

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

September 28, 2022

Virtual Meeting

2:00 p.m.

This meeting is being held virtually.

1. **Written Comments:** You can send comments on agenda items to mpo@cityofmadison.com.

2. **Register for Public Comment:**

- Register to speak at the meeting.
- Register to answer questions.
- Register in support or opposition of an agenda item (without speaking)

If you want to speak at this meeting, you must register. You can register at <https://www.cityofmadison.com/MeetingRegistration>. When you register, you will be sent an email with the information you will need to join the virtual meeting.

3. **Watch the Meeting:** If you would like to join the meeting as an observer, please visit

<https://www.cityofmadison.com/clerk/meeting-schedule/watch-meetings-online>

4. **Listen to the Meeting by Phone:** You can call in to the meeting using the following number and meeting ID:

(877) 853-5257 (Toll Free)

Meeting ID: 843 5836 2333

AGENDA

1. Roll Call
2. Approval of July 27, 2022 Meeting Minutes
3. Review and Recommendation on Draft 2023-2027 Transportation Improvement Program for the Madison Metropolitan Area and Dane County
 - STBG Urban Priority Project Listings
 - Addition/Change Sheet
4. Presentation on the City of Madison's Safe Streets and Roads for All (SS4A) Grant Application (Renee Callaway, City of Madison Traffic Engineering)
5. Presentation and Discussion on Developing a Regional Safety Action Plan and Regional Implementation SS4A Grant Application
6. Committee Member Reports
7. Staff Report
 - Update on Draft 2023 Unified Planning Work Program (UPWP)
 - Regional Electric Vehicle (EV) Strategy Study
 - MPO Policy Board Vacancies

- Update on Scheduling Meetings with Local Staff
- Update on Metro Onboard Passenger Survey
- MPO/CARPC Open House: October 20th, 4-6PM at 100 State St, Suite 400
- Other

8. Next Scheduled Meeting Dates

- Wednesday, October 26th, 2022 (Likely To Be Cancelled)
- Wednesday, November 16th, 2022

9. Adjournment

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

July 27, 2022

Virtual Meeting via Zoom

2:00 p.m.

1. Roll Call

Members present: Bizjak (for Balke), Blau (for Hall), Brown, Dunphy, Hessling, Holt, Koprowski, Larson, Petykowski (for Phillips), Scheel, Stouder, Tao, Violante

Members absent: Clark, Cruz, Forlenza, Hedgepeth, Paoni, Semmann, Stauske, Stephany, Wheeler

MPO Staff present: Schaefer, Hoesly

Other staff present: K. Drunasky (City of Fitchburg), T. Stieve (Consultant for McFarland), M. Zhang (WisDOT Traffic Forecasting)

2. Approval of April 27, 2022 Meeting Minutes

Brown moved, Blau seconded, to approve the April 27, 2022 meeting minutes. Motion carried.

3. Review and Potential Recommendation on STBG Urban Project Scoring and Proposed Project Funding for Supplemental FFY 2023-2026 Infrastructure Bill Allocation

Schaefer said that the MPO received an additional \$8.5 million in STBG-Urban funding through the Infrastructure Investment & Jobs Act (IIJA) for FFY 2023-2026, which equates to just over \$2.1 million per year. He noted that once the MPO Policy Board tentatively approves funding for the projects, MPO staff will need to work with WisDOT to ensure the projects can be constructed in the year proposed, and that there will be sufficient funding available in the years we need it based on the schedule of projects approved. The MPO received 28 applications from 12 communities, as well as Dane County. We learned this morning that there was an email transmission issue with DeForest's application for Vinburn Road. Staff will still review and score that project. The board will have the flexibility to make a recommendation on funding for projects at their meeting next week, or at their meeting in September.

Schaefer reviewed a map of the projects and the scoring table with the committee. He noted that the town projects were typically the lowest scoring projects based on our criteria due to the rural nature of those projects. Bizjak noted that Fitchburg's S. Syene Road reconstruction project, which will include buffered bike facilities, only received two out of a possible six points for bicycle facilities. Bizjak asked for additional details on how bicycle facilities are scored. Schaefer said that the degree to which proposed bicycle facilities reduce the existing level of bicycle stress is the main factor in how many points a project will receive for that criterion. Because S. Syene Road already has a shared-use path and is thus already part of the low stress network, there was less of an opportunity to gain points.

Schaefer reviewed a table included in the packet that showed all of the projects that have been funded since 2015 when the MPO initiated a major revision to how projects are scored. With that major revision, a goal was adopted to allocate a minimum of 10% of funding over time to "small-scale" projects (total estimated construction cost does not exceed \$2.8 million; federal funding does not exceed \$1.4 million). The purpose was to provide some "geographic equity" in project funding, spreading the funding around more and allowing smaller communities to better compete for

funding. Since 2015, the MPO has only received one application for a small-scale project: the Exchange Street reconstruction project in McFarland, which is being funded.

Schaefer reviewed three project funding scenarios staff put together. Scenario 1 would fund the following projects: N. Thompson Road and St. Albert the Great Drive, N. Bird Street, S. Syene Road, and Windsor Road. It would also increase funding for the already funded CTH M and John Nolen Drive projects. Scenario 2 would remove funding from Windsor Road and move that funding to John Nolen Drive. Scenario 3 would remove the S. Syene Road project, and move that funding to the Fitchburg bus shelters, Windsor Road, Nichols Avenue, and S. Fourth Street projects. This scenario would fund the greatest number of small projects. Staff is leaning towards recommending scenario 1, but it isn't a strong recommendation and the decision rests with the board since it rests more on what the board thinks is fair.

Blau asked if the Village of DeForest's application would be added to the documents summarizing the project scoring, etc. Schaefer confirmed that it would be reviewed, scored, and added to the documents. The scenarios will be adjusted if needed, based on the score. Bizjak expressed appreciation for staff's work in scoring the projects and generating different scoring scenarios. Bizjak indicated that she supported either scenario 1 or 2. Those scenarios contain the highest scoring projects, including the S. Syene Road project in Fitchburg. In addition, scenario 1 contains two small projects. Scheel stated that he likes scenario 3, which contains a project in the city of Stoughton. He acknowledged that it is challenging for the small communities to compete for funding. He indicated that the amount of federal STBG funding appears to be inadequate for this publicized program. Schaefer clarified that this is additional funding beyond the base funding that was already allocated last year as part of the regular cycle, prior to the IJA bill. The new regular annual allocation will be \$9 million. A solicitation for applications for 2026-2028 will go out next year, and he encouraged communities to apply for projects again.

Since committee members did not feel comfortable voting to recommend a particular scenario, Tao asked Schaefer to pass the committee's comments to the Board. Schaefer said that committee members are welcome to send staff additional written comments, which would be passed on.

4. Review of Transportation Alternatives Program Planning Projects to be Funded with Supplemental FFY 2022 Infrastructure Bill Allocation

Schaefer stated that the planning project summaries were included in the packet. WisDOT sent a request for non-infrastructure projects so they could be considered for FFY 2022 funding under the Transportation Alternatives program. The MPO received three applications: City of Madison SRTS plan; City of Stoughton Yahara River Trail Extension Plan; and City of Sun Prairie Vision Zero Action Plan. All three will be funded. In addition to those projects, the City of Fitchburg and City of Madison B-cycle projects, funded through the normal funding cycle, will be able to be advanced, so they can use FFY 2022 funding. As a result, the MPO will receive \$120,000 more than the baseline allocation since there were not enough projects in other parts of the state. This will free up funding for another project in the future.

Erickson said that WisDOT Central Office will be sending state municipal agreements (SMAs) out shortly for the projects. WisDOT would like the SMAs for the Fitchburg and Madison B-cycle projects returned by August 18, if possible. WisDOT cannot request authorization without a state municipal agreement. Tao said that Madison should be able to meet that schedule. Bizjak asked when the Policy Board will be taking action on this. Schaefer said that the Board has already approved the Fitchburg B-cycle project. At their meeting next week, the Board will take action on a TIP amendment that specifically includes the project in the TIP in the timeframe already committed.

Erickson said that the state TAP website shows 2022-2026 alternative program awards. Funding for the B-cycle projects reflects the original amounts approved by the MPO Board. They will be funded at an 80/20 funding split.

Petykowski asked when the 2023-2026 TAP application process will begin. Erickson said it is anticipated that WisDOT may start the solicitation process in August or September. There may also be another Local Bridge program solicitation later this year. The allocation for the 2024-2029 STBG-Urban program cycle should be known next year, in late spring or early summer. Dunphy asked if the Local Bridge program solicitation would occur this summer. Erickson indicated that this is a possibility. There is a lot of funding coming to Wisconsin for the Local Bridge program.

5. Brief Report on Responses to the MPO Technical Committee Member Survey and Planned Follow Up Action

Hoesly summarized the committee member survey results. She reported that staff received 11 responses. Initial findings indicate that respondents generally feel engaged and comfortable providing comments and recommendations on MPO plans and studies, but less so on MPO funding policies, criteria, project selections, and input into the MPO work program. In addition, they (1) suggested that MPO staff provide an orientation to new TCC members; (2) indicated that there is a need to do a better job at balancing the needs and interests of different sized communities; (3) stated their preference to keep a remote/and or hybrid meeting format; (4) indicated that there was uncertainty on what to report on during committee member reports; (5) mentioned that not all members felt comfortable asking questions or providing comments; (6) expressed interest in technical assistance (e.g., travel demand modeling, etc); and (7) had a high interest in an informal active transportation work group, following by traffic safety, TSM, and TDM.

Hoesly said that staff will follow-up with individual meetings with committee members to see what kind of projects they are working on, any issues they are running into, and to identify future opportunities for MPO assistance or collaboration.

6. Committee Member Reports

Stouder said that the City of Madison is moving forward on a draft ordinance change to add a Transit Oriented Development Zoning Overlay District. This would provide a boost to each of the base zoning districts for properties within a quarter-mile of the core transit system. This covers about 15% of the city. Formal introduction of the ordinance will occur in September or October. Adoption could occur late this year.

Petykowski reported that Madison Engineering is working toward getting the Atwood Avenue PS&E turned in next week. They are continuing to work on resolving construction issues with the University Avenue and Blair Street reconstruction projects. City Engineering is working towards submitting USDOT grants. They are gearing towards a PIM for John Nolen Drive in the fall, possibly early November. They are doing a traffic analysis to determine the right cross section for the causeway. Erickson said that the Atwood Avenue PS&E has been moved to September. He believed that the project would have a December letting. Erickson informed Dunphy that the CTH KP project in Cross Plains was also assigned a September PS&E.

Brown stated that the Sun Prairie transit commission gave authorization to move forward with a local circulator route. If the Madison Common Council and Sun Prairie City Council approve the route, it will be launched concurrently with Metro Transit redesign.

Tao said that Madison Traffic Engineering will be working on their 2023 operating budget request. New positions were requested to support an increase in work and a higher level of service. They are working on the Safe Streets for All federal grant program submittal. Madison may have an advantage in having a Vision Zero Action plan, allowing the city to apply for an implementation grant this year. Traffic Engineering is working on a candidate project list for \$20 million worth of projects. Some of those projects will have a multi-jurisdictional impact. Staff will be reaching out to other communities very soon.

7. Staff Report

- 2022-2026 TIP Amendment #6
 - Staff is working on a minor TIP amendment for next week's Board meeting. This will include the TAP projects that were approved with FFY 2022 funding and some other cost and scheduling changes.
- 2023-2027 TIP Update
 - Staff is working on the annual TIP update. The draft TIP will be published in mid-August. If the Board approves funding for the STBG-Urban projects discussed earlier, an updated priority projects table will be included in the draft TIP.
- Supplemental local program application solicitations (TAP, Carbon Reduction)
 - The MPO anticipates another solicitation for TAP and Carbon Reduction Program projects. For TAP, that would be for projects using FFY 2023-2026 funding. For the Carbon Reduction Program, we are not sure if the solicitation will be for just one additional year since the program is new. We are working on developing criteria to use for the next cycle. Erickson said that there will be a solicitation, but timing is uncertain. It is his understanding that the legislature, unless there is a special session called, will not get to the Carbon Reduction Program until spring 2023. WisDOT is still trying to get eligibility questions answered.
- 2023 MPO budget and work program – increased federal Planning funds under BIL
 - The MPO will be receiving about 25% more in planning funds for the 2023 budget. Staff had sent out a request to local officials, asking for local match support to leverage all of the federal funding. TCC members were copied. Included in that letter was a list of planning projects for which the funding may be used. One project is a regional safety action plan that would allow other communities besides Madison to be eligible to compete for Safe Streets for All funding. The MPO had considered applying for a planning grant under that program this year, but decided it would be best to use some of our additional planning funding for that to complete it by this time next year. If there is interest, a regional implementation grant application that includes interested communities could then be submitted. Additional ideas include (1) developing a technical assistance program that might involve a consultant to assist communities with project design type activities, intersection studies, or potentially ped/bike audits and (2) hiring a consultant to assist communities with grant applications. The MPO is considering hiring a communications outreach specialist with graphic design experience. The MPO is developing our work program now. These are ideas that could be implemented, assuming that the MPO receives local match funding to leverage the additional federal funding.
- RTP 2050 – posting on MPO website, interactive version of plan summary

- Approved by the Board last May. The main report is on the MPO website. We will be adding the appendices shortly. We are also developing an online version of the plan summary with interactive maps.
- Regional Safety Action Plan
- Metro on-board passenger survey
 - The MPO is taking the lead in hiring a consultant to conduct an on-board passenger survey, which is federally required. The last one was done in 2015. The new survey would be done in late fall 2022 and in spring 2023.
- Employer TDM toolkit project
 - The MPO has hired Alta Design to create an employer TDM toolkit for employers of any size who are interested in developing a commute options program at their workplace. This would primarily be an engagement resource and help raise awareness of the MPO's RoundTrip TDM program and local resources available and to increase partnership opportunities. This should be completed before the end of the year and can be shared with anyone interested. This could be a helpful resource for employers, particularly if Madison moves forward with their own TDM requirement.

8. Next Meeting Dates

- Wednesday, August 24, 2022
- Wednesday, September 28, 2022

9. Adjournment

Petykowski moved, Dunphy seconded, to adjourn. Motion passed. The meeting adjourned at 3:30pm.

2023 - 2027 Madison Area STBG Urban Program - Currently Approved and Proposed New Priority Projects

Project	Project ID	Score	Const/ Project Calendar Yr. (Yr \$ Obligated if different)	State Fiscal Year	Total Est. Cost ¹ (thousands)	Max. Percent (Fed \$)	Federal Funds Approved (thousands)	Comments
Approved Priority Projects (2023-2027)								
MPO Rideshare Program 2023-2027	5992-08-39,51-54	2	2023-2027	2023-2027	\$663	80	\$529	Ongoing support per MPO policy. 3% annual increase.
C. Madison Ped/Bike Safety Education Program 2023-2027	5992-08-47, 48-51	2	2023-2027	2023-2027	\$570	80	\$456	Ongoing support per MPO policy. 3% annual increase.
University Avenue (Shorewood Blvd. to University Bay Drive)	5992-11-30,-31,-32,-33,-55-58	70 ³	2022	2022	\$29,253	60	\$14,008	Fed funding increased \$1,298 with FY '22 BIL funds. Funding obligated in 2022. Construction started; to be completed in '23.
Pleasant View Rd. (USH 14 to Timber Wolf Trail) Phase 1	5992-11-00,-01,-02,-50-52	65 ⁴	2022-2024	2023	\$23,396	60	\$12,029	Fed funding increased \$825 with FY '22 BIL funds. Funding obligated in CY 2022. Construction in '22-'24.
CTH M (Oncken Road to STH 113)	5954-00-00, -01	68 ⁴	2023-2024	2024	\$25,229	60	\$13,021	Additional \$853 in suppl. STBG Urban funding proposed. Const.in '23-'24.
Exchange Street (Farwell St. to Sleepy Hollow Rd.)	5685-00-04,-05,- 06	39 ⁴	2024	2025	\$3,479	60	\$1,177	Selected for funding based on MPO policy goal to use 10% of funds on "small" projects.
Autumn Ridge Path/Overpass	5992-11-10, -11	80 ⁵	2024	2024	\$4,200	60	\$2,520	Authorized for construction in '23; currently scheduled in '24.
Mineral Point Rd. (Beltline Hwy. to S. High Point Rd.)	5992-11-19, -20	68 ⁵	2025	2025	\$2,750	60	\$1,650	
Atwood Ave. (Fair Oaks Ave. to Cottage Grove Rd.)	5992-10-15,-16-18	58 ⁵	2023	2023	\$11,440	60	\$6,684	Also receiving \$714 in Fed earmark funding for bicycle facilities.
John Nolen Drive (Lakeside St. to North Shore Dr.)	5992-11-20, -21-23	57 ⁵	2026-2027	2026	\$28,163	60	\$11,123	An additional \$1,976 in supplemental STBG Urban funding proposed. Also receiving \$770 in Fed BR funding.
					\$129,143		\$63,198	TOTAL
New Priority Projects (2023-2026) (Supplemental BIL Funding)								
N. Bird Street (STH 19 to USH 151)		50	2025	2025 ⁶	\$1,642	60	\$975	Includes new "cycle track" on bridge over USH 151. "Small" project.
N. Thompson Rd. (Main St. to St. Albert the Great Dr.) & St. Albert the Great Dr. (CTH C to N. Thompson)		43	2024	2024 ⁶	\$3,349	60	\$2,009	One of only new projects that can utilize FY '23 funds.
Fitchburg Bus Shelters		42	2023	2023 ⁶	\$176	80	\$141	One of only new projects that can utilize FY '23 funds. "Small" project.
Windsor Road (Charlie Grimm Rd. to CTH CV)		38	2024	2024 ⁶	\$1,400	60	\$840	Selected for funding as "small" project.
Nichols Avenue (Winnequah Rd. to Monona Dr.)		38	2026	2026 ⁶	\$1,563	60	\$938	Selected for funding as "small" project.
S. Fourth Street (Milwaukee St. to Isham St.)		34	2025	2025 ⁶	\$1,269	60	\$761	Selected for funding as "small" project.
					\$9,399		\$5,664	TOTAL
Candidate Projects								
West Towne Path (S. High Point Rd. to S. Gammon Rd.)		84		2025	\$4,125	60	\$2,475	
John Nolen Drive (Lakeside St. to Olin Ave.)		55		2026	\$6,192	60	\$3,715	Extension of already approved reconstruction project.
Olin Ave. (Expo Way to JND) & JND (Olin Ave. to Beltline Ramps)		52		2026	\$3,542	60	\$2,125	Adjacent to proposed C. Madison project.
Rimrock Rd./CTH MM (Beltline Hwy. to John Nolen Dr.)		42		2026	\$1,384	60	\$830	
S. Syene Rd. (E. Cheryl Pkwy. to W. Clayton Rd.)		41		2024	\$3,063	60	\$1,838	
Rimrock Rd./CTH MM (Oregon Rd. to Beltline Hwy. EB Ramp)		38		2026	\$1,550	60	\$930	
Raemish Rd. & Uniek Dr. (Frank H St. to Moravian Valley Rd.)		34		2026	\$1,448	60	\$869	
Racetrack Rd. (USH 51 to CTH A)		34		2026	\$1,418	60	\$851	
Whalen Rd. (Military Ridge Dr. to Fitchrona Rd.)		34		2026	\$8,260	60	\$4,956	
Syene Rd. (McCoy Rd. to Post Rd.)		33		2027	\$1,407	60	\$844	
Roby Rd. (Nygaard St. to Kings Lyon Rd.)		30		2023	\$493	67	\$331	
Irish Lane (CTH D to Syene Rd.)		30		2026	\$3,510	60	\$2,106	
Jackson St. (USH 51 to Kings Lyon) & Nygaard St. (Jackson to Buckingham)		29		2024	\$1,514	60	\$909	
Creamery Rd. & Elvehjem Rd. (Milwaukee St. to CTH AB)		28		2025	\$3,534	60	\$2,120	
Hoepker Rd. (CTH CV to USH 51)		28		2025	\$677	60	\$406	
N. Madison Street (Cross St. to Easy St.)		26		2027	\$1,832	60	\$1,099	
Terminal Drive (Ivywood Trail to USH 51)		26		2024-'27	\$3,125	60	\$1,875	

2023 - 2027 Madison Area STBG Urban Program - Currently Approved and Proposed New Priority Projects (Cont.)

Project	Project ID	Score	Const/ Project Calendar Yr. (Yr \$ Obligated if different)	State Fiscal Year	Total Est. Cost ¹ (thousands)	Max. Percent (Fed \$)	Federal Funds Approved (thousands)	Comments
Candidate Projects (Cont.)								
Pioneer Road (Old Sauk Rd. to Valley View Rd.)		25		2026-'27	\$1,704	60	\$682	
Rattman Road (Portage Rd. to Hoepker Rd.)		24		2027	\$2,219	60	\$1,331	
Valley Drive (Siggelkow Rd. to Ridge Rd.)		24		2024-'27	\$1,348	60	\$809	
Lincoln Ave. (CTH B to Kriedeman Dr. & Kriedeman Dr. (Lincoln to Norse Pkwy.))		23		2025	\$1,421	60	\$852	
Bailey Road (Forward Dr. to Grove St./CTH N)		22		2024-'27	\$864	60	\$519	
					\$50,503		\$29,996	TOTAL

¹ Includes participating cost only (excludes sanitary sewer and water and construction engineering)

² Funded annually per MPO policy

³ Score from 2018-2022 program application cycle under previous version of criteria.

⁴ Score from 2020-2025 program application cycle under previous version of criteria.

⁵ Score from regular 2022-2026 program application cycle in 2021.

⁶ Tentative scheduling. Needs to be finalized, working with WisDOT and project sponsor.

2023-2027
Transportation Improvement Program
For the Madison Metropolitan Area & Dane County Area
(Project costs in \$000s)

ADDITION/CHANGE SHEET

STBG-Urban Priority Projects Table

Page 8: **REVISE** the schedules and cost/funding amounts for projects as shown (in red) on the attached revised STBG-Urban Priority Projects table.

Parking Facilities in the Madison Metropolitan Planning Area

Page 15: **REVISE** the State Street Campus-Lake Street Parking Garage Replacement project listing as follows: \$47,957 (Const., Madison), \$47,957 (Total) in 2023.

ADD the Intercity Bus Terminal project listing as follows: \$1,700 (Const., Madison) \$1,700 (Total) in 2023.

Pedestrian/Bicycle Projects in the Madison Metropolitan Planning Area

Page 19: **REVISE** the Autumn Ridge Path & Overpass project as follows: \$2,520 (Const., Fed-URB), \$1,680 \$3,180 (Const., Madison), \$4,200 \$5,700 (Const., Total) in 2023.

REVISE the Badger Rusk Path project as follows: \$50 (PE, Madison), ~~\$50 (ROW, Madison), \$100 \$50 (Total) in 2023;~~ \$667 (Const., Fed-TAP), \$100 (PE, Madison), \$453 (Const., Madison), \$1,120 \$1,220 (Total) in 2024; construction in 2025.

Page 21: **REVISE** the West Towne Path Phase 2 project as follows: \$528 (Const., Madison), \$528 (Total) in 2023 for construction of section from High Point Road to Zor Shrine Road.

Transit Projects in the Madison Metropolitan Planning Area

Page 29: **REVISE** the roadway improvements, TSP, and construction of stations for E/W BRT project into two separate projects by federal funding source (FY 2022 s. 5309 Small Starts and FY 2020 s. 5339B); remove State Transport 2020 grants, which were obligated in prior years.

Original project removed as follows: ~~\$137,640 (Cap, Fed-FY2020 s. 5339B, FY2022 s. 5309 Small Starts), \$740 (Cap., State Transport 2020 (2006 and 2007), \$47,620 (Cap., Madison), \$186,000 (Total) in 2023.~~

First project revised as follows: \$103,000 (Cap, Fed-5309 Small Starts), \$11,387 (Cap, Madison), \$114,387 (Total) in 2023.

Second project revised as follows: \$2,888 (Cap, Fed-5339B), \$1,488 (Cap, Madison), \$4,376 (Total) in 2023.

REVISE the Remodel, renovate bus maintenance facility (5307) project as follows: ~~\$7,732 \$9,982 (Cap., Fed-5307), \$1,933 \$2,496 (Cap., Madison), \$9,665 \$12,478 (Total) in 2023.~~

REVISE the Remodel, renovate bus maintenance facility (5337) project as follows: ~~\$884 \$1,325 (Cap., Fed-5337), \$220 \$331 (Cap., Madison), \$1,104 \$1,656 (Total) in 2023.~~

Page 30: **REVISE** the City of Madison Paratransit Eligibility & Mobility Coordinator Program to reflect section 5310 award as follows: \$85 (Cap, Fed-5310), ~~\$106~~ \$21 (Cap, Madison), \$106 (Total) in 2023.

REVISE the Dane County Mobility Management Program to reflect section 5310 award as follows: \$112 (Cap, Fed-5310), ~~\$140~~ \$28 (Cap, Dane County), \$140 (Total) in 2023.

REVISE the Dane County Accessible Taxi Service (DCATS) Accessible Vehicle to reflect section 5310 award as follows: \$51 (Cap, Fed-5310), ~~\$192~~ \$13 (Cap, DCATS), ~~\$192~~ \$64 (Total) in 2023.

REVISE the Newbridge Madison Accessible Vehicle to reflect section 5310 award as follows: \$97 (Cap, Fed-5310), ~~\$124~~ \$24 (Cap, Newbridge), \$121 (Total) in 2023.

REVISE the Options in Community Living (OCL) Accessible Vehicle to reflect section 5310 award as follows: \$41 (Cap, Fed-5310), ~~\$145~~ \$10 (Cap, OCL), ~~\$145~~ \$51 (Total) in 2023.

REVISE the YWCA YW Transit Specialized Transportation—Software project to reflect section 5310 award as follows: \$3 (Cap, Fed-5310), ~~\$3~~ \$1 (Cap, YWCA), \$3 (Total) in 2023.

Page 31: **REVISE** the YWCA YW Transit Specialized Transportation—Vehicle Purchase to reflect section 5310 award as follows: \$62 (Cap, Fed 5310), ~~\$150~~ \$16 (Cap, YWCA), ~~\$150~~ \$78 (Total) in 2023.

Page 34: **REVISE** the Dane County Accessible Taxi Service (DCATS) Driver Incentive program to reflect section 5310 award as follows: \$42 (Ops, Fed-5310 ARPA/CRRSAA), ~~\$50~~ \$0 (Ops, DCATS), ~~\$50~~ \$42 (Total) in 2023.

REVISE the YWCA YW Transit Specialized Transportation—Driver Salary and Operations to reflect section 5310 award as follows: \$50 (Ops, Fed-5310), ~~\$199~~ \$50 (Ops, YWCA), ~~\$199~~ \$99 (Total) in 2023.

Street/Roadway Projects in the Madison Metropolitan Planning Area

Page 35: **ADD** the Interstate Highway 39/90/94 (Madison to Portage) (0.55 Miles South of CTH V to NCL) Resurfacing project listing as follows: \$20,223 (Const., Fed-NHPP), \$2,247 (Const., WI), \$22,470 (Const., Total) in 2025.

ADD the Interstate Highway 39/90/94 (Madison to Portage) (USH 12/18 to STH 60) Preliminary Engineering through Environmental Document/Environmental Assessment listing with comment showing that project was authorized in 2022 for \$10.8 Million in state design funds for planning and administration.

Page 37: **DELETE** the non-programmed USH 18/151 (W. Junction of W. Verona Ave. to CTH PD) Resurface EB and WB roadways listing.

DELETE the non-programmed USH 18/151 (Town Hall Road to W. Junction of W. Verona Ave.) Resurface EB and WB roadways listing.

ADD the USH 51 (Madison to DeForest) (STH 30 to STH 19) Preliminary Engineering through Environmental Document listing with comment showing that project was authorized in 2022 for \$4 Million in state design funds for planning and administration.

ADD the USH 51 (Madison to DeForest) (Voges Road to STH 30) Preliminary Planning Pre-NEPA listing with comment showing that project was authorized in 2022 for \$1.8 Million in state design funds for planning and administration .

Page 40: ADD the CTH AB, WSOR Rail Crossing Safety project listing as follows: \$177 (Const, Fed-SAF), \$151 (Const., State), \$328 (Total) in 2025.

Page 42: REVISE the CTH M (Oncken Road to STH 113) capacity expansion project as follows: ~~\$13,024~~ \$13,874 (Const., Fed-URB), ~~\$12,208~~ \$11,355 (Const., Dane County), \$1,920 (UTL-Dane County), \$27,149 (Total) in 2023.

Page 46: ADD the High Point Road/Raymond Road/Mid Town Road realignment project listing as follows: \$760 (PE, Madison), \$760 (Total) in 2023; \$1,000 (ROW, Madison), \$1,000 (Total) in 2027; construction in 2028.

ADD the John Nolen Drive Tunnel Lighting under Monona Terrace project listing as follows: \$1,000 (Const., Local), \$1,000 (Total) in 2024.

REVISE the John Nolen Drive (Lakeside Street to North Shore Drive) reconstruction project, changing construction from 2025-2026 to 2026-2027, and changing the project funding as follows: ~~\$11,310~~ \$13,099 (Const, Fed-Urban), \$770 (Const., Fed-BR), ~~\$16,083~~ \$14,294 (Const., Madison), \$28,163 (Total) in ~~2025~~ 2026.

Page 48: REVISE the Safe Streets for All project listing to show that Madison will be applying for \$16,000 in federal funding with a \$4,000 local share contribution 2023.

Page 50: REVISE the Nichols Avenue (Winnequah Road to Monona Drive) project listing as follows: ~~\$892~~ \$938 (Const., Fed-Urban), ~~\$595~~ \$331 (Const., Monona), ~~\$1,487~~ \$1,563 (Total) in ~~2024~~ 2026.

Page 51: REVISE the S. Fourth Street (Milwaukee Street to Isham Street) project listing as follows: ~~\$690~~ \$761 (Const., Fed-Urban), ~~\$595~~ \$331 (Const., Stoughton), ~~\$1,150~~ \$1,269 (Total) in 2025.

Page 52: REVISE the N. Bird Street (STH 19 to USH 151) project listing as follows: ~~\$939~~ \$975 (Const., Fed-Urban), ~~\$626~~ \$667 (Const., Sun Prairie), ~~\$1,565~~ \$1,642 (Total) in ~~2024~~ 2025.

Page 53: REVISE the N. Thompson Road (Main Street to St. Albert the Great Drive) project listing as follows: ~~\$1,975~~ \$2,009 (Const., Fed-Urban), ~~\$1,317~~ \$1,340 (Const., Sun Prairie), ~~\$3,292~~ \$3,349 (Total) in ~~2023~~ 2024.

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

Pages A-11 and A-12: REVISE the “Relationship of Regional Transportation Plan (RTP) Goals and Policies to STBG – Urban Project Evaluation Criteria” table so it is consistent with the Connect Greater Madison RTP, adopted in May 2022.

Attachment E: Analysis of Anticipated Effect of TIP Toward Achieving Federal Performance Measure Targets

Page E-3: REVISE the Safety targets section, updating the Dane County baseline data and trends.

Page E-7: REVISE the Bridge Condition and Pavement Condition target sections, showing that the current targets are for 2019 and 2021, and that WisDOT’s new 2023 and 2025 targets will be set later in 2022 or 2023.

Page E-9: REVISE the Transit Asset Management (TAM) targets section, adding the 2023 targets.

Page E-11: REVISE the 2022 Public Transportation Agency Safety Plan (PTASP) section, adding the 2023 annual safety performance targets.

Memo

To: Greater Madison Technical Coordinating Committee (TCC)

From: MPO Staff

Re: Safe Streets and Roads for All (SS4A) Discretionary Grant

Date: Sept 22, 2022

The Bipartisan Infrastructure Law introduced the new Safe Streets and Roads for All (SS4A) grant program. SS4A will provide \$5 billion in competitive funding over the next 5 years to MPOs, counties/cities/towns, and tribal governments to support planning, infrastructure, behavioral, and operational initiatives to prevent roadway deaths and serious injuries.

In May, the USDOT released a Notice of Funding Opportunity (NOFO) for fiscal year 2022 for up to \$1 billion for the SS4A program. Applications were due by September 15th, 2022.

Program Overview

The SS4A program provides funding for two type of grants: Action Plan grants, and Implementation grants. If an applicant is eligible for both grant types, the applicant may only apply for one or the other, not both. An eligible applicant may only submit one application for the funding opportunity. Both grant types require a 20% local match. Action Plan grant award size is anticipated to be a minimum of \$200,000 to a maximum of \$5 million for MPOs; implementation grants are expected to range between \$5-30 million. Joint applications that engage multiple jurisdictions in the same region are encouraged, in order to ensure collaboration across multiple jurisdictions.

Action Plan Grants: Comprehensive safety actions plans are the heart of the SS4A program. Regional or local entities must have a safety action plan that meets the requirements of the program to be eligible to apply for an Implementation Grant under the SS4A program. Action plan grants can be awarded to either develop or complete an action plan; Action plan grants can also be awarded for supplemental action plan activities for an existing eligible action plan.

- Eligible action plans must have been completed or updated between 2017-2022 and include:
 - An analysis of existing conditions, historical trends, and analysis and identification of high crash risk locations and factors.
 - Has the MPO completed this? Partially
 - A comprehensive set of projects and strategies to address safety problems, time ranges when the projects and strategies will be deployed, and an explanation of the project prioritization.
 - Has the MPO completed this? No
 - Eligible plans must also include at least four of the following components:
 - Leadership Commitment and Goal Setting;
 - Establishment of a planning structure with oversight of the action plan development, implementation, and monitoring;
 - A robust engagement and collaboration process;
 - Equity considerations;
 - Policy and process assessment;
 - Transparency and progress reporting

- The MPO does not currently have a complete regional comprehensive safety action plan that would meet program requirements, although many of the required components have been completed when looking at all activities by the MPO and Dane County Traffic Safety Commission.
 - The City of Madison’s Vision Zero Action Plan meets the requirements for a comprehensive safety action plan; MPO staff does not believe that any of the other communities in the MPO area has a plan that would meet program requirements.
- Eligible supplemental action plan activities include:
 - Additional analysis;
 - Expanded data collection and analysis;
 - Testing action plan concepts;
 - Feasibility studies using quick-build strategies that inform permanent projects in the future;
 - Stakeholder engagement;
 - Targeted equity assessments; and
 - Complementary planning efforts such as speed management plans, accessibility and transition plans, racial and health equity plans, and lighting management plans.

Implementation Grants: Implementation grants fund infrastructure, behavioral and operational projects and strategies identified in an Action Plan that address roadway safety problems. Implementation grants may also fund associated project planning and design, and supplemental Action Plan activities. Eligible projects and strategies include, but are not limited to:

- Low-cost roadway safety treatments;
- Identifying and correcting common risks across a network;
- Transforming a roadway corridor on a High Injury Network into a Complete Street;
- Carrying out speed management strategies;
- Creating safe routes to school and public transit services;
- Conducting education campaigns; and
- Improving first responder services

MPO Regional Safety Action Plan RFP

Following the direction of the MPO Policy Board, the MPO will use its increased planning funding to hire a consultant to complete a Safety Action Plan for the MPO planning area that would meet the plan eligibility requirements so that the MPO and local agencies would be eligible to apply for SS4A Implementation Grant funding. The RFP will also include consultant assistance to prepare an application for Round 2 of SS4A Implementation Grant funding in September of 2023. While the MPO will take the lead in completing the Regional Safety Action Plan, potential safety projects prioritized in the plan and included in the application for Implementation Grant funding will require local agency support and the commitment to fund the 20% local match requirement.

Summary of 2023 Program Activities and Transportation Planning Services

2023 Direct Person-Months	2023 Budget ¹	2023 Percent MPO/Local Appropriation	2023 Percent State, Federal, Other
91.0	\$1,392,290	16.49%	83.51%

Systemwide Multi-modal Transportation Planning and Programming (42.84 person-months)

- Continue tracking and analyzing performance measures associated with Regional Transportation Plan (RTP) goals. Complete new online performance measures data dashboard with interactive maps. Continue to coordinate with WisDOT and Metro Transit in establishment of state and MPO performance targets for the federal performance measures.²
- Continue work to implement the planning related recommendations in Connect Greater Madison: 2050 RTP, including completion of study using the travel model to evaluate the impact of various technology and policy scenarios on traffic volumes and VMT and other special studies and local planning assistance.²
- Begin planning for next set of future improvements to the travel model and development of new model base year data while continuing training on current model. Also begin work to update population, housing, and employment forecasts following release of new WisDOA forecasts.
- Work with WisDOT and local staff and officials to make adjustments to the designated 2020 Madison urban area boundary and create a new MPO planning area boundary. Also begin work on update to regional roadway functional classification system.
- Begin planning for consultant led project in 2024 to create a Regional Resiliency Plan to assess vulnerabilities of the transportation system to weather events and identify and prioritize projects and strategies to make the system more resilient to climate change.
- Develop and adopt an MPO Complete Streets Policy to guide funding of projects.
- Provide assistance to local governments with active transportation planning, including assistance to Oregon’s Ad Hoc Transportation Committee, to Sun Prairie with its Active Transportation Plan, and to Madison in refining its bicycle priority network. Also provide information and assistance on ADA transition plans as needed.
- Continue to maintain bicycle facility, bicycle level of traffic stress, and pedestrian facility geodatabases and networks to support MPO and local planning efforts. Complete update to the bicycle LTS methodology and revised network with changes.
- Continue other data collection and analysis to support transportation system performance monitoring, local and state transportation planning studies, the congestion management process, and special studies. This includes use of StreetLight data derived from GPS and Location-Based Services data accessed through its analytics platform.²
- Complete project with Metro Transit to oversee consultant in conducting an onboard transit passenger survey.
- Prepare annual update of the Transportation Improvement Program (TIP), including selection of STBG (former STP) – Urban, Transportation Alternatives Program and Carbon Reduction Program projects for funding. Also assist WisDOT with management of approved projects.²

Transportation System Management (TSM) Planning and Technology (7.5 person-months)

- Develop a Regional Comprehensive Safety Action Plan consistent with the Safe Streets and Roads for All (SS4A) program, utilizing consultant assistance and leveraging existing data and regional safety initiatives. Upon adoption of plan, partner with local communities to develop a regional safety project implementation grant application.²

- Lead development of a regional Electric Vehicle Planning Study in coordination with public and private market sector partners that identifies infrastructure investments, policies, and strategies to accelerate the transition to EVs in the Madison metro area.²
- Continue to implement the Congestion Management Process and monitor CMP performance measures.
- Continue to support efforts of City of Madison Traffic Engineering, Metro Transit, and other agency partners to implement the Regional Intelligent Transportation System (ITS) Strategic Plan for the Madison Metropolitan Area.
- Continue to provide data and other support for the Madison and Sun Prairie Vision Zero initiatives.
- Continue staffing support to the Dane County Traffic Safety Commission, including leading preparation of annual traffic safety trends report and participating in TSC emphasis area workgroups.

Short-Range Transit & Specialized Transportation Planning (4.75 person-months)

- Continue to provide data and other support for the Metro Transit Network Redesign Study Title VI analysis and implementation of newly designed service.
- Resume work with Metro Transit and other local planning staff on update to the Transit Development Plan.²
- Continue assistance to local communities in evaluating transit needs and development of local transit service, including Oregon and Sun Prairie.
- Support Metro Transit efforts as needed to identify important transit priority improvements and implement recommendations of the bus stop improvement study.
- Provide assistance to agencies in implementing the Coordinated Public Transit – Human Services Transportation Plan for Dane County, including hosting of a stakeholder meeting.
- Continue to implement the Program Management & Recipient Coordination Plan for the Section 5310 (Enhanced Transportation for Seniors and Persons with Disabilities) Program with MPO selecting projects and Metro administering them.

Roadway and Transit Corridor & Special Area Studies (3.75 person-months)

- Continue to provide data and other support for interagency staff team working with consultant to complete design for the Bus Rapid Transit (BRT) project in the east-west corridor, and for the planning study for the north-south BRT project.
- Provide travel model and data support and planning assistance on major WisDOT-sponsored corridor studies, including Stoughton Road/USH 51, Beltline, and Interstate 39/90/94.
- Provide transportation planning assistance (e.g., traffic forecasts) for large-scale developments, neighborhood and comprehensive plans, and corridor plans as needed.
- Continue preparation of small area or project-level traffic forecasts for Dane County and local communities upon request.

Transportation Demand Management (TDM) & Other Transportation Planning (10.48 person-months)

- Work with WisDOT and SEWRPC to launch, promote, and administer the new RideAmigos trip-planning and ride-matching platform that will serve RoundTrip in Dane County. Conduct publicity, marketing, presentations, and other outreach on the platform.²
- Promote the new Commute Options Program Toolkit for employers, and continue to support employer-sponsored TDM programs and conduct employer outreach in partnership with other organizations.

- Explore new project opportunities, including preparation of a strategic plan for the TDM program; TDM mini-grant pilot for employers; and outreach targeted to new residents and movers.
- Continue to promote the new TDM program brand (RoundTrip) through strategies and tactics outlined in the marketing plan. This includes creating marketing materials, developing digital assets, managing an annual advertising campaign, and leveraging partnerships with local organizations and businesses.²
- Continue ride-matching services and promotion of alternatives to driving alone, including presentations and events, commuter challenge programs, employer e-news updates, and provision of incentives such as the Emergency Ride Home (ERH) program.²
- Continue to engage new partners and facilitate intergovernmental coordination of TDM programs and initiatives in the region through the TDM Coordinating Committee, and continue to coordinate with the WisDOA State Vanpool Program on vanpool promotion and route updates.
- Implement TDM program incentives and integrate them into ongoing alternative transportation and telework promotion. This includes working with Love to Ride and local partners to implement an annual workplace bicycle challenge; working with partners to market incentives and develop new ones.
- Assist the City of Madison with TDM initiatives including the proposed citywide TDM program and exploration of Transportation Management Associations (TMAs) as an implementation strategy.
- Provide transportation planning assistance to the Capital Area Regional Planning Commission (CARPC), including assistance in preparing comprehensive plan updates for communities or providing other local planning assistance and in preparing consistency reviews of comprehensive plans.

Transportation Administration/Service and Public Participation Activities (21.7 person-months)

- Continue functions required to develop and manage the MPO's work program and budget, and provide staff support to the MPO Policy Board and Technical Committee.
- Continue to engage the general public and stakeholders in the transportation planning and programming process, utilizing methods identified in the MPO's updated Public Participation Plan and strategies and tactics identified from the MPO rebranding project.
- Continue efforts to implement and monitor compliance with the Title VI Program/Language Assistance Plan and update the plan.