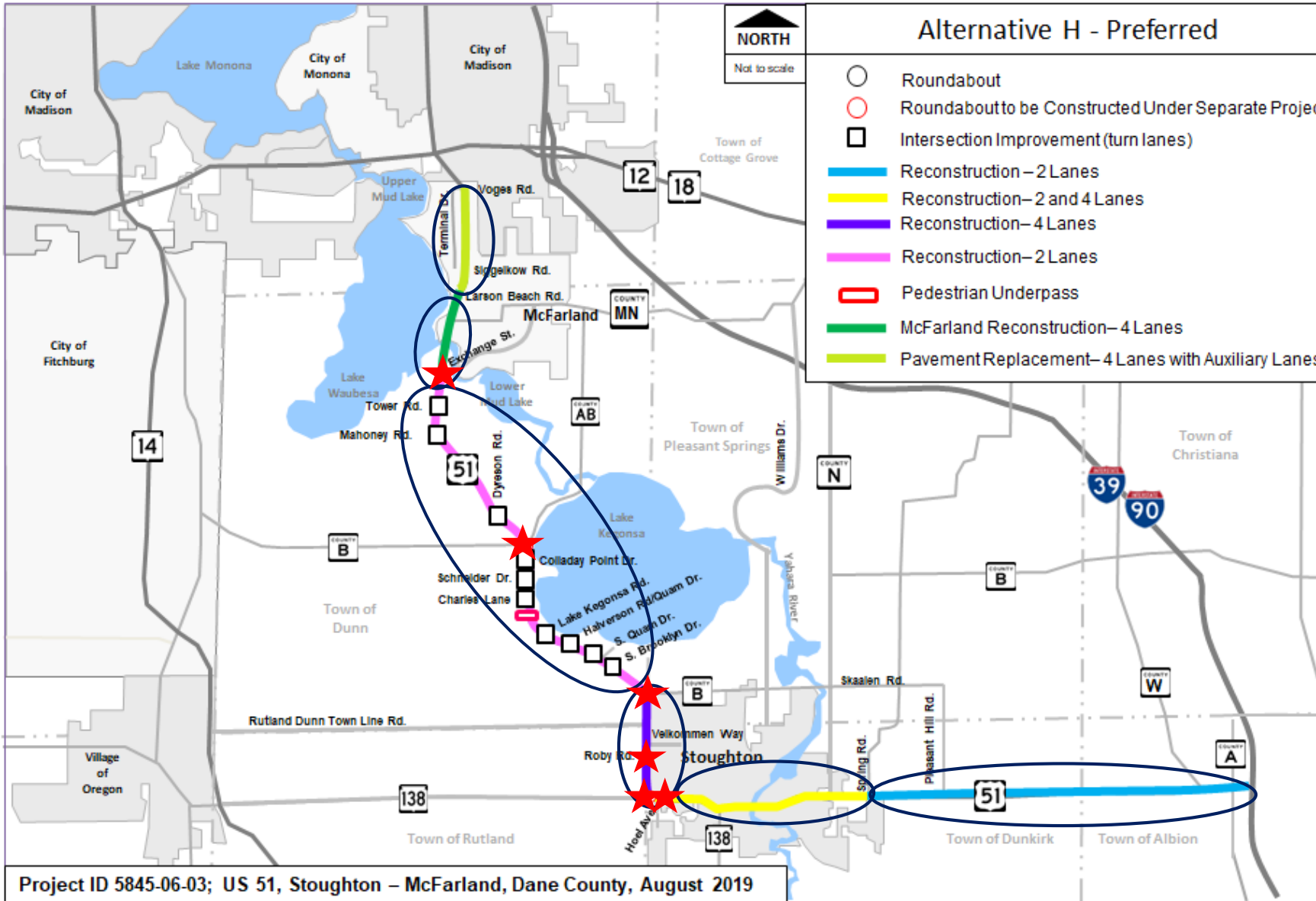
The MPO anticipates taking action on the RTP and TIP amendments following the public hearing unless the board receives comments expressing concerns prior to or at the hearing in which case action could be delayed.

Cc (via email):

MPO Policy Board and CC List
MPO Technical Committee and CC List
MPO Citizen Advisory Committee
Administrators/Clerks in the MPO Area
Dane Co. Supervisors in MPO PL Area
City of Madison Alders
City of Madison Policy & Planning Board & TC
Local Transp. / Public Works Committees

WisDOT Central and SW Region Staff Contacts
Federal and State Resource Agency Contacts
Ho-Chunk Nation Contacts
Interest Organization Contacts
Interested Citizen Contacts

Alternative H - Hybrid



MPO Agenda Cover Sheet

February 3, 2021

Item No. 7

Re:

Discussion Regarding Local Match Funding for MPO's Budget

Staff Comments on Item:

During discussion of the MPO's 2021 budget, the board asked staff to bring back to the board information on what each communities' share of the local match funding would be if all contributed to the MPO's budget proportionate to population. The original 1999 agreement redesignating the MPO (when the MPO function was separated from the RPC) and subsequent 2007 agreement (which modified the structure of the policy board, but maintained the same structure for funding and staffing of the MPO) call for the city of Madison to be ultimately responsible for the local share funding of the MPO's budget, but the agreement states that "other local units of government are strongly encouraged to make proportionate contributions [based on their population] to cover a share of the local costs in support of the MPO."

A letter was sent out to all municipalities seeking contributions for the MPO budget when the original redesignation occurred and then at least two times following the 2007 redesignation, which brought a number of new municipalities into the MPO planning area. The most recent letter seeking contributions to the MPO budget, which is attached, was sent out in 2012 for the 2013 budget. The letters did not result in any additional contributions, and the practice was stopped.

The attached table shows what each municipality's contribution to the MPO budget should be based on estimated 2020 population, what each municipality is expected to contribute this year (if anything), and the difference. Three of the four suburban communities that contribute (Fitchburg, Monona, McFarland) have been contributing for many years. The city of Sun Prairie started contributing two years ago. The city of Middleton contributed for 2 or 3 years, but stopped a couple years ago. For the municipalities that have contributed, MPO staff has kept the amount invoiced the same for most years despite small annual increases in the budget.

Dane County also contributes \$5,000 towards the MPO budget. This is paid per agreement with the MPO for general specialized transportation planning/coordination services the MPO has historically provided. The MPO now uses these funds as matching local funds to its federal funds for this work.

Staff invites discussion by the board on how they would like to handle this issue moving forward.

Materials Presented on Item:

1. Table showing proportionate share of local funding by municipality for MPO 2021 budget compared to what is actually paid
2. Letter sent out in 2012 seeking contribution to 2013 MPO budget

Staff Recommendation/Rationale:

For information and discussion purposes only.

**Estimated Share of MPO Budget Based On
Est. 2020 Population¹ of Municipalities in the Madison Area MPO Planning Area**

Municipality	2020 Population Within MPO Planning Area	% of 2020 Pop. Within MPO Planning Area	2021 Budget Estimated Share Local Participation	Actual Anticipated 2021 Local Participation	Percent of Share Paid For	Amount Paid Compared to Share
C. Madison	257,197	53.0%	\$88,557	\$150,907	170.4%	\$62,350
C. Fitchburg	30,391	6.3%	\$10,464	\$8,156	77.9%	-\$2,308
C. Middleton	21,050	4.3%	\$7,248	\$0	0.0%	-\$7,248
C. Monona	7,920	1.6%	\$2,727	\$2,545	93.3%	-\$182
C. Stoughton	12,954	2.7%	\$4,460	\$0	0.0%	-\$4,460
C. Sun Prairie	35,895	7.4%	\$12,359	\$3,000	24.3%	-\$9,359
C. Verona	12,737	2.6%	\$4,386	\$0	0.0%	-\$4,386
Small Cities Total	120,947	24.9%	\$41,644	\$13,701	32.9%	-\$27,943
V. Cottage Grove	6,716	1.4%	\$2,312	\$0	0.0%	-\$2,312
V. Cross Plains	4,010	0.8%	\$1,381	\$0	0.0%	-\$1,381
V. DeForest	10,624	2.2%	\$3,658	\$0	0.0%	-\$3,658
V. Maple Bluff	1,285	0.3%	\$442	\$0	0.0%	-\$442
V. McFarland	8,952	1.8%	\$3,082	\$2,544	82.5%	-\$538
V. Oregon	10,270	2.1%	\$3,536	\$0	0.0%	-\$3,536
V. Shorewood Hills	2,363	0.5%	\$814	\$0	0.0%	-\$814
V. Waunakee	12,097	2.5%	\$4,165	\$0	0.0%	-\$4,165
V. Windsor (part) (76.5%)	6,304	1.3%	\$2,171	\$0	0.0%	-\$2,171
Villages Total	62,621	12.9%	\$21,561	\$2,544	11.8%	-\$19,017
T. Berry (part) (24.9%)	290	0.1%	\$100	\$0	0.0%	-\$100
T. Blooming Grove	1,616	0.3%	\$556	\$0	0.0%	-\$556
T. Bristol (part) (72.4%)	3,147	0.6%	\$1,084	\$0	0.0%	-\$1,084
T. Burke	3,303	0.7%	\$1,137	\$0	0.0%	-\$1,137
T. Cottage Grove (part) (81.9%)	3,185	0.7%	\$1,097	\$0	0.0%	-\$1,097
T. Cross Plains (part) (30.9%)	1,239	0.3%	\$427	\$0	0.0%	-\$427
T. Dunkirk (part) (65.1%)	1,243	0.3%	\$428	\$0	0.0%	-\$428
T. Dunn (part) (89.8%)	4,357	0.9%	\$1,500	\$0	0.0%	-\$1,500
T. Madison	6,228	1.3%	\$2,144	\$0	0.0%	-\$2,144
T. Middleton	6,614	1.4%	\$2,277	\$0	0.0%	-\$2,277
T. Oregon (part) (45.2%)	1,464	0.3%	\$504	\$0	0.0%	-\$504
T. Pleasant Springs (part) (65.1%)	2,085	0.4%	\$718	\$0	0.0%	-\$718
T. Rutland (part) (36.2%)	728	0.1%	\$251	\$0	0.0%	-\$251
T. Springfield (part) (50.5%)	1,482	0.3%	\$510	\$0	0.0%	-\$510
T. Sun Prairie (part) (66.9%)	1,594	0.3%	\$549	\$0	0.0%	-\$549
T. Verona (part) (80.8%)	1,334	0.3%	\$459	\$0	0.0%	-\$459
T. Vienna (part) (67.7%)	1,042	0.2%	\$359	\$0	0.0%	-\$359
T. Westport	4,038	0.8%	\$1,390	\$0	0.0%	-\$1,390
Towns Total	44,699	9.2%	\$15,390	\$0	0.0%	-\$15,390
Total for MPO Planning Area	485,464		\$167,152	\$167,152		

¹ January 1, 2020 Estimate by WisDOA, Demographic Services Center

August 7, 2012

«GreetingLine»

The purpose of this letter is to request the «Municipality»'s participation in financially supporting the work of the Madison Area Transportation Planning Board (TPB) – A Metropolitan Planning Organization (MPO) in 2013.

The May 2007 MPO redesignation agreement modified the composition of the MPO Policy Board to increase the representation of the smaller cities and villages so that all communities within the MPO Planning Area are now represented on the Board in proportion to population. Almost all of the cities and villages also have staff representatives on the MPO's Technical Coordinating Committee (TCC). Staff from all communities are welcome to attend and participate in TCC meetings.

The work of the MPO benefits all communities within the MPO Planning Area. The MPO provides an important forum for decision making on regional transportation issues. Maintaining an MPO to lead the cooperative interagency regional transportation planning and programming processes is a condition of receiving Federal surface transportation funding. This includes the direct allocation to the MPO of \$6 million per year in STP Urban funding for local projects within the Urban area. In 2012, a total of \$69 million in Federal roadway and transit funding was programmed for projects in the MPO Planning Area. These transportation projects foster economic development and improve the quality of life of all of the region's residents. MPO staff also provides planning assistance to local communities, such as providing traffic forecasts for neighborhood development plans.

The 2007 agreement maintained the same structure as the original 1999 redesignation agreement for staffing and funding the MPO. The City of Madison is responsible for providing staff for the MPO and the local matching contribution generating the Federal and state funding the MPO receives. However, the agreement states that “other local units of government are strongly encouraged to make proportionate contributions [based on their population] to cover a share of the local costs in support of the MPO.” Three communities (Fitchburg, McFarland, Monona) currently contribute to support the MPO, and that support is greatly appreciated.

As part of preparation of the 2013 budget, the MPO Policy Board is again respectfully requesting each local unit of government within the Metropolitan Planning Area that is represented by the Board to contribute a portion of the local share financing based on the community's proportionate share of the population within the Planning Area. The

estimated local share of the 2013 MPO budget is \$130,969. Attached is a table which shows the 2010 Census population of each unit of government within the Planning Area and the proportionate share of the local match funding which would be attributed to the municipality.

The MPO Policy Board would very much appreciate your including \$«M_2013_Est_Contrib» in your 2013 operating budget to support the MPO. Thank you in advance for your consideration of this request.

If you have any questions, please contact Bill Schaefer, the MPO's Transportation Planning Manager (phone: 266-9115; e-mail: wschaefer@cityofmadison.com).

Sincerely,

Al Matano, MPO Board Chair

Enclosure

Cc: William Schaefer, MPO Transportation Planning Manager
«cc_1_Name», «cc_1_Title»
«cc_2_Name», «cc_2_Title»
«cc_3_Name», «cc_3_Title»

MPO Agenda Cover Sheet
February 3, 2021

Item No. 8

<p>Re:</p> <p>Review and Discussion on Application Eligibility and Selection Process for Projects to be Funded with CRRSAA (COVID Relief) Section 5310 Program Funding</p>
<p>Staff Comments on Item:</p> <p>The U.S. Department of Transportation's Federal Transit Administration (FTA) has announced a total of \$14 billion in Federal funding allocations to continue to support the Nation's public transportation systems during the Coronavirus Disease 2019 (COVID-19) public health emergency. Funding is provided through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) (H.R. 133).</p> <p>CRRSAA includes \$54,368 in apportioned Section 5310 Program funding for the Madison metro area. The adopted Section 5310 Program Management Plan (PMP) establishes the process for selecting annual Section 5310 Program awards; however, CRRSAA establishes unique goals for use of Section 5310 Program funds that must be addressed in a revised project selection process for these funds. The attached memo outlines staff's proposal for application eligibility, selection criteria, etc. in light of the goals of CRRSAA.</p>
<p>Materials Presented on Item:</p> <ol style="list-style-type: none">1. Staff memo to board outlining proposing proposed application eligibility and selection process for projects to be funded with CRRSAA (COVID Relief) Section 5310 Program funding
<p>Staff Recommendation/Rationale: For discussion purposes only at this time.</p>

To: Greater Madison MPO Policy Board
From: MPO Staff
Re: Review and Discussion on Proposed Application Eligibility and Selection Process for Projects to be Funded with CRRSAA (COVID Relief) Section 5310 Program Funding
Date: January 25, 2021

Introduction

The Greater Madison MPO is developing a process for soliciting applications for and selecting projects to be funded with the local apportionment of Coronavirus Responses and Relief Supplemental Appropriations Act (CRRSAA) Section 5310 Program funds. This is a working document/draft that contains currently available USDOT/FTA resources and information on the CRRSAA and the Section 5310 Program, as well as relevant currently-adopted MPO strategies and priorities for Section 5310 Program funding. MPO staff suggestions and questions are italicized.

Staff is seeking feedback and suggestions on project eligibility and selection, which will be considered in developing application materials and selection criteria.

Background on CRRSAA

The U.S. Department of Transportation's Federal Transit Administration (FTA) has announced a total of \$14 billion in Federal funding allocations to continue to support the Nation's public transportation systems during the Coronavirus Disease 2019 (COVID-19) public health emergency. Funding is provided through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) (H.R. 133).

"This additional \$14 billion in transit infrastructure grants will help ensure our nation's public transportation systems can continue to serve the millions of Americans who depend on them," said U.S. Transportation Secretary Elaine L. Chao.

Read the full Press Release at <https://www.transit.dot.gov/about/news/us-transportation-secretary-elaine-l-chao-announces-14-billion-support-nations-public>

CRRSAA information: <https://www.transit.dot.gov/funding/grants/coronavirus-response-and-relief-supplemental-appropriations-act-2021>

CRRSAA FAQs: <https://www.transit.dot.gov/frequently-asked-questions-fta-grantees-regarding-coronavirus-disease-2019-covid-19>

CRRSAA and Section 5310: The Basics

The CRRSAA requires that all CARES Act funds that remain unobligated as of December 27, 2020, as well as all CRRSAA funds shall, to the maximum extent possible, be directed to payroll and operations of public transit (including payroll and expenses of private providers of public transportation), unless the recipient certifies to FTA that the recipient has not furloughed any employees.

- Projects may be funded by 100% federal dollars (no local match) but the MPO may require a local match – *Staff do not recommend requiring a local match*
- No requirement for Traditional Projects (usually 55% of total funding)
- MPO can come up with a new/abridged project selection process than what is designated in the PMP, but we need to document our selection process and notify the regional FTA office of how we make the selection
- Operations and Payroll are priorities for funding; Planning and Capital projects can be funded but the (sub)recipient needs to certify that they do not have any employee furloughs – *MPO may, and staff recommend that, eligible projects be restricted to Operations and Payroll*
- Operating expenses incurred since Jan. 20, 2020 are eligible
- FTA FAQ page being added to, check back frequently
- Dane County/Madison Metro Area apportionment is \$54,368

Project Eligibility

Funded projects must be identified in local [Coordinated Public Transit – Human Services Transportation Plan](#):

Suggestions for limits/priorities for CRRSA funding shown below. Priorities in strikethrough text are not recommended for consideration for CRRSAA funding.

General Priorities:

Coordinated Public Transit – Human Services Transportation Plan

The coordinated planning process has established two priority tiers. Tier 1 represents the highest priority level.

Tier 1- Maintain existing level of service of viable programs or operations [*Staff recommend focusing CRRSAA funding on this Tier (1) and Tier (2A)*]

Tier 1 supports existing transportation services and projects that:

- Have shown to be effective in meeting transportation needs of seniors, people with disabilities, and those with limited income
- Continue to demonstrate effective transportation operations within the county's coordinated network

Tier 2A- Accommodate increasing demand for services within existing programs and operations

Tier 2A supports existing and new services and projects that:

- Require ~~capital and~~ operating assistance to meet ~~growing~~ demand for the service(s) within present boundaries [*Funding for payroll and operating assistance projects is the primary goal established by Congress for CRRSAA funding*]
- ~~Are able to improve efficiency and functionality by building on existing infrastructure~~

- ~~Allow for growth, but not automatically extend new service without a careful evaluation of transportation needs across populations and jurisdictions~~

Tier 2B- Respond to emerging community needs, opportunities, and create new partnerships [Staff do not recommend funding Tier 2B projects with CRRSAA funding]

Tier 2B supports projects that:

- ~~Are under development and bring new resources~~
- ~~Address identified transportation needs and gaps and/or focus on an underserved group of individuals~~
- ~~Improve the efficiency and effectiveness of the overall system~~
- ~~Provide an added benefit to the transportation services network and riders~~
- ~~Are innovative in their approach in reaching out to new riders or geographic areas~~

Priority Strategies to Address Needs

The following strategies and projects have been identified in order to address the recognized transportation and coordination gaps and needs in Dane County. Many of these strategies have been carried over from previous coordinated plans and are of an ongoing nature.

Strategies to Address Financial Needs	
Funding for Service Providers	Pursue additional funding strategies to support increased service needs
	Establish a regional transit authority with a dedicated funding source
Affordability for Users	Continue to provide financial assistance for low income families, veterans, homeless individuals, and paratransit eligible clients who also ride fixed route buses
	Continue to support employee transportation assistance programs
	Continue to provide financial assistance for low income individuals to purchase or repair a vehicle for employment transportation where public transportation is not available to meet need
Strategies to Address Coordination, Education, and Outreach Needs	
Mobility Management	Continue to support Dane County One-Call Center [Staff recommend making this an eligible, but low-priority project for CRRSAA funding, given that Dane County has a larger financial safety net than small private service providers]
	Continue to support Metro Paratransit in-person assessments [Staff recommend making this an eligible, but low-priority project for CRRSAA funding, given that Metro has a larger financial safety

	<i>net than small private service providers, and received direct financial support through the CARES Act]</i>
Rider Education	Continue to support travel and mobility training programs
Outreach	Improve information on available resources
	Convene regular meetings to discuss coordination needs
	Seek greater stakeholder involvement in the coordination process, particularly from education and healthcare providers and residential care facilities
Strategies to Address Service Needs	
Service	Expand public transit service area, hours, and frequency
	New regional fixed-route bus service
	Develop Bus Rapid Transit (BRT) service
	Additional scheduled group transportation service
	Continue and increase transportation to work options
	Continue to provide mileage reimbursement for RSVP drivers
	Expanded and increased shared-ride taxi services
	<u>COVID-19 Response (Operations): Protect drivers and riders through the provision and use of Personal Protective Equipment (PPE) and increased vehicle cleaning protocols</u>
	<u>COVID-19 Response (Payroll): Continue to operate transportation services during COVID-19 pandemic, with reduced revenue & ridership and increased operations costs</u>
Strategies for Addressing Vehicle Needs	
Vehicles	Replace vehicles as necessary
	Add accessible vehicles for eligible shared-ride taxi systems
	Add accessible vehicles for eligible non-profits without duplicating existing transportation services in Dane County
	Investigate feasibility of creating a vehicle pool to allow a greater availability of affordable, accessible vehicles for non-profit organizations and agencies
	Investigate feasibility of creating county-wide driver training opportunities
	<u>COVID-19 Response (Capital): Install vehicle modifications to protect drivers and riders, such as sneeze guards. <i>Note that applicant will need to certify that they have not furloughed any employees during COVID-19 to qualify for capital projects.</i></u>
Strategies to Address Infrastructure Needs	
Amenities	Improve amenities at bus stops, including concrete boarding platforms, shelters, benches, and audible signals where needed
	Improve pedestrian access to bus stops
	Implement Metro Transit Bus Stop Amenities Study
Facilities	Add a satellite bus storage facility

Strategies to Address Technology Needs	
Technology	Develop real-time information for specialized transportation services
	Maintain or add software and applications to assist with scheduling, routing, dispatching, mandatory data collection, and similar tasks

Project Selection

For purposes of CRRSAA funding, throughout the Scoring Criteria, “transportation needs” may include services which reduce the need for seniors and people with disabilities to travel during the COVID-19 pandemic, such as grocery or other delivery services.

Section 5310 Application Scoring Criteria for 2021 CRRSAA Funding	Maximum Points
1. Demonstration of Need and Project Benefits	40 50
The application describes how the existing project or the proposed project will be effective at meeting the transportation needs of seniors and people with disabilities and what happens if the funding is not awarded.	10
<p>Project Type</p> <ul style="list-style-type: none"> • Replacement or Service Level Maintenance Vehicle Explains why current fleet cannot meet current needs (10 Points) • Expansion Vehicle Describes the planned service expansion and how the need for the expanded service was determined (8 Points) • <u>Operations and Payroll</u>- Describes the services provided during the COVID-19 pandemic and the need for operations and/or payroll assistance. Operations includes eligible consumable products such as Personal Protective Equipment for staff or clients, and cleaning & sanitizing materials. Payroll includes costs for staff being placed on administrative leave and other payroll supports to employees who are working less/not at all during COVID-19. Costs incurred since Jan. 20, 2020 are eligible under this project type. (20 points) • <u>Vehicle Modification (Capital)</u>- Describes the services provided during the COVID-19 pandemic and the need for (non-consumable) vehicle modifications, such as sneeze guards/barriers between passengers and drivers. (15 points) <i>Note that applicant will need to certify that they have not furloughed any employees during COVID-19 to qualify for capital projects.</i> • Mobility Management (Traditional)- Describes how project will help meet the transportation needs of seniors and individuals with disabilities, and identifies specific services and activities the project will provide (10 Points) • Non-Traditional Projects- Describes how project will help meet transportation needs of seniors and individuals with disabilities. Identifies specific services and activities the project will provide (8 Points) 	10 20

Supported by the Coordinated Plan- The project overcomes barrier to transportation and/or meets an unmet need. <ul style="list-style-type: none"> • Identified as a <u>CRRSAA-eligible</u> Tier 1 Strategy Project (10 Points) • Identified as a <u>CRRSAA-eligible</u> Tier 2A Strategy Project (6 <u>10</u> Points) • Not identified as a strategy, but addresses a need (3 Points) 	10
The project serves a reasonable number of individuals or trips given the project budget. <ul style="list-style-type: none"> • Should include total number of people served, and percentage of seniors or individuals with a disability served 	10
2. Promotes the Development of a Coordinated Network	30
The application identifies other transportation services available and how the project complements rather than duplicates them. <ul style="list-style-type: none"> • Could include (but not limited to) increased hours of operation, reduction of coverage gaps, increased access to medical/employment/recreation trips 	15
The application identifies steps that will be taken to ensure a coordinated effort with other local agencies (including human services agencies, meal and shopping sites, employers etc.), and how the service will be marketed.	10 <u>20</u>
The application describes who is eligible to ride/participate in proposed service. <ul style="list-style-type: none"> • Public - Project/service is open to all eligible seniors or individuals with disabilities (5 <u>10</u> Points) • Private – Project/service is limited to a select client base (2 <u>5</u> points) 	5 <u>10</u>
3. Financial and Management Capacity	30 <u>20</u>
The project has a reasonable level of administrative costs	10
The application identifies local match sources that are backed up by budgets, support letters, and other documentation.	10
The project sponsor has the capacity to meet the project management, reporting, and project delivery functions of the Section 5310 program.	10

MPO Agenda Cover Sheet
February 3, 2021

Item No. 9

Re:

Discussion Regarding Miscellaneous Issues Related to MPO Public Engagement

Staff Comments on Item:

As part of the ongoing process of rolling out and implementing recommendations from the MPO marketing project, MPO staff have identified several opportunities to have a broader and more effective online presence. Staff will provide an overview and seek feedback for several strategies, including listing MPO agendas through City of Madison Legistar, requesting communities provide a link to the MPO website through their official website, and encouraging board member participation on social media. Most of these strategies were suggested by board member Samba Baldeh.

Materials Presented on Item:

1. None

Staff Recommendation/Rationale: For discussion purposes only. No formal action requested.

MPO Agenda Cover Sheet
February 3, 2021

Item No. 10

<p>Re:</p> <p>Review and Discussion on Draft Public Survey Questions for the Regional Transportation Plan Update</p>
<p>Staff Comments on Item:</p> <p>MPO has begun work on an update to the Regional Transportation Plan (RTP). Public engagement activities for the plan will begin in the next 2-3 months, including creation of an RTP project website. We plan to conduct a public/stakeholder survey for the plan, which focuses on people’s perceptions of the transportation system, views on priorities and important issues needing to be addressed, and support for policies and strategies and funding options. This more general input will be supplemented by more specific location/facility comments we will seek through a map-based comment tool on the RTP website. The purposes of the survey are both to get input on people’s views of our transportation system, but also to educate them about the issues, current policies, etc. We are not asking people about their travel habits as we already received that information through the household travel survey that was conducted in 2016-’17.</p> <p>We will likely release the survey just prior to our first public meeting, which will be in late spring/early summer. The draft survey questions are attached. They reflect comments received from the MPO Citizen Advisory Committee. We will be reviewing them with the Technical Committee this week and will report on their comments at the meeting.</p> <p>We also prepared some questions for local planning/transportation/public works staff to help us ensure that local priorities, issues, etc. are addressed (in the context of regional goals/policies), helpful data analysis/maps are included, and to take advantage of local public engagement opportunities.</p>
<p>Materials Presented on Item:</p> <ol style="list-style-type: none">1. Draft public survey questions for the Regional Transportation Plan update
<p>Staff Recommendation/Rationale: For discussion purposes only at this time.</p>

**GREATER MADISON MPO – RTP 2050 UPDATE
PUBLIC SURVEY QUESTIONS**

[Note: Add introduction regarding the survey – how it will be used, etc; also perhaps sentence or two introducing each question with relevant links (if possible). For example, for funding question mention difficulty of maintaining roadways with current funding and funding transit without dedicated funding source.]

1. Based on your experience, how would you rate the quality of the following aspects of the region's transportation system on a scale of 1 to 5? (1=poor, 5=excellent, or no opinion)?
 - a. Pavement condition of roads and bridges
 - b. Level of traffic congestion/reliability (predictability of travel times)
 - c. Public transportation (e.g., bus, vanpool, shared-ride taxi as in Sun Prairie and Stoughton)
 - d. Bicycle facilities (e.g., off-street paths, bike lanes, signals, and support facilities such as wayfinding signage)
 - e. Pedestrian facilities (e.g., sidewalks, paths, signals and other street crossing treatments, and support facilities such as benches)
 - f. Driver safety
 - g. Pedestrian and bicyclist safety
 - h. Ease of access to your job and other important destinations
 - i. By car
 - ii. By public transit
 - iii. By bicycle
 - iv. By walking
 - i. Long distance bus service to cities outside metro area

2. How important is it to you that the current quality of each of the following aspects of the region's transportation system be improved? (Rate 1-5 with 1=not important, 5=very important, or no opinion)
 - a. Condition of roads and bridges
 - b. Level/duration of traffic congestion/reliability (predictability of travel times)
 - c. Public transportation (e.g., bus, vanpool, shared-ride taxi as in Sun Prairie and Stoughton)
 - d. Bicycle facilities (e.g., off-street paths, bike lanes, signals, and support facilities such as wayfinding signage)
 - e. Pedestrian facilities (e.g., sidewalks, paths, signals and other street crossing treatments, and support facilities such as benches)
 - f. Driver safety
 - g. Pedestrian and bicyclist safety
 - h. Ease of access to your job and other important destinations
 - i. By car
 - ii. By public transit
 - iii. By bicycle
 - iv. By walking
 - i. Long distance bus service to cities outside metro area

3. What types of transportation projects would you like to see the region invest in to improve the quality of those aspects of the transportation system you think are most important? (Select up to 6)
 - a. Improve the speed and frequency of bus service in heavily traveled corridors
 - b. Expand the coverage of the bus system to serve additional areas and communities
 - c. Expand transit alternatives to the bus for lower density suburban/rural areas (e.g., van, taxi/shared rides on demand)
 - d. Improve traffic flow on major highways in the region through construction (e.g., adding travel lanes) and data driven technology solutions
 - e. Improve safety of roadways through roadway design changes, technology, and reduced speed limits
 - f. Resurface, reconstruct streets to maintain high quality
 - g. Build more off-street paths for walking and bicycling
 - h. Add pedestrian and bicycle facilities to streets to make them safer and more attractive to walk and bike.
 - i. Expand or add micro-mobility services (bikesharing, scooter sharing)
 - j. Invest in electric vehicle charging stations and infrastructure
 - k. Manage parking and street curb space in cities differently to accommodate increased ride sharing and deliveries
 - l. Improve passenger transportation between cities outside metro area (bus, rail)
 - m. Other (please explain)

4. What do you think are the biggest transportation issues facing the region over the next 30 years? (Rate 1-5 with 1=not an issue, 5=very big issue, or no opinion)
 - a. Maintaining and improving existing infrastructure (roadways, bridges, multi-use paths)
 - b. Mitigating existing and future traffic congestion as regions grows
 - c. Developing new ways to fund needed transportation improvements given gap between current funding vs. need and transition to electric vehicles
 - d. Expanding and improving public transportation (bus, rail, vanpool, taxi, other shared ride transportation)
 - e. Need to develop data driven technologies to improve traffic flow, safety, and add transportation options (e.g., rides on demand, scooters)
 - f. Accommodating automated/driverless vehicles in way that improves safety and enhances quality of life (e.g., minimizing traffic congestion)
 - g. Addressing racial inequities in our transportation system
 - h. Reducing impacts of transportation system on climate change and improving its resiliency
 - i. Expanding and providing connected bicycle system for people of all ages and abilities
 - j. Improving the walkability of our communities
 - k. Improving safety through roadway design changes, technology, and reduced speed limits
 - l. Other (please explain)

5. Are there other factors that you think will significantly impact transportation and travel behavior over the next 30 years (e.g., changes in technology, congestion pricing, traveling and residence

location preferences, expanded broadband wireless internet access, increased remote work, etc.) that need to be considered in long-range transportation planning?

6. Do you agree with and support the following policies and strategies for improving the performance of the region's transportation system? (Rate 1-5 with 1=Do not support, 5=strongly support, or no opinion)
 - a. Provide for reliable travel on regional roadways serving major employment areas and those important for freight movement, reducing excessive delays where possible
 - b. Promote the development of walkable neighborhoods with frequent destinations nearby
 - c. Encourage development and workforce housing in activity centers and along major transportation corridors
 - d. Design and build streets that are safe and attractive for all users and that improve stormwater management
 - e. Promote "vision zero" approach to traffic safety that focuses on reducing fatalities/serious injuries by reducing motor vehicle speeds, street improvements, and education and enforcement
 - f. Employ transportation technologies to improve traffic flow and safety
 - g. Provide convenient, affordable transportation options to driving for meeting daily needs
 - h. Support investments that improve transit and bicycle accessibility for disadvantaged areas
 - i. Incentivize alternatives to single-occupant vehicle driving
 - j. Promote transition to electric and low emission vehicles
 - k. Promote parking and street curb space management strategies that meet need but also encourage alternative modes
 - l. Expand employer-based travel demand management programs and strategies

7. If needed to improve those aspects of the transportation system you indicated were most important in Question 2 and adequately fund the type of projects you indicated you'd like to see in Question 3, indicate your level of support for the following transportation funding alternatives to increase the current level of investment in the regional transportation system (Rate 1-5 with 1=do not support at all, 5=strongly support, or unsure).
 - a. Increase state gas tax
 - b. Add or increase local vehicle registration fee
 - c. Create a new regional taxing authority (e.g., up 0.5% sales tax)
 - d. Tolling on the interstate
 - e. Increased driver licensing fees
 - f. A fee on vehicle mileage driven, potentially dependent on time of travel ("congestion pricing")
 - g. I do not support additional funding to increase the current level of investment in the transportation system

Demographics

1. What community do you live in?
(Drop down List, with option for "don't live in Dane County"?)

2. Do you (or member of your household?)
 - a. Own an automobile
 - b. Own a bicycle
 - c. Purchase or have access to a bus pass provided by employer/school

3. What is your gender?
 - a. Male
 - b. Female
 - c. Do not identify as either
 - d. I prefer not to answer

4. What is your age?
 - a. Under 18
 - b. 18 to 24
 - c. 25 to 64
 - d. 65 and older
 - e. I'd rather not answer

5. What is your annual household income?
 - a. Less than \$25,000
 - b. \$25,000 to \$49,999
 - c. \$50,000 to \$74,999
 - d. \$75,000 to \$99,999
 - e. \$100,000 or more
 - f. I prefer not to answer

6. Are you Hispanic or Latino
 - a. Yes
 - b. No

7. Check all of the following that describe your race
 - a. American Indian or Alaskan Native
 - b. Asian
 - c. Black or African American
 - d. Native Hawaiian or other Pacific Islander
 - e. White
 - f. Other (please tell us)
 - g. I prefer not to answer