

**Meeting of the  
Greater Madison MPO (Metropolitan Planning Organization)<sup>1</sup> Policy Board**

**March 3, 2021**

**Virtual Meeting via Zoom**

**6:30 p.m.**

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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](mailto: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: 918 7074 1191

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 February 3, 2021 Meeting Minutes](#)

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<sup>1</sup> Formerly named the Madison Area Transportation Planning Board – An MPO

3. Communications
4. Public Comment (for items *not* on MPO Agenda)
5. [Public Hearing on Amendment to the Regional Transportation Plan and 2021-2025 Transportation Improvement Program to Add U.S. Highway 51 \(McFarland to Stoughton\) Reconstruction Project](#)  
*Note: Action by the MPO on the TIP amendment is anticipated following the hearing unless comments are received expressing concerns in which case action could be postponed until the April meeting. Written comments on the amendment are invited until 4 p.m. on March 3, the date of the meeting, and should be e-mailed to [mpo@cityofmadison.com](mailto:mpo@cityofmadison.com) or mailed to the MPO offices at 100 State St., Suite 400, Madison, WI 53703.*
6. [MPO 2021 Resolution No. 3 Approving Amendment #3 to the Regional Transportation Plan 2050 for the Madison Metropolitan Area to Add the U.S. Highway \(McFarland to Stoughton\) Reconstruction Project](#)
7. [MPO 2021 Resolution No. 4 Approving Amendment #3 to the 2021-2025 Transportation Improvement Program for the Madison Metropolitan Area & Dane County](#)
  - Forward Service Corp., Vehicle Loan/Repair & Mobility Management Program (Ongoing program funded through WETAP)
  - Southwestern Wis. Community Action Program, Vehicle Loan & Mobility Management/Vanpool Program (Ongoing program funded through WETAP)
  - USH 51 (McFarland to Stoughton), Reconstruction with Median (part), Intersection Improvements, and Partial Expansion (NEW, Const. in '25-'26 and '28-'29)
  - Interstate 39/90/94 (Madison to Portage) Planning & Environmental Linkages Study (NEW, study beginning in '21)
  - USH 14 (Pleasant View Rd. Intersection), Intersection Safety Improvements and Recondition Pavement (NEW, Const. in '22-'23)
8. [Presentation on Draft Population, Household, and Employment Forecasts and Development of the Land Use Development Scenario](#)  
(Steve Steinhoff, CARPC)
9. [Update on Revisions to Surface Transportation Block Grant \(STBG\) – Urban Policies and Project Evaluation Criteria](#)
10. [Approval of Application Eligibility and Selection Process for Projects to be Funded with CRRSAA \(COVID Relief\) Section 5310 Program Funding](#)
11. [Appointments to the MPO Citizen Advisory Committee](#)
12. Status Report on Capital Area RPC Activities
13. Announcements and Schedule of Future Meetings
14. Adjournment

Next MPO Board Meeting:

**Wednesday, April 7, 2021 at 6:30 p.m.**  
**Virtual Meeting**

**Greater Madison Metropolitan Planning Organization (MPO)<sup>1</sup>  
February 3, 2021 Meeting Minutes**

Virtual Meeting hosted via Zoom

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

**1. Roll Call**

**Members present:** Margaret Bergamini, Yogesh Chawla, Paul Esser, Steve Flottmeyer, Grant Foster, Patrick Heck, Dorothy Krause, Tom Lynch, Jerry Mandli (joined during item #5), Ed Minihan, Mark Opitz, Mike Tierney, Doug Wood

**Members absent:** Samba Baldeh

**MPO staff present:** Bill Schaefer, Ben Lyman

**Others present in an official capacity:** Brandon Lamers and Michael Hoelker (WisDOT SW Region), Diane Paoni (WisDOT Planning), Caryl Terrell (CARPC), Forbes McIntosh (DCCVA)

**2. Approval of January 6, 2021 Meeting Minutes**

Esser moved, Chawla seconded, to approve the January 6th, 2021 meeting minutes. Motion carried.

**3. Communications**

- Letter from WisDOT regarding approval of TIP amendment #2 approved by MPO board at January meeting.

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

None

**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)**

Schaefer prefaced the presentation by noting that the State Transportation Projects Commission (TPC) recently approved the U.S. Highway 51 (McFarland to Stoughton) reconstruction project for funding, and that construction is scheduled to start in a few years. The MPO will need to amend its regional transportation plan and the 2021-2025 TIP to include the project. The TPC also approved restarting the Interstate (Madison to Wisconsin Dells) Study, which will need to be added to the TIP. He noted that Brandon Lamers would be providing a presentation on the study and would also give brief updates on the Stoughton Road and Beltline studies, which are getting going again.

Lamers presented on the U.S. Highway 51 (McFarland to Stoughton) project, reviewing the design for the different sections and proposed modifications since the public meeting in 2019, summarizing the estimated impacts, and outlining the schedule. He said a public hearing could be requested for March, and it was anticipated that a Finding of No Significant Impact would be issued in spring of 2021, at which point the study would be concluded.

Chawla noted the wetland impacts in the Yahara River watershed, which has had flooding concerns in the past, and asked how the loss of wetlands would be addressed. Lamers replied that they seek to

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<sup>1</sup> Formerly named Madison Area Transportation Planning Board

mitigate wetland impacts, and have an extensive wetland bank at the World Dairy site; he also stated that stormwater impacts were not included in the EA, but would be addressed as the project moves into final design. Minihan asked Lamers to discuss the proposed improvements for Mahoney Road in greater detail, as it is dangerous and a significant safety concern. He said plow trucks can wait up to 20 minutes to get onto USH 51 from Mahoney. Lamers stated he didn't have a graphic for that intersection, but the design calls for both a right turn lane going in the south bound direction and a left turn lane going in the north bound direction, as well as a bypass lane for traffic travelling in the northbound direction, which looks to operate well based on the volumes and the anticipated traffic in the future. He noted that they have heard concerns from stakeholders from the Town of Dunn and McFarland about this intersection and they will continue to look into it more as it moves into final design. Minihan stated that left turning traffic will still need to cross both lanes of traffic in the proposed design and it will remain dangerous, and continues to be a concern for him as the town chair as well as the town's planners. Minihan then explained that at Tower Road on USH 51 there is a sign that points to a storm shelter at a bible camp at Charles Lane further down in the middle of a trailer park. He said the town was the first community in the state to build a storm shelter for a trailer park, as 60% of deaths from tornados are from people residing in trailers. There have been two tornados that have crossed USH 51 in recent years. He said there is a sign at Tower Road pointing to the bible camp, but no sign indicating the availability of a storm shelter, so the DOT is apparently willing to save souls, but not lives. Despite the town's efforts to erect a sign there indicating there is a shelter, including agreeing to buy and install the sign, DOT has consistently refused to provide notice to the public about the existence of the storm shelter for the traveling public. Minihan stated they would continue to push for this as they have for the past five years, and that WisDOT should be interested in identifying places of safety for the motoring public. Minihan stated they have expressed this to project manager Jeff Berens many times. Berens has been very responsive, however he has been trampled down by the DOT bureaucracy that will not allow a storm shelter sign. Lamers replied this is something he would follow up on with DOT traffic and maintenance operations staff, and would pass along to Mr. Berens the comments.

Lynch commented that the reduction in proposed lanes over the life of the study was a good right-sizing approach for the project. He further stated that he is aware that due to state law that WisDOT is limited in exercising eminent domain to acquire land for bicycle facilities, but sometimes there can be creative measures such as wider shoulders to better accommodate bikes, and asked Lamers to expand on what else might be done through McFarland and the rural portions of the project for bicyclists. Lamers noted that in the rural section they are looking at shoulders wide enough to accommodate bicycles; regarding crossing USH 51, they heard from a group that uses Dyreson Road quite extensively for biking, and they were looking for an opportunity for bicycles to cross in that area since Dyreson will become a cul-de-sac. WisDOT is proposing a bike only connection there with a two stage crossing of USH 51. Lamers noted that within McFarland they are limited since they cannot condemn for bike lanes or multi-use paths. Due to the already tight roadway section, they do not have the ability to add bike facilities in that section, however they did investigate a contingency on how the design could be modified if that restriction was repealed. Lynch asked about sidewalks, and Lamers replied there were sections in McFarland where there were not sidewalks, but the project would add them to both sides of USH 51 through the village. Tierney said one comment he hears frequently is about traffic backing up near Siggelkow Road and asked if two lanes could be added to the ramp to reduce backups. Lamers said they would continue to look at if two lanes may be needed in the future, but that it looked like adding traffic controls would solve that problem. Tierney also expressed concern that adding a roundabout to Siggelkow could make bicycling difficult, and asked how to ensure that vehicles would yield to them. Lamers replied that they have heard those concerns from multiple stakeholders and suggestions have been made, and that any additional enhancements to pedestrian crossings would be addressed in final design.

Krause echoed Minihan's frustrations with trying to get signage for things that are not approved. Krause asked if there is concern with unsafe passing where the road goes from 4 lanes down to 2. Lamers replied that transition would happen at the roundabout which would serve as the lane drop, and should help address this. Krause asked if there was much farm vehicle traffic. Lamers replied with the amount of agriculture in the area he assumed there would be, but would have to check on that. Krause also stated in her experience that with two stage crossings, cars still tend to wait until they can make the crossing all at once, and asked if there was any signage that could indicate that its ok to stop in the middle. Lamers replied he was not aware of any signage that is used for that, and that outreach and education is probably the best way to address that. Krause also echoed Tierney's concern with pedestrian safety in roundabouts. Krause also asked who could request a public hearing for the study. Lamers responded that anyone could request that, and said no one had requested one yet, but several people asked about the process for a public hearing. He explained that a public hearing was simply for people to be able to record their formal testimony about the project. Minihan stated the Town of Dunn would be making a request. Foster emphasized the importance that Sigglekow Road serves as a regional bike route connecting to the Yahara River Trail and to keep that consideration at the forefront during final design such as sidewalk width and other accommodations. Lamers stated that any suggestions from the bicycle community on how to improve the experience through these areas was welcome as the project moves into final design.

Lamers then presented on WisDOT's resumption of its I-39/90/94 (Madison to Wisconsin Dells) Interstate Corridor Study. The 53-mile corridor extends from the US 12/18 interchange in Madison to the USH 12/STH 16 interchange in Wisconsin Dells. He explained the corridor's expected worsening congestion and pavement conditions, safety concerns and the corridor's importance to freight and tourism.

Lamers then provided a schedule update on the Madison Beltline shoulder running project and Beltline PEL study. The PEL study is addressing the longer-term strategy, which may involve additional street connections, non-motorized travel improvements, and other options that could help address Beltline needs. The longer-term strategy was being developed in the PEL 1 (first Planning and Environmental Linkages study), which was discontinued about 4.5 years ago, and is now being revisited. Lamers next provided a brief presentation on the USH 51 Stoughton Road (Voges Road in Madison to Interstate 39/90/94 in DeForest) Study. The study will be reinitiated in February 2021, with the final EIS/ROD expected in mid-2023.

#### **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**

Schaefer explained that 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, Major's 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. Both the amendment to the RTP and the TIP require a notice and public hearing.

Woods moved, Krause seconded, to approve release the hearing notice for the proposed amendments to the RTP and 2021-2025 TIP. Motion carried.

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

Schaefer said during discussion of the MPO's 2021 budget, the board asked staff to bring back to the board information on what each municipality's share of the local match funding would be if all contributed to the MPO's budget proportionate to population. Schaefer stated the last time a letter requesting funding from local communities was sent out was in 2012, and did not receive any responses or new contributions. Fitchburg, Monona, and McFarland have all historically contributed, Middleton did in the past, and Sun Prairie recently has started to contribute towards the local match. Wood commented that as part of the marketing plan rollout, it would be a good time to talk about local match contributions when meeting with communities and discussing what the MPO has to offer. He added that in-person or zoom conversations would be more effective than just sending out a letter. Schaefer agreed that it did require personal outreach to be most successful.

Lynch commented that even a small contribution from communities would demonstrate a commitment to being part of the regional solution. Minihan agreed, and emphasized that the request should be timed in accordance with the development of local budgets. Foster added to keep in mind that the budget cycle timeline differed between communities, and the message should be clear and direct. Bergamini wanted clarification on who the letter should be coming from, staff versus board, and who would be responsible for follow up. She also stated there should be more thought about putting together a strategic communications plan regarding this outreach.

Schaefer asked for clarification on how to proceed. Krause recommended reaching out to all the municipalities and discuss their budgeting processes. Foster reiterated that it is also a good opportunity to touch base with each community and discuss what the MPO has to offer. Esser said the focus should be more on cities and villages, and less on reaching out to all the towns. Opitz stated he still thought towns should be included.

## **8. Review and Discussion on Application Eligibility and Selection Process for Projects to be Funded with CRRSAA (COVID Relief) Section 5310 Program Funding**

Lyman provided an overview of the memo outlining staff's proposal for application eligibility, selection criteria, etc. for CRRSAA Section 5310 program funding in light of the goals of CRRSAA. 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. Schaefer clarified that staff's recommendation is to prioritize operations for private providers for this pool of funds, and that a local match would not be required.

Krause commented that she agreed with the recommendations in the memo, and asked what kind of assistance could be available for organizations that might not be familiar with all of the federal reporting requirements for receiving a grant. Lyman replied that he has been in contact with many of the providers and answered questions, and works with Metro Transit staff to help answer questions about grant administration. Heck asked if the furlough stipulation would prevent many of the providers from applying, and Lyman clarified that the furlough stipulation applied only to capital expenses, not to operating costs. Lyman also informed the board that he would be discussing this memo with the Dane County Specialized Transportation Commission as well.

## **9. Discussion Regarding Miscellaneous Issues Related to MPO Public Engagement**

Schaefer gave a brief presentation on recommendations made by board members to increase the MPO's online presence and accessibility, and sought feedback on the following issues from the rest of the members. He said the recommendations mostly came from board member Samba Baldeh.

- Ask communities to include a link to the MPO on their websites: Several board members thought this was a good recommendation and would talk to their communities about it.
- Include the MPO meetings on Legistar: Schaefer explained that the MPO shows up as a committee on the City of Madison Legistar, but we have not populated it with meetings or agendas in the past. Dane County also uses Legistar, but he did not know if the MPO could be included there since MPO staff is not county staff. Bergamini and Foster were in favor of getting the MPO on Madison Legistar. Mandli stated that it is cumbersome to create agendas on Legistar and will take staff time. Chawla did think it would be helpful to see if the MPO could be added to Dane County Legistar as a way to connect with a larger audience, even if just the meetings and agendas were posted. Lynch commented he didn't think it took that much staff time to get meeting materials included on the Madison Legistar page, but it is more burdensome if the MPO was posting to multiple platforms.
- Social Media Engagement: Schaefer encouraged board members who were active on Facebook to follow and engage with the MPO Facebook page.

#### **10. Review and Discussion on Draft Public Survey Questions for the Regional Transportation Plan Update**

Schaefer provided a brief background and overview on the survey questions, which will focus on resident and stakeholder views on quality of and priorities for the transportation system and level of support for policies and strategies identified in the current plan. This survey will supplement a map-based tool that will allow respondents to identify location specific issues/problems. The survey will not cover travel habits, which were covered by the household travel survey conducted several years ago. He said the survey would be released in advance of the first public information meeting for the regional transportation plan update currently planned for early June. Opitz recommended if there were specific edits any member had to send those directly to Schaefer. Krause mentioned she would like to see a question asking respondents to generally identify where they live and where they work.

#### **11. Status Report on Capital Area RPC Activities**

No update

#### **12. Announcements and Schedule of Future Meetings**

The next meeting is Wednesday March 3<sup>rd</sup>.

#### **13. Adjournment**

Moved by Minihan, seconded by Bergamini. Meeting adjourned at 8:45 pm.

**MPO Agenda Cover Sheet**  
**March 3, 2021**

**Item No. 5**

**Re:**

Public Hearing on Amendment to the Regional Transportation Plan and 2021-2025 Transportation Improvement Program to Add U.S. Highway 51 (McFarland to Stoughton) Reconstruction Project

**Staff Comments on Item:**

After receiving approval from the board at the February meeting, the notice of the hearing and opportunity to comment on the RTP and TIP amendments for the USH 51 project was sent out to our entire contact list and the memo sent to chief elected officials posted on the MPO website (see link to memo below).

Staff has not received any comments to date on the amendments for the project. Written comments may be submitted up through March 2, the day before the MPO Board meeting. Staff will share any comments received at the meeting.

**Materials Presented on Item:**

1. [Memo providing notice of the public hearing on the amendments to the RTP and TIP](#)

**Staff Recommendation/Rationale:** N/A



**MPO Agenda Cover Sheet**  
**March 3, 2021**

**Item No. 6**

**Re:**

MPO 2021 Resolution No. 3 Approving Amendment #3 to the Regional Transportation Plan 2050 for the Madison Metropolitan Area to Add the U.S. Highway (McFarland to Stoughton) Reconstruction Project

**Staff Comments on Item:**

As explained at the last meeting, the Regional Transportation Plan (RTP) 2050 recommended completion of the USH 51 (McFarland to Stoughton) corridor study and anticipated amendment of the plan to add the recommended project once the scope and design details were finalized, state Majors program funding secured, and regional agreement on the project reached. At the time, it had become clear that securing Majors program for a much more expensive expansion of the entire roadway to a 4-lane expressway was unlikely, and WisDOT had begun exploring a scaled down project that included intersection and other safety improvements with expansion only on the west side of Stoughton. As was noted at the last meeting, this was a good “right sizing” of the project anyway, especially given the alternative routes (CTH N/Interstate and STH 138/USH 14) between Stoughton and Madison.

With the selection of the current preferred alternative, which appears to have widespread support, the completion of the draft Environmental Assessment for the project, and the award of Majors program funding by the State Transportation Projects Commission (TPC) in December 2020, it is now time to amend the RTP to add the USH 51 project to the official plan. As previously noted, the estimated total cost, including design, ROW, and construction is \$174 million (\$203 million in YOE dollars).

**Materials Presented on Item:**

1. MPO 2021 Resolution No. 3 with attached map

**Staff Recommendation/Rationale:** Staff recommends approval.

## **MPO 2021 Resolution No. 3**

### **Approving Amendment #3 to the Regional Transportation Plan 2050 for the Madison Metropolitan Area**

**WHEREAS**, the Greater Madison MPO (formerly named Madison Area Transportation Planning Board) 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 Fixing America's Surface Transportation (FAST) 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 April 5, 2017 the MPO approved Resolution TPB No. 126 adopting the *Regional Transportation (RTP) 2050 for the Madison Metropolitan Area*, which updated the previous RTP 2035 Update, extending the plan horizon to Year 2050 and revising the growth and travel forecasts; and

**WHEREAS**, in preparing RTP 2050 MATPB 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 has annually prepared a performance measures report 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**, on December 4, 2019 the MPO approved Resolution TPB No. 160 adopting Amendment #1 to RTP 2050 adding the Beltline (USH 12/14/18/151) dynamic part-time shoulder use project to the plan; and

**WHEREAS**, on August 5, 2020 the MPO approved Resolution TPB No. 175 adopting Amendment #2 to RTP 2050 adding the East-West Phase 1 Bus Rapid Transit project (High Point Road/West Towne to East Towne) and Satellite Bus Garage/Maintenance Facility project to the official, fiscally constrained plan; and

**WHEREAS**, the RTP 2050 recommended completion of the USH 51 (McFarland to Stoughton) corridor study and anticipated amendment of the plan to add the recommended project once the scope and design details were finalized, state Majors program funding secured, and regional agreement on the project reached; and

**WHEREAS**, the Wisconsin Department of Transportation (WisDOT) recently completed the study, identifying a preferred alternative for the USH 51 project that includes reconstruction of most of the roadway, intersection improvements, addition of a median for part of the segment north of Stoughton, expansion to four lanes for the segment between Jackson Street and CTH B in Stoughton, and improved pedestrian and bicycle accommodations (see attached map); and

**WHEREAS**, the project is intended 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, thereby furthering progress towards meeting several performance measures related to safety, pavement condition, and pedestrian/bicycle facilities; and

**WHEREAS**, WisDOT has completed a draft Environmental Assessment for the project, and the project was awarded state Majors program funding by the State Transportation Projects Commission in December 2020.; and

**WHEREAS**, the financial capacity analysis for the RTP ([Chapter 6](#)) had identified a large surplus of state highway construction funding (including Backbone, Non-Backbone, and Majors program) due to the incomplete list of projects given several pending corridor studies, and that, combined with the now approved Majors program funding, demonstrates the financial constraint requirement has been met; 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 #3 to the *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area* to add the U.S. Highway (USH) 51 (McFarland to Stoughton) reconstruction project to the official, fiscally constrained plan by:

1. Moving the USH 51 (McFarland to Stoughton) 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 maximum cost of \$174 million (\$203 million in year-of-expenditure dollars) in the 2021-2035 timeframe. The funding source is the state Majors program.

2. 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.

**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.

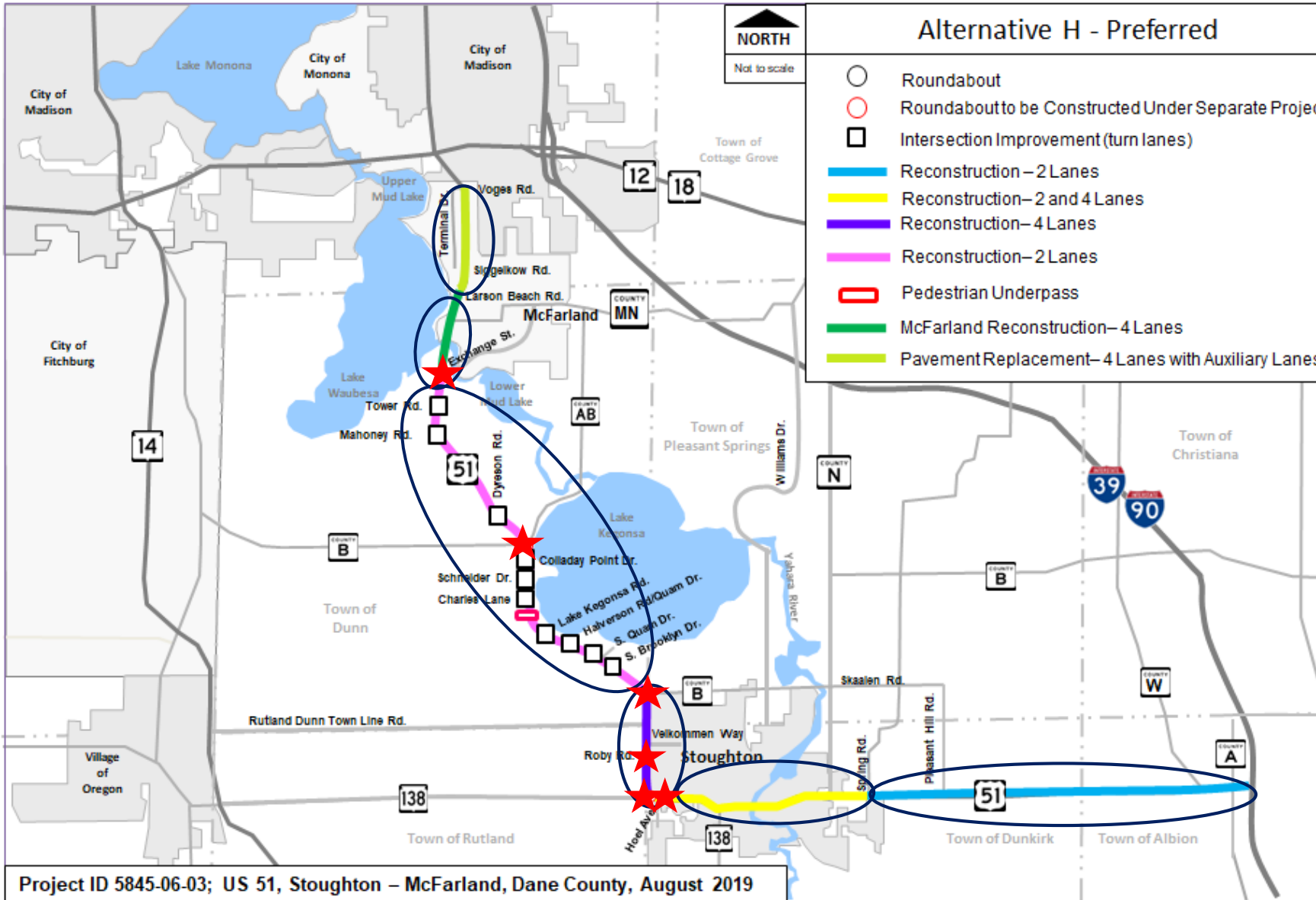
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Date Adopted

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Mark Opitz, Chair  
Madison Area Transportation Planning Board

# Alternative H - Hybrid



**MPO Agenda Cover Sheet**  
**March 3, 2021**

**Item No. 7**

**Re:**

MPO 2021 Resolution No. 4 Approving Amendment #3 to the 2021-2025 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

**Staff Comments on Item:**

In addition to adding the USH 51 (McFarland to Stoughton) reconstruction project, the amendment also adds the Interstate 39/90/94 Planning & Environmental Linkages Study (Madison to Portage) (USH 12/18 to Interstate 90/94) that WisDOT presented on at the last meeting and a safety and pavement reconditioning project at the USH 14 and Pleasant View Road intersection. That project is being coordinated with the Pleasant View Road reconstruction project funded by the MPO.

The amendment also adds two continuing Wisconsin Employment Transportation Assistance Program (WETAP) projects with a capital component (vehicle purchase/loan programs) and an operating component (mobility management/vanpool programs) that have federal Section 5311 program funding and are administered by Forward Service Corporation and the Southwestern Wisconsin Community Action Program (SWCAP).

**Materials Presented on Item:**

1. MPO 2021 Resolution No. 4 with attachments

**Staff Recommendation/Rationale:** Staff recommends approval.

## MPO 2021 Resolution No. 4

### Amendment No. 3 to the 2021-2025 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

**WHEREAS**, the Greater Madison MPO (Metropolitan Planning Organization) approved the *2021-2025 Transportation Improvement Program for the Madison Metropolitan Area & Dane County* on October 7, 2020; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2020 Resolution No. 6 on November 4, 2020, approving Amendment No. 1, and adopted MPO 2021 Resolution No. 1 on January 6, 2021, approving Amendment No. 2; and

**WHEREAS**, the Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2021–2024 must be included in the effective TIP; and

**WHEREAS**, an amendment has been requested by WisDOT SW Region to add the Interstate 39/90/94 Planning & Environment Linkages Study (Madison to Portage) (USH 12/18 to Interstate 90/94); the USH 14 (Pleasant View Road Intersection) safety project, and the USH 51 (McFarland to Stoughton) reconstruction project, all of which have proposed federal funding; and

**WHEREAS**, an amendment is also needed to add two continuing Wisconsin Employment Transportation Assistance Program (WETAP) projects with a capital component (vehicle purchase/loan programs) and an operating component (mobility management/vanpool programs) that have federal Section 5311 program funding and are administered by Forward Service Corporation and SWCAP; and

**WHEREAS**, the TIP amendment will not affect the timing of any other programmed projects in the TIP and the TIP remains financially constrained as shown in the attached revised TIP financial table (Table B-2); and

**WHEREAS**, the MPO's public participation procedures for TIP amendments have been followed, including an official notice and comment period and holding a public hearing on March 3 for the USH 51 (McFarland to Stoughton) reconstruction project, which constitutes a major amendment, and listing the projects on the board agenda for the other projects; and

**WHEREAS**, the new projects are consistent with the *Regional Transportation Plan 2050 for the Madison Metropolitan Area*, the long-range regional transportation plan for the Madison Metropolitan Planning Area as adopted in April 2017, amended in December 2019 and in August 2020 and as amended again on March 3, 2021 by MPO 2021 Resolution No. 3, adding the USH 51 (McFarland to Stoughton) reconstruction project to the official, fiscally constrained plan.

**NOW, THEREFORE, BE IT RESOLVED** that the Greater Madison MPO approves Amendment No. 3 to the *2021-2025 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project additions as shown on the attached project listing table:

1. **ADD** the Forward Service Corporation Vehicle Repair & Purchase Loan Program to page 24 of the Transit Capital Projects section.
2. **ADD** the SWCAP Vehicle Loan Program to page 24 of the Transit Capital Projects section.

3. **ADD** the Forward Service Corporation Mobility Management Program to page 26 of the Transit Operating Projects section.
4. **ADD** the SWCAP Mobility Management & Vanpool Program to page 26 of the Transit Operating Projects section.
5. **ADD** the Interstate 39/90/94 (Madison to Portage) (USH 12/18 to Interstate 90/94) Planning & Environment Linkages Study to page 27 of the Street/Roadway Projects section.
6. **ADD** the USH 14 (Pleasant View Road Intersection) Safety project to page 29 of the Street/Roadway Projects section.
7. **ADD** the USH 51 (Stoughton to McFarland) Segment 1 (Interstate 39/90 to CTH N) Reconstruction with Interchange Improvements Project to page 30 of the Street/Roadway Projects section.
8. **ADD** the USH 51 (Stoughton to McFarland) Segment 2 (CTH N to Roby Road) Reconstruction and Expansion Project to page 30 of the Street/Roadway Projects section.
9. **ADD** the USH 51 (Stoughton to McFarland) Segment 3 (Roby Road to Exchange Street) Reconstruction with Intersection Improvements Project to page 30 of the Street/Roadway Projects section.
10. **ADD** the USH 51 (Stoughton to McFarland) Segment 4 (Exchange Street to Voges Road) Reconstruction and Pavement Replacement Project to page 30 of the Street/Roadway Projects section.
11. **ADD** the USH 51 (Stoughton to McFarland) (Interstate 39/90 to Voges Road) Corridor Control and Program Control Project to page 30 of the Street/Roadway Projects section.

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Date Adopted

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Mark Opitz, Chair  
Greater Madison MPO



PROJECT LISTINGS FOR AMENDMENT NO. 3 TO THE 2021-2025 TRANSPORTATION IMPROVEMENT PROGRAM

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2021				Jan.-Dec. 2022				Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>TRANSIT CAPITAL</b>																							
<b>FORWARD SERVICE CORP.</b> <b>NEW *</b>	<b>VEHICLE REPAIR &amp; PURCHASE LOAN PROGRAM</b> Provide vehicle repair and purchase loans for income-eligible residents where public transit options are not available.	Cap	390		98	488																Funded through the Wis. Employment Transportation Assistance Program (WETAP). Program serves many other counties besides Dane County in South Central, Northeast, North Central Wisconsin. Part of larger project that also includes mobility management program.	
		TOTAL	390		98	488																	
			5311		FSC																		
<b>SWCAP</b> <b>NEW *</b>	<b>VEHICLE LOAN PROGRAM</b> Provide 0% vehicle loans to income eligible families in areas where public transportation is not available.	Cap	741		185	927																Program serves ten other counties besides Dane County, mainly in South Central and Southwest Wisconsin. Part of larger project that also includes Mobility Management and vanpool programs. Funded through WETAP.	
		TOTAL	741		185	927																	
			5311		SWCAP																		
<b>TRANSIT OPERATING</b>																							
<b>FORWARD SERVICE CORP.</b> <b>NEW *</b>	<b>MOBILITY MANAGEMENT PROGRAM</b> Coordinate with job agencies, employers, and other partners/stakeholders to meet work transportation needs of low-income workers. Assess needs, make job referrals, etc.	Oper	30		30	60																Program serves many other counties besides Dane County in South Central, Northeast, North Central Wisconsin. Part of larger WETAP project that also includes vehicle repair/purchase loan program. DWD Commute to Careers program grant in 2020. May seek cont. funding in 2021.	
		TOTAL	30		30	60																	
			5311		FSC																		
<b>SWCAP</b> <b>NEW *</b>	<b>MOBILITY MANAGEMENT &amp; VANPOOL PROGRAM</b> Coordinate transportation and volunteer drivers, and provide vanpools to employer sites.	Oper	108		108	217																Program serves ten other counties besides Dane County, mainly in South Central and Southwest Wisconsin. Part of larger WETAP project that also includes vehicle purchase program.	
		TOTAL	108		108	217																	
			5311		SWCAP																		
<b>STREET/ROADWAY PROJECTS</b>																							
<b>WISDOT</b> <b>NEW *</b>  111-21-016	<b>INTERSTATE 39/90/94</b> Madison to Portage USH 12/18 to Interstate 90/94 Planning & Environment Linkages (PEL) Study (35 miles)	PE ROW CONST	1,600	400	2,000	Continuing			Continuing			Continuing			Continuing						1012-05-00 19 miles of total 35 miles are in Dane County.		
		TOTAL	1,600	400	2,000																		
			NHPP																				
<b>NEW *</b>  111-21-017	<b>USH 14</b> Spring Green to Madison Pleasant View Road Intersection Construct left turn lanes/monotubes for signals and recondition pavement. (0.225 mi.)	PE ROW CONST				1,393	155	1,548	Continuing												5310-02-75 This construction project is tied to local project 5992-11-01 HSIP funded project.		
		TOTAL				1,393	155	1,548															
			MS30																				
<b>NEW *</b>  111-21-015	<b>USH 51</b> Stoughton to McFarland Segment 1 - Interstate 39/90 to CTH N Reconstruction with intersection improvements and a new mile-long bypass lane between Washington Road and Tower Drive. (5.49 mi.)	PE ROW CONST	1,620	405	2,025	Continuing			Continuing			Continuing	615	615	Continuing						5845-16-01, -21, -71 Construction (ID 71) scheduled for 2026. Est. cost at \$15,500 Fed (NHPP) and \$3,900 State.		
		TOTAL	1,620	405	2,025								615	615									
			NHPP	WI									WI										

<sup>1</sup> Project programming shown in 2025 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.

PROJECT LISTINGS FOR AMENDMENT NO. 3 TO THE 2021-2025 TRANSPORTATION IMPROVEMENT PROGRAM

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2021				Jan.-Dec. 2022				Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Comments			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total				
NEW *  111-21-015	<b>USH 51</b> Stoughton to McFarland <b>Segment 2</b> - CTH N to Van Buren St. (Section 1) and Van Buren St. to Roby Rd. (Section 2) Section 1: Urban 2 - 4 lane reconstruction with improved pedestrian and bicycle accommodations added to the corridor. Bike lanes on USH 51 where possible. New sidewalk will be added and existing sidewalk replaced where the width is deficient. Section 2: Urban 4-lane expansion with a curbed median, curb and gutter along the outside paved shoulders, and sidewalk on both sides of USH 51, possibly 10 ft. on one side (3.65 mi.)	PE ROW CONST	2,160	540		2,700	Continuing				Continuing		1,803		1,803	Continuing				Continuing				5845-16-02, -22, -23, -72, -73 Section 1 (ID 72) construction scheduled for 2028. Est. cost at \$11,900 Fed (NHPP) and \$2,900 State. Section 2 (ID 73) construction in 2025.		
		TOTAL	2,160	540		2,700							1,803		1,803											
			NHPP		WI											WI										
NEW *  111-21-015	<b>USH 51</b> Stoughton to McFarland <b>Segment 3</b> - Roby Road to CTH B/CTH AB (Section 1) and CTH B/CTH AB to Exchange Street (Section 2) Reconstruction with intersection improvements. New roundabouts at CTH B and Exchange street. (6.57 mi.)	PE ROW UTL CONST	3,420	855		4,275	Continuing				Continuing				Continuing		1,549		1,549	Continuing		1,372	1,372	1,414	1,414	5845-16-04, -24, -25, -45, -74, -75 Section 1 (ID 74) construction scheduled for 2026. Est. cost at \$23,900 Fed (NHPP) and \$5,900 State. Section 2 (ID 75) construction scheduled for 2028. Est. cost at \$12,800 Fed (NHPP) and \$3,200 State. Note: CTH B/AB roundabout will be constructed in 2024 separate from the overall Majors funded project.
		TOTAL	3,420	855		4,275											1,549		1,549			2,786	2,786			
			NHPP		WI															WI						
NEW *  111-21-015	<b>USH 51</b> Stoughton to McFarland <b>Segment 4</b> - Exchange St. to Larson Beach Rd. (Section 1) and Larson Beach Rd. to Voges Rd. (Sec. 2) Section 1: Urban 4-lane reconstruction with a median or TWLTL; sidewalk on both sides of USH 51. Intersection improvements and added left turn to SB USH 51 at Farwell Street. Section 2: Pavement replacement of the existing 4-lane expressway. An auxiliary lane to be added between the north ramps of the Siggelkow Road interchange and Meinders road. Two options are being considered at the Siggelkow ramp terminals: signalized intersections or roundabouts. (2.71 mi.)	PE ROW CONST	1,980	495		2,475	Continuing				Continuing				36		36	Continuing		436	436	13,944	13,944	5845-16-06, -26, -27, -76, -77 Section 1 (ID 76) construction scheduled for 2029. Est. cost at \$10,500 Fed (NHPP) and \$2,600 State. Section 2 (ID 77) construction scheduled for 2025.		
		TOTAL	1,980	495		2,475									36		36			11,155	2,789	13,944	13,944			
			NHPP		WI											WI					NHPP		WI			
NEW *  111-21-015	<b>USH 51</b> Stoughton to McFarland Entire Corridor - Interstate 39/90 to Voges Road Corridor Management and Program Controls	PE ROW CONST	2,771	693		3,464	Continuing				Continuing				Continuing				Continuing				5845-16-00 Continued through final project of TPC approved USH 51 projects in 2029 (5845-16-76)			
		TOTAL	2,771	693		3,464																				
			NHPP		WI																					

<sup>1</sup> Project programming shown in 2025 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.

**Table B-2**  
**Summary of Federal Funds Programmed (\$000s) and Those Available in Year of Expenditure Dollars**  
**in the Madison Metropolitan Planning Area**

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2021	2022	2023	2024	2025*	2021	2022	2023	2024	2025*
Federal Highway Administration	National Highway Performance Program	28,906	4,550	17,427	834	35,534	28,906	4,550	17,427	834	35,534
	Bridge Replacement and Rehabilitation	83	1,352	847	0	0	83	1,352	847	0	0
	Surface Transp. Block Grant Program - Madison Urban Area	12,886	11,385	12,354	1,369	198	12,886	11,385	12,354	1,369	198
	Surface Transp. Block Grant Program - State Flexibility	11,449	0	0	5,033	6,449	11,449	0	0	5,033	6,449
	Surface Transp. Block Grant Program - Transp. Alternatives	1,480	757	608	0	0	1,480	757	608	0	unknown
	Highway Safety Improvement Program	3,434	9,693	3,378	0	0	3,434	9,693	3,378	0	0
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	7,777	9,843	8,300	8,574	9,222	7,777	9,843	8,300	8,574	9,222
	Sec. 5339 Bus & Bus Facilities	1,433	7,692	1,512	1,554	993	1,433	7,692	1,512	1,554	993
	Sec. 5337 State of Good Repair	869	1,768	900	916	1,009	869	1,768	900	916	1,009
	Sec. 5310 E/D Enhanced Mobility Program	294	0	0	0	0	360	319	326	332	339
	Sec. 5311 Rural Area Formula Program	2,327	1,077	1,096	1,116	1,135	2,327	1,077	1,096	1,116	1,135
	Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program	0	0	0	0	0	0	0	0	0	0

\* Fifth year of funding (2025) is informational only.

\*\* Funding shown in calendar year versus state fiscal year.

Note: All state roadway projects using applicable funding sources (e.g., NHPP, STBG State Flexible, BR) are programmed through 2025. Local BR, STBG (BR), and STBG Rural projects are programmed through 2024. HSIP (other than annual small HES program) projects are programmed through 2024. Local STBG -Transp. Alternatives projects are programmed through 2024. Local STBG-Urban (Madison Urban Area) projects are programmed through 2025. Transit funding is not yet programmed and is based on needs and anticipated future funding levels (See also Table B-4 Metro Transit System Projected Expenses and Revenues). Programmed transit funding for 2021 excludes carryover projects for which the Federal funding is already obligated. Roadway and transit inflation rate @ 1.78% per year applied to expenses, except for the STBG-Urban program. The Interstate 39/90 (S. Beltline to Rock County Line) Reconstruction and Capacity Expansion project is not included in the table since it is primarily located in Rock County and/or outer Dane County. Fiscal constraint for this project is being handled at the state level. Fiscal constraint for the Statewide Signage Program and SW Region Pavement Marking project is also being handled at the state level.

**MPO Agenda Cover Sheet**  
**March 3, 2021**

**Item No. 8**

**Re:**

Presentation on Draft Population, Household, and Employment Forecasts and Development of the Land Use Development Scenario

**Staff Comments on Item:**

The MPO contracted with the Capital Area Regional Planning Commission (CARPC) to prepare updated county and municipal Year 2050 population, household, and employment forecasts. CARPC has historically led this effort. The new households and employment are then allocated to small traffic analysis zones (TAZs) used in the MPO's travel forecast model. The countywide model has around 1,300 zones. The Urban Footprint (UF) land use scenario planning and analysis tool is being used for the TAZ allocations this time. The city of Madison received a grant to create a custom, Dane County version of the UF platform and used it for its comprehensive plan. UF includes building and place types, which have assumptions about urban design and housing unit and employment density built into them. These building types have been incorporated into development of the new travel model.

A parcel based future land use development scenario is being created based upon the goals and objectives for the Regional Development Framework identified through CARPC's A Greater Madison Vision process and local comprehensive plans. The housing units and employment calculated for the parcels by UF (with some adjustments where needed) will then be aggregated to the TAZs for input into the travel model. CARPC is taking the lead on preparing the land development scenario for suburban and rural areas while city of Madison Planning staff have been preparing the scenario for the city.

Steve Steinhoff with CARPC will provide a presentation on this work and the broader effort on the Regional Development Framework. An outline for his presentation is attached.

**Materials Presented on Item:**

1. Outline of presentation

**Staff Recommendation/Rationale:** For information and discussion purposes only.

## OUTLINE

CARPC Presentation to MPO Board

March 3, 2021

Regional Projections and Development Framework

Steve Steinhoff

### I. PROJECTIONS

#### a. Need – Interim projections

- i. Lack of updated DOA projections
- ii. Regional Development Framework
- iii. Regional Transportation Plan

#### b. Population

##### i. County – control total

###### 1. Historical

- a. Decennial census, American Community Survey, DOA estimates

###### 2. Trendline projections

3. Woods & Poole – chose to use because of need for common source for multiple counties for employment projections (below), and because an established source

- a. 2050 projection: 739,413

- b. Increase of 197,231 from 2020 – 36%

##### ii. Municipal – Cities, villages and rural areas

###### 1. Historical – same data

###### 2. Trendline projections

- a. Best fit curve lines

- b. Professional judgement

- c. Adjustments – town areas to be absorbed into cities

###### 3. Fit to control total

###### 4. Results [chart or table]

- c. Household
  - i. County – control total
    - 1. Woods & Poole
      - a. 2050 projection: 313,311 households
      - b. Increase of 88,632 – 39%
    - 2. Municipal
      - a. Same process as population
      - b. Check resulting household size and adjust where needed
      - c. Projections based on household size?
        - i. Difficult at muni level
- d. Employment
  - i. Multicounty to account for net commuters
    - 1. Trendline projections not viable: result in more jobs than workers
  - ii. Labor Force Participation Rate
  - iii. Unemployment Rate
  - iv. Key sectors
  - v. County control total
  - vi. Municipal
    - 1. Trendlines
    - 2. Professional judgement
    - 3. Adjustments based on UrbanFootprint

## II. REGIONAL DEVELOPMENT FRAMEWORK

- a. Recap
  - i. Building on A Greater Madison Vision
  - ii. Goals and Objectives – confirmed local official support of
  - iii. National and local plan research
- b. Regional Development Framework Concepts
  - i. Direct growth away from important natural and agricultural areas
  - ii. Focus development in mixed-use activity centers and corridors

- iii. Traditional neighborhood development patterns for new neighborhoods
    - iv. Districts – employment, special use, etc.
  - c. Mapping in UrbanFootprint
    - i. [demo live to show process]
  - d. Products – March/April
    - i. Conceptual regional development framework map
    - ii. Indicators
      - 1. Based on goals and objectives
      - 2. UrbanFootprint performance on indicators
  - e. Outreach – April - September
    - i. Communicate products
    - ii. Confirm support
    - iii. Adjust as needed
    - iv. Market framework
    - v. Gather input on implementation strategies
  - f. Draft Framework - December
  - g. Final Framework - 2022

**MPO Agenda Cover Sheet**  
**March 3, 2021**

**Item No. 9**

**Re:**

Update on Revisions to Surface Transportation Block Grant (STBG) – Urban Policies and Project Evaluation Criteria

**Staff Comments on Item:**

The MPO conducted a comprehensive review and revision of its policies and project evaluation criteria for the STBG (formerly named STP) – Urban program 2015 in order to more closely align them with the goals and policy objectives of the Regional Transportation Plan. Nine evaluation criteria categories were created with different weights and different specific criteria for the different types of eligible projects (roadway, transit vehicle purchase, transit infrastructure, ITS, and independent bicycle/pedestrian). The different evaluation criteria weights for each project type were meant to reflect the differing importance of each criterion for each project type. In 2019 some revisions were made to the program policies, mostly to document policies that the MPO Board had previously agreed on related to conditional approval of projects beyond the 5-year TIP and reallocation of funding in the event of a delay or cancellation of a project.

Staff intended to make some minor revisions to the evaluation criteria and weights for the upcoming project application cycle. The board had also expressed interest in revisiting the criteria weights. The revisions to the evaluation criteria being considered are turning out to be more significant as staff have done research and begun working on them. The changes to the program policies are anticipated to be more minor.

Staff are still working on the revisions, but thought we'd present on the direction we are going to get some initial feedback. Preliminary changes to the evaluation criteria categories and changes to the weights for roadway projects have been developed. Some ideas have been generated for changes to program policies and screening criteria. Staff is reviewing this with the technical committee this week and will report on feedback received when the information is presented to the board.

**Materials Presented on Item:**

1. Table showing preliminary proposed changes to the evaluation criteria and weights for roadway projects
2. Document discussing thoughts on potential changes to the program policies and project screening criteria

**Staff Recommendation/Rationale:** For information and discussion purposes only at this time.



## Draft STBG-Urban Roadway Project Selection Criteria/Scoring Weights

Criteria	Value	Measure
Importance to Regional Transportation System <u>and Supports Regional Development Framework</u>	<del>5</del> <u>9</u>	Roadway Functional Class
	<del>4</del>	<del>Traffic Volume</del>
	<del>3</del>	<del>Length of Route</del>
	<del>3</del>	<del>System Continuity &amp; Availability/Spacing of Alternate Routes</del>
	<del>3</del>	<del>Transit Route</del>
	<del>2</del> <u>3</u>	Freight Route
	<del>6</del>	<del>Supports Regional Center, Mixed Use Center, and/or Serves Regional Community Corridor</del>
..... Total	<del>20</del> <u>18</u>	
System Preservation	<del>15</del> <u>20</u>	Pavement Condition
Congestion Mitigation & TSM	<del>12</del>	Existing Congestion & Congestion Reduction
		Reduce Intersection Delay
		Improve or Provide Alternative Route
		Improves Roadway Access Management
Safety Enhancement	<del>4</del>	<del>Crash Rate</del>
	<del>6</del>	<del>Potential Crash Reduction Impact</del>
	<del>20</del>	<del>Severe Crash Rate/Index and Potential Crash Reduction Impact</del>
Enhancement of Multi-Modal Options/Service	<del>3</del> <u>2</u>	Pedestrian Facilities
	<del>3</del> <u>6</u>	Bicycle Facilities
	<del>2</del> <u>4</u>	Transit Facilities
..... Total	<del>8</del> <u>12</u>	
<del>Supports Transportation Efficient Land Use, Livability, and Economic Prosperity</del>	<del>5</del>	<del>Consistency with Regional and Local Land Use</del>
	<del>3</del>	<del>Supports Regional Center, Mixed Use Center, and/or Redevelopment Area</del>
	<del>2</del>	<del>Project Design</del>
<del>..... Total</del>	<del>10</del>	
Environment/ <u>Green Infrastructure</u>	4	Project Impact on Use of Alternative Modes
	4	Environmental Impact on Water Quality/SW Management
..... Total	<del>8</del>	
<del>Environmental Justice and Public Health Equity</del>	<del>4</del> <u>10</u>	Benefits Environmental Justice Priority Area/Low Income or Minority Area
	<del>3</del>	<del>Public Health/Health Equity</del>
<b>Total Points</b>	<b>100</b>	

## Surface Transportation Block Grant (STBG) – Urban Program Policies and Project Screening Criteria

### Policies

Eligible Project Categories: No change

Eligible Cost Categories: The following are eligible cost items. Engineering/design and real estate (RE) acquisition are not eligible. Considering potential minor change to allow RE costs for transit stops/stations and park-and-ride facilities.

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

Minimum/Maximum Project Cost Amounts: Not proposing change, but open to suggestion.

The following are current minimum project costs. There are no maximums.

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

Project Funding: No change. Proposing to continue policy to fund city of Madison's pedestrian/bicycle safety education program and the MPO TDM program with annual inflationary increase in funding. Also, proposing to continue new policy goal to over time allocate up to 10% of the available funds for projects with a total cost of no more than ~~\$2.5~~ \$2.8 million and total federal funding amount of no more than ~~\$1.25~~ \$1.4 million. [Note: Small change in max. cost proposed. 10% of current typical 2-year funding allocation is \$1.37 million.]

Cost Share: Not proposing change to 60/40 cost share policy, but open to suggestion. Could perhaps see going to 65/35 given typical cost increases on projects between approval and construction.

Conditional Project Approval: This is for projects outside the 5-year TIP window, i.e., approving projects for the next application cycle. Propose to continue to allow in rare cases. Might add language limiting these approvals to certain percentage (e.g., 75%) of the anticipated funding available in the next cycle.

Project Management: While MPO staff gets information periodically from WisDOT SW Region, might ask for formal update by project sponsors on schedule (DSR, PS&E, LET) annually as part of TIP update process.

Reallocation of STBG-Urban Funds in the Event of a Project Delay or Cancellation: No change

## **Project Application Screening Criteria**

### Cost-Benefit

Proposing to eliminate as a scoring criteria. As a result, may add some language regarding this, such as projects are expected to have a reasonable cost-benefit and that project cost is still a factor in making project funding recommendations. This is less of an issue than it might otherwise be due to the 60/40 vs. 80/20 cost share. Another option would be to require a cost-benefit analysis that is utilized for federal discretionary grant programs, at least for high cost projects.

### Consistency with the MPO's RTP and Compliance with Complete Streets Policy and Title VI/Environmental Justice Requirements

Plan to add language regarding complete streets policy consistency that provision of sidewalks, ADA compliant curb ramps, and appropriate bicycle accommodations is expected for projects in developed and developing areas with limited exceptions (e.g., real estate required and not feasible due to state law). Because of this we have removed points under the scoring criteria for sidewalk/ADA ramps.

### Timely Implementation

Not proposing to require 30% design be completed on project prior to submitting application. May require project milestone dates.

### Financial Requirements

Propose to instruct applicants to use current year dollars for cost estimate. MPO will then use annual inflation rate and proposed year of construction to determine funding award.

Propose to instruct applicants on the contingency factor/percentage to apply. Additional research is needed on this. Purpose is to ensure consistency across applications and account for the uncertainty in cost estimates for projects at an early design phase.

**MPO Agenda Cover Sheet**  
**March 3, 2021**

**Item No. 10**

<p><b>Re:</b></p> <p>Approval of Application Eligibility and Selection Process for Projects to be Funded with CRRSAA (COVID Relief) Section 5310 Program Funding</p>
<p><b>Staff Comments on Item:</b></p> <p>The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) (H.R. 133) includes local apportionments for Section 5310 Program-eligible Operations and Payroll expenses incurred since January 20, 2020. The MPO Policy Board reviewed staff recommendations regarding applicant and project eligibility and scoring criteria at the February 3, 2021 meeting. Based on feedback received at that meeting, staff prepared the project scoring criteria in the attached memorandum dated February 23, 2021. The Dane County Specialized Transportation Commission is scheduled to discuss these recommended criteria at their February 24, 2021 meeting; staff will provide any updates or feedback received at that meeting to the board during discussion of this item. The previously reviewed background document is also attached.</p>
<p><b>Materials Presented on Item:</b></p> <ol style="list-style-type: none"><li>1. January 21, 2021 CRRSAA Section 5310 funding strategy and background document</li><li>2. February 23, 2021 Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) (H.R. 133) memorandum</li></ol>
<p><b>Staff Recommendation/Rationale:</b> Staff recommends approval of the proposed CRRSAA Section 5310 Program project eligibility and funding criteria.</p>

**The Greater Madison MPO (MPO) is developing a process for soliciting applications for and selecting projects to be funded with the local apportionment of 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 highlighted or otherwise identified as such.**

**B. Lyman 1/21/21**

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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

- Projects may be funded by 100% federal dollars (no local match) but the MPO may require 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 restrict eligible projects 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

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

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 [Recommend focusing CRRSAA funding on this Tier]

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 [Appropriate 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

Priority #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	
	Pursue additional funding strategies to support increased service needs

Funding for Service Providers	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
<b>Strategies to Address Coordination, Education, and Outreach Needs</b>	
Mobility Management	Continue to support Dane County One-Call Center
	Continue to support Metro Paratransit in-person assessments
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
<b>Strategies to Address Service Needs</b>	
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 increase shared-ride taxi services
<b>Strategies for Addressing Vehicle Needs</b>	
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
<b>Strategies to Address Infrastructure Needs</b>	
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
<b>Strategies to Address Technology Needs</b>	

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



Memorandum

February 23, 2021

Subject: Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) (H.R. 133)

Ben Lyman, Transportation Planner



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Based on the MPO Policy Board’s feedback on the CRRSAA Section 5310 background document (Feb. 3, 2021 Policy Board meeting), staff recommend that the evaluation criteria and scoring metric below be used to select projects for funding under this program. These criteria reflect both the Coordinated Plan and the unique objectives of the CRRSAA to use these funds primarily for operations and payroll expenses related to the COVID-19 pandemic. If additional funding with the same eligibility requirements and purpose is provided by future special funding legislation, the same scoring criteria will be used to select projects for funding under that Act.

<b>Question 1: Demonstration of Need and Project Benefits</b> (attach up to one additional sheet if necessary)	
Describe the project and the anticipated outcomes. If proposing a service activity, include information on operational schedules. If capital is requested, describe how the funds will be utilized. For mobility management projects, outline how the mobility manager will increase participation in and coordination of transit for seniors and people with disabilities.	
Evaluation Criteria:	
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 points max)	
Project Type	· Operations and Payroll - Describes how project helps meet the transportation needs of seniors and individuals with disabilities, and identifies specific services and activities the project provides (15 points max)
	· Mobility Management (Traditional)-Describes how project helps meet the transportation needs of seniors and individuals with disabilities, and identifies specific services and activities the project provides (5 Points max)
	· Vehicle Modification (Capital) - Describes how project will help protect drivers and riders and support the safe transportation of seniors and individuals with disabilities, and identifies specific modifications installed - note that applicant must certify that no employees have been furloughed (10 Points max)
Supported by the Coordinated Plan- The project overcomes barrier to transportation and/or meets an unmet need.	

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	· Identified as a CRRSAA-eligible Tier 1 Strategy Project (10 Points max)
	· Identified as a CRRSAA-eligible Tier 2a Strategy Project (10 Points max)
	· Not identified as a strategy, but addresses a need and is CRRSAA-eligible (3 Points max)
The project serves a reasonable number of individuals or trips given the project budget.	
	· Should include total number of people served, and percentage of seniors or individuals with a disability served (10 points max)
<b>Question 2: Promotes Development of a Coordinated Network</b> (response limited to one sheet)	
	Explain how the proposed project will meet the identified needs and ensure that there is a coordination of efforts to ensure the targeted population is being served through the appropriate organization(s).
Evaluation Criteria:	
The application identifies other transportation services available and how the project complements rather than duplicates them. (20 points max)	
	· Could include (but not limited to) increased hours of operation, reduction of coverage gaps, increased access to medical/employment/recreation trips
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 points max)	
The application describes who is eligible to ride/participate in proposed service.	
	· Public- Project/service is open to all eligible seniors or individuals with disabilities (5 Points)
	· Private- Project/service is limited to a select client base (2 points)
<b>Question 3: Financial and Management Capacity</b> (response limited to one sheet)	
	Describe your agency's experience managing state, federal, or other outside funds. Describe how the project is cost effective and minimizes unnecessary overhead costs.
Evaluation Criteria:	
The project has a reasonable level of administrative costs (10 points max)	
The project sponsor has the capacity to meet the project management, reporting, and project delivery functions of the Section 5310 program. (10 points max)	

**MPO Agenda Cover Sheet**  
**March 3, 2021**

**Item No. 11**

**Re:**

Appointments to MPO Citizen Advisory Committee

**Staff Comments on Item:**

The MPO Citizen Advisory Committee consists of local officials and committee members, representatives of stakeholder groups, and other local residents, and provides a “sounding board” on policy issues and liaison with stakeholder groups. Two members of the committee – Chad Lawler with the Madison Area Builders Association and Susan Schmitz, formerly with Downtown Madison, Inc. – recently resigned. Staff has begun an overdue effort to recruit additional members. Staff is recommending four additional members: Allen Arntsen; Bill Connors; Ron Luskin; and Darin Wasniewski. Attached is information on them and their affiliations along with a revised committee member list with these additions. Staff will continue to seek additional committee members with a focus on expanding the diversity of the committee.

**Materials Presented on Item:**

1. Information on prospective committee members
2. Revised committee member list with the additional members

**Staff Recommendation/Rationale:** Staff recommends approval of the appointments.

## **Prospective MPO Citizen Advisory Committee Members**

### **Allen Arntsen**

- Served as City of Madison alder, MPO Policy Board member, Community Development Authority commissioner, and Plan Commission vice chair
- Served on City-University planning committees and chaired city committees charged with recommending the location of an east side transit center when Madison Metro was moving to a transit center system in the 1990s, and preparing a Downtown Madison Historical Preservation Plan.
- Serves on the Dane County Condemnation Commission.
- Serves on Board, Transportation Committee, and other committees of Downtown Madison Inc. (DMI)
- Serves on Bay Creek Neighborhood Association Transportation Committee
- Served on and chaired the boards of the Madison Public Library Foundation Board, the Barrymore Theater, the Schenk Atwood Revitalization Association, and the Atwood Barrymore Corporation.
- Served on south Madison neighborhood steering committees guiding the Truman Olson apartment/grocery project, the new Dean Clinic, and the 8 Twenty Park affordable housing project, along with city committees that reapportioned the alder districts following the 1990 and 2000 Censuses and that evaluated downtown backyard parking regulations.
- Long history of bicycle advocacy, participating in eight multi-day AIDS rides, and accompanying city and county officials in an on-site study of Dutch and German bike infrastructure in 2009 (when our trip home was delayed by the Icelandic volcano eruption).
- Pre-retirement legal practice included significant land use, zoning and eminent domain work in matters for or against many units of government, including DOT, Milwaukee and Dane counties, and many municipalities throughout the state.

### **Bill Connors**

- Executive Director of Smart Growth Greater Madison, a non-profit organization that provides advocacy regarding local government regulations that impact real estate development for businesses and organizations involved in real estate development and construction in the greater Madison area.
- Sun Prairie resident; before joining Smart Growth in January 2020, was Sun Prairie City Council President.
- Served a number of years on the Sun Prairie Plan Commission.
- Former City Administrator and staffed that city's Plan Commission.

### **Ron Luskin**

- Downtown Madison resident since 2004
- DMI, Board of Directors
- 4<sup>th</sup> Ward Lofts, Board of Directors
- Capitol Neighborhoods Inc., Executive Council
- Porchlight, Board of Directors
- The Beacon, Chair of the Community Advisory Team
- Overture Center, Community Advisory Council

- Master's degree from the Center for the Study of Public Policy and Administration, the predecessor to the La Follette School of Public Affairs. During my career I led the business development efforts for architecture and engineering firms such as HGA in Milwaukee, Marshall Erdman in Madison and Arnold & O'Sheridan in Milwaukee and Madison.
- Former commissioner on the Urban Design Commission, 2008-2010.
- Produced two very successful conferences on cultural competency skills for mental health practitioners. One was convened by Meriter Foundation, the other by Journey Mental Health.

**Darrin Wasniewski**

- Associate State Director for Community Outreach at AARP
- Spent 20 years in community development with experience that ranges from the neighborhood (German Village in Columbus, OH), downtown, and state-wide (director of Wisconsin Main Street program and co-lead on AARP's efforts in livable communities and age-friendly communities in WI). Member of Congress for New Urbanism
- Member of steering committee of 1000 Friends of WI's Active Communities Network

**Greater Madison MPO Citizen Advisory Committee**

<b>Name</b>	<b>Affiliation(s)</b>
Allen Arntsen	City of Madison resident; Bay Creek Neighborhood Ass'n Transp. Committee; Board & Transp. Committee, Downtown Madison, Inc (DMI)
Phil Caravello	City of Stoughton Alder, District 2; Member of Planning Commission
Rod Clark	Village of McFarland Resident; Member of Ad Hoc Transportation Needs Committee; Former Director of WisDOT Bureau of Transit, Local Roads, Railroads, & Harbors
Carolyn Clow	Village of McFarland Resident, Former Village Board Member
Bill Connors	Executive Director, Smart Growth Greater Madison; Sun Prairie resident and former City Council President
Ron Luskin	Downtown Madison resident; Board & Transp. Committee, DMI; Executive Council, Capitol Neighborhoods, Inc.; Board, Porchlight
Bill Preboski	City of Sun Prairie Resident; Former Planner with the Regional Planning Commission
John Rider	City of Madison Resident; Sierra Club – Four Lakes Group
Edith Sullivan	City of Madison Resident; League of Women Voters – Dane County
Darin Wasniewski	Associate State Director for Community Outreach, AARP; Member, Steering Committee, 1000 Friends of WI Active Communities Network; Transp. Committee, DMI
Royce Williams	City of Madison Resident; ProRail; Madison Area Bus Advocates
Tom Wilson	Attorney/Administrator/Clerk – Treasurer Town of Westport