

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

April 6, 2022

Virtual Meeting via Zoom

6:30 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 **Greater Madison MPO** using the following number and meeting ID:

- (877) 853-5257 (Toll Free)
Meeting ID: 867 7951 3124
- 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 and Introductions
2. Approval of March 2, 2022 Meeting Minutes
3. Communications

4. Public Comment (for items **not** on MPO Agenda)
5. Updates on Beltline Flex Lane and U.S. Highway 51 (McFarland to Stoughton) Reconstruction Projects (WisDOT SW Region Staff)
6. Approval of Scoring and Proposed Funding of Transportation Alternatives Program Projects
7. Approval to Release Draft *Connect Greater Madison* Regional Transportation Plan 2050 Report for Public Review and Comment
8. Brief Update on STBG Urban and TAP Project Application Processes for Use of Bipartisan Infrastructure Bill Funding
9. Status Report on Capital Area RPC Activities
10. Announcements and Schedule of Future Meetings
 - Release by Census Bureau of Final Urban Area Criteria for 2020
 - Other
11. Adjournment

Next MPO Board Meeting:

Wednesday, May 11, 2022 at 6:30 p.m.

Greater Madison Metropolitan Planning Organization (MPO)
March 2, 2022 Meeting Minutes

[Virtual Meeting hosted via Zoom](#)

Opitz called the meeting to order at 6:33 PM.

1. Roll Call and Introductions

Members present: Margaret Bergamini, Yogesh Chawla (left after item 8), Paul Esser, Steve Flottmeyer, Grant Foster (joined during item 6), Dorothy Krause, Tom Lynch, Jerry Mandli, Mark Opitz, Kristi Williams, Doug Wood

Members absent: Barbara Harrington-McKinney, Nasra Wehelie, Gary Halverson

MPO staff present: Bill Schaefer, Ben Lyman

Others present in an official capacity: Diane Paoni (WisDOT Planning), Forbes McIntosh (DCCVA)

2. Approval of February 2, 2022 Meeting Minutes

Williams moved, Krause seconded, to approve February 2, 2022 meeting minutes. Motion carried.

3. Communications

- Letter from Brett Wallace (WisDOT, SW Region) to Tom Lynch (City of Madison DOT) regarding the Interstate study, indicating that WisDOT will include the Hoepker Rd. and Milwaukee St. extended interchanges as part of the study. The letter included additional information on cost-share if either of those interchanges is approved.
- Notice from Dane County Highway Dept. about the upcoming public hearing on the County Trunk Highway M Project—they are holding a virtual public meeting (March 15) and an in-person public meeting (March 16).

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

None.

5. MPO 2022 Resolution No. 3 Approving Amendment #3 to the 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Schaefer indicated the amendment would add two WisDOT projects: South Beltline (USH 12/18) (Yahara River Bridge), Box Culvert Bridge Replacement; and STH 138 (W. Milwaukee St. to STH 59), Pavement Replacement.

Wood moved, Krause seconded, to approve Resolution No. 3 Approving Amendment #3 to the 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County.

6. Review of Draft Scoring and Preliminary Funding Recommendations for Transportation Alternatives Program Grant Applications for FY 2022-2026

Schaefer noted that the MPO will be approving funding for projects with the MPO's base allocation and FY 2022 infrastructure bill (BIL) funding. There will be additional funding available for TAP grants using FY 2023-2026 BIL funding this summer once that amount of funding has been determined. The Board will vote on whether to approve funding for the current set of TAP project applications at the next

meeting.

Lyman provided a brief overview of each TAP project application, the points awarded to each by MPO staff, and the recommended projects to fund. He also noted that MPO staff is hoping that some of the projects will be able to move forward earlier than initially planned in order to meet the deadline for obligating the FY 2022 BIL funding; otherwise existing projects would have to be funded at a higher level to make use of that funding.

Krause noted that she was skeptical about how well the B Cycle station locations proposed in Fitchburg's B Cycle expansion project would serve minority and lower income communities on the north side of Fitchburg. Lyman noted that many of the locations shown on the project application were not firm and that it might be possible to shift some of the stations to locations that would better serve low-income and minority communities.

Esser commented in support of the Stone Quarry path project, noting that it leads to a valuable natural area, which currently lacks an off-street access route for bicyclists and pedestrians.

Chawla asked whether there is a TAP project or potential TAP project that would complete the connection to the Glacial Drumlin trail in Cottage Grove. Schaefer noted that there had been a plan to make that connection but that negotiations with the railroad had not been able to reach a resolution.

Lynch said that there had been meetings recently involving the interested parties and it may be possible to do a property transfer from the railroad to WI DNR, or for the railroad to provide an easement so that the project can move forward. If that is possible, the city would likely submit a TAP application during the cycle this summer. Ideally, the project would be able to get started this year. He noted that the key segment is the part that goes under the Interstate, and that construction of that portion could be thwarted if it is delayed and there are political changes resulting from upcoming elections. The rest of the project could potentially take 8 to 10 years. Schaefer noted that, in order to be considered for TAP funding, the issues related to the Interstate underpass would need to be resolved.

7. Review of Draft MPO Staff Responses to Beltline Study Survey

Schaefer reviewed MPO staff responses to a WisDOT survey to prioritize potential improvements in the Beltline corridor, including bike/ped and street crossings and connections along the corridor, mainline improvements to the Beltline itself, potential park and ride lots, and transit improvements. He said that the MPO staff had prioritized improvements, and revised them following a discussion involving City of Madison staff.

Foster noted that the crossing of Whitney Way should be a higher priority than WisDOT had ranked it (8th) and he was supportive of the ranking that MPO staff had given it (2nd). Opitz said he thought the MPO's letter to WisDOT, to be sent in conjunction with the survey responses, was excellent—thorough and well done. Wood said he had also filled out the survey and generally agreed with MPO staff responses, but that he would support extending general purpose lanes on the Beltline from Whitney Way to Parmenter Road.

8. Update on *Connect Greater Madison Regional Transportation Plan 2050* – Review Roadway and Other Draft Recommendations

Schaefer summarized the draft recommendations, highlighting the major projects, and revisions that had been made since the meeting packet had been sent to the Board.

Foster suggested another potential roadway to consider for capacity reduction might be Pennsylvania Ave. and Packers Ave., between E. Johnson St and Aberg Ave. He said that it is overbuilt and in a residential area, and that the Oscar Mayer Special Area plan calls for adding additional traffic signals and

calming traffic in the area. He noted the importance of 6th St. to bicyclists and pedestrians, and said that crossing Pennsylvania Ave. on 6th St is very difficult due to the eight lanes of traffic, high vehicle speeds, and lack of a traffic signal at the intersection.

Schaefer also described the planned future roadway and bicycle functional classification systems, and discussed the bicycle network missing links and priority paths identified by the MPO. Opitz commented that he was surprised that the segment of North Mendota Trail along CTH M east of Middleton was not included as a priority path; Dane County would be contributing over \$1 million towards its construction. Schaefer said staff would look at identifying that path as a priority vs. the path through Bishops Bay development.

Wood asked about the revisions that had been made to the recommendations since the meeting packet had been sent to the Board, and requested that Board members be sent the revised version.

Schaefer said that the transit, bike, and roadway maps would be on the MPO website by mid-March and that staff is planning to have the full draft report for the Board's April meeting. Once the board approves the draft, it will be posted on the website for comment. There will be a final round of virtual meetings in April. Final approval of the plan is scheduled for May.

9. Update on Federal Certification Review of the MPO

Schaefer described the process, and said that the staff review is complete. USDOT offered some preliminary recommendations along with a number of commendations for activities that the MPO is doing exceptionally well. He said one of the recommendations, given to all large MPOs, is that the MPO develop an agreement with WisDOT regarding the process of calculating the MPOs' suballocation of funding and how TIP amendments are done. Among the projects or activities the MPO received a commendation for were the MPO's public outreach (RTP focus groups), the new travel model, and the report on bike and pedestrian facilities requirements and street standards. USDOT is waiting to review the draft RTP update before completing their review, but have indicated that it is very likely that the MPO will be recertified.

10. Status Report on Capital Area RPC Activities

Foster said that he does not have any comment, but noted his term on CARPC ends on April 1st.

Schaefer noted that CARPC's draft Regional Development Framework is out for public comment now.

11. Announcements and Schedule of Future Meetings

The next meeting is April 6, 2022 at 6:30 PM.

Schaefer said the full draft of the main RTP report will be available for the board's approval to release for public comment. He also noted that WisDOT SW Region staff will be at the April meeting provide an update on the Beltline Flex Lane project and the USH 51 reconstruction project.

12. Adjournment

Moved by Foster, seconded by Williams, to adjourn. Meeting adjourned at 8:23 PM.



Federal Highway Administration
525 Junction Rd, Suite 8000
Madison, WI 53717-2157

Federal Transit Administration
200 W. Adams Street, Suite 320
Chicago, IL 60606-5232

March 4, 2022

Mark Opitz, Chair
Greater Madison Metropolitan Planning Organization Policy Board
100 State Street, Suite 400
Madison, WI 53703

Subject: Greater Madison Metropolitan Planning Organization Certification Review

Dear Mr. Opitz:

This letter notifies you that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly certify the planning process for the Greater Madison Metropolitan Planning Organization (MPO). This certification is based on the findings from the Federal Certification Review conducted on February 16-17, 2022. The Certification Review Report will be forthcoming.

The overall conclusion of the Certification Review is that the planning process for the Greater Madison MPO complies with the spirit and intent of Federal metropolitan transportation planning laws and regulations under 23 USC 134 and 49 USC 5303. The planning process at Greater Madison MPO is a continuing, cooperative, and comprehensive process and reflects a significant professional commitment to deliver quality in transportation planning.

We would like to thank Bill Schaefer and his staff for their time and assistance in planning and conducting the review. Please note that the next Certification Review of the Greater Madison MPO will take place during the Summer of 2025.

If you have any questions regarding the Certification Review process and/or the Certification action, please direct them to either Mr. Mitch Batuzich of the FHWA Wisconsin Division, at (608) 829-7523, or Mr. Bill Wheeler of the FTA Region 5 Office, at (312) 353-2639.

Sincerely yours,

Sincerely yours,

Glenn D. Fulkerson
Division Administrator
Federal Highway
Administration

Kelley Brookins
Regional Administrator
Federal Transit
Administration

ecc: Chuck Wade, WisDOT, charles.wade@dot.wi.gov
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Wisconsin Department of Transportation
Office of the Secretary
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Governor Tony Evers
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March 15, 2022

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 Greater Madison MPO Policy Board's amendment to the 2022-2026 Transportation Improvement Program (TIP) for the Dane County urbanized area. The amendment was approved and adopted by the Greater Madison MPO Policy Board on March 2, 2022. We will reflect by reference the 2022-2025 federal aid projects covered by this approval in our 2022-2025 Statewide Transportation Improvement Program (STIP).

Copies of the TIP Amendment 3 and MPO 2022 Resolution Number 3 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 black 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
Alexander Gramovot, WisDOT Bureau of Planning and Economic Development

MPO Agenda Cover Sheet
April 6, 2022

Item No. 5

<p>Re:</p> <p>Updates on Beltline Flex Lane and U.S. Highway 51 (McFarland to Stoughton) Reconstruction Projects</p>
<p>Staff Comments on Item:</p> <p>Work is being finished up this spring/early summer on the Beltline Flex Lane project. That work includes extension of the EB auxiliary lane between the Todd Drive off-ramp and on-ramp and widening of the EB bridge over Todd Drive for the auxiliary lane construction. This was a late design change to the project. WisDOT is also testing the lane control signage for the flex lanes. The project webpage is here:</p> <p>https://projects.511wi.gov/flexlane/</p> <p>Final design work on the USH 51 (McFarland to Stoughton) project is continuing following completion of the environmental document this summer and public information meetings late last fall. Construction is scheduled in phases from 2024-2029. WisDOT will provide an update on the design with a particular focus on the urban areas of McFarland and Stoughton. Board members had asked for WisDOT staff to come back to the board when more detailed design issues had been worked out when WisDOT presented on the project previously. The project webpage is here:</p> <p>https://wisconsindot.gov/Pages/projects/by-region/sw/us51-danecounty/default.aspx</p>
<p>Materials Presented on Item:</p> <p>None</p>
<p>Staff Recommendation/Rationale: For information and comment only.</p>

MPO Agenda Cover Sheet

April 6, 2022

Item No. 6

Re:

Approval of Scoring and Proposed Funding of Transportation Alternatives Program Projects

Staff Comments on Item:

MPO staff has reviewed and scored the Transportation Alternative Program (TAP) projects recently submitted for the regular TAP application cycle, using the MPO's approved scoring criteria at this link: https://www.greatermadisonmpo.org/planning/documents/TAPCriteriaandPolicies_2021_Final.pdf.

The projects and preliminary funding recommendations were reviewed with the board at the last meeting.

The MPO is selecting projects to fund with our "base" funding (\$1.443 million) and the additional FFY 2022 funding to be received from the Infrastructure Investment and Jobs Act (IIJA) (also known as the Bipartisan Infrastructure Bill), which is estimated to be around \$625,000. The exact amount of additional funding available through IIJA is not yet known, but should be close to this estimate for FY '22 (\$625,000) and the remaining four years (\$2,500,000). There will be an opportunity for the submission of additional applications in late summer for the additional IIJA funding for FFYs 2023-2026.

Scheduling of the approved projects will be done in coordination with the applicants and WisDOT. One or more projects will need to be programmed for use of the FY 2022 funding. MPO staff is working with project sponsors to identify projects that could meet the deadlines this year (Nov. let) for use of that funding.

TAP project scoring and preliminary project funding recommendations were reviewed with the MPO Technical Committee (TC) at their Feb. 23 meeting, but they did not have any comments. The March TC was canceled and thus the TC has not provided a formal recommendation.

Projects not selected at this time for funding will be forwarded to WisDOT for consideration for funding with statewide dollars using the base funding. Those projects will also be considered for funding during the supplemental application process later this year along with any other project applications received. Again, those not funded during the supplemental process will be forwarded for WisDOT consideration for funding with statewide IIJA funding.

Materials Presented on Item:

1. Description of project applications, staff analysis, and draft recommendations for funding
2. Project locator map
3. Tables with project scoring
4. Table with recommended project funding

Staff Recommendation/Rationale: Staff recommends approval of the proposed project funding. Projects to be funded with FY 2023-2026 BIL funding will be determined later this year as part of a supplemental application process.

**Greater Madison MPO
Transportation Alternatives (TA) Program
Descriptions of Project Applications
and Recommendations for 2022-2026 Funding
(funds in \$1,000s)**

Sponsor:	Bicycle Federation of Wisconsin Education Foundation, Inc. (Capital Area Regional Planning Commission)
Project:	Safe Routes to School (SRTS) (Two applications: 2023-2024 and 2025-2026)
Requested TAP Amount:	\$180 (2023-2024); \$196 (2025-2026) (80%)
Project Rank:	1 (Recommended for Funding – Base + IJJA 2022)

Project Description: The SRTS program uses an equity-based tier system to prioritize & steadily grow school-based walking & biking activities within communities most at-risk of adverse health, safety, & environmental outcomes. 1. Coordinate SRTS Programming, Resources, Communication. Provide educational resources, encouragement strategies, technical support, & programmatic support to identified schools. Coordinate the Capital Area Regional Planning Commission SRTS Steering Committee. Develop a communication plan & materials related to safe biking & walking in Spanish & other languages to be disseminated in schools & community centers. 2. Identify Recommended Walk & Bike Routes. Conduct walk/bike audits with students & community members to develop recommended safe biking & walking routes and provide maps of the routes. 3. Improve Facilities for Walking & Biking. Work with government entities to ameliorate identified barriers. 4. Safe Routes Community School Programs. Recruit & provide ongoing assistance to school-based SRTS champions at MMSD community schools. Launch or maintain Walking School Bus routes to increase student active transportation. 5. Bike & Ped Safety Education. Implement bicycle & pedestrian safety education classes at schools and community learning sites during summer months using SRTS curricula. Bike Camps will provide youth safety lessons and engagement in environmental impacts with destinations focused on access to the natural environment and everyday destinations. Deliver professional development for teachers in SRTS curricula and use of the bicycle fleet. Repair and maintain educational bike fleet & storage trailer. Continue professional development for project staff.

Staff Discussion: An effective, county-wide program that focuses resources on priority schools, the SRTS program has far-reaching effects on student health and behavior, as well as identifying physical improvements needed in the vicinity of schools. The highest-scoring and lowest-cost projects for which applications were received. Staff recommend funding these projects with the MPO's base apportionment.

Sponsor:	City of Madison
Project:	BCycle Expansion
Requested TAP Amount:	\$307 (71%)
Project Rank:	3 (Recommended for Funding - Base + IJJA 2022)

Project Description: The City of Madison proposes to expand the existing bike share system with a focus on building a more equitable program. This project expands bikesharing by adding 11 new stations and 55 electric-assist bikes. This project focuses on neighborhoods on Madison's south, east and north sides. With greater connectivity, the city and BCycle will be able to provide better multimodal access to affordable transportation options. Currently Madison's bike share system has 58 stations and 335 bikes in operation. This expansion will grow the system to 390 bikes and 68+ stations. Locations include: Warner Park, Emerson East, Melvin Ct, East Transfer Point, Hiestad Park, Acewood, Goodman Park, Bowman Park, S Park St, Beld St and Sycamore Park.

Staff Discussion: Added to the City of Madison’s application pool after other projects were ranked by the Common Council, this was the highest-scoring infrastructure project under the MPO’s evaluation metric. This project not only grows the BCycle system into new neighborhoods with high populations of low-income and minority residents, it also helps to close the gap between the existing Madison BCycle system and Fitchburg’s 2022 Phase 1 BCycle system, making the entire system more useful to all while improving geographic equity. Since BCycle stations are generally funded by local sponsors, eliminating this financial barrier to providing stations in lower-income areas is a unique opportunity to provide bikeshare access to these neighborhoods. Staff recommend funding this project through the base apportionment.

Sponsor:	City of Madison
Project:	Badger Rusk Shared-Use Path
Requested TAP Amount:	\$667 (60%)
Project Rank:	4 (Recommended for Funding – Base + IJA 2022)

Project Description: W Badger Rd and N Rusk Ave provide an important connection to the already existing Pedestrian Bicycle Overpass of the Beltline Hwy. This project will construct a shared-use path to provide a low-stress option for people on both sides of the beltline to more easily and safely access that important connection.

Staff Discussion: This project will greatly improve the utility of the existing overpass of the Beltline Hwy. by providing a low traffic stress connection between it and the rest of the low traffic stress network. This project will greatly improve accessibility between the north and south sides of the Beltline in this area. Due to project cost and available funding, staff recommend funding this project through the BIL apportionment, pending review and scoring of any additional BIL funding applications.

Sponsor:	City of Fitchburg
Project:	Fitchburg Bike-Share Phase 2 Expansion
Requested TAP Amount:	\$295 (73%)
Project Rank:	5 (Recommended for Funding - Base + IJA 2022)

Project Description: The City of Fitchburg, WI is beginning a bike-share program with BCycle, with Phase 1 slated to begin Spring 2022 and a Phase 2 expansion planned for in 2025. As the project sponsor, and on behalf of program partner BCycle and community partner Fitchburg Chamber Business & Visitors Bureau, the City of Fitchburg seeks \$316,212 in grants through the WI Department of Transportation’s Transportation Alternatives Program to help fund the capital expenditure for this expansion, which will comprise 55 e-bikes spread between 100 docks at 8-10 locations around Fitchburg.

Staff Discussion: Fitchburg’s 2022 Phase 1 BCycle system will introduce bikeshare facilities to the community, located primarily in employment, civic, or shopping destinations. The proposed Phase 2 expansion would provide bikeshare facilities in residential areas, improving overall system utility and accessibility. Additionally, Phase 2 sites will help to close the gap between stations in Madison and those in Fitchburg’s Phase 1 installation, making the entire system more useful for more people. Staff recommend funding this project through the MPO’s base apportionment.

Sponsor:	City of Madison
Project:	West Towne Path Extension - S Gammon Rd to South High Point
Requested TAP Amount:	\$2,367 (60%)
Project Rank:	6 (Projects for Consideration** (2023-2026) and/or Forwarding to WisDOT)

Project Description: This project completes the West Towne Path with the final segment from the S Gammon Rd underpass to S High Point Rd. It will be built as a 10-ft wide shared-use path. Currently the path extends from Whitney Way to just west of S Gammon Rd and then from S High Pt Rd to Commerce Dr. The segment from Commerce Dr. to the Ice Age Junction Path was previously awarded TAP funding and will be built in 2023.

Staff Discussion: This important missing link would complete the West Towne Path and provide a low-stress route where only high-stress facilities currently exist. The project will, however, cost more than the MPO has available for funding with its base apportionment, and would require nearly all of the MPO's anticipated funding increase from the BIL. Not recommended for funding with MPO apportionment.

Sponsor:	City of Madison
Project:	North Madison Safe Routes to School Improvements
Requested TAP Amount:	\$579 (60%)
Project Rank:	7 (Projects for Consideration** (2023-2026) and/or Forwarding to WisDOT)

Project Description: This project focuses on walking and biking improvements to serve Mendota and Lindbergh Elementary Schools. Although this project focuses on improving transportation to and from school it will also provide an improved walking/biking connection to Cherokee Conservation Park and Northland Manor Park, which are both located along the project boundary. This project also will provide better access by walking and biking to the Vera Court Neighborhood Center and the Kennedy Heights Community Center, which are key locations for youth programming and community services. Fortunately, no children have been involved in reported crashes on the streets included in the project but speed and distracted driving are common contributing factors to motor vehicle crashes in this area.

Staff Discussion: Primarily a pedestrian improvement project, the benefits of this project will be largely confined to residents of the project area and students at neighborhood schools. Although this is not the type of regionally significant project that the MPO generally tries to prioritize for funding through the TA program, it was ranked highly by the applicant (#1 priority) and scored well enough that staff recommend funding it with BIL apportionment, pending review and scoring of any additional BIL funding applications.

Sponsor:	City of Madison
Project:	Cross Isthmus Improvements
Requested TAP Amount:	\$484 (60%)
Project Rank:	8 (Projects for Consideration** (2023-2026) and/or Forwarding to WisDOT)

Project Description: This project focuses on improving safety and mobility for people biking in the area east of the State Capitol in Madison as well as north/south across the Isthmus. This project includes bike lanes, an extension of a cycletrack, crossing improvements and signing/markings improvements. In the project area, the typical bicycle crash involves attempting to cross high volume streets such as East Washington. Driver failure to yield is a typical crash factor as people biking need to cross a high volume arterial that serves as the main route from the east into Downtown and reach the State Capitol. However, many people choose to avoid bicycling across the Isthmus due to the lack of north/south routes and difficult intersections. Although Lake Mendota and Lake Monona are only a little over ½ mile apart, making the trip by bicycle is not easy for anyone as all the East Washington Ave intersections from Blount to Pinckney St are rated as moderate or high stress for bicycling. Having a high volume road like East Washington Ave (25-47,000 ADT on blocks approaching the Capitol) intersect the Isthmus has a major impact on livability. This project works to increase the mobility within the Downtown and make it easier for people to reach the wide array of jobs, retail establishments and entertainment venues by biking.

Staff Discussion: The proposed project would improve multiple north/south routes across the isthmus for bicyclists, including improved crossing treatments of East Washington Ave. Although the population and number of destinations in the project area are very high, the project scored the same in the MPO metrics as the North Madison SRTS project, which was ranked much higher by the applicant than this project. Not recommended for funding with MPO apportionment.

Sponsor:	City of Madison
Project:	Reindahl Park to East Springs Bike Connection
Requested TAP Amount:	\$826 (60%)
Project Rank:	9 (Projects for Consideration** (2023-2026) and/or Forwarding to WisDOT)

Project Description: This project focuses on filling the gap in the low stress network between Reindahl Park and East Springs Dr. The project includes improvements to Dwight Dr., Independence Ln and along the East Washington Ave Frontage Rd. The current sidewalk connection to East Washington Ave at East Springs Dr. and crosswalk across East Washington Ave will be improved to allow for a shared-use path connection. East Washington Ave has one of the highest serious and fatal crash rates for any street in the City. The high volumes and high speeds of East Washington Ave serve as a barrier to people walking and biking. This project looks to offer an alternative to biking on East Washington along with improvements to help people cross East Washington at East Springs where they can connect into the bicycle network on the south side of East Washington Ave. The primary focus for this project is to create a protected cycletrack along Independence Ave to bridge between the low volume Dwight Dr. and a new shared-use path in the terrace along the East Washington Ave Frontage Rd. Signage and marking will bring increased visibility to crossings as well as help people biking find this route.

Staff Discussion: The proposed project would extend the low-stress network to the northeast on the northwest side of East Washington Ave., a high-stress and high-injury roadway. The project would not improve any crossings of East Washington Ave., but would set up an intersection for crossing improvement in a separate (unplanned/unprogrammed) project. Although it did not score high under the MPO's application review metrics, it was ranked #2 by the applicant. Staff recommend that this project be selected for funding with the MPO's BIL apportionment, pending the amount of new funding and review and scoring of any additional BIL funding applications.

Sponsor:	City of Madison
Project:	Tancho Drive Path
Requested TAP Amount:	\$391 (60%)
Project Rank:	10 (Projects for Consideration** (2023-2026) and/or Forwarding to WisDOT)

Project Description: The Tancho Drive Path provides a connection to the Highway 151 Underpass and on to Sun Prairie from the American Family area of east Madison. It will be a 10-foot wide paved shared-use path. Approximately 20% of the Rattman Neighborhood, where this project is located, is commercial/employment land use and planned future development is general office and commercial. Major employers such as American Family Insurance, UW Hospital and Clinics, and Alliant Energy are all located in this neighborhood. The Madison Area MPO Low Stress Accessibility Analysis shows that this area of Madison would benefit by the addition of low stress bicycle facilities, as currently the number of destinations in this area that are accessible by low stress routes is low. Although this is a short connection, it would increase walking and biking access to an important employment area. It also is one segment of a larger planned bicycle and pedestrian route with connections to this neighborhood from Sun Prairie and other areas of Madison.

Staff Discussion: This important missing link in the low-stress network connects the Cities of Madison and Sun Prairie via a natural area with off-path bicycle facilities (cyclocross). Although the trail does not serve a large population or many destinations directly, it closes the gap between the American Center and the Prairie Lakes

areas, which between them host large employers, health care, shopping, groceries, and other important destinations as well as residential areas. As a project that is located entirely within the City of Madison, but which serves to connect to Sun Prairie, it is unlikely to gain support for entirely local funding. However, given its low ranking by the applicant, low score, and limited funding, this project is not recommended for funding with MPO apportionment.

Sponsor:	City of Sun Prairie
Project:	N Bird Street Multiuse Path and RRFBs
Requested TAP Amount:	\$276 (76%)
Project Rank:	11 (Recommended for Funding - Base + IJA 2022)

Project Description: The proposed project would construct a 10'-wide multi-use path and two rectangular rapid flashing beacons (RRFBs) along N. Bird Street, and on N. Bird Street and Egge Road, respectively. These improvements would facilitate a consistent, safe, and convenient connection between Town of Bristol residences and commercial and educational centers in northern Sun Prairie. The path would be completed in roughly the same timeframe as privately developed multi-use paths in a development immediately to the north. The path directly fulfills an MPO-designated Primary Bicycle Route, a north-south corridor creating significantly enhanced multimodal connectivity for both Sun Prairie and Bristol.

Staff Discussion: The proposed project does not serve a large population or many destinations, but is located in a rapidly developing area and will provide an important low-stress route connecting the City of Sun Prairie with suburban development in the Town of Bristol. As a facility that provides little benefit to residents of Sun Prairie, it is unlikely to gain support for entirely local funding. Due to its low cost and in the interest of geographic equity, staff recommends that this project be selected for funding.

Sponsor:	City of Sun Prairie
Project:	Stone Quarry Road Multiuse Path
Requested TAP Amount:	\$310 (71%)
Project Rank:	12 (Projects for Consideration** (2023-2026) and/or Forwarding to WisDOT)

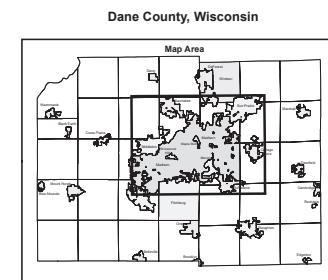
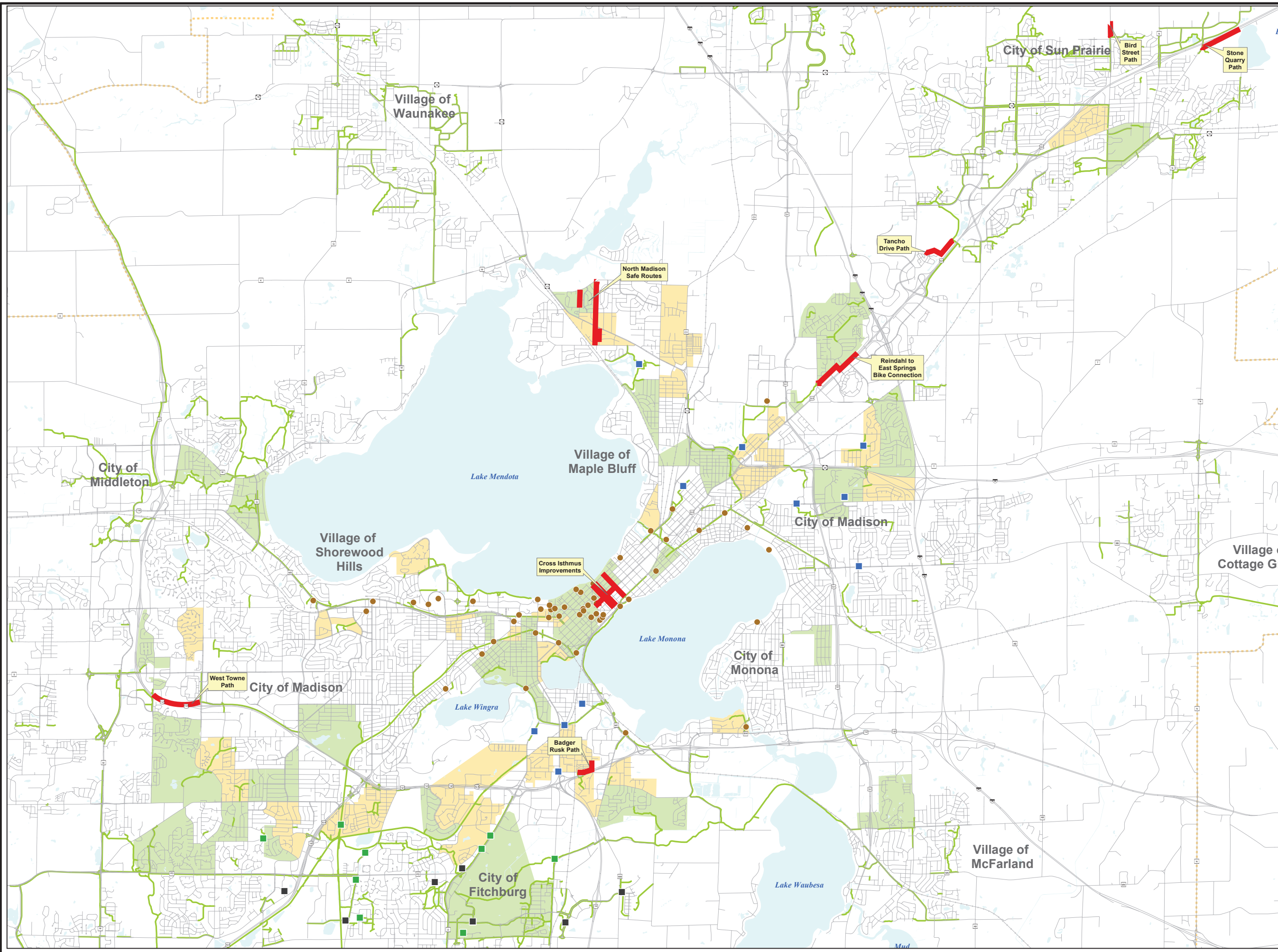
Project Description: The proposed project would construct a 10'-wide multiuse path, running parallel to Stone Quarry Road. The path would begin at an existing trail along Columbus Street and connect to the Patrick Marsh Middle School and Wildlife Area at Stein Road. The path would foster immediate benefits for Patrick Marsh Middle School students and Sun Prairie residents immediately upon construction. The project is supported by Greater Madison MPO and City plans and would provide enormous public health and environmental benefits through its connection to the Wildlife Area.

Staff Discussion: The proposed project serves little transportation utility in terms of serving residences or destinations, although it does extend the low-stress network to the east of its current terminus. Not recommended for funding with MPO apportionment.

**Project rankings based on current application pool; Adjust following 2023-2026 project solicitation

2022 - 2026 Candidate Transportation Alternatives Program Projects

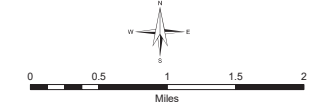
- █ TAP Candidate Projects
- Existing Bike Share Stations
- Madison Bike Share - TAP
- Fitchburg Bike Share - TAP
- Fitchburg Bike Share - 2022
- EJ Areas: Tier 1
- EJ Areas: Tier 2
- Existing Bike Path
- MPO Planning Boundary



Prepared by staff to the:



Date Revised: 2/14/2022



Coordinate System: NAD 1983 HARN WISCONSIN Dane County Feet
Projection: Lambert Conformal Conic

Source Info:
Street Base: 2022 (MPO, DCLIO)
Hydrography: 1200, 1:24,000 (WDNR)
Civil Division Limits: 2022, Annular Records (DCLIO)
Map Area:
Date: 01/10/2022
Data Source: 01/10/2022 09:50:16
File: W:\MPO_2022_Candidate\1702022\1702022_2022.mxd

TAP Scores - SRTS Non-Infrastructure Projects - 2022	Potential % of Score	Bike Fed SRTS 23-24	Bike Fed SRTS 25-26
1. Scope of Audience/Reach/Impact	50%		
Large portion of students in district impacted	15%	15	15
Adds value to other improvements or programs	10%	9	9
Likely to increase # of students walking and bicycling	15%	11	11
Engages broader community	10%	7	7
2. Health, Safety, and Environmental Justice	50%		
Located at schools with high rate of students eligible for free and reduced price lunches	20%	20	20
Fosters improved childhood health, reduced childhood obesity, and encourages a healthy and active lifestyle	15%	13	13
Increases real or perceived bicycle, pedestrian, and traffic safety	15%	14	14
TOTAL		89	89

TAP Scores - Bike/Pedestrian Infrastructure Projects - 2022	Potential % of Score	Fitchburg - Bicycle	Madison - 1 N Mad Safe Routes	Madison - 2 Reindahl	Madison - 3 Badger	Madison - 4 West Towne	Madison - 5 Cross-Isthmus	Madison - 6 Tancho	Madison - Bicycle	Sun Prairie - 1 Bird	Sun Prairie - 2 Quarry	Bike Fed SRTS
1. Importance to Regional Transportation System and Supports Regional Development Framework	35%											
Importance to Regional Transportation System	6%	6	6	6	6	6	6	6	6	6	6	6
Supports Regional Development Framework	4%	2	0	4	3	4	4	3	4	4	0	0
New or Missing Link, Network Extension, or Elimination of Barrier	15%	13	5	13	13	15	10	15	12	15	6	6
Quality of Life	7%	5	5	1	4	0	3	6	5	2	3	3
Health	3%	3	2	1	2	3	2	3	3	2	2	2
2. Access and Service Area	20%											
Population Served	10%	8	6	5	6	7	10	3	10	5	2	2
Destinations Served	10%	8	8	8	8	10	10	10	10	5	2	2
3. Congestion Mitigation	5%											
The project will increase the attractiveness of pedestrian/bicycle travel in a corridor or area with significant peak period traffic congestion	5%	4	4	4	5	3	3	0	5	0	0	0
4. Safety Enhancement	15%											
Crash History, Documented Safety Problem, or other Safety and Accessibility	15%	0	14	13	10	15	12	7	0	10	7	7
5. Environment	5%											
Use of Alternative Modes	5%	5	5	4	5	5	3	4	5	4	4	4
6. Equity	15%											
Environmental Justice & Accessibility	15%	15	15	9	15	5	9	5	15	0	2	2
7. Cost Efficiencies	5%											
Other Funding, Cost Efficiencies	3%	3	0	0	0	0	0	0	2	0	0	0
Opportunity/Risk	2%	2	2	0	1	0	0	0	2	0	2	2
Total Score		74	72	68	78	73	72	62	79	49	36	

See Scores in Separate Table

Greater Madison MPO FY 2022-2026 Transportation Alternatives (TA) Program Projects				
Selected Projects (Base + IJJA 2022)	Total Cost	Federal Share	Percent	Rank
WI Bike Fed - SRTS (2023-2024)	\$ 181	\$ 145	80%	1 (tie)
WI Bike Fed - SRTS (2025-2026)	\$ 196	\$ 157	80%	1 (tie)
C. Madison - BCycle Expansion	\$ 433	\$ 307	71%	3
C. Fitchburg - Bike-Share Phase 2 Expansion	\$ 404	\$ 295	73%	5
C. Sun Prairie - N Bird Street Multiuse Path and RRFBs	\$ 363	\$ 276	76%	11
C. Madison - Badger Rusk Shared-Use Path	\$ 1,112	\$ 667	60%	4
Total Available Federal Funds		\$ 2,068		
Remaining Available Federal Funds*		\$ 221		

Projects for Consideration** (2023-2026) and/or Forwarding to WisDOT	Total Cost	Federal Share	Percent	Rank
C. Madison - North Madison Safe Routes to School Improvements	\$ 965	\$ 579	60%	7 (tie)
C. Madison - Cross Isthmus Improvements	\$ 807	\$ 484	60%	7 (tie)
C. Madison - Reindahl Park to East Springs Bike Connection	\$ 1,376	\$ 826	60%	9
C. Madison - Tancho Drive Path	\$ 651	\$ 391	60%	10
C. Madison - West Towne Path Extension - S Gammon Rd to South High Point	\$ 3,945	\$ 2,367	60%	6
C. Sun Prairie - Stone Quarry Road Multiuse Path	\$ 436	\$ 310	71%	12
Estimated Total Available Federal Funds		\$ 2,721		
Estimated Remaining Available Federal Funds		\$ (2,235)		

*Depending on available funding and project timing, distribute remaining funding among selected projects funded below 80% federal share

**Project rankings based on current application pool; Adjust following 2023-2026 project solicitation

MPO Agenda Cover Sheet

April 6, 2022

Item No. 7

Re:

Approval to Release Draft *Connect Greater Madison* Regional Transportation Plan 2050 Report for Public Review and Comment

Staff Comments on Item:

Staff reviewed the draft roadway, transit, and bicycle network plan maps and all plan recommendations with the board at the last meeting. The facility plan maps have been posted on the [plan website](#) for comment through an interactive map comment tool. The recommendations and other related maps have also been posted for comment.

MPO staff has completed the draft plan report, which can be found at the link below, and is seeking board approval to post the report on the plan website for review and comment. The report includes background information/analysis of the existing transportation system, discussion of trends and critical issues, the future needs analysis and recommendations, and the required financial analysis of the plan. Two of the appendices have also been completed: the programmed and planned project list tables with the complete list of recommendations and the environmental justice analysis of the plan. Staff is finishing up work on and/or the layout of the system performance analysis of the plan, description of the congestion management process, and a high-level environmental analysis of the plan. Those will be added to the draft document online when completed.

The final round of virtual meetings on the plan will be held on April 7 (5:30 pm) and April 12 (noon). In accordance with the MPO's public participation plan, a public hearing will be held at the board's meeting on May 11. Board approval of the plan is scheduled for that meeting, barring any major concerns or issues raised that need to be addressed.

Materials Presented on Item:

1. [Draft *Connect Greater Madison* Regional Transportation Plan 2050 Report](#)

Staff Recommendation/Rationale: Staff recommends approval to release the draft plan report for review and comment.

MPO Agenda Cover Sheet
April 6, 2022

Item No. 8

<p>Re:</p> <p>Brief Update on STBG Urban and TAP Project Application Processes for Use of Bipartisan Infrastructure Bill Funding</p>
<p>Staff Comments on Item:</p> <p>A request for Surface Transportation Block Grant (STBG) Urban applications for use of the FFY 2020 funding under the Infrastructure Investment & Jobs Act (IIJA) went out in late January. Projects using this funding must be let by November of this year, greatly limiting the projects for which the funding can be used. Thus far, only one application has been received for a roadway resurfacing project on N. Main Street in the Village of DeForest. Rather than submit a new project, the City of Madison submitted a letter asking that some or all of the funding be used to add funding for already approved under-funded projects to be constructed in 2022-'23, which includes University Avenue. In the alternative, the city asked that the funding be used to move up the schedule for the already approved Autumn Ridge path/overpass project if the project can be let by the November deadline. The Village of Shorewood Hills also sent a letter requesting that IIJA funding be used to cover some of the shortfall in funding for the University Ave. project due to the financial hardship that the project is placing on the village.</p> <p>The MPO does have the flexibility to use some or all of the IIJA funding on already approved projects. It is estimated the MPO will have \$2.12 million in FY 2022 IIJA funding to allocate for project(s). Staff will present different alternatives for use of the funding to the board for consideration and approval at its May meeting.</p> <p>A separate request for STBG Urban applications for use of the FFY 2023-2026 IIJA funding went out in late February. Those applications are due June 1. It is estimated that \$8.49 million will be available for projects for construction in 2024-2027. Staff will review and score those projects and make a recommendation for funding for review with the board at its July meeting.</p> <p>A request for Transportation Alternatives Program applications for use of the FFY 2023-2026 IIJA funding will go out later this spring with applications due in later summer. An estimated \$2.5 million in TAP funding will be available for projects in 2024-2027.</p>
<p>Materials Presented on Item:</p> <p>None</p>
<p>Staff Recommendation/Rationale: For information purposes only</p>