

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

April 7, 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: 962 1100 3956

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 March 3, 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. [Update on University Avenue \(Shorewood Blvd. to University Bay Dr./Farley Ave.\) Reconstruction Project](#)
(Chris Petykowski, City of Madison Engineering)
6. [Review of Proposed Draft Revisions to the MPO's Surface Transportation Block Grant \(STBG\) – Urban Policies and Project Evaluation Criteria](#)
7. [Discussion Regarding the Makeup and Role of the MPO Citizen Advisory Committee in Public and Stakeholder Engagement](#)
8. [Appointments to the MPO Citizen Advisory Committee \(Contingent on Item #7 Discussion\)](#)
9. [Report on Planned Focus Groups as Part of Public Engagement for the Update of the Regional Transportation Plan](#)
10. Status Report on Capital Area RPC Activities
11. Announcements and Schedule of Future Meetings
12. Adjournment

Next MPO Board Meeting:

Wednesday, May 5, 2021 at 6:30 p.m.
Virtual Meeting

Greater Madison Metropolitan Planning Organization (MPO)¹
March 3, 2021 Meeting Minutes

Virtual Meeting hosted via Zoom

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

1. Roll Call

Members present: Samba Baldeh, Margaret Bergamini, Paul Esser (joined during item #6), Steve Flottmeyer, Grant Foster, Patrick Heck, Dorothy Krause, Tom Lync, Jerry Mandli (joined during item #5), Ed Minihan, Mark Opitz, Mike Tierney, Doug Wood

Members absent: Yogesh Chawla

MPO staff present: Bill Schaefer, Colleen Hoesly

Others present in an official capacity: Brandon Lamers and Michael Hoelker (WisDOT SW Region), Brian Porter (WisDOT Traffic Forecasting)

2. Approval of February 3, 2021 Meeting Minutes

Krause moved, Wood seconded, to approve the February 3th, 2021 meeting minutes. Motion carried.

3. Communications

None

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

None

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

Opitz opened the hearing at 6:34 pm. Schaefer noted he received an emailed comment from a Stoughton resident, which was shared with the board and WisDOT. The resident expressing concern over bike and pedestrian safety around the Kettle Park West development area and the corridor generally, and asked for consideration of options to support safe crossings of USH 51. Minihan reiterated the need for highway signage for the storm shelter. Opitz closed hearing at 6:36 pm.

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

Schaefer started the discussion by asking WisDOT if they had any response to the bicycle and pedestrian safety issue brought up, noting he had corresponded with Stoughton officials about the comment. Lamers replied that they have had conversations with Stoughton as well as developers in that area about the matter, which will be further addressed during final design. Hoelker commented that regular meetings with Stoughton and McFarland about specific design issues had begun and will be ongoing.

¹ Formerly named Madison Area Transportation Planning Board

Wood asked about the role of the MPO in terms of project design details, and why the storm shelter sign was not included. Schaefer explained that broadly, the MPO's role was to approve or deny the project for inclusion in the RTP and TIP, but the MPO could certainly weigh in on design details and could ask WisDOT to return to make presentations during final design. Hoelker noted that roadway signage is a matter of policy rather than project design, but the issue has been raised at WisDOT. Foster requested that the MPO be included in commenting during final design to ensure that it is consistent with MPO policy. Lamers confirmed that WisDOT was willing to come back and present on the project during final design. Lynch commented that while he didn't agree with all aspects of the project, to not approve it after more than 10 years of public involvement seemed extreme. Krause asked how locked in the project was to the planned financing. Lamers replied that the project was authorized by the Transportation Projects Commission (TPC) for major funding at \$174 million in current dollars, which accounts for some contingencies. Any changes in project cost would be reported and need to be approved through the TPC. Lynch asked about the schedule for signing of the environmental assessment (EA). Lamers replied that a public hearing was requested, which would be mid to late April, and the Finding of No Significant Impact (FONSI) would likely be signed in late May. Lynch asked about the process if a reevaluation was necessary. Lamers replied that discussions between the design team and communities would be ongoing, and if there would be any significant design changes a reevaluation may be done then depending on the magnitude of the changes.

Wood moved, Esser seconded, to approve MPO 2021 Resolution No. 3 approving Amendment #3 to the Regional Transportation Plan 2050 to add the USH 51 project. Motion carried.

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

Schaefer reviewed the projects included in the amendment, which includes two WETAP projects, the new Interstate study, and USH 14/Pleasant View Rd. intersection project, along with the USH 51 project.

Esser moved, Krause seconded, to approve MPO 2021 Resolution No. 4 approving Amendment #3 to the 2021-2025 TIP. Motion carried.

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

Schaefer introduced Steve Steinhoff with CARPC, and explained that the MPO contracted with CARPC to update county and municipal population, household, and employment forecasts and, along with City of Madison Planning staff, to develop a future land use development scenario to be used for allocating households and employment at the TAZ level for the MPO travel model. Steinhoff gave a presentation on the process for how the projections were developed, and an overview of CARPC's Regional Development Framework plan.

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

Schaefer explained that in 2015 the MPO conducted a comprehensive review and revision of its policies and project evaluation criteria for the STBG (formerly named STP) – Urban program in order to more closely align them with the goals and policy objectives of the Regional Transportation Plan. 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 had intended to make some minor updates to the scoring criteria and policies for the upcoming round of STBG applications,

and the board had previously indicated they would be interesting in reviewing the scoring criteria weights. Schaefer indicated the updates to the scoring criteria ended up being more significant than originally intended. Schaefer reviewed the proposed changes to scoring categories and weights for roadway projects and to the policies. He said staff hadn't yet reviewed this with the MPO's technical committee, but would be doing so at their next meeting.

Foster said he thought the board would have a broader policy discussion before getting into the detailed breakdown of the scoring criteria. He requested that a few projects that received STBG funding in the past be used as tests to see how the proposed criteria changes would impact scoring. Schaefer said staff is adding a table that relates the RTP goals and policies to the criteria, and also plans to score some past projects with the new criteria. Lynch indicated that he thought it was a good idea to eliminate the benefit/cost analysis, since it was difficult to do and incorporated many assumptions that don't necessarily hold true. Opitz indicated that the board could provide more feedback after they had more time to review the proposed changes.

9. Approval of Application Eligibility and Selection Process for Projects to be Funded with CRRSAA (COVID Relief) Section 5310 Program Funding

Schaefer briefly reviewed the proposed scoring criteria that was presented at the last board meeting, which staff was recommending for approval. Schaefer noted that it sounded like another round of CRRSAA Section 5310 funding may be available in the near future, and, if so, the approved selection process would be used to evaluate those projects as well. Opitz noted there was no objection by the board with the proposed selection process for CRRSAA Section 5310 projects.

10. Appointments to the MPO Citizen Advisory Committee

Opitz noted that the MPO received the resignation of two Citizen Advisory Committee (CAC) members, and through recruitment, letters of interest from four individuals. Schaefer noted he was still trying to recruit some additional members to reflect greater diversity. Schaefer explained that according to the MPO operating procedures, the Policy Board approves the appointment of members to the CAC.

Foster asked how prospective CAC members are recruited and expressed concern that the four candidates did not represent a diverse citizen makeup. Schaefer replied that in the past he has sent a request to all the chief elected officials requesting nominations, and most recently, staff noted the open vacancies and encouraged interested individuals to apply at the Downtown Madison Inc. Transportation Committee and during the last MPO/CARPC webinar event. Otherwise, it is just through contacts staff make during their work. Foster stated he would like more information about the CAC, including more defined roles and prospective stakeholders.

Lynch noted that he was concerned that as a high level committee, it would be difficult to get people interested in the committee when there are so many other transportation-related committees and initiatives in the region, leading to engagement fatigue. Wood stated that he was on the CAC for a year before being appointed to the Policy Board, and while his experience was positive, he didn't feel that the committee had much influence. Krause stated she was also on the CAC previously, and its role seemed to be that of an idea-generator for staff, and to be a touchpoint with neighborhoods.

Foster moved, Bergamini seconded, to defer the CAC appointments until the next Board meeting. Motion carried.

11. Status Report on Capital Area RPC Activities

No update

12. Announcements and Schedule of Future Meetings

The next meeting is Wednesday April 7th.

13. Adjournment

Moved by Esser, seconded by Bergamini, to adjourn. Meeting adjourned at 8:41 pm.

BonDurant, Sherry

From: Roger & Sue Springman <berrypatch4651@yahoo.com>
Sent: Monday, March 15, 2021 4:20 PM
To: Schaefer, William
Subject: Re: Greater Madison MPO Policy Board Meeting
Attachments: Untitled

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Mr. Schaefer---

This is Roger from Stoughton who tried to speak at the last MPO meeting on pedestrian and bike safety issues around Stoughton with 51 upgrades causing serious crossing concerns. I will be at the public comment portion of your next meeting in April, but I ran into a document I am hoping you can share with your committee for the meeting as it thoroughly reviews the numerous concerns I brought to the attention of your group via letter for the meeting. Moreover, as a policy board for federal highway expenditures in the Greater Madison area, it is wise that the committee keeps up with the latest information on pedestrian/bike safety and options to assure that federal and state highways departments and commissions seek improved designs and technologies.

The document is attached below and does a very nice job at outlining the dangers of crossings in urban areas for age groups and the overall increasing hazardousness of highway crossings. I was particularly intrigued by their design section which shows how intersections and crossings can be improved. Now is the time for the DOT to be showing their sensitivity to these issues for US 51 in McFarland and Stoughton. It is a major road slicing right through active residential and commercial areas.

Thank you in advance for your consideration of this request. Roger Springman

[Dangerous by Design 2021](#)



Dangerous by Design 2021



Wisconsin Department of Transportation
Office of the Secretary
4822 Madison Yards Way, S903
Madison, WI 53705

Governor Tony Evers
Secretary Craig Thompson
wisconsindot.gov
Telephone: (608) 266-1114
FAX: (608) 266-9912
Email: sec.exec@dot.wi.gov

March 17, 2021

Glenn Fulkerson
Division Administrator
Federal Highway Administration
U.S. Department of Transportation
525 Junction Rd., Suite 8000
Madison, Wisconsin 53717

Kelley Brookins
Regional Administrator
Federal Transit Administration
U.S. Department of Transportation
200 W. Adams Street, Suite 320
Chicago, Illinois 60606

Dear Mr. Fulkerson and Ms. Brookins:

Under the authority delegated to me by Governor Tony Evers, I am hereby approving the Madison Area Transportation Planning Board's amendment to the 2021-2025 Transportation Improvement Program (TIP) for the Dane County urbanized area. The amendment was approved and adopted by the Madison Area Transportation Planning Board on March 3, 2021. We will reflect by reference the 2021-2024 federal aid projects covered by this approval in our 2021-2024 Statewide Transportation Improvement Program (STIP).

Copies of the TIP Amendment 3 and Resolution Number 4 for the Madison Area Transportation Planning Board are enclosed. This TIP amendment represents a comprehensive, continuous, and cooperative effort between the MPO, local communities, affected transit operators, and the Wisconsin Department of Transportation (WisDOT), and is designed to meet the objectives of Title 23 USC 134 and 135 and their implementing regulations 23 CFR 450 and the MPO regional transportation system plan.

We have determined that the proposed amendment: 1) is consistent with the adopted Long Range Transportation Plan for the MPO, 2) conforms to this state's approved implementation plan under the federal Clean Air Act and 42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR 93 (23 CFR 450.222(a)(7), and 3) ensures that the TIP remains fiscally constrained in that federal funding resources are sufficient to support the new or modified projects.

Sincerely,

A handwritten signature in blue ink, appearing to read "Craig M. Thompson".

Craig M. Thompson
Secretary

cc: William Schaefer, MPO Director
Mary Forlenza, FHWA
Mitch Batuzich, FHWA
William Wheeler, FTA
Steve Flottmeyer, WisDOT Southwest Region
Charles Wade, WisDOT Bureau of Planning and Economic Development

**NOTICE OF PUBLIC HEARING
ON THE LOCATION ASPECTS AND
NOTICE OF AVAILABILITY OF THE ENVIRONMENTAL ASSESSMENT
FOR THE PROPOSED IMPROVEMENT OF
US HIGHWAY 51
BETWEEN I-39/90 AND US 12/18 (MADISON BELTLINE)
DANE COUNTY**

ALL INTERESTED PERSONS are advised that the Wisconsin Department of Transportation (WisDOT) will be holding a public hearing as provided by law to consider the general location and design aspects of the proposed improvement of US 51, including those aspects that may require application to the US Army Corps of Engineers for the placement of fill materials into waters of the United States.

The proposed improvement would include:

1. Reconstruction of 2-lane US 51 east of Stoughton.
2. Reconstruction of US 51 through Stoughton.
3. Urban 4-lane reconstruction and capacity expansion along the west side of Stoughton.
4. Reconstruction of rural 2-lane US 51 (Stoughton to McFarland) with intersection improvements.
5. Urban 4-lane reconstruction in McFarland.
6. Pavement replacement between Larson Beach Road and Terminal Drive/Voges Road in McFarland.

It is anticipated that the relocation of 2 residential households will occur as a result of the proposed improvement. Any person who feels that he or she may be thus affected by the proposed improvement may obtain relocation assistance information from Tracey Johnsrud, the Department's Statewide Relocation Program Coordinator, at (262) 521-5124 or tracey.johnsrud@dot.wi.gov. Further information including exhibits, a statement about the project and other hearing materials are available on the study website for review (<https://wisconsindot.gov/Pages/projects/by-region/sw/5139901218/public.aspx>). Information is also available for viewing, by appointment only, at the WisDOT's Southwest Region Office in Madison, Wisconsin at the address given below. Please contact Jeff Berens, WisDOT Project Manager, to schedule an appointment.

Jeff Berens, P.E.
Project Manager
(608) 245-2656
jeff.berens@dot.wi.gov

Wisconsin Department of Transportation
Southwest Region Office
2101 Wright Street
Madison, WI 53704

There will be two opportunities to attend the public hearing for this project—one component held virtually online, and one component held in-person. In consideration of the COVID-19 pandemic, it is encouraged that the public participate in the process through the virtual public hearing component to the extent possible. Both opportunities will allow for recording of public and private testimony.

The virtual public hearing component will be held on Tuesday, April 20, 2021 via YouTube Live from 6:00 p.m. to 8:00 p.m. (Link: <https://youtu.be/dOtyQLEAscA>). Interested persons may attend to learn about the project and provide testimony. If interested parties do not have internet access, they may call 888-557-8511, followed by access code 6969016# to listen to the virtual public hearing component. A recording of the virtual public hearing component will be available on the project website shortly after the hearing.

The virtual public hearing component will begin at 6:00 p.m. and will end when all interested persons have provided testimony or 8:00 p.m., whichever occurs first. The virtual public hearing will begin with an informational project presentation prior to accepting verbal public testimony. Instructions on how to give verbal testimony publicly through YouTube Live or privately by phone to a court reporter will be provided at the virtual public hearing. Instructions will also be available on the study website by April 6, 2021.

The in-person public hearing component will be held on Wednesday, April 21, 2021 at the Stoughton Wellness & Athletic Center (SWAC), 2300 US 51-138, Stoughton, WI 53589. The in-person public hearing will be conducted from 5:00 p.m. to 8:00 p.m.

Attendance at the in-person hearing will be by appointment only. Prior to the public hearing, please call the WisDOT Project Manager Jeff Berens, at (608) 245-2656, between the hours of 8:00 a.m. and 4:30 p.m. Monday through Friday, to make an appointment and receive further instructions regarding the in-person option. Interested persons that have made an appointment may attend the in-person component public hearing to review displays and other hearing materials, ask questions, and provide testimony. Information provided when making an appointment (including names, addresses, phone numbers, and email addresses) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31—19.39 of the Wisconsin Statutes.

Due to the COVID-19 pandemic, enhanced safety measures will be applied to the in-person public hearing. Guidelines from the Centers for Disease Control and Protection and the Wisconsin Department of Health Services will be followed, including the request for attendees to wear a face mask and physically distance while in attendance at the in-person public hearing. If anyone arrives without an appointment, they may be asked to wait outside until space is available to accommodate their attendance to ensure occupancy restrictions are maintained.

At the in-person public hearing component, project staff will be available for informal discussion to explain the project and answer questions. Exhibits will be on display and a statement about the project will be available for review.

If you require special accommodations to participate in the public hearing, please contact the project manager (listed below) no later than three working days prior to the public hearing. The meeting facility is wheelchair accessible. Deaf or hard of hearing persons needing assistance should contact the Wisconsin Telecommunications Relay System (dial 711). For those without internet access, you may call in to the virtual public hearing component and listen along at 888-557-8511, followed by access code 6969016#. All interested persons are invited to attend one or both public hearing components to present relevant verbal and/or written testimony concerning the general location and design aspects of the proposed improvement of US 51, including those aspects that may require application to the US Army Corps of Engineers for the placement of fill materials into waters of the United States.

Provisions have been made for the submission of written statements or other exhibits in place of, or in addition to, the testimony presented at the virtual and in-person public hearing components. This additional testimony will be included in the hearing record if postmarked/received no later than Wednesday, April 28, 2021. Testimony should be sent via phone, email, or US Mail to the WisDOT project manager at:

Jeff Berens, P.E.
(608) 245-2656
jeff.berens@dot.wi.gov

Wisconsin Department of Transportation
Southwest Region Office
2101 Wright Street
Madison, WI 53704

ALL INTERESTED PERSONS are further notified of the availability of an Environmental Assessment of the proposal's impacts and effects which has been prepared and filed according to the State and National Environmental Policy Acts (NEPA). This document indicates that no significant environmental impacts are anticipated to occur as a result of this improvement.

An electronic copy of the Environmental Assessment is available and can be viewed online at:
<https://wisconsin.gov/Pages/projects/by-region/sw/5139901218/reports.aspx>

Additionally, a paper copy of the Environmental Assessment is available for inspection and potential copying at the following locations (please note, a fee may be required for copying service):

Southwest Region Office (please schedule an appointment)
Wisconsin Dept. of Transportation
2101 Wright Street
Madison, WI 53704
(608) 245-2656
jeff.berens@dot.wi.gov

Stoughton City Hall (please schedule an appointment)
207 S. Forrest Street
Stoughton, WI 53589
Holly Licht, (608) 873-6677
hlicht@ci.stoughton.wi.us
Appointments available Monday thru Friday from 7:30 a.m. to 4:30 p.m.

McFarland Municipal Center (document can be reviewed in the entry way)
5915 Milwaukee Street
McFarland, WI 53558
Entry way is open every day of the week

Dunn Town Hall (please schedule an appointment)
4156 County Rd B
McFarland, WI 53558
Cathy Hasslinger, (608) 838-1081, ext. 208
chasslinger@town.dunn.wi.us
Appointments available Monday thru Friday from 8:00 a.m. to 4:00 p.m.

Comments regarding the environmental impacts and effects of the proposed improvements will be addressed in the final environmental document if postmarked/received no later than Wednesday, April 28, 2021. Written comments on the Environmental Assessment should be sent via US mail or email to the WisDOT contact person listed below.

Jeff Berens, P.E.
Project Manager
jeff.berens@dot.wi.gov

Wisconsin Department of Transportation
Southwest Region Office
2101 Wright Street
Madison, WI 53704

The Wisconsin Department of Transportation will review all comments and testimony presented as part of this public hearing process and reserves the right to make a final determination on the proposed improvements as described in this notice.

WisDOT Project ID 5845-06-03

Wisconsin Department of Transportation
Division of Transportation System Development

MPO Agenda Cover Sheet
April 7, 2021

Item No. 5

Re:

Update on University Avenue (Shorewood Blvd. to University Bay Dr./Farley Ave.) Reconstruction Project

Staff Comments on Item:

The MPO is providing STBG-Urban funding for the project to reconstruct the section of University Avenue from Shorewood Blvd. to University Bay Dr./Farley Ave. The project is scheduled for construction in 2022. The city of Madison is in the process of finalizing the design for the project with the city council scheduled to approve the street geometry in late April. A public information meeting on the project was held on March 11.

City of Madison Engineering staff had provided a presentation on the project to the board quite a while ago, but some design aspects (e.g., the bike/ped overpass of U Bay Dr) were uncertain at the time. MPO staff asked Madison staff to provide an update on project now that the design is almost finalized.

Materials Presented on Item:

1. None. See project webpage at this [link](#).

Staff Recommendation/Rationale: For information and comment only.

MPO Agenda Cover Sheet

April 7, 2021

Item No. 6

Re:

Review of Proposed Draft Revisions to the MPO's 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 in 2015. 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.


The proposed revisions are designed to ensure consistency with the RTP 2050 goals and policies, reflect current emphasis areas (e.g., safety, equity), and take into account experience gained with the current project evaluation criteria. The MPO board had also asked for a re-evaluation of the criteria. A table has been added that lists the RTP goals and relevant supporting policies and the project scoring criteria categories that address those policies.

Staff reviewed the proposed revisions to the project evaluation criteria and policies with the MPO's Technical Committee. Members didn't provide many comments, but did express support for the increased weight for safety (from 10 to 20 points out of 100) and proposed new safety scoring methodology. They also understood the reasoning for eliminating the cost-benefit criterion. Staff will review the document with them again at their meeting.

Materials Presented on Item:

1. Presentation slides providing background information on the proposed revisions to the STBG Urban project evaluation criteria and results of scoring of some past projects
2. Clean and Track Changes versions of the STBG Urban Project Selection Process document with the proposed revisions to policies and project evaluation criteria

Staff Recommendation/Rationale: For discussion purposes only at this time. Based on board comments, staff will make any necessary changes and bring back to the board a final draft version for possible action at the May meeting.



Proposed Revisions to STBG-Urban Project Evaluation Criteria and Policies

Proposed Revisions to STBG-Urban Project Evaluation Criteria and Policies

History

- Comprehensive Review/Revision of Project Evaluation Criteria and Policies Conducted in 2015
- Added EJ/Equity Criterion Category and Refined Others
- Created New More Detailed Criteria Tailored to Different Potential Project Types
- Weights for Criteria Categories Also Tailored to Different Project Types
- New/Revised Policies (e.g., “Small” Projects Category, Cost Share)



Proposed Revisions to STBG-Urban Project Evaluation Criteria and Policies

Purpose

- Review Criteria in Light of RTP 2050 Goals and Policies
 - Added table showing criteria categories that apply to each goal and relevant associated policy
- Reflect Current Emphasis Areas (e.g., Safety, Equity), New Information, and Experience with Current Criteria
- Respond to MPO Policy Board Request for Re-Evaluation



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

Relationship of Regional Transportation Plan (RTP) Goals and Policies to STBG - Urban Project Evaluation Criteria			
	RTP Goal	Relevant Supporting Policies	STBG-U Project Criteria Category
1	Create Connected Livable Neighborhoods and Communities	Promote walkable, mixed-use neighborhoods.	Multi-Modal; Environment; Equity
		Encourage growth in dev. Areas, activity centers, and along transit corridors.	Regional Transp. System/Reg Dev. Framework
		Build complete streets that are safe, convenient, and attractive for everyone.	Multi-Modal; Safety; Environment; Equity
		Utilize context sensitive transportation facility design.	Multi-Modal; Environment; Equity
2	Improve Public Health, Safety, and Security	Address the safety and security of all users in planning, designing, building, and maintaining the transportation system.	Multi-Modal; Safety; Equity
		Retrofit existing transp. facilities that pose safety risks with safer, modern designs.	Safety; System Preservation
		Minimize conflicts between motorized and non-motorized traffic through lower roadway speeds where appropriate, safe crossings, and other means.	Multi-Modal; Safety; Equity
		Prioritize active transportation facility improvements that will improve access to jobs, schools, etc., and those located in areas with underserved populations.	Multi-Modal; Environment; Equity
		Promote and facilitate active transportation for short trips including maintenance of active transportation facilities.	Multi-Modal; System Preservation; Environment
		Manage access to the regional roadway system to preserve and improve safety and operational efficiency.	Congestion Mitigation. & TSM; Safety
		Employ ITS to improve safety and system reliability	Congestion Mitigation. & TSM; Safety
		Reduce vulnerability of transp. system to natural hazards.	Environment



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

	RTP Goal (cont.)	Relevant Supporting Policies (cont.)	STBG-U Project Criteria Category (cont.)
3	Support Personal Prosperity and Enhance the Regional Economy	Provide for efficient, reliable travel on regional roadways serving major employment centers and those critical to freight movement.	Regional Transp. System/Reg. Dev. Framework; Congestion Mitigation & TSM
		Support downtown Madison as the region's largest, most important activity center through improvements to its accessibility by transit and other modes.	Regional Transp. System/Reg. Dev. Framework; Multi-Modal
		Provide convenient, inexpensive transportation options that allow HHs to go car-light or car-free.	Multi-Modal; Environment
		Encourage redevelopment of established employment/activity centers and major transit corridors.	Regional Transp. System/Reg. Dev. Framework
		Provide efficient freight access to regional roadways, railroad, and the airport.	Regional Transp. System/Reg. Dev. Framework; Congestion Mitigation & TSM
		Integrate local public transit with intercity service and facilities such as the airport.	Multi-Modal
4	Improve Equity for Users of the Transportation System	Provide convenient, affordable transportation options that enable people of all ages and abilities to access jobs, services, and other destinations.	Multi-Modal; Environment; Equity
		Improve transit accessibility to jobs, especially in transit dependent areas.	Multi-Modal; Environment; Equity
		Ensure interests of underrepresented groups are considered in transportation planning process.	Equity
		Ensure benefits of regional transportation system investments are fairly distributed and that environmental/health impacts do not disproportionately impact minority and low-income populations.	Equity; Environment; Equity Screening Criterion
		Retrofit existing transportation facilities to make them ADA compliant.	Equity; Multi-Modal Screening Criterion



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

	RTP Goal (cont.)	Relevant Supporting Policies (cont.)	STBG-U Project Criteria Category (cont.)
5	Reduce the Environmental Impact of the Transportation System	Design and build sustainable transportation infrastructure.	Environment
		Incorporate green streets elements into street (re)construction where feasible.	Environment
		Pursue ITS technologies to improve traffic flow, make transit and bicycling easier and more convenient.	Congestion Mitigation & TSM; Multi-Modal
		Develop a transportation system resilient in the face of climate change and rising fuel prices in the future.	Environment; Multi-Modal
		Promote transition to low and no emission fuels for vehicles.	Environment
6	Advance System-Wide Efficiency, Reliability, and Integration Across Modes	Encourage development in identified transp./transit corridors and activity centers.	Regional Transp. System/Reg. Dev. Framework
		Utilize transportation systems management and operations strategies to maximum efficiency and reliability for all modes.	Congestion Mitigation & TSM
		Manage access to the regional roadway system to preserve and improve operational efficiency.	Congestion Mitigation & TSM
		Seek to provide and maintain an acceptable level service for all travel modes.	Congestion Mitigation & TSM
		Utilize ITS to make travel by all modes more reliable and convenient.	Congestion Mitigation & TSM
		Prioritize capacity investment on critical bottlenecks and corridors that serve regional employment centers.	Regional Transp. System/Reg. Dev. Framework; Congestion Mitigation & TSM
7	Establish Financial Viability of the Transportation System	Make most efficient use of limited public resources.	Combined Set of Criteria
		Prioritize maintenance of existing transportation facilities, strategies to manage travel demand, and improvements to transportation operations over new facilities and capacity expansion projects.	System Preservation; Congestion Mitigation & TSM; Environment
		Leverage federal/state funding for large-scale projects that provide significant benefits to the regional transportation system.	Regional Transp. System/Reg. Dev. Framework; Combined Criteria



Proposed Revisions to STBG-Urban Project Evaluation Criteria and Policies

Things to Keep in Mind

- Criteria Incorporate Metrics Where Possible, but there is Qualitative Aspect to Scoring
 - Some design details not known or certain at time of application
 - Opportunity for Review by TCC, Policy Board
- Value - Transparent Consideration of RTP Goals/Policies in Selecting Projects for Funding
- Due to Different Criteria for Different Project Types, Comparing Scores Not “Apples to Apples” Comparison
 - Scores Still Indicate General Strength of Application
 - Tradeoff of Tailoring Category Weights/Criteria to the Different Project Types vs. Using More General Criteria



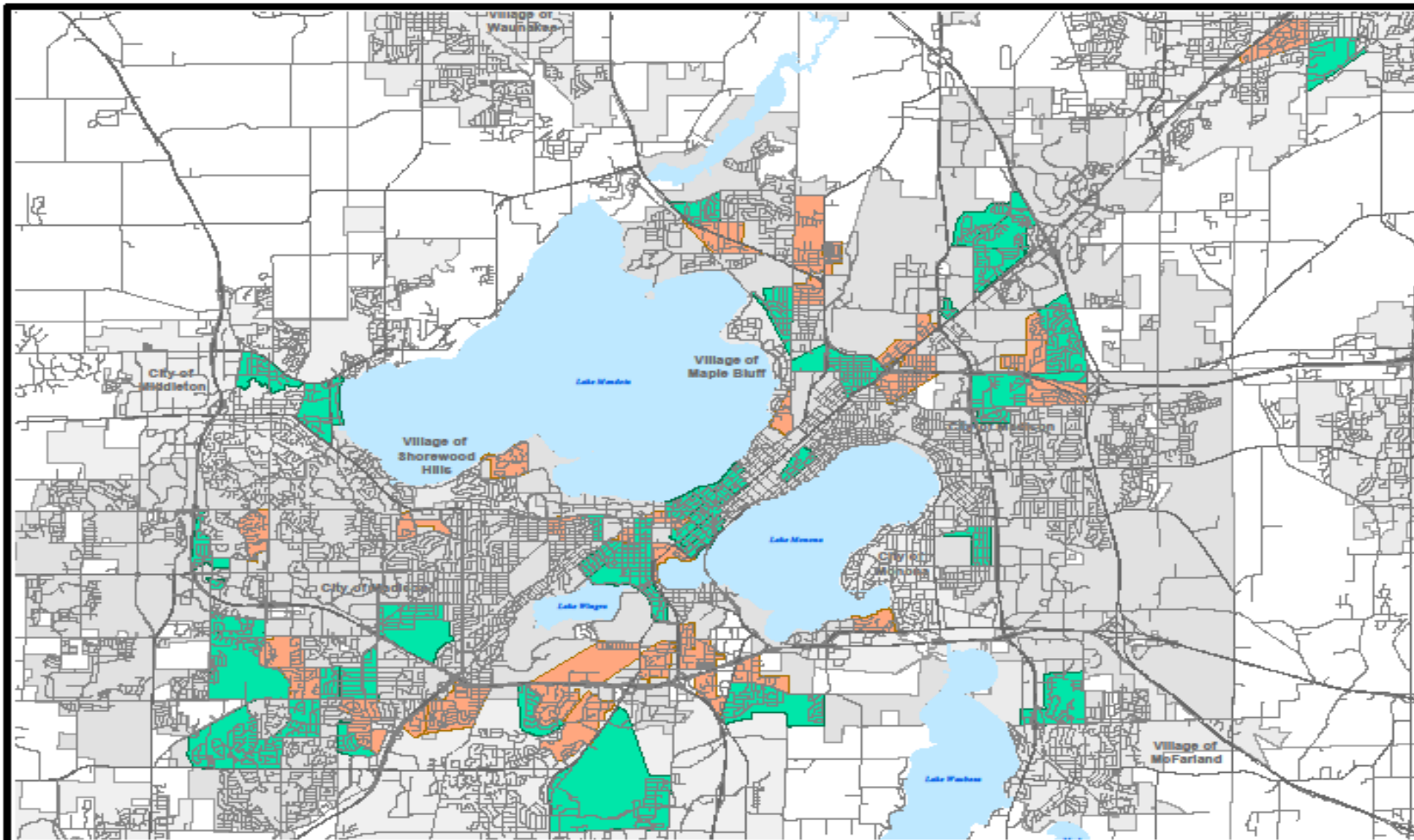
Proposed Revisions to STBG-Urban Project Scoring System

STBG-Urban Project Scoring System					
Category		Scoring System			
		Roadway	Transit (Infrastr.)	ITS	Bike
1	Importance to Regional Transportation System and Supports Regional Development Framework	20 <u>18</u>	20 25	20 15	20 25
2	System Preservation	15 <u>20</u>	15	5	5
3	Congestion Mitigation/TSM	12	10 15	15 20	5
4	Safety Enhancement	10 <u>20</u>	10 5	18 <u>20</u>	20
5	Enhancement of Multi-modal Options/Service	8 <u>12</u>	10 15	10 15	20 25
6	Supports Transportation Efficient Land Use, Livability, and Economic Prosperity	10	10	7	4
6 <u>7</u>	Environment/Green Infrastructure	8	8 10	8 15	8 5
7 <u>8</u>	Equity Environmental Justice and Public Health	7 <u>10</u>	7 <u>15</u>	7 <u>10</u>	8 15
9	Cost-Benefit	10	10	10	10
Total		100	100	100	100

Note: The Transit (Bus Purchase) project type was removed as a scored project type.

Applications requesting bus purchase funding will be evaluated but not scored.



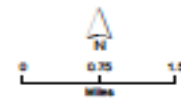


**Environmental Justice (EJ) Priority and Non-Priority Areas
Madison Urban Area
Dane County, Wisconsin**

- EJ Priority Areas
- EJ Non-Priority Areas

Prepared by staff to the:

 Date Revised: 3/8/2021



Mock Roadway Project Scoring

MOCK TIP/STBG-URBAN ROADWAY PROJECTS SCORING (DRAFT)							Mar-21	Roadway Projects		
								CTH M (Oncken Road to Blue Bill Park Dr. S.)	McKee Rd (Commerce Park Dr. to Seminole Hwy)	University Ave. (Shorewood Blvd. to University Bay Dr.)
I. Importance to Regional Transportation System and Supports Regional Devel. Framework							Point Range			
A. Roadway Functional Class							3 - 9	9	9	9
B. Freight Route							0 - 3	2	1	2
C. Supports Regional Center, Mixed-Use Center, and/or Serves Regional/Community Corridor							0 - 6	0	4	6
II. System Preservation										
A. Pavement Condition							0 - 20	10	12	16
III. Congestion Mitigation & Transportation System Management (TSM)										
A. Congestion Mitigation/TSM							0 - 12	12	5	7
IV. Safety Enhancement										
B. Potential Crash Reduction Impact of the Proposed Roadway Improvement(s)							0 - 20	15	5	15
V. Enhancement of Multi-Modal Options										
A. Pedestrian Facilities							0 - 2	1	1	2
B. Bicycle Facilities - Level of Traffic Street (LTS)							0 - 6	6	6	4
C. Transit Facilities/Route							0 - 4	0	2	4
VI. Environment/Green Infrastructure										
A. Use of Alternative Modes							0 - 4	1	2	4
B. Stormwater Control							0 - 4	3	1	3
VII. Equity										
A. Environmental Justice							0 - 10	0	0	4
TOTAL POINTS							0 - 100	59	48	76
							<i>Previous Score</i>	68	63	70



Mock Bicycle Project Scoring

MOCK TIP/STBG-URBAN BICYCLE PROJECTS SCORING (DRAFT)							Mar-21		
								Gammon Road Path & Underpass	Deforest Safe Routes Plan
I. Importance to Regional Transportation System (25 pts)							Point Range		
A. LTS System Connectivity & Continuity							0 - 20	20	8
B. Access to natural areas etc.							0 - 5	1	2
II. Safety Enhancement (20 pts)									
A. Addresses documented safety problem							0 - 10	10	7
B. Facility suitable for less-skilled bicyclists							0 - 10	10	5
III. Enhancement of Bicyclist/Pedestrian Mobility (25 pts)									
A. Population Served							0 - 13	8	10
B. Destinations Served							0 - 12	12	8
IV. Congestion Mitigation (5 pts)									
A. Improve access/attractiveness of alternative modes							0 - 5	4	3
V. System Preservation (5 pts)									
A. Facility maintenance							0 - 5	5	5
VI. Environment (5 pts)									
A. Increase use of alternative modes							0 - 5	5	3
VII. Equity (15 pts)									
A. Environmental Justice & Accessibility							0 - 12	6	0
B. Public Health							0 - 3	0	1
TOTAL POINTS							0 - 100	81	52
<i>Points Awarded under TAP (actual project scores)</i>								74	65



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

I. Introduction

The [Fixing America's Surface Transportation Act \(FAST Act\)](#), signed into law in December 2015, is the current federal transportation law, providing the policy and funding framework for state and metropolitan area transportation planning and project programming of federal funds. Under the metropolitan planning provisions of the FAST Act, the Greater Madison Metropolitan Organization (MPO), as the designated Metropolitan Planning Organization (MPO) for the Madison Urban Area, is responsible for developing, in cooperation with the Wisconsin Department of Transportation (WisDOT), Metro Transit and other transit operators, a long-range Regional Transportation Plan (RTP) and a Transportation Improvement Program (TIP) for the Madison metropolitan area. The MPO's current RTP, adopted in March 2017, is the *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area* (<http://madisonareampo.org/planning/RegionalTransportationPlan2050.cfm>). The RTP has been amended three times since adopted to add the Beltline flex lane, Bus Rapid Transit (BRT), and U.S. Highway 51 (McFarland to Stoughton) projects.

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

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

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

The MPO's average annual funding allocation for the STBG – Urban program for the 2020-2025 program cycle was \$6.86 million. Most of the MPO's STBG – Urban funding has historically been used for local arterial street (re)construction projects, but STBG – Urban funding can be used for a wide variety of capital projects such as transit vehicles and bicycle/pedestrian projects and TDM programs such as the MPO's Rideshare Etc. program.

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

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

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

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

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

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

III. Regional Transportation Plan and FAST Act Goals

The following are the goals for the regional transportation system identified in the RTP:

1. Create Connected Livable Neighborhoods and Communities

Create interconnected livable places linked to jobs, services, schools, shops, and parks through a multi-modal transportation system that is integrated with the built environment and supports compact development patterns that increase the viability of walking, bicycling, and public transit.

2. Improve Public Health, Safety, and Security

Design, build, operate, and maintain a transportation system that enables people to get where they need to go safely and that, combined with supportive land use patterns and site design, facilitates and encourages active lifestyles while improving air quality.

3. Support Personal Prosperity and Enhance the Regional Economy

Build, operate, and maintain a transportation system that provides people with affordable access to jobs and enables the exchange of goods and services within the region and to/from other regions.

4. Improve Equity for Users of the Transportation System

Provide an equitable level of transportation facilities and services for all regardless of age, ability, race, ethnicity, or income.

5. Reduce the Environmental Impact of the Transportation System

Ensure that the transportation system is designed, built, operated, and maintained in a way that protects and preserves the natural environment and historic and cultural resources, and is supportive of energy conservation.

6. Advance System-wide Efficiency, Reliability, and Integration Across Modes

Design, build, operate, and maintain an efficient transportation system with supportive land use patterns that maximizes mobility, minimizes unexpected delays, and provides seamless transfers between all modes.

7. Establish Financial Viability of the Transportation System

Achieve and maintain a state of good repair for the existing transportation system, invest in cost-effective projects, and ensure adequate, reliable funding to meet current and future needs.

The federal transportation act, [MAP-21](#) (2012), set in motion the requirement to implement a performance-driven, outcomes-based, transportation planning and decision making process. The FAST Act carries over and builds upon the national performance goals established in MAP-21.

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

IV. STBG – Urban Program Objectives and Policies

A. Objectives

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

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

- 1) Fund the highest priority projects that will help achieve the goals and policy objectives of the RTP as outlined in the *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area*, including sub-element plans, national performance goals specified in FAST Act, and other regional performance measure goals as identified in the MPO's annual Performance Measures Report.

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

B. Policies

Eligible Project Categories

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

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

Federally eligible projects for which the MPO will not utilize its STBG-Urban funds include reconstruction of existing multi-use paths, recreational trails, independent sidewalk projects (e.g., to comply with ADA), and most "transportation enhancement" activities, including environmental mitigation, historic preservation, and scenic beautification (see 23 U.S.C. Section 133 (b) for the complete list of eligible project activities under federal law).

Eligible Cost Categories:

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

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

* The needs of bicyclists and pedestrians must be considered for all roadway projects per federal and MPO policy.

** Expansion of storm water system for future/planned development is not an eligible cost, but the local unit of government can fund the difference with 100% local funds.

*** Local units of government may only assess for the local match.

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

Minimum/Maximum Project Cost Amounts

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

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

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

Project Funding

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

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

The MPO will seek to allocate up to 10% of the available funds for projects with a total cost of no more than \$2.8 million and total federal funding amount of no more than \$1.4 million. The actual amount of funding allocated for small, lower cost projects will vary with each program cycle and will depend upon required funding for the highest scoring/priority

projects, remaining funds available, number and strength of small project applications, and project funding in previous program cycles.

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

Cost Share

In order to stretch the limited STBG-Urban funding available over a greater number of projects, the MPO requires more than the minimum 20% local match for federally funded projects. Under WisDOT local program policy guidance designed to comply with federal fiscal constraint requirements, the MPO is not able to maintain a “reserve or contingency” fund and therefore has little flexibility to increase funding for approved projects that increase in cost from the initial estimate. In order to mitigate the risk of cost increases and provide additional support for priority projects, the MPO reduced the required local share for projects from 50% to 40% for new projects programmed beginning with the 2016-2020 program cycle. The federal cost share is therefore 60%. This applies to all projects costing \$600,000 or more. The standard minimum 20% local cost share will be applied for small non-infrastructure projects not exceeding \$300,000. A sliding scale for cost share will be used for projects costing between \$300,000 and \$600,000 as outlined below.

Formula for computing the federal share:

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

Total Project Cost	Federal Share (Percentage)
< \$300,000	80%
\$300,000 - \$600,000	$P = 80 - ((X - 300,000) / 15,000)$
> \$600,000	60%

Conditional Project Approval

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

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

Project Management

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

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

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

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

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

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

V. Process

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

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

MPO staff scores and ranks the projects by project type according to the criteria outlined below, and make a recommendation on the projects to be funded. Funding is allocated to projects based on the cost share policy outlined above. The actual cost share for each project will depend upon the cost of all programmed projects and the MPO's funding allocation. Per WisDOT policy², all available funding must be programmed in each program cycle. Funding may not be reserved for cost increases or carried over from one program cycle to another. In cases where there is not sufficient funding to cover the full federal cost share per MPO policy, the local project sponsor may agree to contribute greater than the minimum local cost share but in no case can the federal cost share be less than 50% when the project is first approved and brought into the program.

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

VI. Project Selection Criteria

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

Screening criteria are first used to ensure that the proposed projects meet eligibility requirements, are consistent with the adopted *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area*, have local policy body commitment, and have a reasonable expectation of being implemented in the schedule outlined or at a minimum the required time frame. Per WisDOT sunset policy, projects must be constructed and in final acceptance within six and a half years from the start of the year following project approval. For example, 2020-2025 program cycle projects must be constructed by June 30, 2027.

Scoring criteria are used to evaluate the merits of the projects. The scoring criteria have been designed to incorporate the goals and policy objectives of the *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area* and goals of the FAST Act. Performance-based criteria have been used to the extent feasible while providing necessary flexibility in the evaluation of projects.

A. Project Application Screening Criteria

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

1. All projects must be included in or consistent with the *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area*, including the *Congestion Management Process (CMP) for the Madison Metropolitan Area*, *Regional Intelligent Transportation Systems (ITS) Strategic Plan*, and other separate mode-specific elements of the plan such as the five-year Transit Development Plan and the Bicycle Transportation Plan.
2. All major roadway and transit capacity expansion projects must be listed by reference in the financially constrained *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area*.

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

3. All roadway projects must comply with the MPO's Complete Streets Policy. Sidewalks with ADA compliant curb ramps and appropriate bicycle accommodations are expected for projects in developed and developing areas with limited exceptions (e.g., real estate required and not feasible due to state law). The State of Wisconsin's Pedestrian and Bicycle Accommodations law and associated rules in effect on May 2015 will be used as a general guide in determining compliance with the policy.
4. Projects are expected to have a reasonable cost relative to benefit in terms of helping achieve the RTP goals and objectives and number of people served. Given limited available funding, project cost is a factor in making project funding recommendations.
5. For bus purchase projects, the transit agency shall maintain a maximum spare ratio of 20% of vehicles operated in peak or maximum fixed-route service after acquisition of the new buses. Any new buses resulting in that ratio being exceeded would not be eligible for funding.

Bike projects must be located on the primary or secondary route system, or in an essentially parallel and equivalent corridor, to be eligible for funding. See link to the currently planned future functional class map in the Regional Transportation Plan: https://www.greatermadisonmpo.org/maps/documents/7_PlannedFutureBicycleNetwork.pdf

Note: The bikeway network has been classified into primary, secondary, and local routes according to the function they serve or are planned to serve within the overall network. Primary routes are typically high volume, direct, longer distances routes that are comfortable for the majority of bicyclists and serve major destinations. Secondary routes fill in the gaps between primary bikeways and provide neighborhood access. They typically consist of lower use routes. Local routes provide access to the secondary and primary network.

6. Projects shall not create significant adverse human health, environmental, social, or economic impacts on Title VI/environmental justice population groups or fail to avoid those impacts that could be avoided or mitigate unavoidable impacts on these groups.

Local Policy Body Commitment

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

Timely Implementation

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

<https://wisconsin.gov/Documents/doing-bus/local-gov/astnce-pgms/highway/tools/definitions.pdf>

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

Financial Requirements

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

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

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

B. Project Scoring Criteria

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

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

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

	RTP Goal	Relevant Supporting Policies	STBG-U Project Criteria Category
1	Create Connected Livable Neighborhoods and Communities	Promote walkable, mixed-use neighborhoods.	Multi-Modal; Environment; Equity
		Encourage growth in dev. Areas, activity centers, and along transit corridors.	Regional Transp. System/Reg Dev. Framework
		Build complete streets that are safe, convenient, and attractive for everyone.	Multi-Modal; Safety; Environment; Equity
		Utilize context sensitive transportation facility design.	Multi-Modal; Environment; Equity
2	Improve Public Health, Safety, and Security	Address the safety and security of all users in planning, designing, building, and maintaining the transportation system.	Multi-Modal; Safety; Equity
		Retrofit existing transp. facilities that pose safety risks with safer, modern designs.	Safety; System Preservation
		Minimize conflicts between motorized and non-motorized traffic through lower roadway speeds where appropriate, safe crossings, and other means.	Multi-Modal; Safety; Equity
		Prioritize active transportation facility improvements that will improve access to jobs, schools, etc., and those located in areas with underserved populations.	Multi-Modal; Environment; Equity
		Promote and facilitate active transportation for short trips including maintenance of active transportation facilities.	Multi-Modal; System Preservation; Environment
		Manage access to the regional roadway system to preserve and improve safety and operational efficiency.	Congestion Mitigation. & TSM; Safety
		Employ ITS to improve safety and system reliability	Congestion Mitigation. & TSM; Safety
Reduce vulnerability of transp. system to natural hazards.	Environment		
3	Support Personal Prosperity and Enhance the Regional Economy	Provide for efficient, reliable travel on regional roadways serving major employment centers and those critical to freight movement.	Regional Transp. System/Reg. Dev. Framework; Congestion Mitigation & TSM
		Support downtown Madison as the region's largest, most important activity center through improvements to its accessibility by transit and other modes.	Regional Transp. System/Reg. Dev. Framework; Multi-Modal
		Provide convenient, inexpensive transportation options that allow HHs to go car-light or car-free.	Multi-Modal; Environment
		Encourage redevelopment of established employment/activity centers and major transit corridors.	Regional Transp. System/Reg. Dev. Framework
		Provide efficient freight access to regional roadways, railroad, and the airport.	Regional Transp. System/Reg. Dev. Framework; Congestion Mitigation & TSM
Integrate local public transit with intercity service and facilities such as the airport.	Multi-Modal		
4	Improve Equity for Users of the Transportation System	Provide convenient, affordable transportation options that enable people of all ages and abilities to access jobs, services, and other destinations.	Multi-Modal; Environment; Equity
		Improve transit accessibility to jobs, especially in transit dependent areas.	Multi-Modal; Environment; Equity
		Ensure interests of underrepresented groups are considered in transportation planning process.	Equity
		Ensure benefits of regional transportation system investments are fairly distributed and that environmental/health impacts do not disproportionately impact minority and low-income populations.	Equity; Environment; Equity Screening Criterion
		Retrofit existing transportation facilities to make them ADA compliant.	Equity; Multi-Modal Screening Criterion

	RTP Goal (cont.)	Relevant Supporting Policies (cont.)	STBG-U Project Criteria Category (cont.)
5	Reduce the Environmental Impact of the Transportation System	<p>Design and build sustainable transportation infrastructure.</p> <p>Incorporate green streets elements into street (re)construction where feasible.</p> <p>Pursue ITS technologies to improve traffic flow, make transit and bicycling easier and more convenient.</p> <p>Develop a transportation system resilient in the face of climate change and rising fuel prices in the future.</p> <p>Promote transition to low and no emission fuels for vehicles.</p>	<p>Environment</p> <p>Environment</p> <p>Congestion Mitigation & TSM; Multi-Modal</p> <p>Environment; Multi-Modal</p> <p>Environment</p>
6	Advance System-Wide Efficiency, Reliability, and Integration Across Modes	<p>Encourage development in identified transp./transit corridors and activity centers.</p> <p>Utilize transportation systems management and operations strategies to maximum efficiency and reliability for all modes.</p> <p>Manage access to the regional roadway system to preserve and improve operational efficiency.</p> <p>Seek to provide and maintain an acceptable level service for all travel modes.</p> <p>Utilize ITS to make travel by all modes more reliable and convenient.</p> <p>Prioritize capacity investment on critical bottlenecks and corridors that serve regional employment centers.</p>	<p>Regional Transp. System/Reg. Dev. Framework Congestion Mitigation & TSM</p> <p>Congestion Mitigation & TSM</p> <p>Congestion Mitigation & TSM</p> <p>Congestion Mitigation & TSM</p> <p>Regional Transp. System/Reg. Dev. Framework; Congestion Mitigation & TSM</p>
7	Establish Financial Viability of the Transportation System	<p>Make most efficient use of limited public resources.</p> <p>Prioritize maintenance of existing transportation facilities, strategies to manage travel demand, and improvements to transportation operations over new facilities and capacity expansion projects.</p> <p>Leverage federal/state funding for large-scale projects that provide significant benefits to the regional transportation system.</p>	<p>Combined Set of Criteria</p> <p>System Preservation; Congestion Mitigation & TSM; Environment</p> <p>Regional Transp. System/Reg. Dev. Framework; Combined Criteria</p>

STBG-Urban Project Scoring System

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

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

1. Importance to Regional Transportation System and Supports Regional Development Framework – 18 Points Total		
Criteria	Points	Scoring Guidelines
<ul style="list-style-type: none"> Roadway Functional Class: The Greater Madison MPO Functional Classification System map assigns the following functional classifications to roadways within the urban area: Principal Arterial, Minor Arterial, and Collector. The functional classification defines the role the roadway plays (mobility, connectivity, accessibility) in serving travel needs through the regional network. See link to map below: http://www.madisonareampoint.org/maps/documents/FunctionalClassesDaneCountyCurrentRds.pdf 	3 – 9	Principal Arterial: 9 Points Minor Arterial: 6 Points Collector: 3 Points
<ul style="list-style-type: none"> Freight Route: The project is located on a freight route designated by the state or local ordinance. For routes, see links to Freight Facilities and Service map below: http://www.madisonareampoint.org/maps/documents/truckroutes.pdf [Note: “Key” locations are those with higher truck volumes and/or serving industrial parks. Map to be created showing truck volumes] 	0 – 3	Freight Route: 3 Points if key location, 1 point otherwise Non-Freight Route: 0 Points
<p>Supports Regional Center, Mixed-Use Center, and/or Serves Regional/Community Corridor:</p> <ul style="list-style-type: none"> The project is located within or serves an existing or planned mixed-use or regional employment/activity center or corridor. [Note: See map of existing and planned centers, page 2-11 of the Regional Transportation Plan 2050. Update with map from Regional Development Framework being prepared.] The project improves multi-modal accessibility and connectivity to regional and/or mixed-use center or corridor. 	0 – 6	Project serves an existing regional employment center or mixed-use center or corridor: 6 Points Project serves an existing local mixed-use or employment center or community corridor: 4 Points Project serves a planned regional or mixed-use center: 2 Points Project does not serve an existing or planned mixed-use or employment center or corridor: 0 Points

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

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

3. Congestion Mitigation & Transportation System Management (TSM) – 12 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Congestion Mitigation/TSM:</u></p> <ul style="list-style-type: none"> Level of existing traffic congestion and extent to which the project improves travel times or traffic flow conditions by (a) providing additional motor vehicle capacity; and/or (b) providing transit and/or non-motorized facility improvements, increasing the attractiveness of those modes of transportation. The extent to which the project reduces intersection delay through improved traffic signal operations (better coordination and/or signal equipment upgrades, including responsive signal controls) and/or through intersection design changes (e.g., addition or lengthening of turn bays). The project provides or improves an alternative or parallel route to an existing congested roadway or intersection, thereby improving the operational performance/efficiency of that congested facility. The project improves roadway access management (e.g., addition of a median) in a manner that improves the capacity of the roadway. <p>Note: Project that do not include capacity expansion or TSM component will not receive points under this criteria.</p>	0 – 12	(See tables below, which show the points that will be awarded based on the existing and near-term future projected traffic congestion and the extent to which the project will reduce congestion/ improve traffic operations.)

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

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

V/C Ratio Points Table for Corridor Projects	
V/C Ratio	Points
<0.70	0
0.70 – 0.79	Up to 8
0.8 – 0.99	Up to 10
1.0 or greater – 1.19	Up to 12

Roadway Projects

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

4. Safety Enhancement – 20 Points Total														
Criteria	Points	Scoring Guidelines												
<p><u>Project Tier:</u></p> <ul style="list-style-type: none"> Tier 1-Project includes a high severity crash segment or intersection (Using 5-year crash history) <ul style="list-style-type: none"> A crash history with 1 or more fatalities; or 3 or more Type A crashes; or 1 or more Type B or higher bike/ped crash Tier 2- Project does not include a high severity crash segment or intersection but has a documented crash history or safety problem. <p>Crash history will be weighted by the EPDO Index developed for the Intersection Safety Screening Analysis</p>	-	<table> <tr> <td>Severity:</td> <td>Weight-EPDO Index</td> </tr> <tr> <td>K: Fatal</td> <td>155.5</td> </tr> <tr> <td>A: Incapacitating</td> <td>16.0</td> </tr> <tr> <td>B: Non-Incapacitating</td> <td>4.4</td> </tr> <tr> <td>C: Possible Injury</td> <td>2.3</td> </tr> <tr> <td>O:Property Damage</td> <td>1.0</td> </tr> </table>	Severity:	Weight-EPDO Index	K: Fatal	155.5	A: Incapacitating	16.0	B: Non-Incapacitating	4.4	C: Possible Injury	2.3	O:Property Damage	1.0
Severity:	Weight-EPDO Index													
K: Fatal	155.5													
A: Incapacitating	16.0													
B: Non-Incapacitating	4.4													
C: Possible Injury	2.3													
O:Property Damage	1.0													
<p><u>Potential Crash Reduction Impact of the Proposed Roadway Improvement(s):</u></p> <ul style="list-style-type: none"> Extent to which the project addresses documented safety concerns and the estimated impact the improvement(s) will have in reducing motorist, bicyclist, and/or pedestrian crashes based on crash modification factor (CMF) of the countermeasure(s). <p>[Note: See http://www.cmfclearinghouse.org/. The CMF Clearinghouse presents both CMFs and CRFs, or Crash Reduction Factors. The difference is that CRF provides an estimate of the percentage reduction in crashes, while CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given improvement. Mathematically, $CMF = 1 - (CRF/100)$.]</p>	0 – 20	<p>High-Impact Safety Improvements: Tier 1: Up to 20 Points Tier 2: Up to 15 points</p> <p>Medium-Impact Safety Improvements: Tier 1: Up to 15 points Tier 2: Up to 10 points</p> <p>Minimal-Impact Safety Improvements Tier 1: Up to 10 points Tier 2: Up to 5 points</p> <p>Project does not include a safety countermeasure: 0 Points</p>												

5. Enhancement of Multi-Modal Options – 12 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Pedestrian Facilities:</u></p> <ul style="list-style-type: none"> Extent to which the project enhances pedestrian street crossing facilities (e.g., pedestrian refuge islands, mid-block crossing), and/or traffic signals (e.g., pedestrian countdown, HAWK beacon, RRFB beacon). <p>[Note: Projects are generally expected to provide sidewalks and ADA compliant curb ramps in compliance with the MPO’s complete streets policy.]</p>	0 – 2	<p>Project incorporates significant pedestrian street crossing improvements: 2 Points</p> <p>Project incorporates minor pedestrian street crossing improvements: 1 Point</p> <p>Project incorporates no pedestrian facility improvements: 0 Points</p>
<p><u>Bicycle Facilities – Level of Traffic Stress (LTS):</u></p> <p>The project provides a new link (segment, grade-separated crossing) in the low-stress bikeway system, connecting residential neighborhoods, employment centers, or other destinations to the existing low-stress network, where other reasonably direct, low-stress route alternatives do not exist.</p> <p>[Note: See Low Stress Bike Route Finder or .pdf of LTS Map at https://www.greatermadisonmpo.org/maps/documents/Low Stress Bike Network 2021.pdf]</p>	0 – 6	<p>Up to 4 points for new links of LTS 2 and up to 6 points for new links of LTS 1, depending on length and impact on regional low-stress network connectivity. 2 points for reducing LTS on roadway from 4 to 3.</p>
<p><u>Transit Facilities/Route:</u></p> <ul style="list-style-type: none"> The project includes a bus lane or other transit priority improvement(s) (e.g., bus queue jump at intersection, transit signal priority), bus stop improvements and/or amenities (e.g., in lane bus stop, improvements, ADA compliant bus pads), and/or, new sidewalk connection to route) to improve transit travel time, reliability, and/or attractiveness, and/or accessibility. The project is located on a bus route and will improve transit as well as motor vehicle operations. 	0 – 4	<p>Project accommodates and provides significant benefits to transit (e.g., bus lanes or other priority treatment): 4 Points</p> <p>Project provides new or improved bus stops and/or new sidewalk</p>

Roadway Projects

		<p>connection to route: 2 Points</p> <p>Project is located on a bus route and provides some benefits (e.g., improved traffic flow, relocated bus stop or enhanced bus stops): 1 Point</p> <p>Project is not located on a bus route: 0 Points</p>
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6. Environment/Green Infrastructure– 8 Points Total		
Criteria		Scoring Guidelines
<p><u>Use of Alternative Modes:</u></p> <ul style="list-style-type: none"> Extent to which project enhancements to alternative transportation options are likely to be used based on existing and estimated future transit ridership and bicycling and walking levels, and extent to which this is likely to result in a shift to these modes and reduced vehicle trips/VMT. 	0 – 4	<p>High transit, bicycling, walking levels which project will increase: 3 - 4 Points</p> <p>High levels, but modest impact from project; Moderate existing or projected levels which project will increase: 1 - 2 Points</p> <p>Minimal or no impact on use of alternative modes: 0 Points</p>
<ul style="list-style-type: none"> The extent to which the project is anticipated to improve stormwater control through rain garden, infiltration, TSS, or catch basin. 	0 – 4	<p>Maximum points for projects that have high potential/plans to significantly improve stormwater control.</p>

7. Equity– 10 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Environmental Justice:</u></p> <ul style="list-style-type: none"> The project is located within or directly benefits an MPO-defined Environmental Justice Area, providing improved multi-modal access/mobility and/or otherwise improving the area’s livability. <p>[Note: See map of EJ Priority Areas and Non-Priority Areas at the following link:</p> <p>https://www.greatermadisonmpo.org/maps/list.cfm#EJ</p>	0 – 10	<p>Maximum points will be awarded for projects located in/connecting to and directly benefiting an EJ Priority Area. Up to 6 points will be awarded for projects located in/connecting to and directly benefiting an EJ Non-Priority Area.</p>

**Transit Infrastructure Projects
(Excluding Bus Purchases)**

1. Importance to Regional Transportation System and Regional Development Framework– 25 Points Total		
Criteria	Points	Scoring
<p><u>Category of Bus Route(s) Served:</u></p> <ul style="list-style-type: none"> Metro’s fixed routes can be categorized according to the function they serve within the overall transit system. “Core” routes operate in high volume corridors through the central area and form the backbone of the system. This includes the planned BRT system; “commuter” routes serve major employer centers, adding service frequency during commute periods and often providing faster service; “peripheral” routes connect outlying areas to the transfer points; and “circulator” routes serve short trips within activity centers or between nearby neighborhoods and the centers. 	1 – 5	<p>Project affects planned BRT routes: 5 points.</p> <p>Project affects other core routes or network segments with all day service: 3 points.</p> <p>Project affects route segment with only commuter or peripheral route service part of the day: 1 Point</p>
<p><u>Transit Level of Service:</u></p> <ul style="list-style-type: none"> Number of daily bus trips (peak and off-peak) affected by the project (both current and anticipated future, if new service planned). 	1 – 5	<p>10+ buses/hour during weekday peak, 5+ off-peak, and 2+ weekends: 5 Points</p> <p>6+ buses peak, 3+ off-peak, and 2+ weekends: 4 Points</p> <p>4+ peak, 2+ off-peak, 1+ weekends: 3 Points</p> <p>2+ peak, 1+ off-peak/weekend: 1 Point</p> <p>Weekday peak period service only: 0 Points</p>
<p><u>Passenger Boardings:</u></p> <ul style="list-style-type: none"> Number of passenger boardings per day on all route(s) affected by the project (both current and anticipated future boardings, if new service planned). 	0 – 5	<p>>6,000: 5 Points</p> <p>1 Point per 1,000 rounded up (after 1,000) to 6,000</p> <p>< 1,000: 0 Points</p>
<p><u>Supports Regional Center, Mixed Use Center, and/or Regional/Community Corridor:</u></p> <ul style="list-style-type: none"> The project is located within or serves an existing or planned regional employment/activity center or mixed-use center or corridor. <p>[Note: See map of existing and planned centers, page 2-11 of the Regional Transportation Plan 2050. Update with map from Regional Development Framework being prepared.]</p>	0 – 10	<p>Project serves an existing regional employment or mixed-use center or corridor: 8-10 Points</p> <p>Project serves an existing local employment or mixed-use center or community corridor: 5-7 Points</p> <p>Project serves a developing/planned regional employment or mixed-use center or corridor: 3-4 Points</p>

**Transit Infrastructure Projects
(Excluding Bus Purchases)**

<ul style="list-style-type: none"> The project improves multi-modal accessibility and connectivity to regional activity/employment center or mixed-use center or corridor. 		<p>Project serves a developing/planned local employment or mixed use center or community corridor: 1-2 Points</p> <p>Project does not serve an employment or mixed-use center or corridor: 0 Points</p>
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2. System Preservation – 15 Points Total		
Criteria	Points	Scoring
<ul style="list-style-type: none"> The project will help maintain the reliability of transit service or address facility maintenance or expansion needs (e.g., bus queue jump(s), bus shelter replacement, transfer center or PNR lot construction/expansion). The project will preserve the viability of existing transit facilities. 	0 – 15	<p>Maximum points awarded for projects that significantly improve transit reliability/schedule adherence and/or replace, improve, or expand facilities that are past their useful life, in disrepair, under capacity, and/or do not meet current design standards.</p>

3. Congestion Mitigation & Transportation System Management (TSM) – 15 Points Total		
Criteria	Points	Scoring
<p><u>Congestion Mitigation/TSM:</u></p> <ul style="list-style-type: none"> Level of existing traffic congestion in the affected corridor(s) and the extent to which the project mitigates that congestion by enhancing the attractiveness of transit service. Capacity issues with facilities or service(s) and the extent to which the project addresses the issue(s) by expanding the capacity or operational efficiency of them. The project improves the operational performance/efficiency of existing transit route(s) in congested corridors (e.g., decrease in travel times, increase in on-time performance). Examples include transit runningway improvements, consolidation and/or relocation of bus stops, and construction or removal (to create dedicated bus lanes) of bus bulb-outs. The project implements ITS strategies that improve the operational efficiency and/or attractiveness of transit service. Examples include transit signal priority, dynamic message signs that display real-time bus schedule information, fare collection systems, passenger counting systems, and other data and reporting mechanisms that make or can be used to make the transit system more efficient. 	0 – 15	<p>Maximum points for projects in congested corridors that increase the attractiveness of transit by providing facilities, amenities, or information and/or improving the operational performance (travel time, schedule adherence) of transit service.</p>

**Transit Infrastructure Projects
(Excluding Bus Purchases)**

4. Safety Enhancement – 5 Points Total		
Criteria		Scoring
<p><u>Safety Enhancements:</u></p> <ul style="list-style-type: none"> Extent to which the project addresses passenger, driver, or maintenance staff safety or security concerns (e.g., moving bus stops, adding cameras to transit facilities, improving bus communications/safety monitoring, modifying maintenance facilities to improve safety). 	0 – 5	Maximum points for project that significantly improve passenger safety on vehicles or at high ridership locations, or address documented driver or maintenance staff safety issues.

5. Enhancement of Multi-Modal Options/Service – 15 Points Total		
Criteria	Points	Scoring
<p><u>Transit Connections:</u></p> <ul style="list-style-type: none"> The project improves connections between transit and other modes of transportation (e.g., increases opportunities for bicycle storage at major bus stops/stations, park-and-ride lot/facility). The project enhances transfer station or bus stop facilities/amenities. 	0 – 5	Maximum points for projects that accommodate and provide significant improvements to multi-modal transit connections
<p><u>Transit Facilities:</u></p> <ul style="list-style-type: none"> The project includes transit runningway improvements or other transit improvements (e.g., in-lane bus stops, bus queue jump, transit signal priority) and/or amenities that reduce transit travel times, improve on-time performance, and/or otherwise increase the attractiveness of transit. 	0 – 10	Maximum points for projects that accommodate and provide significant benefits to transit operations

**Transit Infrastructure Projects
(Excluding Bus Purchases)**

6. Environment—10 Points Total		
Criteria		Scoring
<p><u>Existing/Projected Use of Transit:</u></p> <ul style="list-style-type: none"> Extent to which project is likely to result in increased transit ridership and reduced vehicle trips/VMT. 	0 – 10	<p>High transit levels in corridor(s)/area(s) which project will increase: 7-10 Points</p> <p>High levels, but modest impact from project; Moderate existing or projected levels which project will increase: 4-6 Points;</p> <p>Low levels, but project will increase: 1-3 Points</p>

7. Equity – 15 Points Total		
Criterion	Points	Scoring
<p><u>Environmental Justice & Accessibility:</u></p> <ul style="list-style-type: none"> The project improves accessibility of the transit system for persons with disabilities through upgrades to existing fixed-route buses or bus stops. The project is located within or directly benefits an MPO-defined Environmental Justice (EJ) Area and provides improved transit access and mobility, and/or otherwise improves the attractiveness of transit service. [Note: See map of EJ Priority Areas and Non-Priority Areas at the following link: https://www.greatermadisonmpo.org/maps/list.cfm#EJ] 	0 – 10	<p>Maximum points will be awarded for projects located in/connecting to and directly benefiting an EJ Priority Area. Up to 6 points will be awarded for projects located in/connecting to and directly benefiting an EJ Non-Priority Area.</p>
<p><u>Public Health/Health Equity:</u></p> <ul style="list-style-type: none"> The project provides public health benefits (e.g., provides community/social space or improved access to parks/open space, improves access to health care or other services, healthy food resources, etc., provides opportunities for physical activity, improves safety, etc.). 	0 – 5	<p>Maximum points awarded to projects that provide public health benefits and provide significant benefits to areas where residents have health outcome disparities.</p>

1. Importance to Regional Transportation System and Supports Regional Development Framework– 15 Points Total		
Criteria	Points	Scoring Guidelines
<ul style="list-style-type: none"> Roadway Functional Class: The Greater Madison MPO Functional Classification System map assigns the following functional classifications to roadways within the urban area: Principal Arterial, Minor Arterial, and Collector. The functional classification defines the role the roadway plays (mobility, connectivity, accessibility) in serving travel needs through the regional network. See link to map below. http://www.madisonareampoint.org/maps/documents/FunctionalClassesDaneCountyCurrentRds.pdf 	3 – 6	Principal Arterial: 6 Points Minor Arterial: 3 Points Collector: 0 Points
<ul style="list-style-type: none"> Freight Route: The project is located on or would benefit a designated freight route, or would otherwise improve the reliability of truck or rail movements. For routes, see link to Freight Facilities and Service map below: http://www.madisonareampoint.org/maps/documents/truckroutes.pdf [Note: “Key” routes include those serving industrial parks or other locations with relatively high truck volumes.] 	0 – 3	Project located on or benefits key freight route location(s): 3 Points Project provides minor improvements to freight system/ freight movements: 1-2 Points Non-freight route or no freight-related improvements: 0 Points
<p><u>Supports Regional Center, Mixed-Use Center, and/or Serves Regional/Community Corridor:</u></p> <ul style="list-style-type: none"> The project is located within or serves an existing or planned mixed-use or regional employment/activity center or corridor. [Note: See map of existing and planned centers, page 2-11 of the Regional Transportation Plan 2050. Update with map from Regional Development Framework being prepared.] The project improves multi-modal accessibility and connectivity to regional and/or mixed-use center or corridor. 	0 – 6	Project serves an existing regional employment center or mixed-use center or corridor: 6 Points Project serves an existing local mixed-use or employment center or community corridor: 4 Points Project serves a planned regional or mixed-use center: 2 Points Project does not serve an existing or planned mixed-use or employment center or corridor: 0 Points

2. System Preservation – 5 Points Total		
Criterion	Points	Scoring Guidelines
<ul style="list-style-type: none"> The project will help preserve the viability of existing transportation infrastructure. The project improves ability to maintain the roadway (e.g., winter snow/ice clearing) or transit system/vehicles. 	0 – 5	

3. Congestion Mitigation & Transportation System Management – 20 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Congestion Mitigation/TSM:</u></p> <ul style="list-style-type: none"> Overall level of existing recurring and non-recurring traffic congestion and extent to which the project mitigates it, improving travel times or traffic flow conditions. <p>[Note: The level of traffic congestion will be measured based on the best data available, including volume-to-capacity ratio (using AAWT and planning level capacities in the regional travel model – see tables in Roadway Projects criteria), intersection Level of Service during the peak periods, and congested travel speeds.]</p> <ul style="list-style-type: none"> The project will reduce intersection delay through improved traffic signal operations (better coordination and/or signal equipment upgrades, including responsive signal controls). The project will reduce congestion caused by incidents and special events through improved traffic control operations, real-time information systems (travel time, transit service, parking availability, etc.), improved incident response/management, or other strategies. The project will increase the attractiveness of transit, ridesharing, bicycling, and/or walking in congested areas or corridors through enhanced signal operations (e.g., transit signal priority, adding detection for bicyclists, etc.), real-time information systems, or other strategies. The project will provide data that will assist in identifying and addressing problem congestion areas or intersections for all transportation modes. 	0 – 20	<p>Maximum points for projects that significantly mitigate recurring and non-recurring congestion in one or more of the most congested local arterial corridors.</p>

4. Safety Enhancement – 20 Points Total		
Criteria		Scoring Guidelines
<p><u>Project Tier:</u></p> <ul style="list-style-type: none"> Tier 1-Project includes a high severity crash segment or intersection (Using 5-year crash history) <ul style="list-style-type: none"> A crash history with 1 or more fatalities; or 3 or more Type A crashes; or 1 or more Type B or higher bike/ped crash Tier 2- Project does not include a high severity crash segment or intersection but has a documented crash history or safety problem. <p>Crash history will be weighted by the EPDO Index developed for the Intersection Safety Screening Analysis</p>	-	<p>Severity: Weight-EPDO Index</p> <p>K: Fatal 155.5</p> <p>A: Incapacitating 16.0</p> <p>B: Non-Incapacitating 4.4</p> <p>C: Possible Injury 2.3</p> <p>O:Property Damage 1.0</p>
<p><u>Potential Crash Reduction Impact of the Proposed Roadway Improvement(s):</u></p> <ul style="list-style-type: none"> Extent to which the project addresses documented safety concerns and the estimated impact the improvement(s) will have in reducing motorist, bicyclist, and/or pedestrian crashes based on crash modification factor (CMF) of the countermeasure(s). <p>[Note: See http://www.cmfclearinghouse.org. The CMF Clearinghouse presents both CMFs and CRFs, or Crash Reduction Factors. The difference is that CRF provides an estimate of the percentage reduction in crashes, while CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given improvement. Mathematically, $CMF = 1 - (CRF/100)$.]</p>	0 – 20	<p>High-Impact Safety Improvements: Tier 1: Up to 20 Points Tier 2: Up to 15 points</p> <p>Medium-Impact Safety Improvements: Tier 1: Up to 15 points Tier 2: Up to 10 points</p> <p>Minimal-Impact Safety Improvements Tier 1: Up to 10 points Tier 2: Up to 5 points</p> <p>Project does not include a safety countermeasure: 0 Points</p>

5. Enhancement of Multi-Modal Options –15 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Pedestrian and Bicycle Facilities:</u></p> <ul style="list-style-type: none"> The project includes ITS infrastructure that will increase the convenience and attractiveness of bicycling and walking (e.g., pedestrian signals or warning lights, pedestrian and bicyclist detection devices, etc). 	0 – 4	<p>Project accommodates and provides significant benefits to pedestrians and bicyclists: 3-4 Points</p> <p>Project accommodates and provides limited benefits to pedestrian and bicyclists: 2 Points</p> <p>Project accommodates, provides limited benefits to pedestrians only: 1 Points</p> <p>No additional or improved accommodations for pedestrians or bicyclists: 0 Points</p>
<p><u>Transit Facilities:</u></p> <ul style="list-style-type: none"> The project includes ITS infrastructure (e.g., transit signal priority, real time information systems, fare collection systems, etc.) that will improve transit travel time, reliability, and/or attractiveness. 	0 – 8	<p>Project accommodates and provides significant benefits to transit (e.g., transit signal priority): 8 Points</p> <p>Project provides some benefits (e.g., fare collection systems): 4 Points</p> <p>Project is located on a bus route and thus benefits transit to limited degree (e.g., improving traffic flow): 2 Points</p> <p>Project is not located on a bus route: 0 Points</p>
<p><u>Data Collection:</u></p> <ul style="list-style-type: none"> The project includes ITS infrastructure that will improve data collection for alternative transportation modes needed for planning and project design purposes. 	0 – 3	<p>Project provides significant benefits in terms of archived data: 3 Points</p> <p>Project provides some benefits (e.g., fare collection systems): 2 Points</p> <p>Project is located on a bus route and thus benefits transit to limited degree (e.g., improving traffic flow): 1 Point</p> <p>Project is not located on a bus route: 0 Points</p>

6. Environment – 15 Points Total		
Criteria		Scoring Guidelines
<p><u>Impact on Use of Alternative Modes:</u></p> <ul style="list-style-type: none"> Extent to which project is likely to result in increased transit ridership and bicycling and walking levels and therefore reduced vehicle trips/VMT. 	0 – 10	<p>Significant impact on transit, bicycling, and walking levels: 7-10 Points</p> <p>Modest impact: 4-6 Points</p> <p>Limited or no impact: 0-3 Points</p>
<p><u>Impact on Fuel Use/Emissions and Groundwater Quality:</u></p> <ul style="list-style-type: none"> Extent to which the project will reduce fuel consumption and vehicle emissions through improved traffic flow (e.g., less stop/start conditions) and/or reduced non-recurring congestion caused by incidents and special events. Extent to which project will reduce salt and other chemical usage for winter maintenance, improving ground water quality and roadside vegetation. 	0 – 5	<p>Significant estimated impact on fuel use/vehicle emissions and/or salt/chemical usage based on studies: 4-5 Points</p> <p>Modest impact: 1-3 Points</p> <p>No impact: 0 Points</p>

7. Equity – 10 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Environmental Justice:</u></p> <ul style="list-style-type: none"> The project is located within or directly benefits a MPO-defined environmental justice area, providing improved multi-modal access/mobility and/or otherwise improving or maintaining the area’s livability. <p>[Note: See map of EJ Priority Areas and Non-Priority Areas at the following link: https://www.greatermadisonmpo.org/maps/list.cfm#EJ]</p>	0 – 10	<p>Maximum points will be awarded for projects located in/connecting to and directly benefiting an EJ Priority Area. Up to 6 points will be awarded for projects located in/connecting to and directly benefiting an EJ Non-Priority Area.</p>

1. Importance to Regional Bikeway System – 25 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>System Connectivity and Continuity:</u> The project provides a new link (segment, grade-separated crossing) in the low-stress bikeway system, connecting residential neighborhoods, employment centers, or other destinations to the existing low-stress network, where other reasonably direct, low-stress route alternatives do not exist. [Note: See <u>Low Stress Bike Route Finder</u> or .pdf of LTS Map at https://www.greatermadisonmpo.org/maps/documents/Low Stress Bike Network 2021.pdf]</p>	0 – 20	Up to 17 points for new links of LTS 2 and up to 20 points for new links of LTS 1, depending on length and impact on regional low-stress network connectivity.
<ul style="list-style-type: none"> The project provides bicycling and walking opportunities in areas of natural, cultural, or historic interest, enhancing use of the facility for recreational as well as transportation purposes. 	0 – 5	Maximum points for projects that utilize natural etc. areas, providing high quality recreational opportunities

2. Safety Enhancement – 20 Points Total		
Criteria		Scoring Guidelines
<ul style="list-style-type: none"> The project is located in a corridor or area with a history of bicycle/pedestrian crashes, and the project addresses the safety problem(s) or issue(s). The project addresses a documented hazardous condition that discourages bicyclists from using the facility or corridor. The project addresses perceived hazardous condition that discourages bicyclists from using the facility or corridor. The project addresses a network deficiency identified in a Safe Routes to School Plan. 	0 – 10	Maximum points for projects that address an existing major safety problem based on number of crashes relative to use and/or a documented safety issue.
<ul style="list-style-type: none"> The project provides a facility that is suitable for less experienced, skilled bicyclists. 	0 – 10	Maximum points for projects providing an off-street facility in a corridor without an existing low-stress alternative.

3. Enhancement of Bicyclist/Pedestrian Mobility – 25 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Population Served:</u></p> <ul style="list-style-type: none"> The project serves a large number of people based on population within 0.5 to 1 mile of the facility, location of the facility within the overall bikeway network, and location within the region and community. 	0 – 13	Maximum points for projects with a large population within a relatively short distance of the facility or likely to make use of the facility due to its location.
<p><u>Destinations Served:</u></p> <ul style="list-style-type: none"> The project serves to increase bicycling and walking access to jobs, services, schools, shopping, parks/recreational facilities, and/or entertainment. 	0 – 12	Maximum points for projects providing access to regional or local mixed-use or employment/activity centers, community facilities, and services.

4. Congestion Mitigation – 5 Points Total		
Criteria	Points	Scoring Guidelines
<ul style="list-style-type: none"> The project will increase the attractiveness of bicycle/pedestrian travel in a corridor or area with significant existing peak period traffic congestion. The project will improve access to transit stops in a corridor or area with significant existing peak period traffic congestion. 	0 - 5	

5. System Preservation – 5 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Facility Maintenance:</u></p> <ul style="list-style-type: none"> The project sponsor has a bicycle facility pavement condition monitoring and maintenance program. The project sponsor has a winter bike facility maintenance program and the facility will be maintained year round. 	0 - 5	Maximum points for projects with sponsors with an effective pavement/facility monitoring and maintenance program, and a high-quality year-round maintenance program

6. Environment– 5 Points Total		
Criterion		Scoring Guidelines
<p><u>Use of Alternative Modes:</u></p> <ul style="list-style-type: none"> Extent to which the project will result in an increase in bicycling, walking, and transit trips for transportation purposes, resulting in reduced motor vehicle trips/VMT. 	0-5	

7. Equity – 15 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Environmental Justice & Accessibility:</u></p> <ul style="list-style-type: none"> The project is located within or improves bicycle/pedestrian/transit access/mobility for an MPO-defined Environmental Justice Area. <p>[Note: See map of Environmental Justice Priority Areas and Non-Priority Areas at the following link:</p>	0 – 12	Maximum points will be awarded for projects located in/connecting to and directly benefiting an EJ Priority Area. Up to 7 points will be awarded for projects located in/connecting to and directly benefiting an EJ Non-Priority Area.
<p><u>Public Health:</u></p> <ul style="list-style-type: none"> The project improves bicycle/pedestrian/transit access to parks/open space, health care or other services, healthy food resources, etc. 	0 – 3	Maximum points awarded to projects that will provide improved access to healthy food resources, health care, and active recreation opportunities.

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

I. Introduction

The [Fixing America's Surface Transportation Act \(FAST Act\)](#), signed into law in December 2015, is the current federal transportation law, providing the policy and funding framework for state and metropolitan area transportation planning and project programming of federal funds. Under the metropolitan planning provisions of the FAST Act, the Greater Madison Metropolitan Organization (MPO), as the designated Metropolitan Planning Organization (MPO) for the Madison Urban Area, is responsible for developing, in cooperation with the Wisconsin Department of Transportation (WisDOT), Metro Transit and other transit operators, a long-range Regional Transportation Plan (RTP) and a Transportation Improvement Program (TIP) for the Madison metropolitan area. The MPO's current RTP, adopted in March 2017, is the *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area* (<http://madisonareampo.org/planning/RegionalTransportationPlan2050.cfm>). The RTP has been amended three times since adopted to add the Beltline flex lane, Bus Rapid Transit (BRT), and U.S. Highway 51 (McFarland to Stoughton) projects.

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

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

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

The MPO's average annual funding allocation for the STBG – Urban program for the 2020-2025 program cycle was \$6.86 million. Most of the MPO's STBG – Urban funding has historically been used for local arterial street (re)construction projects, but STBG – Urban funding can be used for a wide variety of capital projects such as transit vehicles and bicycle/pedestrian projects and TDM programs such as the MPO's Rideshare Etc. program.

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

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

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

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

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

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

III. Regional Transportation Plan and FAST Act Goals

The following are the goals for the regional transportation system identified in the RTP:

1. Create Connected Livable Neighborhoods and Communities

Create interconnected livable places linked to jobs, services, schools, shops, and parks through a multi-modal transportation system that is integrated with the built environment and supports compact development patterns that increase the viability of walking, bicycling, and public transit.

2. Improve Public Health, Safety, and Security

Design, build, operate, and maintain a transportation system that enables people to get where they need to go safely and that, combined with supportive land use patterns and site design, facilitates and encourages active lifestyles while improving air quality.

3. Support Personal Prosperity and Enhance the Regional Economy

Build, operate, and maintain a transportation system that provides people with affordable access to jobs and enables the exchange of goods and services within the region and to/from other regions.

4. Improve Equity for Users of the Transportation System

Provide an equitable level of transportation facilities and services for all regardless of age, ability, race, ethnicity, or income.

5. Reduce the Environmental Impact of the Transportation System

Ensure that the transportation system is designed, built, operated, and maintained in a way that protects and preserves the natural environment and historic and cultural resources, and is supportive of energy conservation.

6. Advance System-wide Efficiency, Reliability, and Integration Across Modes

Design, build, operate, and maintain an efficient transportation system with supportive land use patterns that maximizes mobility, minimizes unexpected delays, and provides seamless transfers between all modes.

7. Establish Financial Viability of the Transportation System

Achieve and maintain a state of good repair for the existing transportation system, invest in cost-effective projects, and ensure adequate, reliable funding to meet current and future needs.

The federal transportation act, [MAP-21](#) (2012), set in motion the requirement to implement a performance-driven, outcomes-based, transportation planning and decision making process. The FAST Act carries over and builds upon the national performance goals established in MAP-21.

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

IV. STBG – Urban Program Objectives and Policies

A. Objectives

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

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

- 1) Fund the highest priority projects that will help achieve the goals and policy objectives of the RTP as outlined in the *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area*, including sub-element plans, national performance goals specified in FAST Act, and other regional performance measure goals as [identified](#) in the MPO's annual Performance Measures Report.

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

B. Policies

Eligible Project Categories

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

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

Federally eligible projects for which the MPO will not utilize its STBG-Urban funds include reconstruction of existing multi-use paths, recreational trails, independent sidewalk projects (e.g., to comply with ADA), and most “transportation enhancement” activities, including environmental mitigation, historic preservation, and scenic beautification (see 23 U.S.C. Section 133 (b) for the complete list of eligible project activities under federal law).

Eligible Cost Categories:

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

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

* -The needs of bicyclists and pedestrians must be considered for all roadway projects per federal and MPO policy.

** -Expansion of storm water system for future/planned development is not an eligible cost, but the local unit of government can fund the difference with 100% local funds.

*** Local units of government may only assess for the local match.

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

Minimum/Maximum Project Cost Amounts

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

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

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

Project Funding

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

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

The MPO will seek to 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. The actual amount of funding allocated for small, lower cost projects will vary with each program cycle and will depend upon required funding for the highest

scoring/priority projects, remaining funds available, number and strength of small project applications, and project funding in previous program cycles.

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

Cost Share

In order to stretch the limited STBG-Urban funding available over a greater number of projects, the MPO requires more than the minimum 20% local match for federally funded projects. Under WisDOT local program policy guidance designed to comply with federal fiscal constraint requirements, the MPO is not able to maintain a “reserve or contingency” fund and therefore has little flexibility to increase funding for approved projects that increase in cost from the initial estimate. In order to mitigate the risk of cost increases and provide additional support for priority projects, the MPO reduced the required local share for projects from 50% to 40% for new projects programmed beginning with the 2016-2020 program cycle. The federal cost share is therefore 60%. This applies to all projects costing \$600,000 or more. The standard minimum 20% local cost share will be applied for small non-infrastructure projects not exceeding \$300,000. A sliding scale for cost share will be used for projects costing between \$300,000 and \$600,000 as outlined below.

Formula for computing the federal share:

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

Total Project Cost	Federal Share (Percentage)
< \$300,000	80%
\$300,000 - \$600,000	$P = 80 - ((X - 300,000) / 15,000)$
> \$600,000	60%

Conditional Project Approval

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

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

Project Management

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

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

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

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

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

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

V. Process

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

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

MPO staff scores and ranks the projects by project type according to the criteria outlined below, and make a recommendation on the projects to be funded. Funding is allocated to projects based on the cost share policy outlined above. The actual cost share for each project will depend upon the cost of all programmed projects and the MPO's funding allocation. Per WisDOT policy², all available funding must be programmed in each program cycle. Funding may not be reserved for cost increases or carried over from one program cycle to another. In cases where there is not sufficient funding to cover the full federal cost share per MPO policy, the local project sponsor may agree to contribute greater than the minimum local cost share but in no case can the federal cost share be less than 50% when the project is first approved and brought into the program.

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

VI. Project Selection Criteria

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

Screening criteria are first used to ensure that the proposed projects meet eligibility requirements, are consistent with the adopted *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area*, have local policy body commitment, and have a reasonable expectation of being implemented in the schedule outlined or at a minimum the required time frame. Per WisDOT sunset policy, projects must be constructed and in final acceptance within six and a half years from the start of the year following project approval. For example, 2020-2025 program cycle projects must be constructed by June 30, 2027.

Scoring criteria are used to evaluate the merits of the projects. The scoring criteria have been designed to incorporate the goals and policy objectives of the *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area* and goals of the FAST Act. Performance-based criteria have been used to the extent feasible while providing necessary flexibility in the evaluation of projects.

A. Project Application Screening Criteria

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

1. All projects must be included in or consistent with the *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area*, including the *Congestion Management Process (CMP) for the Madison Metropolitan Area*, *Regional Intelligent Transportation Systems (ITS) Strategic Plan*, and other separate mode-specific elements of the plan such as the five-year Transit Development Plan and the Bicycle Transportation Plan.
2. All major roadway and transit capacity expansion projects must be listed by reference in the financially constrained *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area*.

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

3. All roadway projects must comply with the MPO's Complete Streets Policy. Sidewalks with ADA compliant curb ramps, and appropriate bicycle accommodations are expected for projects in developed and developing areas with limited exceptions (e.g., real estate required and not feasible due to state law). The State of Wisconsin's Pedestrian and Bicycle Accommodations law and associated rules in effect on May 2015 will be used as a general guide in determining compliance with the policy.

~~3.4.~~ Projects are expected to have a reasonable cost relative to -benefit in terms of helping achieve the RTP goals and objectives and number of people served. Given limited available funding, project cost is a factor in making project funding recommendations.

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

~~—~~ Bike projects must be located on the primary or secondary route system, or in an essentially parallel and equivalent corridor, to be eligible for funding. See link to the currently planned future functional class map in the Regional Transportation Plan below:-

~~—~~ https://www.greatermadisonmpo.org/maps/documents/7_PlannedFutureBicycleNetwork.pdf

~~1-~~ Note: The bikeway network has been classified into primary, secondary, and local routes according to the function they serve or are planned to serve within the overall network. Primary routes are typically high volume, direct, longer distances routes that are comfortable for the majority of bicyclists and serve major destinations. Secondary routes fill in the gaps between primary bikeways and provide neighborhood access. They typically consist of lower use routes. Local routes provide access to the secondary and primary network.

~~2-6.~~ Projects shall not create significant adverse human health, environmental, social, or economic impacts on Title VI/environmental justice population groups or fail to avoid those impacts that could be avoided or mitigate unavoidable impacts on these groups.

Local Policy Body Commitment

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

Timely Implementation

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

<https://wisconsin.gov/Documents/doing-bus/local-gov/astnce-pgms/highway/tools/definitions.pdf>

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

Financial Requirements

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

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

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

B. Project Scoring Criteria

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

~~The scoring categories for the different project criteria are identical or nearly identical. The percentage weight given to each category is nearly identical for the roadway and transit infrastructure projects, but varies for some categories for the bicycle/pedestrian, transit vehicle purchase, and ITS projects~~ to reflect the importance of the categories for those types of projects. See the following table which lists the project scoring categories and total points assigned to them for each of the project types. The maximum total score for all projects is 100 points.

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

	RTP Goal	Relevant Supporting Policies	STBG-U Project Criteria Category
1	Create Connected Livable Neighborhoods and Communities	Promote walkable, mixed-use neighborhoods.	Multi-Modal; Environment; Equity
		Encourage growth in dev. Areas, activity centers, and along transit corridors.	Regional Transp. System/Reg Dev. Framework
		Build complete streets that are safe, convenient, and attractive for everyone.	Multi-Modal; Safety; Environment; Equity
		Utilize context sensitive transportation facility design.	Multi-Modal; Environment; Equity
2	Improve Public Health, Safety, and Security	Address the safety and security of all users in planning, designing, building, and maintaining the transportation system.	Multi-Modal; Safety; Equity
		Retrofit existing transp. facilities that pose safety risks with safer, modern designs.	Safety; System Preservation
		Minimize conflicts between motorized and non-motorized traffic through lower roadway speeds where appropriate, safe crossings, and other means.	Multi-Modal; Safety; Equity
		Prioritize active transportation facility improvements that will improve access to jobs, schools, etc., and those located in areas with underserved populations.	Multi-Modal; Environment; Equity
		Promote and facilitate active transportation for short trips including maintenance of active transportation facilities.	Multi-Modal; System Preservation; Environment
		Manage access to the regional roadway system to preserve and improve safety and operational efficiency.	Congestion Mitigation. & TSM; Safety
		Employ ITS to improve safety and system reliability	Congestion Mitigation. & TSM; Safety
Reduce vulnerability of transp. system to natural hazards.	Environment		
3	Support Personal Prosperity and Enhance the Regional Economy	Provide for efficient, reliable travel on regional roadways serving major employment centers and those critical to freight movement.	Regional Transp. System/Reg. Dev. Framework; Congestion Mitigation & TSM
		Support downtown Madison as the region's largest, most important activity center through improvements to its accessibility by transit and other modes.	Regional Transp. System/Reg. Dev. Framework; Multi-Modal
		Provide convenient, inexpensive transportation options that allow HHs to go car-light or car-free.	Multi-Modal; Environment
		Encourage redevelopment of established employment/activity centers and major transit corridors.	Regional Transp. System/Reg. Dev. Framework
		Provide efficient freight access to regional roadways, railroad, and the airport.	Regional Transp. System/Reg. Dev. Framework; Congestion Mitigation & TSM
Integrate local public transit with intercity service and facilities such as the airport.	Multi-Modal		
4	Improve Equity for Users of the Transportation System	Provide convenient, affordable transportation options that enable people of all ages and abilities to access jobs, services, and other destinations.	Multi-Modal; Environment; Equity
		Improve transit accessibility to jobs, especially in transit dependent areas.	Multi-Modal; Environment; Equity
		Ensure interests of underrepresented groups are considered in transportation planning process.	Equity
		Ensure benefits of regional transportation system investments are fairly distributed and that environmental/health impacts do not disproportionately impact minority and low-income populations.	Equity; Environment; Equity Screening Criterion
		Retrofit existing transportation facilities to make them ADA compliant.	Equity; Multi-Modal Screening Criterion

	RTP Goal (cont.)	Relevant Supporting Policies (cont.)	STBG-U Project Criteria Category (cont.)
5	Reduce the Environmental Impact of the Transportation System	<p>Design and build sustainable transportation infrastructure.</p> <p>Incorporate green streets elements into street (re)construction where feasible.</p> <p>Pursue ITS technologies to improve traffic flow, make transit and bicycling easier and more convenient.</p> <p>Develop a transportation system resilient in the face of climate change and rising fuel prices in the future.</p> <p>Promote transition to low and no emission fuels for vehicles.</p>	<p>Environment</p> <p>Environment</p> <p>Congestion Mitigation & TSM; Multi-Modal</p> <p>Environment; Multi-Modal</p> <p>Environment</p>
6	Advance System-Wide Efficiency, Reliability, and Integration Across Modes	<p>Encourage development in identified transp./transit corridors and activity centers.</p> <p>Utilize transportation systems management and operations strategies to maximum efficiency and reliability for all modes.</p> <p>Manage access to the regional roadway system to preserve and improve operational efficiency.</p> <p>Seek to provide and maintain an acceptable level service for all travel modes.</p> <p>Utilize ITS to make travel by all modes more reliable and convenient.</p> <p>Prioritize capacity investment on critical bottlenecks and corridors that serve regional employment centers.</p>	<p>Regional Transp. System/Reg. Dev. Framework Congestion Mitigation & TSM</p> <p>Congestion Mitigation & TSM</p> <p>Congestion Mitigation & TSM</p> <p>Congestion Mitigation & TSM</p> <p>Regional Transp. System/Reg. Dev. Framework; Congestion Mitigation & TSM</p>
7	Establish Financial Viability of the Transportation System	<p>Make most efficient use of limited public resources.</p> <p>Prioritize maintenance of existing transportation facilities, strategies to manage travel demand, and improvements to transportation operations over new facilities and capacity expansion projects.</p> <p>Leverage federal/state funding for large-scale projects that provide significant benefits to the regional transportation system.</p>	<p>Combined Set of Criteria</p> <p>System Preservation; Congestion Mitigation & TSM; Environment</p> <p>Regional Transp. System/Reg. Dev. Framework; Combined Criteria</p>

STBG-Urban Project Scoring System

Category		Scoring System			
		Roadway	Transit (Infrastr.)	ITS	Bike
1	Importance to Regional Transportation System and Supports Regional Development Framework	20 <u>18</u>	20 25	20 15	20 25
2	System Preservation	15 <u>20</u>	15	5	5
3	Congestion Mitigation/TSM	12	10 15	15 20	5
4	Safety Enhancement	10 <u>20</u>	10 5	18 <u>20</u>	20
5	Enhancement of Multi-modal Options/Service	8 <u>12</u>	10 15	10 15	20 25
6	Supports Transportation Efficient Land Use, Livability, and Economic Prosperity	10	10	7	4
6 7	Environment/Green Infrastructure	8	8 10	8 15	8 5
7 8	Equity Environmental Justice and Public Health	7 <u>10</u>	7 <u>15</u>	7 <u>10</u>	8 15
9	Cost Benefit	10	10	10	10
Total		100	100	100	100

Note: The Transit (Bus Purchase) project type was removed as a scored project type.

Applications requesting bus purchase funding will be evaluated but not scored.

1. Importance to Regional Transportation System <u>and Supports Regional Development Framework</u> – 20 <u>18</u> Points Total		
Criteria	Points	Scoring Guidelines
<ul style="list-style-type: none"> <u>Roadway Functional Class:</u> The Greater Madison MPO Functional Classification System map assigns the following functional classifications to roadways within the urban area: Principal Arterial, Minor Arterial, and Collector. The functional classification defines the role the roadway plays (mobility, connectivity, accessibility) in serving travel needs through the regional network. See link to map below. http://www.madisonareampoint.org/maps/documents/FunctionalClassesDaneCountyCurrentRds.pdf 	1-3 – 9-5	Principal Arterial: 9 <u>5</u> Points Minor Arterial: 6 <u>3</u> Points Collector: 1-3 <u>3</u> Points
<ul style="list-style-type: none"> <u>Traffic Volume:</u> The Annual Average Weekday Traffic volume (AAWT) of the functionally classified roadway. [Note: If only Annual Average Daily Traffic (AADT) volume available, an adjustment will be made to convert to AAWT.] 	1-4	>25,000 AAWT: 4 Points; 18,000 – 25,000 AAWT: 3 points 12,000 – 18,000 AAWT: 2 Points; <12,000 AAWT: 1 Point
<ul style="list-style-type: none"> <u>Length of Route:</u> The entire route’s length in relation to the scale of the regional roadway system. 	1-3	>5 Miles: 3 Points 2 – 5 Miles: 2 Points <2 Miles: 1 Point
<ul style="list-style-type: none"> <u>System Continuity:</u> The ability of a project to complete a key roadway system corridor or fill a gap, providing improved connectivity/mobility at a regional as well as local scale. <u>Availability/Spacing of Alternate Routes:</u> Availability and spacing of alternate routes within the general corridor. 	0-3	Completes key corridor; lack of good parallel arterial routes: 3 Points Completes corridor; adequate parallel routes: 2 Points Completes large segment of corridor; good parallel routes: 1 Point Completes only small part of a corridor; good parallel routes: 0 Points
<ul style="list-style-type: none"> <u>Transit Route:</u> The project is located on a mainline bus route. [Note: Year-round public service only. Excludes school routes. Buses that use corridor but do not make stops are counted as 25% of a bus.] 	0-3	4+ peak, 2+ off peak, 2+ weekends: 3 Points 2+ peak, 1+ off-peak/weekend: 2 Points Weekday peak period service only: 1 Point Not on bus route: 0 Points
<ul style="list-style-type: none"> <u>Freight Route:</u> The project is located on a freight route designated by the state or local ordinance. For routes, see 		Freight Route: 2-3 <u>3</u> Points if key location, 1 point otherwise Non-Freight Route: 0 Points

<p>links to Freight Facilities and Service map and Priority Freight Networks map below: http://www.madisonareampo.org/maps/documents/truckroutes.pdf</p> <p>[Note: "Key" locations are those with higher truck volumes and/or serving industrial parks. Map to be created showing truck volumes]</p>	<p>0 – 23</p>	
<ul style="list-style-type: none"> • <u>Supports Regional Center, Mixed-Use Center, and/or Redevelopment Area</u> <u>Serves Regional/Community Corridor:</u> The project is located within or serves an existing or planned mixed-use or regional employment/activity center or corridor. [Note: See map of existing and planned centers based primarily on employment, page 2-113 of the Regional Transportation Plan 205035 Update. Update with Mmap from Regional Development Framework being of mixed-use centers to be prepared.] • The project is located within or serves and improves multi-modal accessibility and connectivity to regional and/or mixed-use center or corridor: <u>a targeted infill/redevelopment area, such as a Tax Incremental District (TID).</u> [Targeted infill/redevelopment areas will be based on local plans.] 	<p>0 – 6</p>	<p>Project serves an existing regional <u>mixed-use or employment center or mixed-use center or corridor</u><u>redevelopment area: 6 Points</u></p> <p>Project serves an existing local <u>mixed-use or employment center or community corridor: 4 Points</u></p> <p>Project serves a planned regional or <u>mixed-use center: 2 Points</u></p> <p>Project does not serve an existing or <u>planned mixed-use or employment center or corridor: 0 Points</u></p>

2. System Preservation – 15-20 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Pavement Condition:</u> The current weighted average (by segment length) pavement condition for the candidate roadway project.</p> <p>[Note: Calculation: (The PASER rating for segment "s") * (length of segment "s" / total project length) for all segments. Sum all figures to obtain a weighted PASER rating average.]</p>	<p>0 – 1220</p>	<p>See table below.</p>

Avg. PASER Rating	Points
1 - 3	12 20
4 - 5	11 9-18-16
6 - 7	10 6-12-10
8 - 10	0

Criteria	Points	Scoring Guidelines
<ul style="list-style-type: none"> • <u>Condition of Other Roadway Infrastructure:</u> Whether the project repairs, improves (e.g., brings up to design standard), replaces or provides (1) sidewalks/and or 		<p>Project incorporates all three types of infrastructure improvements: <u>3 Points</u></p>

Roadway Projects

	curb ramps, (2) curb and gutter and/or (3) storm water facilities.	0—3	Project incorporates two types of infrastructure improvements: 2 Points Project incorporates one type of infrastructure improvement: 1 Point
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3. Congestion Mitigation & Transportation System Management (TSM) – 12 Points Total

Criteria	Points	Scoring Guidelines
<p><u>Congestion Mitigation/TSM:</u></p> <ul style="list-style-type: none"> Level of existing traffic congestion and extent to which the project improves travel times or traffic flow conditions by (a) providing additional motor vehicle capacity; and/or (b) providing transit and/or non-motorized facility improvements, increasing the attractiveness of those modes of transportation. The extent to which the project reduces intersection delay through improved traffic signal operations (better coordination and/or signal equipment upgrades, including responsive signal controls) and/or through intersection design changes (e.g., addition or lengthening of turn bays). The project provides or improves an alternative or parallel route to an existing congested roadway or intersection, thereby improving the operational performance/efficiency of that congested facility. The project improves roadway access management (e.g., addition of a median) in a manner that improves the capacity of the roadway. <p><i>Note: Project that do not include capacity expansion or TSM component will not receive points under this criteria.</i></p>	0 – 12	(See tables below, which show the points that will be awarded based on the existing <u>and near-term future projected</u> traffic congestion and the extent to which the project will reduce congestion/ improve traffic operations.)

Roadway Facility Type (<u>Signalized Arterial</u>)	Design Capacity (vehicles per 24 hours)
Two Lane <u>Undivided</u>	16,000
<u>Two Lane Divided</u>	<u>17,500</u>
Four Lane Undivided	<u>23,311,000</u>
Four Lane Divided	<u>32,340,000</u>
<u>Six Lane Divided</u>	<u>46,000</u>

Source – WisDOT. “Capacity” is Level of Service D-E for signalized urban street. Calculations based on TRB 2010 Highway Capacity Manual (6th edition).

V/C Ratio	Points
< <u>0.65</u>	0
<u>0.65-0.70</u> – 0.79	<u>1–5</u> Up to 8
0.8 – 0.99	<u>3–8</u> Up to 10
1.0 <u>or greater</u> – 1.19	<u>5–10</u> Up to 12
<u>>1.2</u>	<u>7–12</u>

LOS Points Table for Intersection Projects		
Control Delay (s/veh)	LOS	Points
≤20	A – B	0
>20-35	C	1 →50
>35-55	D	3 →Up to 8
>55-80	E	5 →Up to 10
>80	F	7 →Up to 12

4. Safety Enhancement – 2019 Points Total

Criteria	Points	Scoring Guidelines												
<p><u>Crash Rate</u></p> <ul style="list-style-type: none"> The crash rate relative to the recent 5-year average Madison urban area crash rate for an urban street. 	<p>0 – 4</p>	<p>Crash rate is > 20% higher than the Madison urban area average: 3 – 4 Points</p> <p>Crash rate is within 20% of the Madison urban area average: 1 – 2 Points</p> <p>Crash rate is >20% lower than the Madison urban area average, or no crash history: 0 Points</p>												
<p><u>Project Tier:</u></p> <ul style="list-style-type: none"> Tier 1-Project includes a high severity crash segment or intersection (Using 5-year crash history) <ul style="list-style-type: none"> A crash history with 1 or more fatalities; or 3 or more Type A crashes; or 1 or more Type B or higher bike/ped crash Tier 2- Project does not include a high severity crash segment or intersection but has a documented crash history or safety problem. <p>Crash history will be weighted by the EPDO Index developed for the Intersection Safety Screening Analysis</p>	<p>=</p>	<table border="0"> <thead> <tr> <th><u>Severity:</u></th> <th><u>Weight-EPDO Index</u></th> </tr> </thead> <tbody> <tr> <td>K: Fatal</td> <td>155.5</td> </tr> <tr> <td>A: Incapacitating</td> <td>16.0</td> </tr> <tr> <td>B: Non-Incapacitating</td> <td>4.4</td> </tr> <tr> <td>C: Possible Injury</td> <td>2.3</td> </tr> <tr> <td>O:Property Damage</td> <td>1.0</td> </tr> </tbody> </table>	<u>Severity:</u>	<u>Weight-EPDO Index</u>	K: Fatal	155.5	A: Incapacitating	16.0	B: Non-Incapacitating	4.4	C: Possible Injury	2.3	O:Property Damage	1.0
<u>Severity:</u>	<u>Weight-EPDO Index</u>													
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C: Possible Injury	2.3													
O:Property Damage	1.0													
<p><u>Potential Crash Reduction Impact of the Proposed Roadway Improvement(s):</u></p> <ul style="list-style-type: none"> Extent to which the project addresses documented safety concerns and the estimated impact the improvement(s) will have in reducing motorist, bicyclist, and/or pedestrian crashes based on crash modification factor (CMF) of the countermeasure(s). <p>[Note: See http://www.cmfclearinghouse.org/. The CMF Clearinghouse presents both CMFs and CRFs, or Crash Reduction Factors. The difference is that CRF provides an estimate of the percentage reduction in crashes, while CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given improvement. Mathematically, $CMF = 1 - (CRF/100)$.]</p>	<p>0 – 20</p>	<p><u>High-Impact Safety Improvements</u>CMF: 5–6 Points Tier 1: Up to 20 Points Tier 2: Up to 15 points</p> <p><u>Medium-Impact Safety Improvements</u>CMF: Tier 1: Up to 15 points Tier 2: Up to 10 points3–4 Points</p> <p><u>MinimalLow-Impact Safety Improvements</u> Tier 1: Up to 10 points Tier 2: Up to 5 pointsCMF: 1–2 Points</p> <p>Project does not include a safety countermeasure: 0 Points</p>												

5. Enhancement of Multi-Modal Options – 8-12 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Pedestrian Facilities:</u></p> <ul style="list-style-type: none"> Extent to which the project enhances repairs, improves (e.g., brings up to or beyond the minimum design standard), replaces, or provides new (1) sidewalks and/or curb ramps, (2) pedestrian street crossing facilities (e.g., pedestrian refuge islands, mid-block crossing), and/or (3) traffic signals (e.g., pedestrian countdown, HAWK beacon, RRFB beacon). <p><u>[Note: Projects are generally expected to provide sidewalks and ADA compliant curb ramps in compliance with the MPO’s complete streets policy.]</u></p>	0 – 3 2	<p>Project incorporates all three types of improvements: 3 Points</p> <p>Project incorporates <u>significant pedestrian street crossing two types of</u> improvements: 2 Points</p> <p>Project incorporates <u>minor pedestrian street crossing one type of</u> improvements: 1 Point</p> <p>Project incorporates no pedestrian facility improvements: 0 Points</p>
<p><u>Bicycle Facilities – Facility</u></p> <p>Extent to which the project repairs, improves (e.g., brings up to or beyond the minimum design standard), replaces, or provides new on-street and/or off-street bicycle facilities.</p>	0-3	<p>Project provides on-street bike facility exceeding design standards, premium facility, or off-street facility (in addition to on-street, e.g., separated crossing or side path where appropriate): 3 Points</p> <p>Project provides on-street bike facility meeting design standards or a non-bike facility improvement (e.g., wide curb lane, sharrows): 1 – 2 Points</p>

		<p>No additional/replacement or improved accommodations for bicyclists: 0 Points</p>
	<p>Bicycle Facilities — Level of Traffic Stress (LTS):</p> <ul style="list-style-type: none"> The project provides a new link (segment, grade-separated crossing) in the low-stress bikeway system, connecting residential neighborhoods, employment centers, or other destinations to the existing low-stress network, where other reasonably direct, low-stress route alternatives do not exist. [Note: See Low Stress Bike Route Finder or .pdf of LTS Map at https://www.greatermadisonmpo.org/maps/documents/Low Stress Bike Network 2021.pdf] 	<p>0 – 36</p> <p>Up to 24 points for new links of LTS 2 and up to 36 points for new links of LTS 1, depending on length and impact on regional low-stress network connectivity. 2 points for reducing LTS on roadway from 4 to 3.</p>
	<p>Transit Facilities/Route:</p> <ul style="list-style-type: none"> The project includes a bus lane or other transit priority improvement(s) (e.g., bus queue jump at intersection, transit signal priority), bus stop improvements and/or amenities (e.g., in lane bus stop, improvements, ADA compliant bus pads), and/or new sidewalk connection to route) to improve transit travel time, reliability, and/or attractiveness, and/or accessibility. The project is located on a bus route and will improve transit as well as motor vehicle operations. 	<p>0 – 24</p> <p>Project accommodates and provides significant benefits to transit (e.g., bus lanes or other priority treatment): 2-4 Points</p> <p>Project provides new or improved bus stops and/or new sidewalk connection to route: 2 Points</p> <p>Project is located on a bus route and provides some benefits (e.g., improved traffic flow, relocated bus stop or enhanced bus stops): 1 Point</p> <p>Project is not located on a bus route: 0 Points</p>

			<p><u>Up to 3 points for projects that convert high-stress (LTS 4) corridors into low-stress (LTS 1 or 2) corridors, and up to 2 points for projects that convert moderate-stress (LTS 3) corridors to low-stress corridors, depending on length and impact on regional low-stress connectivity. Projects that reduce LTS but do not convert high- or moderate-stress corridors into low-stress corridors may receive one point.</u></p>
	<p><u>Transit Facilities/Route</u></p> <ul style="list-style-type: none"> • The project includes a bus lane or other transit improvements (e.g., bus queue jump at intersection, transit signal priority) and/or amenities (e.g., bus stop improvements) to improve transit travel time, reliability, and/or attractiveness. • The project is located on a bus route and will improve transit as well as motor vehicle operations. 	<p>0-2</p>	<p>Project accommodates and provides significant benefits to transit (e.g., bus lanes or other priority treatment): 2 Points</p> <p>Project is located on a bus route and provides some benefits (e.g., improved traffic flow or enhanced bus stops): 1 Point</p> <p>Project is not located on a bus route: 0 Points</p>

6. Supports Transportation Efficient Land Use, Livability, and Economic Prosperity – 10 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Consistency with Regional and Local Land Use Policies/Plans</u></p> <ul style="list-style-type: none"> The project is consistent with regional land use policies and the community’s comprehensive plan. The project is consistent with a local economic development/revitalization plan. 	0–5	<p>Maximum points are achieved if project is fully consistent with both regional policies and all applicable local land use/economic development plans.</p>
<p><u>Supports Regional Center, Mixed-Use Center, and/or Redevelopment Area</u></p> <ul style="list-style-type: none"> The project is located within or serves an existing or planned mixed-use or regional employment/activity center. <p>[Note: See map of existing and planned centers based primarily on employment, page 23 of the Regional Transportation Plan 2035 Update. Map of mixed-use centers to be prepared.]</p> <ul style="list-style-type: none"> The project is located within or serves and improves multi-modal accessibility and connectivity to a targeted infill/redevelopment area, such as a Tax Incremental District (TID). <p>[Targeted infill/redevelopment areas will be based on local plans.]</p>	0–3	<p>Project serves an existing regional mixed-use or employment center or redevelopment area: 3 Points</p> <p>Project serves an existing local mixed-use or employment center: 2 Points</p> <p>Project serves a planned regional or mixed-use center: 1 Points</p> <p>Project does not serve an existing or planned mixed-use or employment center: 0 Points</p>
<p><u>Project Design</u></p> <ul style="list-style-type: none"> The project incorporates context sensitive design that considers not only access for alternative modes of transportation, but also the environmental, scenic, aesthetic, historic, community, and preservation impacts of the street project. 	0–2	<p>Fully supports land use/design context and vision for the corridor/area and all modes: 2 Points</p> <p>Generally supportive of context and all modes: 1 Points</p> <p>Inconsistent with context; pedestrian intolerant: 0 Points</p>

67. Environment/ <u>Green Infrastructure</u> – 8 Points Total		
Criteria		Scoring Guidelines
<p><u>Use of Alternative Modes:</u></p> <ul style="list-style-type: none"> Extent to which project enhancements to alternative transportation options are likely to be used based on existing and estimated future transit ridership and bicycling and walking levels, and extent to which this is likely to result in a shift to these modes and reduced vehicle trips/VMT. 	0 – 4	<p>High transit, bicycling, walking levels which project will increase: 3 - 4 Points</p> <p>High levels, but modest impact from project; Moderate existing or projected levels which project will increase: 1 - 2 Points</p> <p><u>Minimal or no impact on use of alternative modes</u> <u>Very low projected use:</u> 0 Points</p>
<p><u>Minimizes Environmental Impact Through Design and/or Mitigation Measures</u></p> <ul style="list-style-type: none"> The project adequately addresses environmental impacts (e.g., impacts to air/water quality, open space, historic structures, animal habitats, etc.) and will include mitigation and restoration measures, when necessary. The project improves the environment or minimizes the environmental impact of the facility above and beyond current design standards (i.e., use of recycled materials, LED roadway and/or traffic signal lights, innovative storm water treatment, use of native vegetation, air quality benefit, etc.). The extent to which the project is anticipated to improve stormwater control through rain garden, infiltration, TSS, or catch basin. 	0 – 4	<p>Maximum points for projects that <u>have high potential/plans to significantly improve stormwater control. minimize environmental impacts through design and/or mitigation measures.</u></p>

78. <u>Environmental Justice and Public Health Equity</u> – 107 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Environmental Justice:</u></p> <ul style="list-style-type: none"> The project is located within or directly benefits an MPO-defined <u>Environmental Justice Area</u>, providing improved multi-modal access/mobility and/or otherwise improving the area’s livability. <p>[Note: See map of <u>EJ Priority Areas</u> and <u>Non-Priority Areas</u> at the following link:</p> <p>https://www.greatermadisonmpo.org/maps/list.cfm#EJ_Attachment_D—Environmental_Justice_Analysis_of_the_Transportation_Improvement_Program_(TIP).]</p>	0 – <u>104</u>	<p><u>Maximum points will be awarded for projects located in/connecting to and directly benefiting an EJ Priority Area. Up to 6 points will be awarded for projects located in/connecting to and directly benefiting an EJ Non-Priority Area. Maximum points will be awarded for projects located in and directly benefiting an EJ area.</u></p>

<p><u>Public Health/Health Equity</u></p> <ul style="list-style-type: none">• The project provides public health benefits (e.g., provides community/social space or improved access to parks/open space, improves access to health care or other services, healthy food resources, etc., provides opportunities for physical activity, improves safety, etc.).• The public health benefits of the project positively affect residents in areas with health outcome disparities. (Note: See map at the following link of areas with high or moderate rates of asthma, childhood obesity, and/or adult diabetes. http://www.madisonareampo.org/planning/documents/Health_Metrics.pdf ‡	<p>0—3</p>	<p>Maximum points awarded to projects that provide significant public health benefits to areas where residents have health outcome disparities.</p>
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9. Cost Benefit – 10 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Cost/benefit ratio</u></p> <ul style="list-style-type: none"> This criterion takes into account the overall benefits of the project based on the other criteria as compared to the cost of the project on a per lane mile basis. 	0–7	Maximum points for high/moderate scoring projects (based on other criteria) with moderate/low relative cost per mile.
<p><u>Cost Efficiency/Leverage of Additional Funding</u></p> <ul style="list-style-type: none"> Extent to which the project maximizes use of limited financial resources to ensure the continued productivity of the existing transportation system. The project demonstrates public, private partner, and/or municipal commitment (beyond the required local match), which adds value, reduces costs, and/or leverages additional funding from past or for future project phases and/or complementary transportation system improvements. The project is coordinated with a separate funded project resulting in a cost savings or efficiencies. 	0–3	Maximum points for projects that achieve cost efficiencies and/or leverage additional funding or improvements.

1. Importance to Regional Transportation System and Regional Development Framework – 20-25 Points Total		
Criteria	Points	Scoring
<p><u>Category of Bus Route(s) Served:</u></p> <ul style="list-style-type: none"> Metro’s fixed routes can be categorized according to the function they serve within the overall transit system. “Core” routes operate in high volume corridors through the central area and form the backbone of the system. <u>This includes the planned BRT system</u>; “commuter” routes serve major employer centers, adding service frequency during commute periods and often providing faster service; “peripheral” routes connect outlying areas to the transfer points; and “circulator” routes serve short trips within activity centers or between nearby neighborhoods and the centers. 	1 – 5	<p>Project affects <u>planned BRT routes: 5 points</u>. Project affects other <u>multiple core routes or network segments with all day service: 3 points</u>, and <u>commuter routes: 5 Points</u></p> <p><u>Project affects 1-2 core routes and/or circulator routes: 3-4 Points</u></p> <p>Project affects <u>route segment with only commuter or peripheral route service part of the days: 1 Point</u></p>
<p><u>Transit Level of Service:</u></p> <ul style="list-style-type: none"> Number of daily bus trips (peak and off-peak) affected by the project (both current and anticipated future, if new service planned). 	1 – 7.5	<p>10+ buses/hour during weekday peak, 5+ off-peak, and 2+ weekends: <u>7.5 Points</u></p> <p>6+ buses peak, 3+ off-peak, and 2+ weekends: <u>6-4 Points</u></p> <p>4+ peak, 2+ off-peak, 1+ weekends: <u>5-3 Points</u></p> <p>2+ peak, 1+ off-peak/weekend: <u>3-4 Points</u></p> <p>Weekday peak period service only: <u>1-2 Points</u></p>
<p><u>Passenger Boardings:</u></p> <ul style="list-style-type: none"> Number of passenger boardings per day on all route(s) affected by the project (both current and anticipated future boardings, if new service planned). 	0 – 8.5	<p>><u>86,000: 8-5 Points</u></p> <p>1 Point per 1,000 <u>(rounded) -up (after 1,000) to -86,000</u></p> <p>< 1,000: 0 Points</p>
<p><u>Supports Regional Center, Mixed Use Center, and/or Redevelopment Area/Regional/Community Corridor:</u></p> <ul style="list-style-type: none"> The project is located within or serves an existing or planned <u>regional employment/activity center or mixed-use center or corridor.</u> <p>[<u>Note: See map of existing and planned centers, based primarily on employment, page 2-113 of the Regional Transportation Plan 2050. 35 Update. Update with map from Regional Development Framework being prepared. Map of mixed-use centers to be prepared.</u>]</p>	0 – 10	<p><u>Project serves an existing regional employment or mixed-use or employment center or corridor/redevelopment area: 8-10 Points</u></p> <p><u>Project serves an existing local employment or mixed-use or employment center or community corridor/redevelopment area: 5-7 Points</u></p>

**Transit Infrastructure Projects
(Excluding Bus Purchases)**

<ul style="list-style-type: none"> The project is located within or serves and improves multi-modal accessibility and connectivity to <u>regional activity/employment center or mixed-use center or corridor</u> or <u>targeted infill/redevelopment area, such as a Tax Incremental District (TID)</u>. <p>[Targeted infill/redevelopment areas will be based on local plans.]</p>		<p>Project serves a developing/planned <u>regional employment or mixed-use or employment center or corridor</u>: <u>3-4 Points</u></p> <p>Project serves a developing/planned <u>local employment or mixed use or employment center or community corridor</u>: <u>1-2 Points</u></p> <p>Project does not serve an <u>employment or -mixed-use or employment center or corridor</u>: <u>0 Points</u></p>
<p><u>Areas Served/Project Design</u></p> <p>The project serves existing and/or planned transit supportive development in terms of density and design.</p> <p>Project incorporates context sensitive design (if applicable) (e.g., bus shelters incorporated into buildings).</p>	<p><u>0-3</u></p>	<p><u>Maximum points awarded for projects that serve existing transit-oriented development and incorporate context sensitive design.</u></p>

2. System Preservation – 15 Points Total

Criteria	Points	Scoring
<ul style="list-style-type: none"> The project will help maintain the reliability of transit service or address facility maintenance or expansion needs (e.g., bus queue jump(s), bus shelter replacement, transfer center or PNR lot construction/expansion). The project will preserve the viability of existing transit facilities. 	<p>0 – 15</p>	<p>Maximum points awarded for projects that significantly improve transit reliability/schedule adherence and/or replace, improve, or expand facilities that are past their useful life, in disrepair, under capacity, and/or do not meet current design standards.</p>

3. Congestion Mitigation & Transportation System Management (TSM) – 10-15 Points Total

Criteria	Points	Scoring
<p><u>Congestion Mitigation/TSM:</u></p> <ul style="list-style-type: none"> Level of existing traffic congestion in the affected corridor(s) and the extent to which the project mitigates that congestion by enhancing the attractiveness of transit service. 		<p>Maximum points for projects in congested corridors that increase the attractiveness of transit by providing facilities, amenities, or information and/or improving the</p>

<ul style="list-style-type: none"> Capacity issues with facilities or service(s) and the extent to which the project addresses the issue(s) by expanding the capacity or operational efficiency of them. The project improves the operational performance/efficiency of existing transit route(s) in congested corridors (e.g., decrease in travel times, increase in on-time performance). Examples include transit runningway improvements, consolidation and/or relocation of bus stops, and construction <u>or removal (to create dedicated bus lanes)</u> of bus bulb-outs. The project implements ITS strategies that improve the operational efficiency and/or attractiveness of transit service. Examples include transit signal priority, dynamic message signs that display real-time bus schedule information, fare collection systems, passenger counting systems, and other data and reporting mechanisms that make or can be used to make the transit system more efficient. 	<p>0 – 1510</p>	<p>operational performance (travel time, schedule adherence) of transit service.</p>
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4. Safety Enhancement – 10 5 Points Total		
Criteria		Scoring
<p>Safety Enhancements Related to Transit Vehicle Crashes</p> <ul style="list-style-type: none"> The extent to which the project identifies and addresses safety issues related to transit vehicle crashes. 	<p>0 – 7</p>	<p>Maximum points for projects that implement transit vehicle collision avoidance countermeasures proven effective based on testing and/or experience.</p>
<p>Safety Enhancements: <u>for Passengers</u></p> <ul style="list-style-type: none"> Extent to which the project addresses passenger, <u>driver, or maintenance staff</u> safety or security concerns (e.g., moving bus stops, adding cameras to transit facilities, <u>improving bus communications/safety monitoring, modifying maintenance facilities to improve safety</u>). 	<p>0 – 35</p>	<p>Maximum points for project that significantly improve passenger safety on vehicles or at high ridership locations, <u>or address documented driver or maintenance staff safety issues.</u></p>

5. Enhancement of Multi-Modal Options/Service – 10-15 Points Total		
Criteria	Points	Scoring
<p><u>Transit Connections:</u></p> <ul style="list-style-type: none"> The project improves connections between transit and other modes of transportation (e.g., increases opportunities for bicycle storage at major bus stops/stations, park-and-ride lot/facility). The project enhances transfer station or bus stop facilities/amenities. 	0 – 3 <u>5</u>	<p><u>Maximum points for pProjects that accommodates and provides significant improvements to multi-modal transit connections benefits:</u> 3 Points</p> <p><u>Project provides some benefits:</u> 2 Points</p> <p><u>Project provides limited benefits:</u> 1 Point</p> <p><u>Project does not provide any improvements:</u> 0 Points</p>
<p><u>Transit Facilities:</u></p> <ul style="list-style-type: none"> The project includes transit runningway improvements or other transit improvements (e.g., in-lane bus stops, bus queue jump, transit signal priority) and/or amenities that reduce transit travel times, improve on-time performance, and/or otherwise increase the attractiveness of transit. 	0 – 7 <u>10</u>	<p><u>Maximum points for pProjects that accommodates and provides significant benefits to transit operations(e.g., priority treatment):</u> 6-7 Points</p> <p><u>Project provides some benefits (e.g., enhanced bus stops):</u> 3-5 Points</p> <p><u>Project provides limited benefits:</u> 1-2 Points</p> <p><u>Project does not provide any improvements:</u> 0 Points</p>

6. Supports Transportation Efficient Land Use, Livability, and Economic Prosperity—10 Points Total		
Criteria	Points	Scoring
NA		
<p>Supports Regional Center, Mixed Use Center, and/or Redevelopment Area</p> <ul style="list-style-type: none"> • The project is located within or serves an existing or planned regional employment/activity center or mixed use center. [Note: See map of existing and planned centers based primarily on employment, page 23 of the Regional Transportation Plan 2035 Update. Map of mixed use centers to be prepared.] • The project is located within or serves and improves multi-modal accessibility and connectivity to a targeted infill/redevelopment area, such as a Tax Incremental District (TID). [Targeted infill/redevelopment areas will be based on local plans.] 	0—7	<p>Project serves an existing regional mixed use or employment center or redevelopment area: 6-7 Points</p> <p>Project serves an existing local mixed use or employment center or redevelopment area: 4-5 Points</p> <p>Project serves a developing/planned regional mixed use or employment center: 3 Points</p> <p>Project serves a developing/planned local mixed use or employment center: 1-2 Points</p> <p>Project does not serve a mixed use or employment center or redevelopment area: 0 Points</p>
<p>Areas Served/Project Design</p> <ul style="list-style-type: none"> • The project serves existing and/or planned transit supportive development in terms of density and design. • Project incorporates context sensitive design (if applicable) (e.g., bus shelters incorporated into buildings). 	0—3	<p>Maximum points awarded for projects that serve existing transit-oriented development and incorporate context sensitive design.</p>

76. Environment – 810 Points Total		
Criteria		Scoring
<p><u>Existing/Projected Use of Transit:</u></p> <ul style="list-style-type: none"> Extent to which project is likely to result in increased transit ridership and reduced vehicle trips/VMT. 	0 – 610	<p>High transit levels in corridor(s)/area(s) which project will increase: 4-67-10 Points</p> <p>High levels, but modest impact from project; Moderate existing or projected levels which project will increase: 1-34-6 Points;</p> <p>Very Low levels, but project will increase projected use: 0-1-3 Points</p>
<p><u>Minimizes Environmental Impact Through Design and/or Mitigation Measures</u></p> <ul style="list-style-type: none"> The project results in other environmental benefits and/or minimizes the environmental impact of the facility above and beyond current design standards (i.e., use of recycled materials, innovative storm water treatment, use of native vegetation, etc.). 	0—2	<p>Maximum points for projects that minimize environmental impacts through design and/or mitigation measures.</p>

87. Environmental Justice and Public Health Equity – 715 Points Total		
Criterion	Points	Scoring
<p><u>Environmental Justice & Accessibility:</u></p> <ul style="list-style-type: none"> The project improves accessibility of the transit system for persons with disabilities through upgrades to existing fixed-route buses or bus stops. The project is located within or directly benefits an MPO-defined <u>Environmental Justice (EJ) Area</u> and provides improved transit access and mobility, and/or otherwise improves the attractiveness of transit service. <p><u>[Note: See map of EJ Priority Areas and Non-Priority Areas at the following link: https://www.greatermadisonmpo.org/maps/list.cfm#EJ]</u></p>	0 – 710	<p><u>Maximum points will be awarded for projects located in/connecting to and directly benefiting an EJ Priority Area. Up to 6 points will be awarded for projects located in/connecting to and directly benefiting an EJ Non-Priority Area. Maximum points will be awarded for projects located in and directly benefiting an EJ area.</u></p>

<p><u>Public Health/Health Equity:</u></p> <ul style="list-style-type: none"> The project provides public health benefits (e.g., provides community/social space or improved access to parks/open space, improves access to health care or other services, healthy food resources, etc., provides opportunities for physical activity, improves safety, etc.). The benefits of the project positively affect residents in areas with health outcome disparities. <u>[Note: See map at the following link of areas with high or moderate rates of asthma, childhood obesity, and/or adult diabetes: http://www.madisonarcampo.org/planning/documents/Health_Metrics.pdf]</u> 	<p>0 – 3<u>5</u></p>	<p>Maximum points awarded to projects that provide public health benefits and provide significant benefits to areas where residents have health outcome disparities.</p>
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9. Cost Benefit—10 Points Total		
Criteria	Points	Scoring
<p><u>Cost/benefit ratio</u></p> <ul style="list-style-type: none"> This criterion takes into account the overall benefits of the project based on the other criteria as compared to the cost of the project. 	<p>0—7</p>	<p>Maximum points for high/moderate scoring projects with moderate/low relative cost per mile.</p>
<p><u>Cost Efficiency/Leverage of Additional Funding</u></p> <ul style="list-style-type: none"> Extent to which the project maximizes use of limited financial resources to ensure the continued productivity of the existing transportation system. The project demonstrates public, private partner, and/or municipal commitment (beyond the required local match), which adds value, reduces costs, and/or leverages additional funding from past or for future project phases and/or complementary transportation system improvements. The project is coordinated with a separate funded project resulting in a cost savings or efficiencies. 	<p>0—3</p>	<p>Maximum points for projects that achieve cost efficiencies and/or leverage additional funding or improvements.</p>

1. Importance to Regional Transportation System <u>and Supports Regional Development Framework</u> — 20-15		
Points Total		
Criteria	Points	Scoring Guidelines
<ul style="list-style-type: none"> Roadway Functional Class: Functional class of roadway(s) project is located on or will benefit. The Greater Madison MPO Functional Classification System map assigns the following functional classifications to roadways within the urban area: Principal Arterial, Minor Arterial, and Collector. The functional classification defines the role the roadway plays (mobility, connectivity, accessibility) in serving travel needs through the regional network. See link to map below. http://www.madisonareampo.org/maps/documents/FunctionalClassesDaneCountyCurrentRds.pdf 	4-3 - 6-7	Principal Arterial: 6-7 Points; Minor Arterial: 3-4 Points; Collector: 0 Points
<ul style="list-style-type: none"> Traffic Volume: The Annual Average Weekday Traffic volume (AAWT) of the roadways served by the project. [Note: If only Annual Average Daily Traffic (AADT) volume available, an adjustment will be made to convert to AAWT.] 	0-5	>35,000 AAWT: 5 Points 25,000-35,000 AAWT: 4 points 12,000-25,000 AAWT: 2 Points; <12,000 AAWT: 0 Points
<ul style="list-style-type: none"> Freight Route: The project is located on or would benefit a designated freight route, or would otherwise improve the reliability of truck or rail movements. [Note: "Key" routes include those serving industrial parks or other locations with relatively high truck volumes. For routes, see links to Freight Facilities and Service map and Priority Freight Networks map below: http://www.madisonareampo.org/maps/documents/truckroutes.pdf [Note: "Key" routes include those serving industrial parks or other locations with relatively high truck volumes.] http://www.madisonareampo.org/maps/documents/PriorityFreightNetworks.pdf 	0-3	Project located on or benefits key freight route location(s): -3 Points Project provides minor improvements to freight system/ freight movements: 1-2 Points- Non-freight route or no freight-related improvements: 0 Points
<ul style="list-style-type: none"> Transit Route: The project is located on or will benefit roadway corridors with bus route(s). 	0-5	6+ buses peak, 3+ off peak, and 2+ weekends: 5 Points 4+ peak, 2+ off peak, 1+ weekends: 4 Points 2+ peak, 1+ off peak/weekend: 2 Points Weekday peak period service only: 1 Point Not on bus route: 0 Points
<ul style="list-style-type: none"> Supports Regional Center, Mixed-Use Center, and/or Serves Regional/Community Corridor: 		

<ul style="list-style-type: none"> • <u>The project is located within or serves an existing or planned mixed-use or regional employment/activity center or corridor.</u> <small>[Note: See map of existing and planned centers, page 2-11 of the Regional Transportation Plan 2050. Update with map from Regional Development Framework being prepared.]</small> • <u>The project improves multi-modal accessibility and connectivity to regional and/or mixed-use center or corridor.</u> 	<p>0 – 6</p>	<p><u>Project serves an existing regional employment center or mixed-use center or corridor: 6 Points</u></p> <p><u>Project serves an existing local mixed-use or employment center or community corridor: 4 Points</u></p> <p><u>Project serves a planned regional or mixed-use center: 2 Points</u></p> <p><u>Project does not serve an existing or planned mixed-use or employment center or corridor: 0 Points</u></p>
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2. System Preservation – 5 Points Total		
Criterion	Points	Scoring Guidelines
<ul style="list-style-type: none"> • The project will help preserve the viability of existing transportation infrastructure. • The project improves ability to maintain the roadway (e.g., winter snow/ice clearing) or transit system/vehicles. 	<p>0 – 5</p>	

3. Congestion Mitigation & Transportation System Management – 2015 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Congestion Mitigation/TSM:</u></p> <ul style="list-style-type: none"> Overall level of existing recurring and non-recurring traffic congestion and extent to which the project mitigates it, improving travel times or traffic flow conditions. <p>[Note: The level of traffic congestion will be measured based on the best data available, including volume-to-capacity ratio (using AAWT and planning level capacities in the regional travel model – see tables in Roadway Projects criteria), intersection Level of Service during the peak periods, and congested travel speeds.]</p> <ul style="list-style-type: none"> The project will reduce intersection delay through improved traffic signal operations (better coordination and/or signal equipment upgrades, including responsive signal controls). The project will reduce congestion caused by incidents and special events through improved traffic control operations, real-time information systems (travel time, transit service, parking availability, etc.), improved incident response/management, or other strategies. The project will increase the attractiveness of transit, ridesharing, bicycling, and/or walking in congested areas or corridors through enhanced signal operations (e.g., transit signal priority, adding detection for bicyclists, etc.), real-time information systems, or other strategies. The project will provide data that will assist in identifying and addressing problem congestion areas or intersections for all transportation modes. 	<p>0 – 2015</p>	<p>Maximum points for projects that significantly mitigate recurring and non-recurring congestion in one or more of the most congested local arterial corridors.</p>

4. Safety Enhancement – 2018 Points Total		
Criteria		Scoring Guidelines
<p><u>Crash Rate</u></p> <ul style="list-style-type: none"> The crash rate on the affected roadway corridors relative to the recent 5-year average Dane County crash rate for an urban street. 	0-5	<p>Crash rate significantly higher than the Dane County average: 4-5 Points</p> <p>Crash rate around the Dane County average: 1-3 Points</p> <p>Crash significantly lower than the Dane County average, or no crash history: 0 Points</p>
<p><u>Potential Crash Reduction Impact of the Proposed Project(s)</u></p> <ul style="list-style-type: none"> Extent to which the project addresses documented safety issues and the estimated impact the project will have in reducing motorist, bicyclist, and/or pedestrian crashes based on previous studies. <p>[Note: See U.S. DOT ITS benefits database with results of studies measuring impacts of implemented ITS projects at the following link: http://www.itsbenefits.its.dot.gov/]</p> <p>Examples of potential safety benefits of ITS projects related to incidents:</p> <ul style="list-style-type: none"> Improves traffic incident management, reducing the threat of secondary crashes. Helps identify and manage hazardous roadway conditions from weather events or other causes through real-time information systems or other strategies. Improves emergency management communications by coordinating interagency communication system and real-time traveler information systems for incidents, special events, evacuations, major route closings, re-routings, or other restrictions. 	0-13	<p>High crash reduction impact: 10-13 Points;</p> <p>Medium impact: 5-9 Points</p> <p>Low impact: 1-4 Points</p> <p>No significant safety benefits: 0 Points</p>
<p><u>Project Tier:</u></p> <ul style="list-style-type: none"> Tier 1-Project includes a high severity crash segment or intersection (Using 5-year crash history) <ul style="list-style-type: none"> A crash history with 1 or more fatalities; or 3 or more Type A crashes; or 1 or more Type B or higher bike/ped crash Tier 2- Project does not include a high severity crash segment or intersection but has a documented crash history or safety problem. 	=	<p>Severity: _____ Weight- _____ EPDO Index</p> <p>K: Fatal _____ 155.5</p> <p>A: Incapacitating _____ 16.0</p> <p>B: Non-Incapacitating _____ 4.4</p> <p>C: Possible Injury _____ 2.3</p> <p>O: Property Damage _____ 1.0</p>

<p><u>Crash history will be weighted by the EPDO Index developed for the Intersection Safety Screening Analysis</u></p>		
<p><u>Potential Crash Reduction Impact of the Proposed Roadway Improvement(s):</u></p> <ul style="list-style-type: none"> <u>Extent to which the project addresses documented safety concerns and the estimated impact the improvement(s) will have in reducing motorist, bicyclist, and/or pedestrian crashes based on crash modification factor (CMF) of the countermeasure(s).</u> <p><u>[Note: See http://www.cmfclearinghouse.org. The CMF Clearinghouse presents both CMFs and CRFs, or Crash Reduction Factors. The difference is that CRF provides an estimate of the percentage reduction in crashes, while CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given improvement. Mathematically, $CMF = 1 - (CRF/100)$.]</u></p>	<p><u>0 – 20</u></p>	<p><u>High-Impact Safety Improvements:</u> <u>Tier 1: Up to 20 Points</u> <u>Tier 2: Up to 15 points</u></p> <p><u>Medium-Impact Safety Improvements:</u> <u>Tier 1: Up to 15 points</u> <u>Tier 2: Up to 10 points</u></p> <p><u>Minimal-Impact Safety Improvements</u> <u>Tier 1: Up to 10 points</u> <u>Tier 2: Up to 5 points</u></p> <p><u>Project does not include a safety countermeasure: 0 Points</u></p>

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5. Enhancement of Multi-Modal Options – 10-15 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Pedestrian and Bicycle Facilities:</u></p> <ul style="list-style-type: none"> The project includes ITS infrastructure that will increase the convenience and attractiveness of bicycling and walking (e.g., pedestrian signals or warning lights, pedestrian and bicyclist detection devices, etc). 	0 – 4	<p>Project accommodates and provides significant benefits to pedestrians and bicyclists: 3-4 Points</p> <p>Project accommodates and provides limited benefits to pedestrian and bicyclists: 2 Points</p> <p>Project accommodates, provides limited benefits to pedestrians only: 1 Points</p> <p>No additional or improved accommodations for pedestrians or bicyclists: 0 Points</p>
<p><u>Transit Facilities:</u></p> <ul style="list-style-type: none"> The project includes ITS infrastructure (e.g., transit signal priority, real time information systems, fare collection systems, etc.) that will improve transit travel time, reliability, and/or attractiveness. 	0 – 3 8	<p>Project accommodates and provides significant benefits to transit (e.g., transit signal priority): 3-8 Points</p> <p>Project provides some benefits (e.g., fare collection systems): 2-4 Points</p> <p>Project is located on a bus route and thus benefits transit to limited degree (e.g., improving traffic flow): 1-2 Points</p> <p>Project is not located on a bus route: 0 Points</p>
<p><u>Data Collection:</u></p> <ul style="list-style-type: none"> The project includes ITS infrastructure that will improve data collection for alternative transportation modes needed for planning and project design purposes. 	0 – 3	<p>Project provides significant benefits in terms of archived data: 3 Points</p> <p>Project provides some benefits (e.g., fare collection systems): 2 Points</p> <p>Project is located on a bus route and thus benefits transit to limited degree (e.g., improving traffic flow): 1 Point</p> <p>Project is not located on a bus route: 0 Points</p>

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6. Supports Transportation Efficient Land Use, Livability, and Economic Prosperity – 7 Points Total

Criteria	Points	Scoring Guidelines
<p><u>Supports Regional Center and/or Redevelopment Area</u></p> <ul style="list-style-type: none"> The project is located within or benefits an existing or planned mixed-use or regional employment/activity center. [Note: See map of existing and planned centers based primarily on employment, page 23 of the Regional Transportation Plan 2035 Update. Map of mixed-use centers to be prepared.] The project is located within or benefits a targeted infill/redevelopment area, such as a Tax Incremental District (TID). [Targeted infill/redevelopment areas will be based on local plans.] 	0 – 7	<p>Project serves an existing regional mixed-use center and redevelopment area: 7 Points;</p> <p>Project serves an existing regional center but not a redevelopment area: 6 Points;</p> <p>Project serves an existing mixed-use center/redevelopment area, but not a regional center: 5 Points;</p> <p>Project serves a planned regional center: 4 Points;</p> <p>Project serves a planned mixed-use center: 3 Point;</p> <p>Project does not serve a regional center or redevelopment area: 0 Points</p>

67. Environment – 15 Points Total

Criteria	Points	Scoring Guidelines
<p><u>Impact on Use of Alternative Modes:</u></p> <ul style="list-style-type: none"> Extent to which project is likely to result in increased transit ridership and bicycling and walking levels and therefore reduced vehicle trips/VMT. 	0 – 3	<p>Significant impact on transit, bicycling, and walking levels: 2-3-7-10 Points</p> <p>Modest impact: 1-4-6 Points</p> <p>Limited or No impact: 0-3 Points</p>
<p><u>Impact on Fuel Use/Emissions and Groundwater Quality:</u></p> <ul style="list-style-type: none"> Extent to which the project will reduce fuel consumption and vehicle emissions through improved traffic flow (e.g., less 		<p>Significant estimated impact on fuel use/vehicle emissions and/or</p>

<p>stop/start conditions) and/or reduced non-recurring congestion caused by incidents and special events.</p> <ul style="list-style-type: none"> Extent to which project will reduce salt and other chemical usage for winter maintenance, improving ground water quality and roadside vegetation. 	<p>0 – 5</p>	<p>salt/chemical usage based on studies: 4-5 Points</p> <p>Modest impact: 1-3 Points</p> <p>No impact: 0 Points</p>
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87. Environmental Justice and Public Health Equity – 7-10 Points Total

Criteria	Points	Scoring Guidelines
<p><u>Environmental Justice:</u></p> <ul style="list-style-type: none"> The project is located within or directly benefits a MPO-defined environmental justice area, providing improved multi-modal access/mobility and/or otherwise improving or maintaining the area’s livability. <p>[Note: See maps in Attachment D – Environmental Justice Analysis of the Transportation Improvement Program (TIP).]</p> <p>[Note: See map of EJ Priority Areas and Non-Priority Areas at the following link: https://www.greatermadisonmpo.org/maps/list.cfm#EJ</p>	<p>0 – 105</p>	<p>Maximum points will be awarded for projects located in/connecting to and directly benefiting an EJ Priority Area. Up to 6 points will be awarded for projects located in/connecting to and directly benefiting an EJ Non-Priority Area.</p> <p>Maximum points will be awarded for projects located in and directly benefiting an EJ area.</p>
<p><u>Public Health/Health Equity</u></p> <ul style="list-style-type: none"> The project provides public health benefits (e.g., improves safety, enhances active transportation modes, etc.). 	<p>0 – 32</p>	

9. Cost Benefit – 10 Points Total

Criteria	Points	Scoring Guidelines
<p><u>Cost/benefit ratio</u></p> <ul style="list-style-type: none"> This criterion takes into account the overall benefits of the project based on the other criteria as compared to the cost of the project. 	<p>0 – 7</p>	<p>Maximum points for high/moderate scoring projects with moderate/low relative cost per mile.</p>

Intelligent Transportation Systems

(ITS) Projects

3-8-21 DRAFT

<p><u>Cost Efficiency/Leverage of Additional Funding</u></p> <ul style="list-style-type: none">• Extent to which the project maximizes use of limited financial resources to ensure the continued productivity of the existing transportation system.• The project demonstrates public, private partner, and/or municipal commitment (beyond the required local match), which adds value, reduces costs, and/or leverages additional funding from past or for future project phases and/or complementary transportation system improvements.• The project is coordinated with a separate funded project resulting in cost savings or efficiencies.	<p>0-3</p>	<p>Maximum points for projects that achieve cost efficiencies and/or leverage additional funding or improvements.</p>
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1. Importance to Regional Bikeway System – 20-25 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Bikeway Functional Class:</u></p> <ul style="list-style-type: none"> The bikeway network has been classified into primary, secondary, and local routes according to the function they serve or are planned to serve within the overall network. Primary routes are typically high volume, direct, longer distances routes that are comfortable for the majority of bicyclists and serve major destinations. Secondary routes fill in the gaps between primary bikeways and provide neighborhood access. They typically consist of lower use routes. Local routes provide access to the secondary and primary network. Projects must be located on the primary or secondary route system to be eligible for funding. See link to the currently planned future functional class map in the Bicycle Transportation Plan below. 	7 or 10	<p>Primary Route: 10 Points</p> <p>Secondary Route: 7 Points</p> <p><u>NOTE: This measure has been changed to a screening criteria.</u></p>
<p><u>System Connectivity and Continuity:</u> <u>The project provides a new link (segment, grade-separated crossing) in the low-stress bikeway system, connecting residential neighborhoods, employment centers, or other destinations to the existing low-stress network, where other reasonably direct, low-stress route alternatives do not exist.</u> <u>[Note: See Low Stress Bike Route Finder or .pdf of LTS Map at https://www.greatermadisonmpo.org/maps/documents/Low Stress Bike Network 2021.pdf]</u></p> <p><u>System Connectivity and Continuity</u></p> <ul style="list-style-type: none"> The project provides a missing link in the bikeway system connecting a neighborhood, employers, or other services to a route or facility that already exists. The project provides a new bicycle/pedestrian link where other reasonably direct, suitable route alternatives do not currently exist, eliminating a major barrier. The project extends an existing bicycle/pedestrian facility, facilitating increased usage. 	0 – 10/20	<p>Up to 17 points for new links of LTS 2 and up to 20 points for new links of LTS 1, depending on length and impact on regional low-stress network connectivity. Maximum points for projects that provide a missing or new bikeway system link, eliminating a major barrier and providing key connections to other parts of the bikeway network.</p>
<ul style="list-style-type: none"> The project provides bicycling and walking opportunities in areas of natural, cultural, or historic interest, enhancing use of the facility for recreational as well as transportation purposes. 	0 – 5	<p>Maximum points for projects that utilize natural etc. areas, providing high quality recreational opportunities</p>

2. Safety Enhancement – 20 Points Total		
Criteria		Scoring Guidelines
<ul style="list-style-type: none"> The project is located in a corridor or area with a history of bicycle/pedestrian crashes, and the project addresses the safety problem(s) or issue(s). The project addresses a documented hazardous condition that discourages bicyclists from using the facility or corridor. The project addresses perceived hazardous condition that discourages bicyclists from using the facility or corridor. The project addresses a network deficiency identified in a Safe Routes to School Plan. 	0 – 10	Maximum points for projects that address an existing major safety problem based on number of crashes relative to use and/or a documented safety issue.
<ul style="list-style-type: none"> The project provides an off-street facility in a corridor without a safe on-street alternative that is suitable for less experienced, skilled bicyclists. 	0 – 10	Maximum points for projects providing an off-street facility in a corridor without an adequate alternative, preventing people from using it. existing low-stress alternative.

3. Enhancement of Bicyclist/Pedestrian Mobility – 20-25 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Population Served:</u></p> <ul style="list-style-type: none"> The project serves a large number of people based on population within 0.5 to 1 mile of the facility, location of the facility within the overall bikeway network, and location within the region and community. 	0 – 10 13	Maximum points for projects with a large population within a relatively short distance of the facility or likely to make use of the facility due to its location.
<p><u>Destinations Served:</u></p> <ul style="list-style-type: none"> The project serves to increases bicycling and walking access to jobs, services, schools, shopping, parks/recreational facilities, and/or entertainment. 	0 – 10 12	Maximum points for projects providing access to regional or local mixed-use or employment/activity centers, community facilities, and services.
<p><u>Transit Connection</u></p> <ul style="list-style-type: none"> The project provides connections to transit stops and/or connectivity for users to/from public transportation. 	0 – 2	Maximum points for projects providing facilities or connections for multi-modal trips.

4. Congestion Mitigation – 5 Points Total		
Criteria	Points	Scoring Guidelines
<ul style="list-style-type: none"> The project will increase the attractiveness of bicycle/pedestrian travel in a corridor or area with significant existing peak period traffic congestion. The project will improve access to transit stops in a corridor or area with significant existing peak period traffic congestion. 	0 - 5	

5. System Preservation – 5 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Facility Maintenance:</u></p> <ul style="list-style-type: none"> The project sponsor has a bicycle facility pavement condition monitoring and maintenance program. The project sponsor has a winter bike facility maintenance program and the facility will be maintained year round. 	0 - 5	<p>Maximum points for projects with sponsors with an effective pavement/facility monitoring and maintenance program, and a high-quality year-round maintenance program</p>

67. Environment – 8.5 Points Total		
Criterion	Points	Scoring Guidelines
<p><u>Use of Alternative Modes:</u></p> <ul style="list-style-type: none"> Extent to which the project will result in an increase in bicycling, walking, and transit trips for transportation purposes, resulting in reduced motor vehicle trips/VMT. 	0 – 7.0-5	

78. Environmental Justice and Public Health Equity – 15.8 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Environmental Justice & Accessibility:</u></p> <ul style="list-style-type: none"> The project is located within or improves bicycle/pedestrian/transit access/mobility for an MPO-defined Environmental Justice Area. [Note: See map of Environmental Justice Priority Areas and Non-Priority Areas at the following link: Map maps in Attachment D – Environmental Justice Analysis of the Transportation Improvement Program (TIP).] 	0 – 4.12	<p>Maximum points will be awarded for projects located in/connecting to and directly benefiting an EJ <u>Priority Area</u>. <u>Up to 7 points will be awarded for projects located in/connecting to and directly benefiting an EJ Non-Priority Area.</u></p>
<p><u>Public Health:</u></p>		<p>Maximum points awarded to projects that will provide improved</p>

<ul style="list-style-type: none"> The project improves bicycle/pedestrian/transit access to parks/open space, health care or other services, healthy food resources, etc. 	<p>0 – 32</p>	<p>access to healthy food resources, health care, and active recreation opportunities.</p>
<p><u>Health Equity</u></p> <ul style="list-style-type: none"> The project is located in or serves an area with health outcome disparities. <small>[Note: See map of areas with high or moderate rates of asthma, childhood obesity, and/or adult diabetes at the following link: <i>Insert link</i>]</small> 	<p>0 – 82</p>	<p>Maximum points for projects that provide benefits to areas where residents have health outcome disparities.</p>

<p>9. Cost Benefit – 10 Points Total</p>		
<p>Criteria</p>	<p>Points</p>	<p>Scoring Guidelines</p>
<p><u>Cost/benefit ratio</u></p> <ul style="list-style-type: none"> This criterion takes into account the overall benefits of the project based on the other criteria as compared to the cost of the project. 	<p>0 – 7</p>	<p>Maximum points for high/moderate scoring projects (based on other criteria) with moderate/low relative cost per mile.</p>
<p><u>Cost Efficiency/Leverage of Additional Funding</u></p> <ul style="list-style-type: none"> Extent to which the project maximizes use of limited financial resources to ensure the continued productivity of the existing transportation system. The project demonstrates public, private partner, and/or municipal commitment (beyond the required local match), which adds value, reduces costs, and/or leverages additional funding from past or for future project phases and/or complementary transportation system improvements. The project is coordinated with a separate funded project resulting in a cost savings or efficiencies. 	<p>0 – 3</p>	<p>Maximum points for projects that achieve cost efficiencies and/or leverage additional funding or improvements.</p>

MPO Agenda Cover Sheet
April 7, 2021

Item No. 7

Re:

Discussion Regarding the Makeup and Role of the MPO Citizen Advisory Committee in Public and Stakeholder Engagement

Staff Comments on Item:

The MPO has had a Citizen Advisory Committee for many years dating back to prior to 2000 when the MPO was separated from the former Regional Planning Commission. The committee is intended to consist of local officials and committee members, representatives of stakeholder groups, and other local residents. It is intended to provide a “sounding board” on policy issues and liaison with stakeholder groups. See attached document outlining the charge of the committee, etc.

Following the questions and comments about the committee raised at the last board meeting, staff conducted some research on MPO citizen committees across the country and gave more thought to the committee. We are the only MPO in Wisconsin with an active CAC, and the only other TMA in the surrounding states with a CAC is Kalamazoo MI. Several MPOs across the country have recently disbanded their CACs due to challenges of recruiting members and lack of a clearly defined role,

While staff has enjoyed the good discussions that have taken place at meetings and gained some valuable insight at times, staff has recognized for some time that the committee has not been as effective as it could perhaps be in serving its intended purpose. This was noted in the Public Participation Evaluation conducted in 2017, which recommended efforts be made to make the committee more diverse and define more clear roles for the committee. While staff could have invested more time in recent years to recruiting, it has been difficult to recruit persons from under-represented groups to the committee. Part of this stems from the longer range, regional, diverse, and more technical nature of the MPO’s planning work.

There are two paths forward. One is to more clearly define its role, increase efforts to obtain a more diverse committee membership, and develop strategies to make it a more effective public engagement tool for the purposes identified. The second is to disband or phase out the committee and use that time for other public engagement; one such opportunity would be to form a local officials transportation forum that would meet a few times a year to discuss transportation challenges and opportunities to collaborate, which several participants of the MPO rebranding project focus groups noted they would find beneficial.

Materials Presented on Item:

1. Document outlining the purpose and intended makeup of the MPO Citizen Advisory Committee

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

MPO Citizen Advisory Committee

A. General Purpose

1. To provide advice to the MPO Policy Board and its staff in matters related to MPO planning activities.
2. To provide advice to the MPO, in particular, on: (a) preparation and implementation of the Long-Range Transportation Plan for the Madison Metropolitan Area; (b) transportation project priorities as part of the Transportation Improvement Program; and (c) other transportation studies and programs.
3. To provide a “sounding board” for reactions to possible transportation planning policy issues.
4. To provide liaison with various other public and/or private interest groups.
5. To provide for a means of feedback on citizen relations to MPO planning issues, and to relate this to possible future shifts in planning policy directions.

B. Committee Authority

The committee is advisory to the MPO Policy Board.

C. Member Appointments and Terms

The MPO Policy Board shall approve all appointments to the committee. The Board shall reaffirm appointments every two years.

D. Committee Membership

1. The committee is to be broad-based with representatives of various public and/or private interest groups (e.g., the various transportation modes, environment, business/economic development, and minority, low-income, and elderly populations), the transportation industry, persons with transportation planning expertise, elected and non-elected local officials, and local citizens.
2. The number of committee members shall not exceed the number of persons on the MPO Policy Board (currently 14).
3. A change in the membership on the committee can only be made with the approval of the MPO Policy Board.

4. Members shall identify their relevant affiliations and this information shall be provided to the MPO Policy Board and posted on the MPO's website.

E. Interaction with the MPO Policy Board

1. Committee meeting minutes will be provided to the MPO Policy Board as part of its meeting packet, if available. MPO Policy Board meeting minutes will be provided to the committee as part of its meeting packet, if available.
2. The committee may provide written and/or oral reports to the MPO Policy Board on the discussions and recommendations of the committee, as needed. The committee shall select a member to provide the report, which will be placed on the MPO Board's meeting agenda.
3. The MPO Policy Board may select one of its members to serve as a liaison between the Board and the committee. This Board member may attend committee meetings and will otherwise facilitate communications between the committee and the Board.

MPO Agenda Cover Sheet
April 7, 2021

Item No. 8

Re:

Appointments to MPO Citizen Advisory Committee (Contingent on Item #7 Discussion)

Staff Comments on Item:

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. We are currently down to 8 members. Our stated maximum number of members is 14.

If it is decided to continue having a citizen committee, 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: If it is decided to continue the committee, 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
- 4th 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

Name	Affiliation(s)
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

MPO Agenda Cover Sheet
April 7, 2021

Item No. 9

Re:

Report on Planned Focus Groups as Part of Public Engagement for the Update of the Regional Transportation Plan

Staff Comments on Item: As part of public engagement for the Regional Transportation Plan update, staff are organizing focus groups through several area organizations, including the Bayview Community Foundation, the Latino Academy of Workforce Development, Boys & Girls Clubs of Dane County, and Sunshine Place. These potential partner organizations have been asked for feedback on the attached draft statements and questions/conversation prompts. Two focus groups will be held in English, and one each in Spanish and Hmong. Discussions will be held via Zoom.

Draft questions and conversation prompts will seek to connect to participants' big-picture needs, challenges and desires related to transportation (and by extension land use), that should inform our regional goals and priorities. We want to make sure that the questions are relevant to participants, so we are open to modifying them based on input from partner organizations.

Materials Presented on Item:

1. Draft focus group questions

Staff Recommendation/Rationale: For comment/discussion purposes.

FOCUS GROUPS FOR REGIONAL TRANSPORTATION PLAN UPDATE

MPO staff are currently discussing partnership opportunities with community organizations. The text below is representative of what MPO staff are asking organizations for feedback on, prior to finalizing focus group background information, questions, and discussion prompts.

Additional points for context:

- The goals and priorities we define in the regional transportation plan will ultimately influence the types of projects that communities in the region plan and submit for federal funding through our agency, knowing that we will be rating the projects based on how well they help us meet these goals.
- We know that there are many other transportation planning projects happening in Madison right now, and we also know that participants may provide us with feedback that is too fine-grained for our agency (such as issues with a certain bus route, or safety concerns on a specific street), so for these reasons we will also share what we learn with planners working on these projects (e.g., Vision Zero) so that it can be put to best use.

Draft focus group questions:

1. When you introduce yourself, please tell us something you'd like us to know about you, such as where you're from, where you work, what you are passionate about, or anything else you'd like to share.
2. We'd like to start by learning about the types of transportation you currently use in your daily life to get places like work, school, errands, or recreational activities. Please tell us about any and all ways you get around.
3. How do the transportation options that are available to you help or hinder your ability to do things that are important in your life? (In your own experience, what works and what doesn't?)
4. Are there types of transportation that do not feel available or accessible to you, whether due to the cost, location, your own comfort level, your knowledge about that type of transportation, or something else? If so, please tell us more.
5. When you think about where you choose to live – at the neighborhood and city level – what factors do you consider?
 - a. Potential cues: Does transportation make it easier or more difficult to live where you want to live? How big of a role does transportation play in how you feel about where you live?
6. Which of these current goals for transportation in our region stand out to you? Please share any reactions you have – positive or negative – as well as any questions or points of confusion.
 - a. Create connected and livable communities.
 - b. Improve public health, safety and security.
 - c. Support personal prosperity and enhance the regional economy.
 - d. Improve equity for users of the transportation system.
 - e. Reduce the environmental impact of the transportation system.
 - f. Advance system-wide efficiency, reliability, and integration across modes.
 - g. Establish financial viability of the transportation system.



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