

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

June 1, 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: 819 9649 5985
- 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 May 11, 2022 Meeting Minutes
3. Communications

4. Public Comment (for items **not** on MPO Agenda)
5. Approval of Proposed Funding of Carbon Reduction Program Projects with FFY 2022 Bipartisan Infrastructure Bill Funding
6. MPO 2022 Resolution No. 6 Approving Amendment #5 to the 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County
 - City of Fitchburg, Conversion of Streetlight Fixtures to LED (NEW, Implementation in 2023)
 - City of Madison, Conversion of Streetlight Fixtures to LED (NEW, Implementation in 2023)
 - City of Middleton, Install Three EV Fast Chargers and Purchase Four EV Fleet Vehicles (NEW, Implementation in 2023)
 - City of Sun Prairie, Install EV Charging Station and Purchase Three EV Fleet Trucks (NEW, Implementation in 2023)
 - S. Whitney Way (Odana Road Intersection), Misc. Safety Improvements (NEW, Const. in 2027)
 - O'Keefe Ave. (McCoy Road Intersection), Misc. Safety Improvements (NEW, Const. in 2027)
7. Review and Discussion of Potential MPO Planning Grant Application Under the New Safe Streets and Roads for All Program
8. Announcements and Schedule of Future Meetings
 - Approval of STBG Urban projects with FFY 2023-2026 BIL funding at August meeting
 - Planned joint meeting with CARPC on August 3 after MPO only meeting
9. Adjournment

Next MPO Board Meeting:

Wednesday, August 3, 2022 at 6:30 p.m.
[Note: July 6, 2022 meeting to be canceled]

**Greater Madison Metropolitan Planning Organization (MPO)
May 11, 2022 Meeting Minutes**

Virtual Meeting hosted via Zoom

Opitz called the meeting to order at 6:32 PM.

1. Roll Call and Introductions

Members present: Phil Caravello, Yogesh Chawla, Steve Flottmeyer, Grant Foster (joined at item 7), Gary Halverson (joined at item 7), Tom Lynch, Mark Opitz, Nasra Wehelie, Kristi Williams, Doug Wood

Members absent: Margaret Bergamini, Paul Esser, Barbara Harrington-McKinney, Jerry Mandli

MPO staff present: Bill Schaefer, Colleen Hoesly

Others present in an official capacity: Diane Paoni (WisDOT Planning), Pam Dunphy (Dane County Highway Dept.), Dave Benforado (Village of Shorewood Hills), Chris Petykowski (City of Madison Engineering)

2. Approval of April 6, 2022 Meeting Minutes

Williams moved, Wood seconded, to approve April 6, 2022 meeting minutes. Motion carried.

3. Communications

None

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

None

5. Public Hearing on the Draft *Connect Greater Madison Regional Transportation Plan 2050 for the Madison Metropolitan Area*

Opitz opened the public hearing. There were no registrants to speak, and therefore Opitz closed the hearing.

6. MPO 2022 Resolution No. 4 Approving *Connect Greater Madison Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area*

Schaefer reviewed highlights of the draft RTP recommendations. He noted there is one minor proposed change to the Major Roadway Projects and Studies map, noted in the Addition/Change Sheet dated 5/5/22, showing a small segment of County Highway M recommended for capacity expansion in the city of Verona. The Future Roadway Functional Class Map shows, in part, planned local collector roads, in order to highlight their importance for distributing traffic and for multimodal connectivity. There are a few changes in the Addition/Change Sheet based on comments from local staff in Verona and Sun Prairie. For Transportation Systems Management, the major recommendation is to develop a regional Transportation Systems Management and Operations (TSMO) plan. The Congestion Management Process has been updated as previously reviewed with the board. There is a Vehicle Electrification recommendation to promote the transition to EVs. This is supported by new Federal funding, and staff anticipates developing a priority location analysis to assist local communities with siting EV charging infrastructure. The Future Transit Network builds upon BRT and the Network Redesign Study.

Particularly for the local routes it is a conceptual plan and will be fleshed out further as part of the Transit Development Plan (TDP) and annual service adjustments. The RTP recommends exploring other transit service models in areas and/or at times of the day where that makes sense. The Future Bicycle Network includes recommendations focus on completing priority missing links and priority regional paths. Transportation demand management (TDM) recommendations include strategic planning for the MPO TDM program, expanding capacity with additional program funding, and working with other communities to support TDM initiatives like the City of Madison's TDM program.

Chawla asked about the priority regional shared-use paths map. He noted that the county has Parks dept. grants available bi-annually and asked whether staff can share details about which routes are yet to be funded, or which have applied for parks grants and not been funded. The county board helps evaluate applications, so it would be helpful to understand which paths have not been funded, along with their cost estimates if available. Schaefer stated that the MPO has conceptual cost estimates for these projects, and all of this information can be shared with county Parks staff. He noted that in many cases the regional projects are beyond the scope of the county parks grant program to fund, but not always. Chawla said he would work to get this topic on the county board agenda after receiving more information from MPO staff.

Schaefer summarized the Environmental Justice (EJ) Analysis and Fiscal Analysis, which hadn't been previously reviewed with board. The EJ analysis looks at how well the future planned transportation networks serve MPO-identified EJ areas. The Fiscal Analysis is required to ensure that the RTP is fiscally constrained. Funding conclusions from that include that there is sufficient funding to cover the identified major local roadway reconstructions and priority regional multi-use path projects, but that additional funding solutions are necessary to maintain the roadway system in good repair and achieve the full regional transit system vision over the longer term.

After the plan is adopted, staff will develop an interactive online summary for the public; provide presentations for local communities; begin working on studies identified in the plan and supporting local communities during project development, including assistance with local grant applications; and supporting plan implementation through the funding process.

Hoesly summarized the public comments received and substantive revisions recommended by staff. The MPO solicited comments on an interactive map of the future proposed transportation system, which received about 160 responses, most of which (70%) related to the bike network. Staff analyzed comments on the second interactive map relative to environmental justice (EJ) areas, with results included in the board packet. The formal public comment period for the draft RTP was open April 15-May 8; comments were submitted through the plan website and by email, from the public and staff from Sun Prairie, Verona, and WisDOT Central Office. The majority of comments related to recommendations and supporting actions in the Bicycle, TDM, and Parking sections. The FHWA reviewed the federally required sections of the plan and found no concerns. Hoesly then reviewed the proposed substantive revisions based on comments received, listed in the Addition/Change Sheet in the board packet.

Lynch noted that the federal infrastructure bill includes a great deal of new funding and the City of Madison plans to apply to several of these new programs, such as Safe Streets for All. Often, program applications ask whether the proposed project is in the RTP and the TIP. Lynch asked whether there is a way to include projects in the TIP even though they may not be funded. Schaefer stated that smaller intersection-level projects are not usually included in the RTP due to their scale, but that projects can be included in the TIP as "illustrative projects," rather than part of the official project list, so they can be pointed to as mentioned. Lynch said that is what the city is looking for – something to reference in their application. For example, the city is planning to apply to the Safe Streets for All program for 23 projects totaling about \$11.5 million. Hoesly noted that the RTP recommendations and supporting actions are

written to allow for flexibility in supporting local safety initiatives generally, through the Safe Systems Approach. Schaefer added that the MPO will be looking at potential use of its planning funding to support local grant applications.

Opitz stated that the RTP was a significant effort by MPO staff and thanked them for the work involved. He asked whether the new cover page would make it clear that this plan is an “update,” to the previous plan, as both will have a year 2050 horizon. Schaefer stated that the plan has a new name and will include the year of adoption on each page, but that staff would consider adding “update” to the title.

Wood moved, Williams seconded, to approve MPO 2022 Resolution No. 4, adopting the *Connect Greater Madison* Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area, which incorporates the changes to the Draft Plan dated April 2022, listed in the Addition/Change sheet dated May 5, 2022. Motion carried.

7. Approval of Scoring and Proposed Funding of Surface Transportation Block Grant (STBG) Urban Program Projects with FFY 2022 Bipartisan Infrastructure Bill Funding

Schaefer stated that the MPO has \$2.1 million in FFY 2022 funding to allocate under the STBG-Urban program. There is another application cycle currently underway for FFY 2023-2026 funding, under which the MPO expects to have about \$8.5 million to allocate; applications for this are due June 3. Projects receiving FFY 2022 funding need to be let this fall, so WisDOT requested only simple projects. The MPO received three applications, two from the City of Sun Prairie and one from the Village of DeForest. The MPO also received letters from the City of Madison and Village of Shorewood Hills requesting a funding increase for the University Ave project, which received funding but is now short of the MPO’s 60% funding policy based on cost increases since it was approved. The City of Madison also recognized that if University Ave receives additional funding, it would be fair to also increase funding for the Pleasant View Road project that is scheduled to be let this year. Schaefer added that if the board approves funding increases for these projects, it would also be fair to increase funding for the County Trunk Highway M project with FFY 2023 funding, which is also short of funding due to cost increases.

Schaefer said staff provided two funding scenarios in the board packet and are recommending Scenario 1, which would use most of the money on the N. Thompson Rd. project in Sun Prairie, with the remaining split between University Ave. and Pleasant View Road. However, staff recognize the financial hardship placed on the Village of Shorewood Hills by the University Ave project cost-share requirement. Schaefer noted that he has been working to access the CRRSAA Bill funding that WisDOT chose to use on a state project, and that FHWA is expected to provide a legal opinion on that soon. There is still a possibility that this \$3 million may become available. He emphasized that the use of the funding on new vs. already approved projects is very much a policy decision for the board.

Dave Benforado, Village of Shorewood Hills President, registered to speak. He said the village favored Scenario 2 in the board packet, which allocates all of the additional funding to the University Ave. and Pleasant View Rd. projects. The Village has historically been responsible for the operations and maintenance of the three westbound lanes between University Bay Dr. and Shorewood Blvd. The Village has accepted that for the past few decades, but the cost-share for this major reconstruction is a huge burden for the village. He described the project and noted its high score by the MPO. He said the village just took out bonds for \$6 million, representing in large part their share of the University Ave project. This is the village’s largest single contribution to a public works project, and represents almost two years’ worth of the village’s entire levy.

Schaefer summarized comments provided by Mayor Esser of Sun Prairie, who was unable to attend the meeting tonight. Esser stated that he understands the village’s predicament and acknowledges the challenging decision for the board; however, the University Ave project has already received a large

amount of funding, and N. Thompson Rd is in very poor condition and needs immediate attention. He noted that the purpose of this solicitation was for simple projects like this one, which is a resurfacing. Therefore, he is in favor of Scenario 1.

Opitz then turned to the board for questions and discussion. Wood asked how the N. Thompson Rd. project score would compare to other projects if this were a normal TIP approval process, as it seems low relative to other projects the MPO has been approving. Schaefer said that the score is low due to the limited nature of the project, however, this is precisely the type of simple project that was requested due to the necessity to obligate the funding this year. Wood stated that he is sympathetic to the village's situation and leans toward increasing the funding for University Ave. and Pleasant View Rd. He is concerned that the MPO's goal is to fund projects at 60%, and these projects are currently only at about 50% funding.

Foster stated that as a member of the MPO policy board, he looks to the MPO's two main policies that should guide the decision, which are 1) using the project scoring tool to make decisions as objectively as possible, and 2) applying the policy to fund projects at 60%. He acknowledged that the MPO also has an unwritten policy to "spread the wealth" by periodically allocating funding to projects in smaller communities that may not have received funding recently, however, he feels that this is not the best way to make decisions. As a result, Foster stated that he is in favor of Scenario 2. Schaefer clarified that there is a policy that the MPO allocate "over time" (not within a given application cycle) a minimum of 10% of MPO funding for small projects, defined at \$2.8 million or less; the Sun Prairie project is slightly over that. The purpose is to provide equity, to allow smaller communities to compete, as they would otherwise typically score lower in the MPO funding criteria based on their location. The MPO's funding is based on the population of the entire urban area, so there is justification to consider that geographic equity. Grant asked whether the MPO is behind on that metric, as a smaller project in McFarland was recently funded. Schaefer stated that project was funded in the cycle before the last one; in the last round, all of the funding (\$20 million) went to Madison projects, because Madison was the only community to apply. He noted that Madison did not have a large project funded in the cycle prior to the last one, however that was a rare case. He also recognized that Madison applies for funding for regional roadway projects, of which University Ave is one, so it does make sense that Madison receive more funding due to this.

Foster stated that Madison applies for regional projects, such as University Ave., and the role of the MPO scoring criteria is to allocate funding toward projects with high regional value. Lynch said that Foster and Schaefer both make good points. He noted that Madison applies for many projects; this is a rare project request by Sun Prairie. He said he saw value in the staff recommendation and would probably support it. Chawla asked about the potential County Highway M funding mentioned in the presentation. Schaefer said he commented that if the board approves funding increases for University Ave and Pleasant View, it would also be fair to increase funding for the CTH M project because it is also short of the 60% funding. However, FY 2023 funding would need to be used for that project as it is scheduled for 2023. Chawla commented that he thinks the CTH M project will contribute to sprawl and is not in favor of adding funding to it. He said development north of Lake Mendota would contribute to flooding problems. Opitz asked whether staff considered an option that would fund the Sun Prairie project at a lower percentage. Schaefer said that this was a possible scenario to consider. Wood responded that he didn't think it would be good to change the funding policy on a case-by-case basis.

Foster moved, Halverson seconded, to approve funding Scenario 2 using the FFY 2022 allocation to add funding to the University Ave. and Pleasant View Rd. projects. Motion carried.

Schaefer commented that he would encourage Sun Prairie and DeForest to submit their projects for funding with the FFY 2023-2026 funds.

8. MPO 2022 Resolution No. 5 Approving Amendment #4 to the 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Schaefer summarized the list of projects included in the amendment and listed on the agenda. He noted that the board packet included an alternate project listing that shows the funding for University Ave. and Pleasant View Rd. as approved by the board. The resolution will need to be amended to remove reference to the N. Thompson Road project.

Lynch asked to clarify that the board would need to strike item 12 in the resolution. Schaefer said yes, and also remove the N Thompson Rd. project from the project listing and substitute the alternate project listings for University Ave. and Pleasant View Rd.

Lynch moved, Foster seconded, to approve Resolution No. 5 approving amendment #4 to the 2022-2026 TIP with the following changes: Eliminate references to the N. Thompson Rd. project and change the project listing table to delete N. Thompson Rd. and reflect the federal funding for University Ave. and Pleasant View Rd. in the Scenario 2 table. Motion carried.

9. Request for Project Applications for FFY 2022 Funding under New Carbon Reduction Program and Discussion of Cost Sharing Policy for Projects

Schaefer stated that this was an informational item. However, it will be an action item to approve funding for projects at the next meeting. The Carbon Reduction Program is a new program under which the MPO will receive about \$1 million annually. He reviewed some of the eligible project types. Because the FFY 2022 funding must be committed by this fall, the focus of this round of applications was on non-construction projects. Schaefer reviewed the four applications received. Moving forward, staff will work on developing policies and project evaluation criteria; for this cycle, there was not time to do that. Schaefer said staff would provide a proposal for funding the projects at the next meeting, but would likely recommend providing some funding for all projects. Schaefer said staff was interested in feedback from the board on whether to apply the same 60% funding policy for this program as the STBG Urban and TAP programs.

Foster stated that he supports funding these projects proportionally until the MPO has a policy in place for this program. Lynch noted that when using federal money, there are more hoops to jump through, so the benefit can decrease for small grants. Schaefer said that is generally true, but less so for non-construction projects. Lynch added that the environmental review requirements may not apply to non-construction projects, but the city is now running into “Buy America” provisions that are making some purchases more difficult. Schaefer noted that a minimum project cost will be established in the future for the program as is in place for the other programs.

10. Discussion on Future Board Meeting Format and “Outreach” Meetings

Opitz said he had requested that this be an agenda item. Schaefer has heard interest in continuing with virtual meetings, but wanted to check in with the board again. The MPO does not have the capacity for hybrid meetings at this time, but may in the future. The board could continue all virtual, or have some meetings virtual and some in-person; the city frowns on the latter option, but there is not a strict prohibition. The MPO board has also in the past had 1-2 “outreach” meetings in the past, where the board would meet in one of the other communities in the MPO area and include a presentation by staff on local transportation plans and projects in that community. Staff thinks these would be good to resume, but could be done virtually as well.

Wood said he would like to resume in-person and asked whether the interest in continuing with virtual meetings is due to COVID or convenience. Schaefer said he believes it is mostly due to convenience, as it allows members juggling multiple meetings to attend in cases where they would otherwise not be able

to if travel was required. Additionally, virtual is more convenient for the public. Chawla supported continuing to meet virtually to make it easier to juggle the many meetings that he and some other board members are involved in. He added that the county's guidance is to continue to meet virtually until hybrid meetings are feasible, so that the meetings can continue to be recorded. If the board goes back to meeting in person, Chawla would like it to be in a room that allows for hybrid participation and recording. Foster agreed and said the ability for the public to participate virtually is his primary consideration. He believes Madison IT is working on getting the technology to accommodate hybrid meetings in more rooms. He also agreed with Chawla's point that virtual meetings make it easier to participate with so many meetings. The Board of Public Works (BPW) will continue to meet right before the MPO policy board, starting at 4:30 p.m., so participating in both will be difficult if travel is involved. Foster added he is open to some in-person meetings if there is a virtual access option.

Caravello agreed with Chawla and Foster. He said that hybrid would be a good option if it was available, but prefers virtual until then. He also prefers virtual from a personal carbon reduction standpoint, though agrees it would be nice to see people in person at some point. Opitz suggested that perhaps one of the outreach meetings could be in-person. Wood added that he would like in-person meetings because with recent changes to the board, about half have not yet been able to meet in person as a group. He feels there is something lost over time without that type of interaction. He supported Opitz's idea of holding 1-2 in-person outreach meetings annually as a compromise. Halverson said he is also in favor of virtual meetings, as he has had to miss a few of the board meetings due to conflicts, including BPW meetings. Williams said she prefers virtual meetings, but added that she would like to meet everyone in person at least once. Wehelie also prefers virtual meetings due to convenience, but thinks it would be nice to meet everyone, so she is fine with either option.

Opitz said that with the majority of board members preferring to meet virtually, it makes sense to do so for now. He added that in Middleton, the council has started to meet in person, but the committees are virtual, so they are experimenting with how to maintain consistency and communicate the different formats to the public. For hybrid meetings, Middleton's attorney has said that the majority of members must attend in person for a quorum. Opitz added that he, Schaefer and Vice Chair Wood can start by discussing options for an in-person outreach meeting this summer or early fall.

11. Status Report on Capital Area RPC Activities

Opitz said he would like to hear preferences from board members on whether to keep this as a regular agenda item. With no board members on CARPC anymore, Schaefer said he could review CARPC meeting agendas moving forward and provide pertinent updates. Schaefer mentioned the idea of a joint meeting with CARPC in August. Schaefer said the July MPO board meeting would likely be cancelled.

Foster said there has not been much to report on in the past, so he would be fine with removing this as a standing agenda item. He liked the idea of Schaefer reviewing the CARPC agendas and reporting relevant items to the board as necessary. He said the joint meeting could perhaps be in-person. Opitz supported moving forward with Schaefer providing relevant updates as part of announcements or via email.

12. Announcements and Schedule of Future Meetings

There were no announcements. The next meeting is June 1, 2022 at 6:30 PM.

13. Adjournment

Halverson moved, Williams seconded, to adjourn. Meeting adjourned at 8:16 PM.

May 25, 2022

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation

Ms. Nuria Fernandez
Administrator
Federal Transit Administration

Re: Strong Support for Madison's FTA Bus and Bus Facilities Grant Application

Dear Secretary Buttigieg and Administrator Fernandez:

I write on behalf of the Greater Madison MPO to convey our strong support for the City of Madison's Bus and Bus Facilities grant application to the Federal Transit Administration (FTA). FTA 5339(b) funding will enable Madison to do necessary renovations on Metro's main bus maintenance facility and satellite facility and conduct other work that will improve transit operations in the City of Madison and partner communities, including the cities of Sun Prairie, Middleton, Fitchburg, and Verona.

Metro Transit must upgrade transportation infrastructure to accommodate growth and the demand on our environment. These facility renovations will leverage previous FTA investments and strengthen the City of Madison's commitment to clean energy by replacing roofs and installing solar panels on multiple Metro Facilities. The City of Madison is committed to green energy, and has set a goal to continue to install systems on city facilities each year and approach 10 Mega-Watts of capacity by 2030.

The Greater Madison MPO supports Madison's effort to renovate its bus maintenance facilities by replacing roofs where needed and adding solar panels, as these improvements will improve the TERM rating of these facilities (both currently below adopted targets) and reduce the City of Madison and Metro's reliance on the electric grid, improving sustainability and self-sufficiency. Since 2008, the City of Madison has established a history of successful solar projects, with over 20 PV systems ranging from 2.36 to 360 kW installed, and a total 2020 installed capacity of over 1 MW.



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GREATER MADISON
METROPOLITAN
PLANNING ORGANIZATION

100 State St #400
Madison, WI 53703

Continued enhancement of Madison's PV capacity is supported by the Greater Madison MPO's *Connect Greater Madison* Regional Transportation Plan 2050 Goal 5 to "Minimize transportation-related greenhouse gas emissions...and [to] design and maintain a transportation system that is resilient in the face of climate change," as well as Goal 6 to maintain the system "in a state of good repair and harnessing technological advances...and manage the system to maximize efficiency and reliability."

Madison has great potential, but faces great challenges and needs FTA help. Please give the highest consideration to Madison's application for Bus and Bus Facilities funding. Thank you very much.

Sincerely,

A handwritten signature in cursive script that reads "William Schaefer".

William Schaefer, Director/Planning Manager
Greater Madison MPO

MPO Agenda Cover Sheet

June 1, 2022

Item No. 5

Re:

Approval of Proposed Funding of Carbon Reduction Program Projects with FFY 2022 Bipartisan Infrastructure Bill Funding

Staff Comments on Item:

The Bipartisan Infrastructure Bill (BIL) created the new Carbon Reduction Program for projects designed to reduce CO2 emissions from on-road sources. It is a formula program with a suballocation of funding based on population as with the STBG Urban and TAP programs. The Greater Madison MPO will receive an annual allocation of around \$1 million to award for projects. A request for applications for projects using the Federal Fiscal Year (FFY) 2022 funding was issued because of the urgency to award that funding and have it obligated or committed by the end of the fiscal year (September).

The law provides a list of eligible types of projects, which include:

- Public transportation projects;
- Bicycle/pedestrian projects;
- Congestion management technologies;
- Energy-efficient street lighting and traffic control devices; and
- Projects that support deployment of electric or other alternative fuel vehicles (e.g., electric vehicle charging infrastructure).

Because of the very tight timeline, the only projects that can realistically be funded with the FFY 2022 funds are non-construction projects such as street lighting, fleet vehicles, and charging infrastructure.

The MPO received four applications for funding. The cities of Fitchburg and Madison submitted requests for projects to convert streetlight fixtures to LED. The city of Middleton's project is for purchase of four electric fleet vehicles (one a van for use as a bookmobile) and five electric vehicle (EV) fast charging stations (one Level 1 and four Level 2) for fleet vehicles. The city of Sun Prairie's project is for installation of a public EV charging station at the Westside Community Center.

The MPO has not yet developed project evaluation criteria for this new program. However, MPO staff did rank the project applications based on the RTP goals. For this program, the Environment goal is of primary importance since reducing emissions is the purpose of this program. However, we should also account for extent to which projects serve other goals. The two LED streetlight conversion projects rank first because (a) they result in the largest emission benefits or at least in the case of Fitchburg's project on a per dollar basis; and (b) LED light fixtures also have safety benefits due to better, more directed lighting of the street and equity benefits because they last 3-4 times longer and when lights do go out they aren't replaced as quickly in disadvantaged neighborhoods because the issue isn't reported as frequently. The Sun Prairie project is ranked third because their charging station will be a public one and therefore result in a greater emissions reduction. The Middleton project for only fleet charging and vehicles is ranked last.

MPO staff is proposing that the Fitchburg and Sun Prairie projects be fully funded and the Madison and Middleton projects be partially funded per the MPO's cost sharing policy (80% for projects less than

\$300,000, sliding scale for projects between \$300,000 and \$600,000, 60% for projects more than \$600,000). The reason for only partially funding the Madison project is that fully funding it would leave an extra \$86,000, which wouldn't be enough to even partially fund the lowest ranked Middleton project. That could be used to add more funding to the Madison project (beyond the cost share policy), but staff is proposing to fund the Middleton project at 50% and use the rest of the funding for the Madison project in the interest of spreading the money around. Under this scenario Madison would still receive 64% of the available funding. The City of Middleton could decide to reduce the scope of its project (e.g., fewer chargers or vehicles).

Materials Presented on Item:

1. Carbon Reduction Program Project Summaries
2. Table with Recommended Project Funding and Rankings

Staff Recommendation/Rationale: Staff recommends approval of funding for all four projects with partial funding of the much larger City of Madison project and lowest ranked Middleton project.

Carbon Reduction Program FFY 2022 Project Summaries

Proposed New Projects

City of Fitchburg

Convert 105 Streetlight Fixtures to LED:

This project would convert about 105 100-watt high-pressure sodium streetlight fixtures to 66-watt LED fixtures. This change would be expected to decrease total energy usage by at least 15.6 Megawatt-hours (MWh) and over 12.2 tons of CO2 equivalent per year. The new fixtures are also expected to produce higher quality streetlight and reduce uplight (i.e., light pollution). Funding will go towards procurement of the new LED fixtures only; labor and disposal costs associated with fixture replacements are not included as participating expenses. Most of the fixtures to be replaced are located in neighborhoods that have been identified by the City of Fitchburg as historically underserved, and which are part of the City's Healthy Neighborhoods Initiative.

Total project cost estimate: \$95,000

Total participating cost: \$84,840 (includes 1% for WisDOT review)

Federal funding amount per MPO policy: \$67,822 (80%)



City of Madison

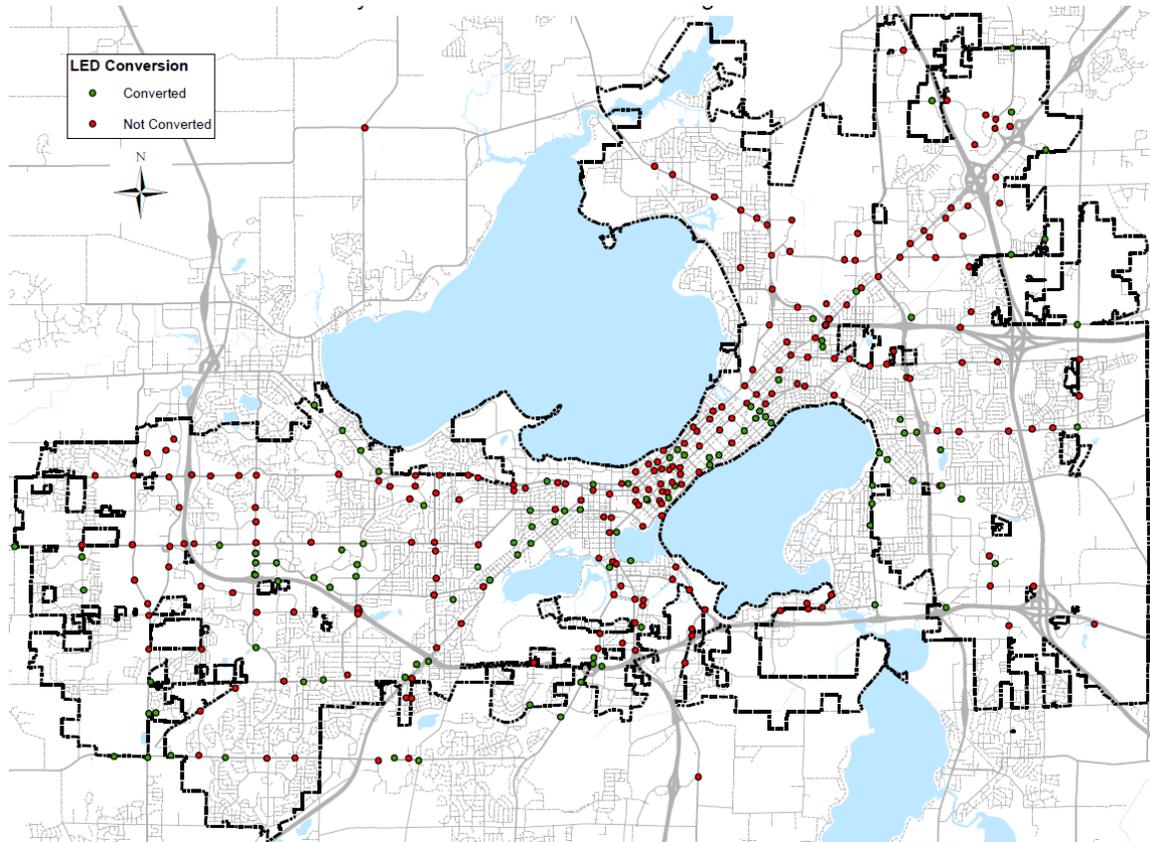
Citywide LED Streetlight Conversion Project:

This project would complete the conversion of the City's streetlight fixtures to LED from less efficient existing fixtures (high-pressure sodium, metal halide, etc.). LED fixtures are roughly twice as energy efficient as the fixtures they will replace and last 3-4 times as long before requiring replacement. The conversion to LED fixtures is expected to save roughly \$400,000 in energy costs annually. The less frequent replacement schedule will also improve the reliability of the City's lighting systems and reduce the environmental waste associated with lamp disposal. The City is poised to react quickly to an awarded grant, with planning and logistics for a larger LED conversion project having already

been completed, and approximately 20% of the materials required for the transition have already been acquired.

Total project cost estimate: \$1,307,950 (includes 1% for WisDOT review)

Federal funding amount per MPO policy: \$784,770 (60%)



City of Middleton

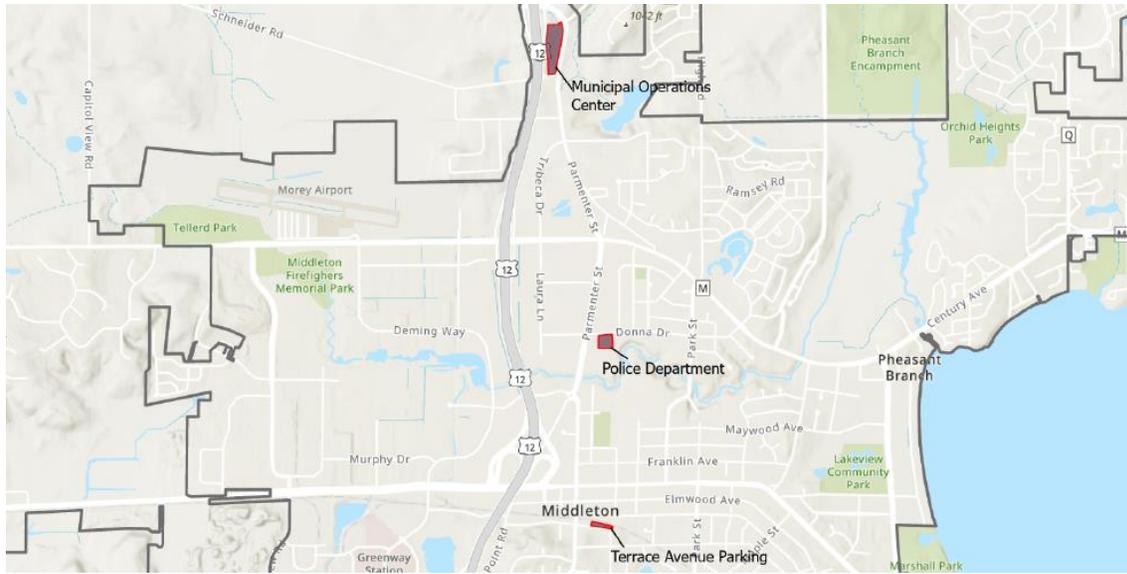
Three EV Fast Chargers and Four Fleet EVs:

This project would allow the City of Middleton to purchase four electric vehicles (EVs) that would replace existing conventional vehicles, one electric van for use as a “bookmobile,” one level three fast EV charger at the City’s police department, and four level two EV chargers at the City’s municipal operations center (MOC) and Terrace Avenue facility. EV charging stations are the most immediate need because they are necessary for the City to move forward with its fleet transition plans. The four vehicles chosen for replacement with EVs are all scheduled to be replaced in the next two years, have suitable EV alternatives, and are in three different departments with different functions. The “bookmobile,” or travelling library, will help the City bring the library’s resources to lower-income residents and residents with transportation restrictions. This project represents a significant first step in the City’s plan to transition its entire fleet to EVs as its conventional vehicles reach replacement age. Fully electrifying the municipal fleet is expected to cut carbon emissions by 17-20 metric tons and reduce operating costs by roughly \$20,000 each year.

Total project cost estimate: \$381,000

Total participating project cost estimate: \$327,846 (includes 1% WisDOT review)

Federal funding amount per MPO policy: \$256,192 (78.14%)



City of Sun Prairie

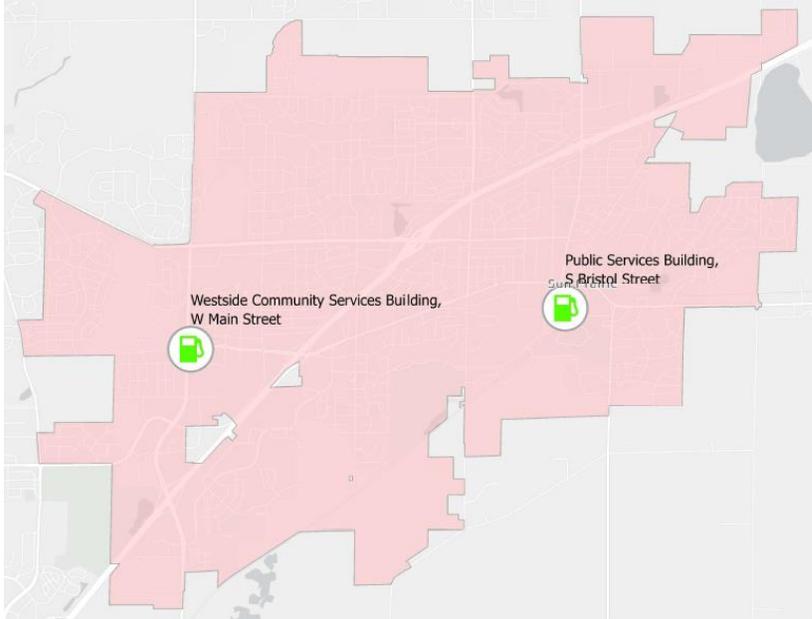
EV Charging Station and Three EV Fleet Pick-up Trucks:

This project includes the installation of an EV charging station and replacement of three city fleet pick-up trucks with electric models. The proposed charging station, at the Westside Community Building, will be dual-use, serving fleet vehicles (primarily overnight) and the general public (primarily during business hours). Because this location is close to the US-151 corridor, it will maximize regional access. The Westside Community Building was designed for EV charging capabilities but funding has not been available to install a charging station. The charging station is expected to reduce fuel consumption by 505 gallons annually. The replacement of three of the City's pick-up trucks with electric models is expected to reduce the City's fuel consumption by 1,900 gallons annually. The vehicle-to-grid capabilities of these vehicles would allow them to replace the use of portable diesel generators when doing on-site work or community activities. In addition, the purchase of each of these trucks will include charging stations that can be used for other vehicle types—further increasing the City's EV charging capacity. In total, the project is expected to reduce communitywide annual fuel consumption by 2,405 gallons, eliminating 21.4 metric tons of CO₂e (carbon dioxide equivalent) each year.

Total project cost estimate: \$201,199 (includes 1% WisDOT review)

Federal funding amount per MPO policy: \$160,959 (80%)

Location of Electric Charging Stations



Recommend Project Funding Scenario

Greater Madison MPO FY 2022 Carbon Reduction Program Projects				
Selected Projects	Total Cost	Federal Share	Percent	Rank
Fitchburg - Convert 105 Streetlight Fixtures to LED	\$84,840	\$ 67,822	80%	1 (tie)
Madison - Citywide LED Streetlight Conversion	\$1,307,950	\$ 707,191	54%	1 (tie)
Sun Prairie - EV Charging Station and Three EV Pick-up Trucks	\$ 201,199	\$ 160,959	80%	2
Middleton - Three EV Fast Chargers and Four Fleet EVs	\$ 327,846	\$ 163,923	50%	3
Total Available Federal Funds		\$ 1,099,895		
Remaining Available Federal Funds*		\$ -		

MPO Agenda Cover Sheet
June 1, 2022

Item No. 6

Re:

MPO 2022 Resolution No. 6 Approving Amendment #5 to the 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Staff Comments on Item:

The TIP amendment adds the projects to be funded with the FFY 2022 funding under the new Carbon Reduction Program. The amendment also adds two recently approved local intersection safety projects in Madison (S. Whitney Way/Odana Rd.) and Sun Prairie (O'Keefe Ave/McCoy Road).

Materials Presented on Item:

1. MPO 2022 Resolution No. 6 approving TIP amendment (with attachments)

Staff Recommendation/Rationale: Staff recommends approval of the TIP amendment. Note that if the board decides on a different allocation of funding for the Carbon Reduction Program projects (item #5 on the agenda), the amendment will need to be revised accordingly.

MPO 2022 Resolution No. 6

Amendment No. 5 to the 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

WHEREAS, the Greater Madison MPO (Metropolitan Planning Organization) approved the *2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County* on October 6, 2021; and

WHEREAS, the Greater Madison MPO adopted MPO 2021 Resolution No. 13 on November 3, 2021, approving Amendment No. 1, adopted MPO 2022 Resolution No. 1 on January 5, 2022, approving Amendment No. 2, adopted MPO 2022 Resolution No. 3 on March 2, 2022, approving Amendment No. 3, and adopted MPO 2022 Resolution No. 5 on May 11, 2022, approving Amendment No. 4; and

WHEREAS, the Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2022–2025 must be included in the effective TIP; and

WHEREAS, an amendment is needed to add the O’Keefe Avenue (McCoy Road Intersection) and S. Whitney Way (Odana Road Intersection) safety projects recently approved for safety funding by WisDOT; and

WHEREAS, the MPO has approved FFY 2022 Bipartisan Infrastructure Bill funding under Carbon Reduction Program Projects and an amendment is needed to add the approved projects, including LED streetlight fixture conversion projects by the cities of Fitchburg and Madison, city of Middleton electric vehicle (EV) fast chargers installation & EV fleet vehicle acquisition project, and city of Sun Prairie public EV charging station installation & EV fleet vehicle acquisition project; and

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

WHEREAS, the MPO’s public participation procedures for minor TIP amendments such as this have been followed, including listing the projects on the MPO policy board meeting agenda; and

WHEREAS, the new projects are consistent with *Connect Greater Madison: Regional Transportation Plan 2050*, the long-range regional transportation plan for the Madison Metropolitan Planning Area as adopted on May 11, 2022:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves Amendment No. 5 to the *2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project additions as shown on the attached project listing table:

1. **ADD** the city of Sun Prairie’s O’Keefe Avenue (McCoy Road Intersection) safety project to page 47 of the Street/Roadway Projects section.
2. **ADD** the city of Madison’s South Whitney Way (Odana Road Intersection) safety project to page 42 of the Street/Roadway Projects section.

3. **ADD** the city of Fitchburg LED Streetlight Fixture Conversion project to page 40 of the Street/Roadway Projects section.
4. **ADD** the city of Madison LED Streetlight Fixture Conversion project to page 42 of the Street/Roadway Projects section.
5. **ADD** the city of Middleton EV Fast Chargers Installation and EV Fleet Vehicle Acquisition project to page 44 of the Street/Roadway Projects section.
6. **ADD** the city of Sun Prairie EV Charging Station Installation and EV Fleet Vehicle Acquisition project to page 47 of the Street/Roadway Projects section.

Date Adopted

Mark Opitz, Chair, Greater Madison MPO

PROJECT LISTINGS FOR AMENDMENT NO. 5 TO THE 2022-2026 TRANSPORTATION IMPROVEMENT PROGRAM

6/1/22

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2022				Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
CITY OF FITCHBURG NEW *	STREETLIGHT FIXTURE CONVERSION Convert 105 100-watt high pressure sodium streetlight fixtures to 66-watt LED fixtures.	PE ROW CONST	68		17	85																	
111-22-016		TOTAL	68		17	85																	
		CRP			F																		
CITY OF MADISON NEW *	S. WHITNEY WAY Odana Road Intersection Construct monotubes for signals, lighting, and crosswalks.	PE ROW CONST	108		12	120	Continuing			Continuing				Continuing					Continuing				
111-22-017		TOTAL	108		12	120																5992-07-06, -07 Construction scheduled in 2027 at \$935 Federal (SAF-ZS30-HSIP) and \$104 local (City of Madison) funds.	
		ZS30			M																		
NEW *	STREETLIGHT FIXTURE CONVERSION Complete the conversion of the City's streetlight fixtures to LED from less efficient existing fixtures	PE ROW CONST	707		601	1,308																	
111-22-018		TOTAL	707		601	1,308																	
		CRP			M																		
CITY OF MIDDLETON NEW *	EV FAST CHARGERS & EV FLEET VEHICLES Purchase four electric vehicles (EVs) that would replace existing conventional vehicles, one electric van for use as a "bookmobile," one level three fast EV charger at the City's police department, and four level two EV chargers at the City's municipal operations center (MOC) and Terrace Avenue facility.	PE ROW CONST	164		164	328																	
111-22-019		TOTAL	164		164	328																	
		CRP			MI																		
CITY OF SUN PRAIRIE NEW *	O'KEEFE AVENUE McCoy Road Intersection Construct monotubes for signals and lighting.	PE ROW CONST	68		7	75	Continuing			Continuing				Continuing					Continuing				
111-22-020		TOTAL	68		7	75																3996-00-11, -12 Construction scheduled in 2027 at \$583 Federal (SAF-ZS30-HSIP) and \$65 local (City of Sun Prairie) funds.	
		ZS30			SP																		
NEW *	EV CHARGING STATION & EV FLEET VEHICLES Install an EV charging station and replace three city fleet pick-up trucks with electric models. The proposed charging station, at the Westside Community Building, will be dual-use, serving fleet vehicles (primarily overnight) and the general public (primarily during business hours).	PE ROW CONST	161		40	201																	
111-22-021		TOTAL	161		40	201																	
		CRP			SP																		

¹ Project programming shown in 2025 is for informational purposes only.

(x) = Major project with capacity expansion. (*) = MPO action required. Shading denotes those projects programmed for Federal funding

NOTE: Funds Key page 9.

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

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2022	2023	2024	2025	2026*	2022	2023	2024	2025	2026*
Federal Highway Administration	National Highway Performance Program	24,460	19,221	2,134	38,839	0	24,460	19,221	2,134	38,839	0
	Bridge Replacement and Rehabilitation	1,653	846	0	811	2,657	1,653	846	0	811	2,657
	Surface Transp. Block Grant Program - Madison Urban Area	26,484	19,313	4,171	11,286	503	26,484	19,313	4,171	11,286	503
	Surface Transp. Block Grant Program - State Flexibility	366	6,734	2,958	8,290	0	366	6,734	2,958	8,290	0
	Surface Transp. Block Grant Program - Transp. Alternatives	607	597	unknown	unknown	unknown	607	597	unknown	unknown	unknown
	Carbon Reduction Program	1,100	unknown	unknown	unknown	unknown	1,100	unknown	unknown	unknown	unknown
	Highway Safety Improvement Program	9,617	7,057	731	801	0	9,617	7,057	731	801	0
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	26,248	13,971	8,417	14,459	14,711	26,248	13,971	8,417	14,459	14,711
	Sec. 5339 Bus & Bus Facilities	7,146	1,485	1,526	2,033	2,068	7,146	1,485	1,526	2,033	2,068
	Sec. 5337 State of Good Repair	2,615	896	912	948	964	2,615	896	912	948	964
	Sec. 5310 E/D Enhanced Mobility Program	327	0	0	0	0	428	323	330	336	343
	Sec. 5311 Rural Area Formula Program	2,636	1,503	1,529	1,555	1,583	2,636	1,503	1,529	1,555	1,583
	Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program	0	0	0	0	0	0	0	0	0	0

* Fifth year of funding (2026) is informational only.

Notes: Funding shown in calendar year versus state fiscal year.

STBG - Madison Urban Area, STBG - Transp. Alternatives, and Carbon Reduction program expenditures and funding does not include all BIL funding at this time.

All state roadway projects using applicable funding sources (e.g., NHPP, STBG State Flexible, BR) are programmed through 2026. Local BR, STBG (BR), and STBG Rural projects are programmed through 2026. HSIP (other than annual small HES program) projects are programmed through 2026. Local STBG -Transp. Alternatives projects are programmed through 2026. Local STBG-Urban (Madison Urban Area) projects are programmed through 2027. Transit funding is not yet programmed and is based on needs and anticipated future funding levels (See also Table B-4 Metro Transit System Projected Expenses and Revenues). Programmed transit funding for 2022 excludes carryover projects for which the Federal funding is already obligated. Roadway and transit inflation rate @ 1.74% per year applied to expenses, except for the STBG-Urban program. Fiscal constraint for this project is being handled at the state level. Fiscal constraint for the SW Region Pavement Marking project is being handled at the state level.

MPO Agenda Cover Sheet
June 1, 2022

Item No. 7

Re:

Review and Discussion of Potential MPO Planning Grant Application Under the New Safe Streets and Roads for All Program

Staff Comments on Item:

The Bipartisan Infrastructure Law introduced the new Safe Streets and Roads for All (SS4A) grant program. SS4A will provide \$5 billion in competitive funding over the next 5 years to MPOs and local and tribal governments to support planning, infrastructure, behavioral, and operational initiatives to prevent roadway deaths and serious injuries. In May, the USDOT released a Notice of Funding Opportunity (NOFO) for fiscal year 2022 for the SS4A program. Applications are due by September 15th, 2022. The SS4A program provides funding for two type of grants: Safety Action Plan grants, and Implementation grants. We have some but not all of the pieces of a regional action plan. MPO staff are debating whether to apply for a grant this year to complete a safety action plan or to use some of our increased Planning funds to complete such a plan next year, which would then allow suburban communities in the region to apply for implementation grants in the future. The city of Madison's Vision Zero Action Plan qualifies the city to apply for an implementation grant this year. Staff would like to discuss this with the board to get feedback on the direction to take.

Materials Presented on Item:

1. Memo with information on the SS4A program and possible MPO actions for consideration

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

Memo

To: Greater Madison MPO Policy Board

From: MPO Staff

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

Date: May 26, 2022

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

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

Program Overview

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

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

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

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

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

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

Possible MPO Actions for Consideration

- Apply for a SS4A Action Plan grant this year to complete a Regional Comprehensive Safety Action Plan that would allow communities to apply for SS4A Implementation grant funding in future funding cycles. This would require a 20% local match. This may be difficult because of the additional local match that will be required for the 25-30% increase in the MPO's Planning funding next year.
- Complete a Regional Safety Action Plan using some of the MPO's increased Planning funds. This would avoid the additional oversight and grant administration that would come from receiving a federal grant. The scope of the plan would not be as extensive as it would be if the MPO secured a SS4A grant, but we'd make sure to at least meet the minimum requirements. We could apply next year or a following year with other communities for a joint implementation grant that included supplemental action plan activities.
- Additionally, the MPO could provide assistance for supplemental planning activities if the City of Madison decides to apply for an Implementation grant this year.