

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

**February 2, 2022**

**Virtual Meeting via Zoom**

**6:30 p.m.**

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This meeting is being held virtually.

1. **Written Comments:** You can send comments on agenda items to [mpo@cityofmadison.com](mailto:mpo@cityofmadison.com).
2. **Register for Public Comment:**
  - Register to speak at the meeting.
  - Register to answer questions.
  - Register in support or opposition of an agenda item (without speaking).

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

3. **Watch the Meeting:** If you would like to join the meeting as an observer, please visit <https://www.cityofmadison.com/clerk/meeting-schedule/watch-meetings-online>
4. **Listen to the Meeting by Phone:** You can call in to the **Greater Madison MPO** using the following number and meeting ID:
  - (877) 853-5257 (Toll Free)  
Meeting ID: 889 0682 9950

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 intérprete, 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 January 5, 2022 Meeting Minutes
3. Communications

4. Public Comment (for items **not** on MPO Agenda)
5. Presentation on Draft Metro Transit Network Redesign Plan and Update on BRT Project (Mike Cechvala, City of Madison Transportation/Metro)
6. Update on *Connect Greater Madison* Regional Transportation Plan 2050
7. Report on Federal Certification Review to Be Held on February 16-17
8. Report on Draft WisDOT Plan for Soliciting New Local Program Projects to Utilize Funding in the Bipartisan Infrastructure Bill
9. Status Report on Capital Area RPC Activities
10. Announcements and Schedule of Future Meetings
11. Adjournment

Next MPO Board Meeting:

**Wednesday, March 2, 2022 at 6:30 p.m.**

**Greater Madison Metropolitan Planning Organization (MPO)  
January 5, 2022, 2021 Meeting Minutes**

[Virtual Meeting hosted via Zoom](#)

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

**1. Roll Call and Introductions**

**Members present:** Yogesh Chawla, Paul Esser, Steve Flottmeyer, Grant Foster (joined during item 7), Gary Halverson (joined during item 7) Dorothy Krause, Barbara Harrington-McKinney, Mark Opitz (joined during item 7), Nasra Wehelie, Kristi Williams, Doug Wood

**Members absent:** Tom Lynch, Jerry Mandli, Margaret Bergamini

**MPO staff present:** Bill Schaefer, Colleen Hoesly

**Others present in an official capacity:** Forbes McIntosh (DCCVA), Diane Paoni (WisDOT Planning), Mitch Batuzich (FHWA), Steve Steinhoff (CARPC)

**2. Approval of November 3, 2021 Meeting Minutes**

Esser moved, Wehelie seconded, to approve November 3, 2021 meeting minutes.

**3. Communications**

- Letter of support for Madison's FTA Bus and Bus Facilities Grant Application
- WisDOT letter to FHWA re: Approval of 2022-2026 TIP for the Madison Metropolitan Area and Dane County
- USDOT letter approving the MPO's 2022 Work Program
- WisDOT letter approving the MPO's 2022 Work Program and funding (emailed)
- MPO staff comments on Village of Waunakee Sewer Service Area Amendment request
- Written comment from Alexander Harding on MPO 2022 Resolution No. 1 Approving Amendment #2 to the 2022-2026 TIP (item 5)

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

None

**5. MPO 2022 Resolution No. 1 Approving Amendment #2 to the 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County**

Schaefer stated that the TIP amendment expands the scope of the USH 18/151 (Town Hall Road to CTH PD) pavement repair project to include an overlay and safety improvements, including widening the median shoulders and adding high friction surface treatment to the bridge decks over old CTH PB. This increases the cost. Construction is scheduled for this year. The amendment also adds a safety project at the Mineral Point Road (S. High Point Rd.) intersection, including adding left-turn lanes, signal monotubes, upgraded pedestrian signals and markings, and adding curb ramps. Schaefer noted he wasn't sure if the left-turn lanes would be added to Mineral Point Rd or High Point Rd. He referenced the public comment that was received on the project. He said that he corresponded with Tom Lynch on whether the innovative design referenced might be considered, and Lynch said the city couldn't due to WisDOT requirements for use of HSIP funds related to the need for data on effectiveness which was not

available. Schaefer noted that the purpose of the amendment was get the project into the TIP so that design could get started and the details worked out through the design process.

Alexander Harding, City of Madison resident, sent written comments, which were shared with the board, and registered to speak. He stated his comments were directed at the Mineral Point Rd. improvements, and expressed concern about the possibility of adding dual left turn lanes. He stated he didn't believe dual left turn lanes would advance Madison towards Vision Zero and hoped that requirements would change in the future so that more innovative treatments could be considered to advance safety. He said he supported the other proposed improvements.

Esser moved, Harrington-McKinney seconded, to approve MPO 2022 Resolution No 1. Approving Amendment # 2 to the 2022-2026 Transportation Improvement Program. Motion carried.

#### **6. MPO 2022 Resolution No. 2 Approving Amendment to the 2022 MPO Unified Planning Work Program**

Schaefer explained that the MPO received an additional \$3,000 in funding since another MPO couldn't use all of their allocation. He stated he was proposing to add it to the consultant budget to possibly do additional safety analysis for local communities. The amendment also adds language to use pass-through funding from CARPC to assist with an update to the Village of Marshall comprehensive plan.

Esser moved, Krause seconded, to approve MPO 2022 Resolution No. 2 Approving Amendment to the 2022 MPO Unified Planning Work Program. Motion carried.

#### **7. Approval of Revisions to MPO Operating Rules and Procedures**

Schaefer explained that the MPO Operating Rules and Procedures had not been updated since 2019. The operating rules and procedures outline processes to facilitate the performance of the MPO's planning and programming responsibilities and address issues not covered in other documents. The proposed revisions are mostly to update references such as the new MPO name, document decisions already made including the elimination of the citizen committee, and make editorial type changes. Schaefer noted that Diane Paoni with WisDOT provided comment on the draft, which was shared with the board, and he incorporated his responses into an updated draft that he reviewed. Substantive changes include:

- Eliminate requirement that local non-elected official appointees to the board reside in the MPO planning area similar to change made previously for the WisDOT representative.
- Add reference to "equitable and proportional" representation on policy board in section discussing change to composition of board, using language in the new surface transportation bill.
- Add additional alternate suburban city/village representative (village of Oregon) to the technical committee. Alternate members count for quorum purposes and may vote when regular or other alternate members are absent.
- Add language about allowing virtual meetings.
- Update procedures for taking public comments at in person meetings via online registration form as well as paper form consistent with procedures requested by city of Madison IT Department.

Harrington-McKinney asked for clarification on what equitable and proportional representation on the policy board meant. Schaefer replied that the proportional part refers to the number of board representatives for Madison, cities/villages, and towns being proportional to population. Regarding equitable, the MPO has language encouraging appointing authorities to consider diversity of all types when appointing. Wehelie asked why Madison had four alders on the board. Schaefer explained that federal law and the redesignation agreement determine the appointments to the board. Two-thirds of Madison, other city/village, and county appointments must be elected officials. Foster brought up the issue with how items are noted on the agenda as either action items or other items, and said that

could limit the ability of the board to take action on an item if not listed as an action item. He also mentioned the issue from the last meeting on discussion of communications. Schaefer replied that he could get more direction from the city attorney's office on the best way to phrase agenda items to provide flexibility for taking action if that was a possibility. He agreed to modifying the operating rules to not separate out action vs. non-action items. He said he had spoken with a city attorney who did confirm the board shouldn't discuss a communication unless it was specifically listed on the agenda.

Esser moved, Harrington-McKinney seconded, to approve the revisions to the MPO Operating Rules and Procedures. Foster moved, Halverson seconded, to amend the motion to approve with revision to Section IV (C) on board meeting agendas to combine Items Intended for Action and Other Items into one Item. Amended motion carried.

#### **8. Update on Phase 2 Intersection Safety Analysis Project and Planned Next Steps**

Hoesly gave a presentation on the Phase 2 Intersection Safety Analysis project recently completed by UW TOPS Lab, updating the safety screening analysis previously completed in 2018 for all arterial and collector level intersections in the MPO planning area boundary. The updated analysis includes crash data from 2017-2020, and adds additional roadway and crash attributes into the crash model. The analysis ranks intersections by the total number of crashes, crash rate, and crash severity, and level of safety service. She reviewed maps of the top 100 intersection, top 50 signalized intersections, and top 50 non-signalized intersection by crash severity rank and level of safety service. She then walked through the spreadsheet optimization tool developed by the TOPS Lab that the MPO and communities can use to help identify and prioritize intersections for safety improvements, as well as identify potential safety countermeasures for those intersections. She explained the next steps, including training for local staff and the development of the High Injury Network, which covered roadway segments. She asked for board feedback on a possible MPO safety analysis technical assistance pilot program to help communities conduct more detailed analysis of problem intersections to identify and design counter-measures. Foster expressed support for more safety focused projects and studies, as well as opportunities to use the data for project selection purposes.

#### **9. Update on *Connect Greater Madison Regional Transportation Plan 2050***

Schaefer gave an update on the RTP development and schedule, noting that work on the travel forecast modeling has been delayed, first by delays with completing work on the model, including the performance metrics reporting, and then by an issue with the traffic zone level household and employment forecasts. Those issues have been worked out and MPO staff have resumed work running model scenarios. The MPO's model consultant is in the process of finishing up work on adding an auto/transit/bike job accessibility reporting function to the model. MPO staff will be meeting with local staff in mid-February to review draft facility plan recommendations. The schedule calls for developing recommendations by March, completing the draft plan report by April, and approving the final plan in May. He noted there will be a month or two when the TIP will be frozen, hence the need to stay on schedule.

Schaefer reviewed maps showing: generalized 2050 land use (used to develop the forecasts for modeling); HH/employment density; planned regional bike network; high priority missing links in the bike network; pedestrian accessibility barriers at intersections; planned transit network; and results of the first model scenario based on existing and programmed projects, planned collectors, and the planned transit and bike networks; and maps illustrating job accessibility by transit and automobile for the model base year.

## **10. Presentation on Infrastructure Investment and Jobs Act and Impacts on MPO Funding**

Schaefer noted that the IIJA, which includes the new transportation bill, represents a historic investment in transportation infrastructure and will increase the funding for both planning and projects. It introduces many new programs. He shared a presentation using slides put together by FHWA and some additional ones highlighting key provisions in the new bill, and noted that staff would monitor things as more guidance becomes available. The bill will substantially increase the MPO's Planning funding – somewhere in the neighborhood of 30%. Transportation Alternatives program funding for bicycle/pedestrian projects could potentially double with the increased suballocated funding to the MPO plus more statewide funding available. Surface Transportation Block Grant – Urban funding will only increase by 4.4%, but the MPO will also see an additional increase once new Census population data is factored into our allocation. Schaefer stated he would be coming back to the board this summer to discuss ideas for use of the additional Planning funding. He also noted the MPO would look at hosting a webinar for local agencies about the opportunities in the new bill once more guidance is released. Krause asked if any of the funding opportunities he mentioned were time sensitive and should be communicated to the communities. Schaefer replied that the Transportation Alternatives program applications were due at the end of the month, but for the new programs it will take the USDOT some time to put together guidance and criteria.

## **11. Discussion and Action on Whether to Continue Virtual Board Meetings in 2022**

Schaefer noted that the board discussed and decided last year to continue holding policy board meetings virtually. The city of Madison asked board/committee staff to put this issue on the agenda and have the body vote on whether to continue to hold virtual meetings in 2022 or move back to in person meetings. Once established, the city would prefer the board continue meeting that way. He noted that the Madison Common Council would be meeting virtually through May 2022. Opitz stated he thought it made sense to remain virtual through the winter months at this time. Wood agreed that things should stay virtual for now, but expressed a desire to return to in-person meetings in the future. He noted in Monona they had been pretty successful with hybrid meetings. Opitz said the Board would continue meeting virtually for now and the Board could revisit the topic in spring.

## **12. Status Report on Capital RPC Activities**

No report.

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

Schaefer stated that FHWA Wisconsin Division staff set up a meeting between the large MPOs and the WisDOT Secretary at the end of the month to discuss funding and other issues. He also noted that the MPO Certification Review will be held in February and a public hearing on it would be held on February 16th. Foster said he had attended a presentation on the use of low CO2 concrete, and thought a presentation on the topic would be good at a future board meeting.

## **14. Adjournment**

Moved by Wood, seconded by Williams, to adjourn. Meeting adjourned at 8:29.

WisDOT Division of Transportation Investment  
Bureau of Planning and Economic Development  
4822 Madison Yards Way 6<sup>th</sup> Floor South  
PO Box 7913  
Madison WI 53707-7913

Governor Tony Evers  
Secretary Craig Thompson  
[wisconsindot.gov](http://wisconsindot.gov)  
Telephone: (608) 261-2060  
FAX: (608) 267-0294  
Email: [charles.wade@dot.wi.gov](mailto:charles.wade@dot.wi.gov)



*Date:* January 18, 2022

*To:* Mitch Batuzich, Federal Highway Administration

*From:* Charles Wade, Wisconsin Department of Transportation

*Subject:* Amendment to the 2022 Unified Planning Work Program for the Greater Madison Metropolitan Planning Organization (MPO)

In accordance with FHWA rule regarding the reporting of changes made to work programs, please accept the following as notification of such changes to the Greater Madison MPO's 2022 Unified Planning Work Program (UPWP).

The Bureau of Planning and Economic Development within the Division of Transportation Investment Management recommends approval of the enclosed request by the Greater Madison MPO for work activity and budget adjustments to the UPWP.

The Wisconsin Department of Transportation asks for your approval to proceed with this request. Thank you for your prompt attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to be "C. Wade", written over a horizontal line.

Charles Wade, Director  
Bureau of Planning and Economic Development  
Division of Transportation Investment Management,  
Wisconsin Department of Transportation

**Approved:**

MICHAEL V  
BATUZICH

Digitally signed by MICHAEL  
V BATUZICH  
Date: 2022.01.18 10:26:08  
-06'00'

FHWA Division

Date

Cc via email: William Schaefer, Greater Madison MPO  
Mary Forlenza, Federal Highway Administration  
Karl Buck, Federal Highway Administration  
Steve Flottmeyer, WisDOT Southwest Region  
Diane Paoni, WisDOT Bureau of Planning and Economic Development



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

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

January 25, 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 Madison Area Transportation Planning 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 Madison Area Transportation Planning Board on January 5, 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 2 and MPO 2022 Resolution Number 1 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 "C. 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**  
**February 2, 2022**

**Item No. 5**

**Re:**

Presentation on Draft Metro Transit Network Redesign Plan and Update on BRT Project

**Staff Comments on Item:**

Work is being finalized on the draft Metro Transit Network Redesign Plan report, which is anticipated to be released for public review at the end of this week. The plan follows the development and review of alternatives emphasizing ridership and coverage. The draft network is closest to the ridership alternative with some additional coverage. Mike Cechvala, City of Madison Transportation/Metro, will provide a presentation on the draft plan, process for getting comments and finalizing it, and the implementation schedule. The study webpage is here: <https://www.cityofmadison.com/metro/routes-schedules/bus-rapid-transit/transit-network-redesign>. Work on the Bus Rapid Transit (BRT) project is also continuing, and Mike will provide a brief update on that as well.

**Materials Presented on Item:**

None (presentation can be made available after the meeting)

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

**MPO Agenda Cover Sheet**  
**February 2, 2022**

**Item No. 6**

**Re:**

Update on *Connect Greater Madison* Regional Transportation Plan 2050

**Staff Comments on Item:**

MPO staff will review the schedule for completing the plan, proposed performance measures for evaluating the plan and moving forward, associated congestion management process measures and monitoring plan, and additional analysis conducted, including additional travel modeling results and analysis.

**Materials Presented on Item:**

None (presentation will be made available after the meeting)

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

# MPO Agenda Cover Sheet

## February 2, 2022

Item No. 7

**Re:**

Report on Federal Certification Review to Be Held on February 16-17

**Staff Comments on Item:**

The U.S. Department of Transportation (USDOT) is conducting a planning certification review of the regional transportation planning process conducted in the Madison area. These certification reviews are required to be conducted every four years. The purpose of the review is to determine if the transportation planning process carried out by the MPO in coordination with WisDOT, Metro Transit, and local units of government, meets applicable requirements of Federal transportation law. As part of the review, best practices are discussed and recommendations made for improvements to the process.

As part of the oversight activities by FHWA and FTA, they review all MPO documents and then meetings are held with staff to discuss planning topics. The agenda is attached. A public meeting is also held to hear from stakeholders and members of the public. The notice for the meeting was sent to the board and is attached. Members are welcome to attend. If members of the board are interested, a meeting with USDOT staff can be set up for members to provide comments.

Also attached are responses by MPO staff to the disposition of recommendations made after the last certification review in 2017. USDOT staff will prepare a report following the review and make a presentation to the board on the findings.

**Materials Presented on Item:**

1. Agenda for certification review meetings
2. Public notice regarding the public meeting and opportunity to comment on the regional transportation planning process in the Madison area as part of the certification review.
3. Staff response concerning the disposition of FHWA recommendations from the last certification review in 2017.

**Staff Recommendation/Rationale:** For information and discussion purposes only. FHWA will report to the board on the findings and recommendation after the review.

**Draft Agenda**  
 Greater Madison MPO Transportation Management Areas  
 Metropolitan Transportation Planning Certification Review  
 February 16 - 17, 2022

Virtual: Microsoft TEAMS

**Wednesday, November 16, 2022 Session 1**

| Time     | Minutes | Review Topic  | Discussion Lead     |
|----------|---------|---|---------------------|
| 8:30 AM  | 15      | Introductions-Participants & Purpose                  | FTA/FHWA            |
| 8:45 AM  | 30      | Overview of Current Transportation Planning Activites | Greater Madison MPO |
| 9:15 AM  | 45      | 2050 RTP Update/Land Use/Livability/Resiliance        | FTA/FHWA            |
| 10:00 AM | 20      | Financial Planning                                    | FTA/FHWA            |
| 10:20 AM | 20      | Performance Based Planning & Programming              | FTA/FHWA            |
| 10:40 AM | 15      | Break   |                     |
| 10:55 AM | 20      | Public Involvement                                    | FTA/FHWA            |
| 11:15 AM | 20      | Title VI/EJ/ADA                                       | FTA/FHWA            |
| 11:35 AM |         | Adjourn   |                     |
| 6:00 PM  |         | Public Meeting  |                     |

Register for public meeting at Greater Madison MPO website:

**Thursday February 17, 2022, Session 2**

| Time     | Minutes | Review Topic                        | Discussion Lead |
|----------|---------|-------------------------------------|-----------------|
| 8:30 AM  | 45      | Transit                             | FTA             |
| 9:15 AM  | 20      | Safety & Security                   | FTA/FHWA        |
| 9:35 AM  | 20      | Travel Demand Model/Forecasting     | FTA/FHWA        |
| 9:55 AM  | 15      | Congestion Management Process       | FTA/FHWA        |
| 10:10 AM | 30      | Bicycle, Pedestrian & Micromobility | FTA/FHWA        |
| 10:40 AM | 15      | Break                               |                 |
| 10:55 AM | 20      | Consultation/3C Process             | FTA/FHWA        |
| 11:15 AM |         | Adjourn                             |                 |

**Thursday, February 17, 2022, Closeout**

| Time    | Minutes | Review Topic                                | Discussion Lead     |
|---------|---------|---|---------------------|
| 1:00 PM | 90      | Review Team Caucus                          | Federal Review Team |
| 2:30 PM | 60      | Follow-up to Public Meeting/Review Closeout | All                 |
| 3:30 PM |         | Conclude                                    |                     |



**NOTICE OF PUBLIC MEETING AND OPPORTUNITY TO COMMENT ON  
REGIONAL TRANSPORTATION PLANNING IN THE MADISON METROPOLITAN AREA**

Comments are being sought on the regional transportation planning process carried out by the Greater Madison MPO (Metropolitan Planning Organization), Wisconsin Department of Transportation (WisDOT), Metro Transit, and local units of government in the Madison metropolitan area.

Under Federal law, the Greater Madison MPO serves as the metropolitan planning organization for the Madison urban area. In coordination with WisDOT, Metro Transit, and local units of government in the Madison area, the MPO is responsible for conducting a continuing, cooperative, and comprehensive transportation planning process in accordance with the provisions of Federal Law. The U.S. Department of Transportation (USDOT) is conducting a planning certification review of the regional transportation planning process conducted in the Madison area. This review is conducted every four years.

Public comments received will be incorporated into the certification review and considered together with other USDOT oversight activities to determine if the transportation planning process meets applicable requirements of Federal transportation law and also to review best practices and make recommendations for improvements to the process. Comments are invited pertaining to transportation planning processes, public involvement procedures as outlined in the [MPO Public Participation Plan](#), the long-range [Regional Transportation Plan 2050](#) (note: an updated plan is underway and scheduled to be adopted in the spring; see [plan update website](#)), and the [Transportation Improvement Program](#).

**Public Meeting on Regional Transportation Planning in the Madison Area**  
**Wednesday, February 16, 2022**  
**5:30 p.m.**  
**Virtual Meeting via Zoom**  
**[Register Here](#)**

Representatives of the USDOT, WisDOT, Metro Transit, and Greater Madison MPO staff will be available to provide information and respond to questions regarding the transportation planning process.

Public comments may be provided at the public meeting or submitted in writing. **Written comments may be submitted no later than March 17, 2022** by mail, fax, or e-mail to:

Madison Planning Certification Review  
Federal Highway Administration  
525 Junction Rd, Ste 8000  
Madison, Wisconsin 53717  
Fax: 608-662-2121  
E-mail: [wisconsin.fhwa@dot.gov](mailto:wisconsin.fhwa@dot.gov)

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*Please do so at least 72 hours prior to the meeting so that proper arrangements can be made.*

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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.*

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*请在会议开始前至少 72 小时提出请求，以便我们做出安排。*

cc: (emailed)

All Mayors, Village Presidents, and Town Chairs within the MPO Planning Area  
Administrators/Clerks within the MPO Planning Area  
Dane County Supervisors in the MPO Planning Area  
Joe Parisi, Dane Co. Executive  
Heather Stouder, City of Madison Planning Division Director  
MPO Technical Coordinating Committee  
Dane Co. Public Works & Transportation Committee  
City of Madison Long-Range Transportation Planning Committee  
City of Madison Transportation Planning & Policy Board  
City of Madison Transportation Commission  
City of Fitchburg Transportation & Transit Commission  
City of Sun Prairie Transit Commission  
Stephen Flottmeyer, Planning Director, WisDOT SW Region  
Tom Koprowski, WisDOT SW Region  
Alex Gramovot, Bureau of Planning Director, WisDOT  
Diane Paoni, Bureau of Planning, WisDOT  
Justin Stuenhrenberg, General Manager, Metro Transit  
Mitch Batuzich and Mary Forlenza, FHWA Wisconsin Division  
Bill Wheeler, FTA  
Steve Steinhoff, Capital Area Regional Planning Commission  
MPO Contact List

## Disposition of 2017 Federal Certification Review Recommendations

### 1) **Review Area:** Metropolitan Transportation Plan

**Recommendation:** If possible, in the future consider aligning and integrating CARPC's land use scenario planning effort with the MPO's transportation plan update

**MPO Response:** The MPO is currently finishing up the *Connect Greater Madison* Regional Transportation Plan (RTP) 2050 Update. The MPO worked closely with the Capital Area Regional Planning Commission (CARPC) to align and integrate regional planning efforts between the RTP and CARPC's Regional Development Framework (RDF). Through the *Greater Madison Vision* planning process CARPC developed a series of land use scenarios, and selected a preferred growth scenario to serve as the foundation for the RDF, the regional land use plan. MPO staff worked with CARPC and city of Madison Planning staff to develop the growth scenario for the RDF and RTP using the scenario planning platform, UrbanFootprint. The 2016 base year UrbanFootprint setup, which was customized for Dane County as part of work on the city of Madison's comprehensive plan, was used by the MPO's travel model consultants to incorporate land use/urban design into the regional travel modeling process, most notably in the trip distribution and mode choice models. The UrbanFootprint future land use scenario was used to calculate and assign traffic analysis zone (TAZ) level household and employment forecasts in the travel model for travel forecasting for the RTP. An interim growth forecast year (2035) was created along with a year 2050 forecast. CARPC is developing performance measures to track progress towards implementing the RDF (e.g., percent of new development in infill/redevelopment areas and in identified centers and corridors), which the MPO will also reference and track alongside the RTP performance measures.

### 2) **Review Area:** MPO Structure and Agreements

**Recommendation:** There was interest expressed during the review in the roles and responsibilities between the MPO and its fiscal agent, the City of Madison, being clarified and possibly modified. FHWA provided a sample governance agreement and organizational structure for consideration.

**MPO Response:** This was not pursued. The former MPO Chair was the person who was most interested in this issue. There does not seem to be the same interest or desire now in modifying the responsibilities between the MPO and the city, but this can be discussed with the board as part of this certification review process. The current responsibilities of the MPO and city, as fiscal agent, are pretty well spelled out in the MPO's Operating Rules and Procedures. The main issues seem to center on who sets the budget (vs. the work program), who approves contracts and the MPO board's role, who hires the MPO Director/Planning Manager, and who sets the salary structure for the Director and other staff. A more independent MPO with respect to these items may not be possible given that the MPO is not a corporate entity able to enter into contracts and the arrangement for local match funding. Pursuing a more independent MPO could also have financial drawbacks with the city charging for services that are now provided free of charge. Staff believes the current arrangement is working fine.



3) **Review Area:** Unified Planning Work Program

**Recommendation:** The MPO should continue efforts to ensure timely delivery of UPWP activities.

**MPO Response:** The MPO has carried over funding for the past several years and twice sought extensions of the period within which to expend the carryover funds. The reasons have varied, but one of the reasons has been waiting too long to develop a firm plan for spending discretionary/consultant funding in the budget. There is a commitment moving forward to spending this funding in a timely manner. The carryover funding has also been due in part to overly conservative budgeting in an effort to ensure the agency does not go over budget. Again, with experience gained this shouldn't be a major problem going forward. However, the MPO still must ensure it does not go over budget and believes there is nothing wrong with carrying over a reasonable amount of funding as long as it is spent in a timely fashion the following year. The carryover funding has provided flexibility to the MPO, which has been helpful for some unexpected expenses (e.g., orthophotography) and allowing the agency to extend internships.

4) **Review Area:** Civil Rights, Title VI Civil Rights Act

**Recommendation:** Recommend coordinating with Metro Transit's public outreach efforts to reach under-served populations. Continue evaluating and experimenting with different techniques to reach these populations.

**MPO Response:** The MPO's adopted mission is to lead the collaborative planning and funding of a sustainable, equitable transportation system for the greater Madison region.

In 2017 the MPO completed a Public Participation Plan evaluation, which recommended a number of methods to increase inclusive public participation. One of the recommendations was to rename and rebrand the organization, which the organization completed in 2020. The rebranding effort included focus groups and targeted interviews with key stakeholders, including community leaders from traditionally underserved populations in order to create a new mission, vision, and outreach strategy for the MPO to better communication and connect with community stakeholders.

The MPO adopted an updated Public Participation Plan (PPP) in early 2021. The PPP includes a detailed overview of public involvement strategies undertaken by the MPO, seeking to supplement traditional outreach strategies with more innovative "outside the box" approaches, particularly for engaging traditionally underserved populations. Staff used the 2021 Plan to guide engagement strategies for the RTP update. More traditional outreach activities included: creating a plan website, which includes key materials in Spanish; public information meetings, and an online RTP public survey, which was available in both English and Spanish as well. The MPO also partnered with community organizations to identify focus group participants from demographic groups that are typically under-represented in the planning process. Two of the focus groups were offered in Spanish, and one group focused on the Hmong community. Staff felt the MPO received invaluable feedback from these focus groups, and several focus

group participants remarked that this was the first time they had been involved in any sort of public engagement activity. Additionally, the Bayview Community Foundation recently contacted the MPO and stated that as a direct result of critical transportation needs of their residents discussed during the focus groups, that they were applying for a grant to pilot a program to provide affordable transportation to grocery stores. The MPO also asked the community organization to share social media posts and engagement opportunities with their members.

Many other major transportation initiatives were occurring around the region concurrent with the RTP such as the city of Madison's Complete Green Streets Initiative, Vision Zero, and the Metro Transit Network Redesign. MPO staff set up a series of coordination meetings with those project teams to identify opportunities to collaborate and share feedback, and minimize the burden of asking community members to participate in several different meetings. The MPO had originally planned to use the public engagement opportunities for the Network Redesign to gain feedback for the Transit Development Plan (TDP), but it became clear that it made most sense to postpone work on the TDP until after the Network Redesign was completed. Feedback gained from that effort will still be useful for the TDP. The Covid-19 epidemic limited most in-person engagement opportunities over the course of RTP development, but the MPO plans to continue efforts in the future to meet and engage with community members where they are when it is safe to do so.

#### 5) **Review Area:** Resilience

**Recommendation:** To facilitate the development of strategies to reduce vulnerability of existing and planned investments to climate change, recommend MPO consider utilization of FHWA's INVEST (**I**nfrastructure **V**oluntary **E**valuation **S**ustainability **T**ool), which is a web-based self-evaluation tool comprised of voluntary sustainability best practices. Conducting a vulnerability assessment is another option that the MPO may consider.

**MPO Response:** The MPO has included climate change and resilience as a critical issue in the development of the RTP. The MPO will review the best practices from the INVEST tool during the development of plan recommendations. The unprecedented flooding during 2018 highlighted the importance of designing and maintaining a resilient transportation system. As a result of the flooding, the city of Madison is in the process of creating detailed flood risk maps, including roadway infrastructure, as part of their watershed planning efforts. CARPC is in the process of completing a project to develop a green infrastructure plan for the Black Earth Creek watershed. The plan will include recommendations for projects to restore wetlands and reduce flood risks. FEMA and other grant funds will be sought for implementation. There may be an opportunity in the future to partner with CARPC on a more regional assessment or projects in other priority watersheds. MPO staff have also been participating in the update to Dane County's Natural Hazard Mitigation Plan to reduce the impact of natural hazards on people, structures, and the natural environment.

6) **Review Area:** Congestion Management Process

**Recommendation:** Continue efforts to improve monitoring and evaluation of implemented CMP strategies and integrate the results with the TIP development process. Consider incorporating freight bottlenecks in future update of CMP.

**MPO Response:** The MPO is updating the Congestion Management Process concurrently with the RTP. The updated CMP will closely mirror the SEWPRC example recommended by FHWA. Updated CMP performance measures will include traffic speed and volume data from Streetlight Analytics, and we are hoping Streetlight data can be used to evaluate post-congestion management project effectiveness in the future. The CMP will also include truck volume data and reference any bottlenecks identified in the State Freight Plan. System-level CMP network performance measures will be included in the TIP performance measure appendix.

**MPO Agenda Cover Sheet**  
**February 2, 2022**

**Item No. 8**

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| <p><b>Re:</b></p> <p>Report on Draft WisDOT Plan for Soliciting New Local Program Projects to Utilize Funding in the Bipartisan Infrastructure Bill</p>   |
| <p><b>Staff Comments on Item:</b></p> <p>WisDOT is planning to start two separate solicitations (application processes) for projects under the local programs (Bridge, STBG, Transportation Alternatives) using the new funding under the Bipartisan Infrastructure Bill. See attached letter. The first solicitation will be sent out very soon for projects using Federal Fiscal Year (FFY) 2022 funding. Those projects must be let by this fall (obligating the funding) so the funding can only be used for projects that have already gone through design or simple projects (e.g., road resurfacing). The MPO could potentially move up an already approved project for funding obligation in '22, if ready to go, freeing up funding for another project in a later year. For Transportation Alternatives Program (TAP) projects, the current application process will be used for which applications are due this week. The second solicitation – likely in late February – will seek projects for funding obligation in FFY '23-'26. We will send separate communications to local staff and officials as we do for the regular application cycles for STBG and TAP. WisDOT has told us the Madison MPO will have around \$2.3 million in STBG funding per year or \$11.5 million total. We do not yet know how much TAP funding will be available.</p> |
| <p><b>Materials Presented on Item:</b></p> <ol style="list-style-type: none"><li>1. Letter sent to local officials regarding the solicitation of projects for funding with the additional funds from the Bipartisan Infrastructure Bill.</li></ol>  |
| <p><b>Staff Recommendation/Rationale:</b> For information and discussion purposes only.</p>   |

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January 19, 2022

Dear Local Government Partners,

Wisconsin Department of Transportation (WisDOT) is asking local governments to review existing local program project opportunities in a new statewide effort to use expected federal Bipartisan Infrastructure Law (BIL) funding. While the exact amount of additional funding is unknown, solid planning estimates show the increase will be significant. Once final funding amounts are known from the United States Department of Transportation, WisDOT will submit a funding distribution plan to the Wisconsin State Legislature for review and approval, or modification and approval.

Time is of the essence in planning for the use of 2022 federal funding. Accordingly, WisDOT announced at the Wisconsin County Highways Association Road School on 1/18/22 that solicitations for local program projects will begin this month to prepare for use of BIL funding.

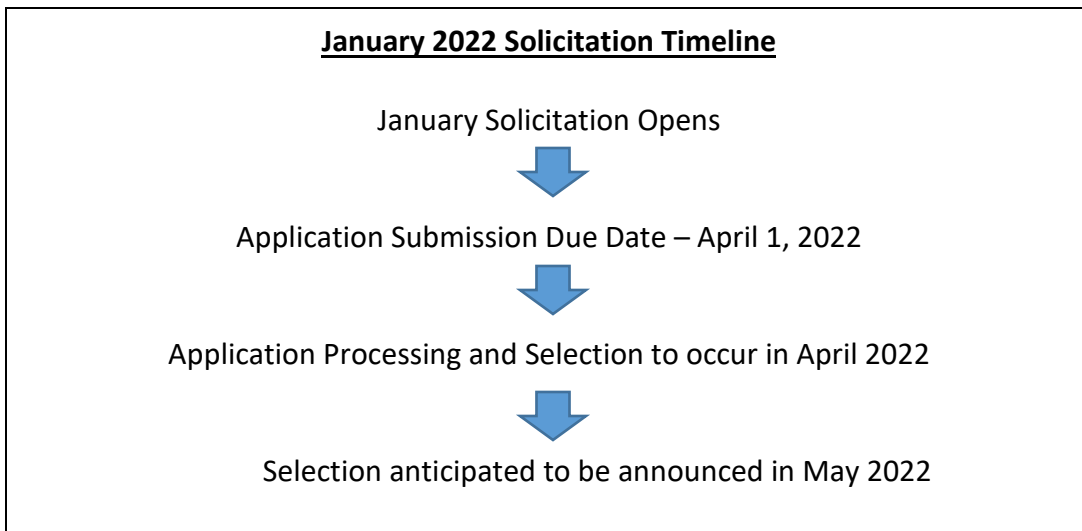
WisDOT will start with two solicitations for supplemental local program projects – a January 2022 solicitation to generate a list of construction projects that might be able to utilize the Federal Fiscal Year (FFY) 2022 funding, and a February 2022 solicitation to generate a list of design and construction projects to utilize funding in FFY 2023 - 2026. The BIL is a five-year bill covering FFY 2022 through 2026.

### **What Must Be Done to Apply for FFY 2022 Funding – The January Solicitation**

To apply for the January 2022 solicitation, local governments must move very quickly. The Federal Highway Association (FHWA) requires FFY 2022 funding to be “obligated” by September 30<sup>th</sup>, 2022. As such, to use the FFY 2022 funding, WisDOT will be soliciting for local program construction projects only; design will not be considered in the January solicitation. If a construction project is selected to use FFY 2022 funding, locals must submit project Plan, Specification, and Estimate (PS&E) packages no later than August 1, 2022 to facilitate project construction lettings that will meet federal obligation deadlines.

To meet the tight timelines to use FFY 2022 federal funding for construction, these projects must have designs completed or designs that could be completed quickly. Project applications submitted in the January 2022 solicitation must also be eligible for federal funding. As stated earlier, project design funding will not be considered until the February local program solicitation. The January solicitation will exclusively focus on construction projects. Examples of construction projects typically eligible for federal funding include:

- Preservation – mill & overlay
- Resurface
- Pavement Replacement
- Bridge Rehabilitation – deck repairs
- Bridge Replacement – replace deck, girders, or abutments



For the January 2022 solicitation, it is recommended to avoid projects with complexities that would add time to the construction readiness process. For example, it would be prudent to avoid projects with significant environmental work, real estate, utility, or railroad issues.

In January, WisDOT will be soliciting for projects in the following programs:

- Surface Transportation Program (STP)
- Local Bridge Improvement Assistance Program

WisDOT will be using the current Transportation Alternatives Program (TAP) and Congestion Mitigation and Air Quality Program (CMAQ) solicitation processes to evaluate project readiness for these two separate programs for FFY 2022. If you have questions about the FFY 2022 TAP or CMAQ programs, please contact WisDOT.

Please also note that while FFY 2022 Local Bridge projects will be included in the January solicitation, FFY 2022 BIL bridge funding does not have to be obligated by 9/30/2022, like it does for STP. Therefore, applicants have more time to submit bridge applications and could elect to utilize the February 2022 BIL supplemental local project solicitation for those bridge projects.

**What Must Be Done to Apply for FFY 2023 Through 2026 Funding – The February Solicitation**

The February 2022 supplemental solicitation will start the application process for local design and construction projects seeking to receive funding in FFY 2023 and beyond. Project applications will be considered in the following programs:

- Surface Transportation Program (STP)
- Local Bridge Improvement Assistance Program
- Transportation Alternatives Program (TAP)
- Congestion Mitigation and Air Quality (CMAQ)

Applications may be submitted for design and construction, or construction only. Projects must be eligible for federal funding.

**February 2022 Solicitation Timeline**

February Solicitation Opens



February Solicitation Application Due Date – June 1, 2022



Application Processing and Selection to occur in June and July 2022



Selection anticipated to be announced in August 2022

WisDOT greatly appreciates your time and diligence in working on this call for supplemental local program projects. Both the January and February solicitations are meant to provide WisDOT with a list of candidate projects when the new BIL funding becomes available. It is expected that funding amounts will be posted to the WisDOT Local Programs website when WisDOT has the Wisconsin Legislature’s approval to utilize federal dollars. Project selections are expected to be announced between May and August, depending upon the solicitation. Notification of project selection will be in both follow up emails to local governments and on the WisDOT website. WisDOT will continue to release updated program information as it becomes available.

In the next week, more details will be posted on WisDOT’s website about the solicitations at [www.wisconsin.gov](http://www.wisconsin.gov). We are working to best position Wisconsin to administer and use the federal dollars, when directed, to the best of our abilities. Working together with you, our local partners, we will improve the transportation network across Wisconsin.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jm'.

Jennifer Murray, AICP  
Director – Bureau of Transit, Local Roads, Railroads & Harbors  
Division of Transportation Investment Management