

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

September 4, 2024

[Virtual Meeting via Zoom](#)

6:30 p.m.

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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).
  - **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>
  - **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: 822 7195 8062
    - Passcode: 529212

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.*

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*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。*

## AGENDA

1. Roll Call and Introductions
2. Approval of August 7, 2024 Meeting Minutes
3. Communications
4. Public Comment (for items **not** on MPO Agenda)

5. Election of Officers (Chair and Vice Chair)
6. Public Hearing on the Draft 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County
  - *Note: Action on the 2025-2029 TIP by the MPO is anticipated at the board's October 2nd meeting to be held virtually. Written comments on the TIP are invited through Monday, September 23, and should be sent to the MPO offices at 100 State St., Suite 400, Madison, WI 53703 or e-mailed to [mpo@cityofmadison.com](mailto:mpo@cityofmadison.com).*
7. MPO 2024 Resolution No. 14 Approving Amendment No. 6 to the 2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County (5 Min)
  - USH 18/151 (USH 151 to CTH PD) Environmental Document/Study (Design in '24, NEW)
8. Preliminary award of Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) Program 2024 Funding (10 minutes)
9. MPO 2024 Resolution No. 15 Support for a Week Without Driving (10 minutes)
10. Regional Transit Authority (RTA) Discussion (10 minutes)
11. Status Report on Capital Area Regional Planning Commission (CARPC) activities (5 minutes)
12. Announcements and Staff Reports
  - a. We are still accepting comments for the amendment to the MPO Public Participation Plan (comment period ends October 2<sup>nd</sup>).
  - b. Dane County EV infrastructure grant awarded
  - c. Engagement – WI Chapter of the APA, MPO presence at numerous events
  - d. Staffing update – recruitment for vacant Transportation Planner position
  - e. Summer intern Story Map project – The Lake Wingra Loop:  
<https://storymaps.arcgis.com/stories/52bda717b8a544169a62f691746c77b8>
  - f. Fall RoundTrip Challenge
13. Adjournment

Next meeting: Wednesday, October 2nd, 2024, Virtual

**Greater Madison Metropolitan Planning Organization (MPO)  
August 7, 2024, Meeting Minutes**

Virtual Meeting hosted via [Zoom](#)

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Opitz called the meeting to order at 6:31 p.m.

**1. Roll Call and Introductions**

**Members present:** Mark Opitz, Kristi Williams, Liz Callin, Tom Lynch, Paul Esser, Doug Wood, Phil Caravello, Richelle Andrae, Barbara Harrington-McKinney, Clement Abongwa, Derek Field, Charles Myadze, Steve Flottmeyer, and John Duncan

**Members excused:** None

**MPO staff present:** Alex Andros, Colleen Hoesly, David Kanning

**Others present in an official capacity:** Jason Valerius (CARPC)

**2. Approval of June 5, 2024, Meeting Minutes**

Esser moved, Myadze seconded, to approve the June 5, 2024, meeting minutes. Duncan and Field abstained. Motion carried.

**3. Communications**

- a. WisDOT approval of 2024 Res 8 Amendment of the 2024-2028 TIP. (see 6/17/24 email)
- b. WisDOT & FHWA Approval of the 2024 UPWP Amendment (see 6/21/2024 email)

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

Myadze requested that a future agenda include discussion of establishing a Regional Transportation Authority (RTA).

**5. Introduction to Capital Area Regional Planning Commission (CARPC) Executive Director Jason Valerius and CARPC work highlights**

Valerius introduced himself and provided his professional background and a brief description of CARPC's work. He then provided updates on current projects, including: an amendment to the Dane County Water Quality Plan for the Madison Metropolitan Sewerage District (MMSD) to stop sending wastewater to the Badger Mill Creek facility to manage phosphorus; a water quality study in Black Earth Creek; a chloride study in Starkweather Creek; promoting the protection and planting of trees, including the digital tool Growing Shade; community planning projects in various towns and villages throughout the county; and wrapping up an internal strategic planning process.

Harrington-McKinney expressed her appreciation for Valerius' willingness to work collaboratively and go the extra mile to support the CARPC board and its members.

**6. Approval of change of scope and funding for Sun Prairie's Bird Street (STH 19 to USH 151) STBG-U Project**

Andros noted that one comment was received in opposition to this change, but that individual is not in attendance and their comment was provided to the board. Andros explained that the scope of the project is changing from a full reconstruction to a repaving, and the shared use path and cycletrack will still be completed. The cost of the project is therefore being reduced, and staff recommends that the project go

from being funded at 60% federal to 80% federal, consistent with the MPO's STBG-U guidelines. The MPO Technical Coordinating Committee was presented with this proposed change and recommends approval.

Wood asked for clarification about the comment received from a member of the public. Kanning explained that the primary concerns expressed were that bicycle facilities would not be included in the project, although these projects will remain part of the project.

Abongwa suggested following up with the commenter; Andros explained that both MPO and City of Sun Prairie staff had followed up with him.

Andrae moved, Wood seconded, to approve the change of scope and funding for Sun Prairie's Bird Street (STH 19 to USH 151) STBG-U Project. Motion carried.

## **7. Approval of Revised Draft 2025-2029 Surface Transportation Block Grant (STBG) Urban Program Priority Projects for FY 2025-2029**

Kanning presented on current STBG-U project, including those that have been recently completed, those currently under construction, and those that are programmed for future construction. He reviewed the timing and funding for projects and noted that the Technical Coordinating Committee had recommended approval of the draft Priority Projects for FY 2025-2029.

Lynch noted that he only saw an upside to these changes, and asked if there was a downside he was missing. Kanning agreed that increased federal funding levels and a lot of work by staff across all affected agencies over the last year had paid off and resulted in record investment in area projects in the coming years.

Myadze moved, Field seconded, to include the Revised Draft 2025-2029 Surface Transportation Block Grant (STBG) Urban Program Priority Projects for FY 2025-2029 in the Draft Transportation Improvement Program (TIP) for 2025-2029. Motion carried.

## **8. MPO 2024 Resolution No. 10 Approving Amendment No. 5 to the 2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County**

- a. I-39/90/94 (CTH I Bridge) Thin Polymer Overlay (Design in '24, NEW)
- b. USH 18/151 (Main Street to CTH VV) Resurfacing (Design in '24, NEW)
- c. USH 12/14/18/151 (USH 14 to I-39/90/94), I-94 (I-39/90/94 to CTH N), and USH 151 (East Spring Drive to CTH VV) Southwest Region Pavement Marking (Const. in '24, NEW)
- d. Reconnecting Communities (USDOT) grant for the City of Madison (Design in '24, NEW)
- e. Bird Street (STH 19 to USH 151) Pavement Rehabilitation (Const. in '25, STBG-U Project, Scope and Funding Change)
- f. Thompson Road (West Main Street to St. Albert the Great Drive) and St. Albert the Great Drive (CTH C to N. Thompson Road) Pavement Replacement and Partial Reconstruction (Const. in '25, STBG-U Project; Funding Change)
- g. Windsor Road (Charlie Grimm Road to CTH CV), Pavement Replacement (Const. in '25, STBG-U Project; Funding Change)

Kanning described the projects and noted that these projects need to have funding obligated in FY 2024 and that they therefore need to be amended into the 2024-2028 TIP instead of waiting and being included in the 2025-2029 TIP.

Myadze moved, Williams seconded, to approve MPO 2024 Resolution No. 10 Approving Amendment No. 5 to the 2024-2028 Transportation Improvement Program for the Madison

Metropolitan Area & Dane County. Motion carried.

**9. Approval to Release Draft 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County for Public Review and Comment**

Kanning described the materials in the meeting packet and reviewed the project maps. He noted that although the complete draft TIP is still being worked on, the project listings are complete and that the Technical Coordinating Committee recommended approval to release the Draft 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County for Public Review and Comment.

Opitz expressed appreciation for all of the new facilities that have been constructed in recent years and how they have improved the bicycle network.

Moved by Esser, Abongwa seconded, to approve the release of the Draft 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County for Public Review and Comment. Motion carried.

**10. Approval to release MPO Public Participation Plan amendment**

Hoesly explained that the Public Participation Plan (PPP) establishes the formal requirements for timelines and processes for amending plans and the TIP. Recently, there have been many required TIP amendments resulting from new funding programs and increased funding availability. The PPP currently requires that the Policy Board approve the beginning of a 30-day public comment period for major TIP amendments, and this has added months to some project's timelines. She noted that other MPOs in Wisconsin, as well as the Wisconsin Department of Transportation (WisDOT), have 15-day public comment periods for major TIP/STIP amendments. No other MPOs seek Policy Board approval prior to initiating their public comment periods. This amendment would allow staff to release major TIP amendments for public comment without Policy Board approval and would reduce the comment period to a minimum of 15 days. The Technical Coordinating Committee requested that a longer public comment period be possible if local community staff need to have comments approved by their own boards or commissions.

Another change to the PPP would allow the Policy Board to continue to meet virtually, even without the justification of a public health order.

Opitz noted that it appears that a page is missing from the document in the packet; Hoesly explained that only pages with changes are included in the packet, and the "missing page" has no changes and was therefore not included in the packet.

Myadze asked about community engagement with the public. Hoesly explained that for the TIP, projects other than STBG-funded projects are reported by local communities, Dane County, and WisDOT, and that the MPO does not choose which projects those communities propose. The MPO notice of availability of the draft TIP does encourage people to go to their communities with suggestions for missing projects or concerns about proposed projects. Myadze would like to work with the MPO to ensure that Alders can do outreach via their blogs and other platforms about projects and draft documents. Hoesly mentioned the interactive TIP map that the MPO publishes with the Final TIP and that can help people understand details about projects. Harrington-McKinney reiterated that Alders can include information in their blogs, and that she would like to expand upon that and to educate the public about the role of the MPO and CARPC on a regional scale. Hoesly mentioned the Performance Measures appendix to the TIP and how that could be a good place to find information that is relevant and important to the public.

Williams moved, Harrington-McKinney seconded, to approve the release of the MPO Public Participation Plan amendment for public comment. Motion carried.

#### **11. MPO 2024 Resolution No. 11 Amendment to the 2024 Unified Planning Work Program**

Andros explained that for some federal discretionary grants, the specific grant program must be mentioned in the Unified Planning Work Program (UPWP) even if it is not a project that the MPO will be working on. This amendment would add the Reconnecting Communities discretionary grant program to the UPWP due to the City of Madison having been selected for funding through this program.

Wood moved, Lynch seconded, to approve MPO 2024 Resolution No. 11 Amendment to the 2024 Unified Planning Work Program. Motion carried.

#### **12. Review and Approval of Greater Madison MPO 2024 Resolution No. 12 Authorizing the Greater Madison MPO to Submit A Grant Application To The United States Department Of Transportation For Up To \$1,250,000 For The Greater Madison MPO Regional Safe Streets- Community Safety Enhancement Partnership Project**

Hoesly provided background on the Regional Safety Action Plan and how that effort fed into this application and the five communities' proposed projects:

- City of Verona – District-wide Safe Routes to School Plan
- Village of Cottage Grove – Active Transportation Plan
- City of Fitchburg – Comprehensive Safety Action Plan
- Village of Shorewood Hills - Comprehensive Safety Action Plan
- Dane County - Comprehensive Safety Action Plan, which will extend beyond the MPO Planning Area and cover the entire county

This resolution allows the MPO to move forward with submitting the application. The City of Madison Common Council will also need to approve a similar resolution. The local communities will be responsible for the 20% local match requirement for their projects.

Abongwa asked if all area communities had been offered an opportunity to participate in this funding opportunity. Hoesly explained that during the development of the Regional Safety Action Plan focus groups were held with all area communities, during which this funding opportunity was discussed. Communities that expressed interest at that time were followed-up with for this funding cycle, and other communities were notified through their TCC representatives. Given that this is a new funding opportunity that the MPO is not familiar with, the MPO focused on the communities that had expressed interest and did not try to include additional communities in this first round application.

Myadze expressed support for this regional effort and recognized that the City of Madison has been recognized for its work in safety.

Myadze moved, Esser seconded to approve Greater Madison MPO 2024 Resolution No. 12 Authorizing the Greater Madison MPO to Submit a Grant Application to The United States Department Of Transportation For Up To \$1,250,000 For The Greater Madison MPO Regional Safe Streets- Community Safety Enhancement Partnership Project.

Harrington-McKinney, Lynch, and Hoesly reiterated that the community applicants will be required to provide the 20% local match for their plans and that the City of Madison only serves as the fiscal agent and is not fiscally responsible for these projects.

Motion carried.

**13. Approval of MPO 2024 Resolution No. 13 I-39/90/94 Draft Environmental Impact Statement (DEIS) Comments Regarding North-South Bus Rapid Transit (N-S BRT)**

[58:04]

Andros explained that WisDOT is seeking comments on the I-39/90/94 DEIS, and that the resolution supports including North-South BRT as mitigation for greenhouse gas emissions related to I-39/90/94 expansion. Lynch stated that the freeway expansion project is enormous – over \$2.5 billion in cost, and up to 17 lanes wide. The DEIS does mention BRT as a potential mitigating project, but WisDOT has been reluctant to participate in the BRT-related reconstruction of South Park St financially. This resolution cements the relationship between the two projects.

Williams moved, Field seconded to approve MPO 2024 Resolution No. 13 I-39/90/94 Draft Environmental Impact Statement (DEIS) Comments Regarding North-South Bus Rapid Transit (N-S BRT).

Myadze asked for clarification of what exactly is being suggested. Lynch described the equity focus of the North-South BRT project and explained that BRT required dedicated bus-only lanes for roughly 50% of the corridor in order to be rapid and qualify for the desired federal funding. WisDOT has not given approval for the dedication of bus lanes on Packers Ave. or Park St., and by tying the relationship between the freeway project and North-South BRT together, this resolution encourages WisDOT to support North-South BRT and approve the dedication of bus lanes on these state highways.

Field expressed appreciation for Lynch’s team at the City of Madison and how they have kept Alders informed about the freeway expansion project. Myadze agreed.

Motion carried. Flottmeyer abstained.

**14. Discussion of Potential Future MPO Work Program Planning Activities**

Andros provided information about the development of the Unified Planning Work Program (UPWP) for 2025, and how the MPO is seeking input from area communities on potential projects that they would like MPO assistance with. She requested that Policy Board members think about potential projects and talk to others in their communities to gather projects as needed.

**15. Announcements and Staff Reports:**

- a. Community invoices sent

Andros explained that the MPO relies on communities to pay their fare share of the 20% local match required to access the MPO’s full apportionment of federal funding, and that invoices have been sent to area communities. Opitz asked how many communities contribute, and Andros responded that she didn’t have the number on hand but that last year saw an increase in over previous years. Esser asked to see a listing of what each community was invoiced for, as well as how much each community contributed last year. He noted that this year’s invoice was less than expected, and that Sun Prairie has budgeted an increase in this item each year but that it will be difficult to maintain that budgeted increase if they are invoiced for a lesser amount. Abongwa asked that he be provided with a copy of the invoice that was sent to Dane County.

- b. Staff changes

Andros informed the Policy Board that Colleen Hoesly is leaving her position with the MPO and is moving to a position at WisDOT as a statewide Planning and Policy Chief and expressed her thanks for Colleen’s efforts and work with the MPO, including being the Interim Director and providing support during the

transition between Directors. Harrington-McKinney expressed her thanks and appreciation as well. Abongwa expressed his thanks for Colleen's assistance as he took on his new position. Hoesly expressed that one of the things she is excited about in her new position is that she will continue to work with MPO staff across the state. Opitz thanked Colleen for her work over the years and wished her well in her new job.

#### **16. Adjournment**

The next Policy Board meeting would normally be held on July 3<sup>rd</sup> but given the inconvenient date and the lack of pressing business, it will be cancelled. The next meeting will be held virtually on Wednesday, September 4<sup>th</sup>, 2024.

Williams moved, Lynch seconded, to adjourn. Motion carried. Meeting adjourned at 7:56 p.m.

# MPO Agenda Cover Sheet

## September 4, 2024

# Item No. 6

**Re:**

Public Hearing on the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

**Staff Comments on Item:**

Staff has reviewed the state and local roadway and bicycle/pedestrian projects and transit projects submitted for inclusion in the draft TIP to ensure consistency with the MPO's long-range regional transportation plan. The MPO Board reviewed and gave preliminary approval to the STBG-U Priority Projects schedule at their meeting in August.

The schedule contains three sections: (1) Programmed Priority Projects; (2) Priority Projects Approved in October 2023; and (3) New Priority Projects Eligible for Funding.

Since that meeting, staff has made two funding modifications to ensure the amount of available funding is fully utilized:

- The total cost of the Mineral Point Road (Beltline Highway to S. High Point Road) pavement replacement project, scheduled for FY2026, has increased from \$4,835 to \$5,772 because a stormwater box is now proposed. As a result, staff is proposing to increase STBG-U federal funding from \$3,868 to \$4,600. The 80/20 cost share has been revised to 79.97/20.
- The total cost of the Nichols Road pavement replacement/reconstruction project has been adjusted for inflation, since the project, which had been programmed with a September 2025 LET date, was moved to FY2029. As a result, the total cost has increased from \$1,475 to \$1,685. Staff is proposing to increase the federal STBG-U funding from \$885 to \$1,095. The project will therefore have a 65/35 cost share. This cost share is consistent with other projects that are in FY2029. (The cost share was previously 60/40).

The draft STBG Urban priority projects listings table with these revisions is attached and included in the draft TIP, which is linked below. Final approval of the STBG – Urban priority project listings occurs as part of approval of the final TIP.

The complete draft TIP was released on August 21 for public review and comment along with a public hearing notice. The draft TIP and the hearing notice have been posted on the MPO's website.

Comments on the draft TIP will be accepted until Monday, September 23. Action is anticipated at the board's October 2 meeting.

**Materials Presented on Item:**

1. 2025-2029 STBG Urban Priority Projects Table
2. [Draft 2025-2029 Transportation Improvement Program](#)

**Staff Recommendation/Rationale:** For review and discussion purposes only at this time. Action is anticipated at the board's October meeting.

**2025 - 2029 Madison Area STBG Urban Program**

Project	Project ID	Score	Fed. Fiscal Year	Total Est. Cost <sup>1</sup> (thousands)	Max. Percent (Fed \$)	Federal Funds Approved (thousands)	Comments
<b>Programmed Priority Projects</b>							
MPO Rideshare Program 2025-2029	5992-08-39,52-54	<sup>2</sup>	2024-2029	\$710	80	\$568	Ongoing support per MPO policy. 3% annual increase, with 4% annual increase starting in 2027
C. Madison Ped/Bike Safety Education Program 2025-2029	5992-08-49, 50, 60	<sup>2</sup>	2024-2029	\$611	80	\$489	Ongoing support per MPO policy. 3% annual increase.
Mineral Point Rd. (Beltline Hwy. to S. High Point Rd.)	5992-10-19, -20	68 <sup>4</sup>	2026	\$5,772	80	\$4,600	Funding obligated in '25. Const. in '26. Stormwater box added to project. Const. cost has increased. Separate HSIP project may be eligible for STBG-U funding. Proposing 79.7% Fed. funding.
John Nolen Drive (Lakeside St. to North Shore Dr.)	5992-11-20, -21-23	57 <sup>4</sup>	2025	\$53,455		\$1,250	Eligible for other Fed. funding. Const. cost has increased.
N. Bird Street (STH 19 to USH 151)	3996-00-35	50 <sup>5</sup>	2025	\$953	80	\$762	Proposing 80% Fed. funding. Const. cost has decreased.
N. Thompson Rd. (Main St. to St. Albert the Great Dr.) & St. Albert the Great Dr. (CTH C to N. Thompson)	3996-00-31	43 <sup>5</sup>	2025	\$3,349	80	\$2,009	Proposing 80% Fed. funding.
Windsor Road (Charlie Grimm Rd. to CTH CV)	6992-00-21	38 <sup>5</sup>	2025	\$1,376	80	\$840	Proposing 80% Fed. funding.
Nichols Road (Winnequah Rd. to Maywood Rd.)	5994-00-02, -03	38 <sup>5</sup>	2029	\$1,685	65	\$1,095	Project moved from FFY25 to FFY29. <u>Const. cost has been adjusted accordingly. Proposing 65% Fed. funding.</u> Selected for funding as "small" project.
S. Fourth Street (Milwaukee St. to Isham St.)	5998-00-01, -02	34 <sup>5</sup>	2025	\$0		\$0	No longer requires STBG-U funding.
				\$67,911		\$11,613	<b>TOTAL</b>
<b>New Priority Projects Approved in October 2023</b>							
West Towne Path (Zor Shrine Place to S. Gammon Road)		86	2028 <sup>6</sup>	\$3,740	65%	\$2,431	New Path.
Glacial Drumlin Path (I-39/90 to CTH AB/Buckeye Road)		68	2027 <sup>6</sup>	\$11,114	65%	\$7,224	New Path.
Windsor Road Path (Sunset Meadows Drive to N. Towne Road) New Path on South side of Roadway		65	2029 <sup>6</sup>	\$620	76.41%	\$474	New Path. Qualifies for 76.41% federal share based on cost formula for projects less than \$1M from Selection Process Document.
Ph. 3 John Nolen Drive / CTH MC/ Olin Avenue (Wingra Creek to Beltline Highway on/off ramps) Pavement Replacement		62.6	2029 <sup>6</sup>	\$11,750	65%	\$7,638	
Ph. 2 John Nolen Drive (Olin Avenue to Lakeside St.) Reconstruction		58	2028 <sup>6</sup>	\$6,870	65%	\$4,466	New Path on west side of roadway may be constructed.
CTH MM/Rimrock Road (John Nolen Drive to Beltline Highway on/off ramps)		51	2026 <sup>6</sup>	\$1,356	80%	\$1,085	Qualifies as a "small" project. Includes a New Path. Proposing 80% Fed. funding.
CTH MM / Rimrock Road (McCoy Rd to Beltline Highway on/off ramps) Pavement Replacement		45	2026 <sup>6</sup>	\$2,156	80%	\$1,725	Qualifies as a "small" project. Includes a New Path. Proposing 80% Fed. funding.
O'Keefe Avenue (Reiner Road to Summerfield Way) Pavement Replacement		44	2028 <sup>6</sup>	\$2,253	65%	\$1,464	Qualifies as a "small" project. Will convert two of four travel lanes to bike/bus lanes.
St. Albert the Great Drive (Broadway Drive to N. Bird Street) Pavement Replacement		42	2029 <sup>6</sup>	\$1,241	65%	\$807	Qualifies as a "small" project. Includes bike lanes.
Vinburn Road (Main Street to N. Towne Road) Reconstruct to Urban Cross Section		37	2027 <sup>6</sup>	\$2,764	65%	\$1,797	Qualifies as a "small" project. Includes bike lanes.
Holum Street (Railroad to N. Towne Road) Reconstruction		30	2028 <sup>6</sup>	\$3,939	65%	\$2,560	
Bailey Road (CTH N to Forward Drive) Reconstruction w/ paved shoulders		30	2027 <sup>6</sup>	\$1,791	65%	\$1,164	Qualifies as a "small" project. Includes bike lanes.
				\$49,594		\$32,834	<b>TOTAL</b>

<sup>1</sup> Includes participating cost only (excludes sanitary sewer and water and construction engineering)

<sup>4</sup> Score from regular 2022-2026 program application cycle in 2021.

<sup>2</sup> Funded annually per MPO policy

<sup>5</sup> Score from supplemental funding 2022-2026 program application cycle in 2022.

<sup>3</sup> Score from 2020-2025 program application cycle under previous version of criteria.

<sup>6</sup> Requested Project Scheduling. Needs to be finalized, working with WisDOT and project sponsor.

**2025 - 2029 Madison Area STBG Urban Program**

Project	Project ID	Score	Fed. Fiscal Year	Total Est. Cost <sup>1</sup> (thousands)	Max. Percent (Fed \$)	Federal Funds Approved (thousands)	Comments
<b>New Priority Projects Eligible for Funding</b>							
South High Point Road (Mid Town Meadows Plat Limit to Raymond Road) Construct Roadway on New Alignment		29.1	2026 <sup>6</sup>	\$3,000	80%	\$2,400	Proposed New project addition in CY24. Proposing 80% Fed. funding.
				\$3,000		\$2,400	<b>TOTAL</b>

# MPO Agenda Cover Sheet

## September 4, 2024

Item No. 7

**Re:**

MPO 2024 Resolution No. 14 Amending the 2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

**Staff Comments on Item:**

This TIP amendment adds one federally funded project sponsored by WisDOT:

- USH 18/151 (USH 151 to CTH PD) Environmental Document/Study, PE in 2024. The amendment adds preliminary engineering funding in 2024 for the Dodgeville to Verona Freeway Conversion Study (USH 151 in Dodgeville to CTH G) and the Verona Bypass/Expansion Study (CTH G to CTH PD).

**Materials Presented on Item:**

1. MPO 2024 Resolution No. 14 (with attachments)

**Staff Recommendation/Rationale:** Staff recommend approval.

**MPO 2024 Resolution No. 14**

**Amendment No. 6 to the 2024-2028 Transportation Improvement Program  
for the Madison Metropolitan Area & Dane County**

**WHEREAS**, the Greater Madison MPO (Metropolitan Planning Organization) approved the *2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County* on October 4, 2023; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2023 Resolution No. 16 on December 6, 2023, approving Amendment No. 1; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2024 Resolution No. 4 on April 3, 2024, approving Amendment No. 2; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2024 Resolution No. 5 on May 1, 2024, approving Amendment No. 3; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2024 Resolution No. 8 on June 5, 2024, approving Amendment No. 4; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2024 Resolution No. 10 on August 7, 2024, approving Amendment No. 5; and

**WHEREAS**, the Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2024–2027 must be included in the effective TIP; and

**WHEREAS**, an amendment is needed to add one new federally funded project sponsored by WisDOT; and

**WHEREAS**, the MPO’s public participation procedures for minor TIP amendments such as this have been followed; and

**WHEREAS**, the new project is 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. 6 to the *2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project addition as shown on the attached project listing table:

1. **ADD** the USH 18/151 (USH 151 to CTH PD) Environmental Document/Study to page 33 of the of Streets/Roadway Projects section.

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Date Adopted

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Mark Opitz, Chair, Greater Madison MPO



**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	2024	2025	2026	2027	2028	2024	2025	2026	2027	2028
Federal Highway Administration	<b>National Highway Performance Program</b>	<b>38,832</b>	34,951	51,293	35,919	10,768	<b>38,832</b>	34,951	51,293	35,919	10,768
	Bridge Replacement and Rehabilitation	777	1,304	4,067	0	0	777	1,304	4,067	0	0
	Surface Transp. Block Grant Program - Madison Urban Area	4,748	5,254	18,973	12,341	2,925	4,748	5,254	18,973	12,341	2,925
	Surface Transp. Block Grant Program - State Flexibility	2,570	4,545	3,352	0	5,956	2,570	4,545	3,352	0	5,956
	Surface Transp. Block Grant Program - Transp. Alternatives	2,516	1,437	1,191	1,802	1,402	2,516	1,437	1,191	1,802	1,402
	Highway Safety Improvement Program	2,969	3,130	0	1,999	0	2,969	3,130	0	1,999	0
	Safe Streets and Roads for All (Projects may be completed through 2029)	6,267	0	0	0	0	6,267	0	0	0	0
	Reconnecting Communities	1,000	0	0	0	0	1,000	0	0	0	0
	Wisconsin Electric Vehicle Infrastructure Program	533	0	0	0	0	533	0	0	0	0
	Carbon Reduction Program	6,002	unknown	unknown	unknown	unknown	6,002	unknown	unknown	unknown	unknown
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	15,090	14,071	14,419	14,777	15,144	15,090	14,071	14,419	14,777	15,144
	Sec. 5339 Bus & Bus Facilities	40,897	1,978	2,027	2,077	2,129	40,897	1,978	2,027	2,077	2,129
	Sec. 5337 State of Good Repair	1,325	922	945	969	993	1,325	922	945	969	993
	Sec. 5310 E/D Enhanced Mobility Program	410	0	0	0	0	410	489	499	509	519
	Sec. 5311 Rural Area Formula Program	1,477	1,514	1,551	1,590	1,629	1,477	1,514	1,551	1,590	1,629
	Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program	0	0	0	0	0	0	0	0	0	0
	Areas of Persistent Poverty	670	0	0	0	0	670	0	0	0	0
CARES/ARPA	19,679	0	0	0	0	19,679	0	0	0	0	

\* Fifth year of funding (2028) is informational only.

\*\* Funding shown in calendar year versus state fiscal year.

Note:

All state roadway projects using applicable funding sources (e.g., NHPP, STBG State Flexible, BR) are programmed through 2028. Local BR, STBG (BR), and STBG Rural projects are programmed through 2027. HSIP (other than annual small HES program) projects are programmed through 2027. Local STBG -Transp. Alternatives projects are programmed through 2029. Local STBG-Urban (Madison Urban Area) projects are programmed through 2029. 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 2024 excludes carryover projects for which the Federal funding is already obligated. Roadway and transit inflation rate @ 2.48% per year applied to expenses, except for the STBG-Urban program.

# MPO Agenda Cover Sheet

## September 4, 2024

Item No. 8

**Re:**

Preliminary award of Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) Program 2025 Funding

**Staff Comments on Item:**

Staff has received applications for section 5310 funding from Dane County, Metro Transit, the Down Syndrome Association of Wisconsin (3), NewBridge Madison, and The Hmong Institute. Projects are described in the attached document. The total amount of federal funding requested (\$839,650) exceeded the total amount of funding available (\$589,568), so competitive scoring and project selection was required.

Applications were scored by a panel composed of two MPO staff and one WisDOT Transit Section staff, who met on August 23, 2024, to discuss scores and develop award recommendations.

The recommended awards shown in the *DRAFT 2025 Section 5310 Program of Projects for the Madison Urbanized Area* obligate all but \$2 of available funding.

Section 5310 awards are finalized with the adoption of the TIP. Action on the TIP is anticipated at the Board's October meeting.

**Materials Presented on Item:**

1. Application Scoring for 2025 Section 5310 Funding
2. Greater Madison MPO Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) Program Descriptions of Projects Applying for 2025 Funding and Funding Recommendations
3. DRAFT 2025 Section 5310 Program of Projects for the Madison Urbanized Area

**Staff Recommendation/Rationale:**

Staff recommend making preliminary awards as shown in the *DRAFT 2025 Section 5310 Program of Projects for the Madison Urbanized Area*, based on the rationale described in the *Greater Madison MPO Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) Program Descriptions of Projects Applying for 2025 Funding and Funding Recommendations* and the project scores shown in *Application Scoring for 2025 Section 5310 Funding*.

**Application Scoring for 2025 Section 5310 Funding**

Section 5310 Application Scoring Criteria		Max. Points	Metro MM	Dane County MM	DSAW Vehicles	DSAW MM	DSAW Ops	NewBridge Ops	THI Vehicle
<b>1. Demonstration of Need and Project Benefits</b>		<b>40</b>	<b>39</b>	<b>37</b>	<b>23</b>	<b>25</b>	<b>22</b>	<b>29</b>	<b>31</b>
The application describes how the existing project or the proposed project will be effective at meeting the transportation needs of seniors and people with disabilities and what happens if the funding is not awarded.		10	9	10	8	9	7	10	10
Project Type	· Replacement or Service Level Maintenance Vehicle- Explains why current fleet cannot meet current needs (10 Points)	10	10	10	8	9	8	9	9
	· Expansion Vehicle- Describes the planned service expansion and how the need for the expanded service was determined (8 Points)								
	· Mobility Management (Traditional)-Describes how project will help meet the transportation needs of seniors and individuals with disabilities, and identifies specific services and activities the project will provide (10 Points)								
	· Non-Traditional Projects- Describes how project will help meet transportation needs of seniors and individuals with disabilities. Identifies specific services and activities the project will provide (8 Points)								
Supported by the Coordinated Plan- The project overcomes barrier to transportation and/or meets an unmet need.		10	10	10	6	6	6	5	6
· Identified as a Tier 1 Strategy Project (10 Points)									
· Identified as a Tier 2 Strategy Project (6 Points)									
· Not identified as a strategy, but addresses a need (3 Points)									
The project serves a reasonable number of individuals or trips given the project budget.		10	10	7	1	1	1	6	6
· Should include total number of people served, and percentage of seniors or individuals with a disability served									
<b>2. Promotes the Development of a Coordinated Network</b>		<b>30</b>	<b>27</b>	<b>28</b>	<b>24</b>	<b>25</b>	<b>24</b>	<b>29</b>	<b>25</b>
The application identifies other transportation services available and how the project complements rather than duplicates them.		15	13	14	14	14	14	14	12
· Could include (but not limited to) increased hours of operation, reduction of coverage gaps, increased access to medical/employment/recreation trips									
The application identifies steps that will be taken to ensure a coordinated effort with other local agencies (including human services agencies, meal and shopping sites, employers etc.), and how the service will be marketed.		10	9	9	6	7	6	10	8
The application describes who is eligible to ride/participate in proposed service.		5	5	5	4	4	4	5	5
· Public- Project/service is open to all eligible seniors or individuals with disabilities (5 Points)									
· Private- Project/service is limited to a select client base (2 points)									
<b>3. Financial and Management Capacity</b>		<b>30</b>	<b>30</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>27</b>	<b>28</b>
The project has a reasonable level of administrative costs		10	10	9	10	10	10	10	10
The application identifies local match sources that are backed up by budgets, support letters, and other documentation.		10	10	10	10	10	10	8	8
The project sponsor has the capacity to meet the project management, reporting, and project delivery functions of the Section 5310 program.		10	10	10	10	10	10	9	10
<b>Total:</b>			<b>96</b>	<b>94</b>	<b>76</b>	<b>79</b>	<b>75</b>	<b>85</b>	<b>84</b>

## Greater Madison MPO

### Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) Program Descriptions of Projects Applying for 2025 Funding and Funding Recommendations

<b>Subrecipient:</b>	<b>Madison Metro</b>
<b>Project:</b>	<b>Paratransit Eligibility &amp; Mobility Coordinator [Mobility Management Project] (Traditional)</b>
<b>Requested FTA Amount:</b>	<b>\$147,840</b>
<b>Recommended FTA Amount:</b>	<b>\$147,840</b>

Metro's Mobility Management Project consists of the continued funding of the Paratransit program including the Paratransit Eligibility & Mobility Coordinators (PE/MC). The activities include: paratransit application processing and conduct In-Person Assessments (IPA) to determine ADA paratransit eligibility; provide Transit Orientation (TO) to paratransit applicants and others interested in using fixed route services; refer candidates for Travel Training (TT) to Dane County's mobility training program and monitor results, and; identify Designated Paratransit Stops (DPS) at frequent paratransit destinations.

Typical activities of the PE/MC also include: maintain and update client physical and electronic files; document and process visitor eligibility for visitors to Madison and assist with Metro documentation for visitors to other communities; update knowledge on community and transportation resources; continue to work toward completion of Mobility Manager certification; provide information and assistance by phone, email, mail and during eligibility assessments, and; assist with research, resolution and documentation regarding customer feedback.

Staff recommends that this project be fully funded.

<b>Subrecipient:</b>	<b>Dane County Department of Human Services</b>
<b>Project:</b>	<b>One-Call Center, Mobility Training, and Bus Buddy Program [Mobility Management Project] (Traditional)</b>
<b>Requested FTA Amount:</b>	<b>\$164,240</b>
<b>Recommended FTA Amount:</b>	<b>\$163,368</b>

The Dane County Mobility Management Project consists of the Dane County Transportation Call Center (CC) and the Bus Buddy travel training program (BB). The CC is a transportation resource center staffed by a Mobility Manager. It is a single point-of-entry to transportation information in Dane County and provides information on all modes of available transportation including public transit, human services programs, vehicle acquisition and repair loans, ride sharing and other programs. Personalized services include identification of transportation availability; options counseling; introduction and referral to public transit; individual and group ride services, assessment and eligibility determination to authorize rides for specialized transportation and related programs; enrollment in travel training programs and follow up assistance in maintaining mobility. The service is free and open to everyone. BB is available to train passengers how to use Metro Transit. Bus Buddy program participants receive accompanied training to familiarize them with mainline transit. Both individualized and group BB training is available. Training is provided by volunteers.

Staff recommends that this project be almost-fully funded; given that this program has never invoiced Metro for their full award in a single year and always has remaining funding available, staff recommends reducing the award by \$872 in order to fund other recommended projects. No impact on Dane County's ability to provide the proposed services is expected.

<b>Subrecipient:</b>	<b>Down Syndrome Association of Wisconsin (DSAW)</b>
<b>Project:</b>	<b>Purchase Accessible Vehicles (2) [Vehicle Capital Project] (Traditional)</b>
<b>Requested FTA Amount:</b>	<b>\$192,800</b>
<b>Recommended FTA Amount:</b>	<b>\$125,400</b>
<b>Vehicle Description:</b>	<b>Medium-Large Bus (11/2 or 9/3)</b>

The Down Syndrome Association of Wisconsin (DSAW) will acquire one new vehicle in order to provide no cost transportation services for people with intellectual and developmental disabilities (PWIDD) and their families and caregivers who live and work in the Madison urban area. The goal of this project is to advance economic stability and independent living options for PWIDD through improved access to transportation. In its first year, this new service will enable at least 960 individuals to safely, reliably, affordably, and efficiently travel to and from DSAW programs offered at our community facility in downtown Sun Prairie and other community venues; places of employment throughout the Madison urban area; and non-medical appointments, shopping, and other essential life enrichment activities. The requested vehicle will not be used as a replacement vehicle.

The applicant has indicated that of their three applications, their priority for funding is the purchase of the medium-large bus. Staff recommends that the purchase of one vehicle, the medium-large bus, be fully funded.

<b>Subrecipient:</b>	<b>Down Syndrome Association of Wisconsin (DSAW)</b>
<b>Project:</b>	<b>DSAW South Central Enhanced Mobility Project [Mobility Management] (Traditional)</b>
<b>Requested FTA Amount:</b>	<b>\$88,000</b>
<b>Recommended FTA Amount:</b>	<b>\$0</b>

The Down Syndrome Association of Wisconsin (DSAW) will establish a Mobility Manager position to coordinate no-cost transportation services for people with intellectual and developmental disabilities (PWIDD) and their families and caregivers who live and work in the Madison urban area. This position will also offer one-on-one training to help individuals learn to navigate the various transit options available in the Madison area and lead the planning and implementation of new software solutions to coordinate vehicle scheduling and dispatching, track trip requests, and monitor costs. The goal of this project is to advance economic stability and independent living options for PWIDD through improved access to transportation. In its first year, this new service will enable at least 1,200 individuals (960 with one vehicle) to safely, reliably, affordably, and efficiently travel to and from DSAW programs offered at our community facility in downtown Sun Prairie and other community venues; places of employment throughout the Madison urban area; and non-medical appointments, shopping, and other essential life enrichment activities.

Given that the vehicle recommended for funding above will not be delivered until at least Q3 of 2025, this project would not really begin until late Q3 or Q4 of 2025. Also given limited funding availability and that the applicant's priority is for an accessible vehicle purchase, staff recommends that this project not be funded.

<b>Subrecipient:</b>	<b>Down Syndrome Association of Wisconsin (DSAW)</b>
<b>Project:</b>	<b>DSAW South Central Enhanced Mobility Project [Operating] (Non-Traditional)</b>
<b>Requested FTA Amount:</b>	<b>\$40,115</b>
<b>Recommended FTA Amount:</b>	<b>\$0</b>

The Down Syndrome Association of Wisconsin (DSAW) will acquire two (possibly one, dependent on the amount of any allocation awarded) new vehicle(s) in order to provide no cost, door-to-door transportation services for people with intellectual and developmental disabilities (PWIDD) and their families and caregivers who live and work in the Madison urban area. The goal of this project is to advance economic stability and independent living options for PWIDD through improved access to transportation. In its first year, this new service will enable nearly 1200 individuals (960 if funding only one vehicle) to safely, reliably, affordably, and efficiently travel to and from DSAW programs offered at our community facility in downtown Sun Prairie and other community venues; places of employment throughout the Madison urban area; and non-medical appointments, shopping, and other essential life enrichment activities. Funding for operational costs of this project such as fuel, insurance, office space and supplies, and parts and maintenance are essential and will help DSAW meet and exceed its goals in providing enhanced transportation and mobility services to elderly and non-elderly PWIDD in the Madison urban area.

Given that the vehicle recommended for funding above will not be delivered until at least Q3 of 2025, this project would not really begin until late Q3 or Q4 of 2025. Also given limited funding availability and that the applicant's priority is for an accessible vehicle purchase, staff recommends that this project not be funded.

<b>Subrecipient:</b>	<b>NewBridge Madison</b>
<b>Project:</b>	<b>XXX [Operating] (Non-Traditional)</b>
<b>Requested FTA Amount:</b>	<b>\$61,923</b>
<b>Recommended FTA Amount:</b>	<b>\$30,926</b>

The purpose of this project is to provide free transportation, using our two accessible 14 passenger buses, to NewBridge Madison programs for low-income older adults in the Madison Metropolitan area. Our agency provides services for 7,500 older adults, aged 60+, in Madison and the surrounding area. 85% are low-income and depend upon regular access to transportation. Over the last few years, three surveys were conducted by Madison and Dane County to identify unmet needs of older adults. The top issues were lack of transportation and a desire for more activities, especially among those in Black and Hispanic communities. Many older adults suffer from chronic health issues and social isolation. Those with physical limitations, cognitive issues and lower incomes can't use or afford the local transit system. We provide 25+ weekly opportunities for older adults to be engaged in the community. Attendance ranges from 8-60 participants. In 2024 NewBridge is receiving \$35,000 to provide transportation and has spent 75% of that on cab, rides for participants in just six months. As our numbers have grown the cab companies can't adequately accommodate our requests for 20+ rides to one location at the same time. We have been forced to limit the number of activities older adults in rural communities can attend because of the excessive cost. This project provides funding to cover the cost of four bus drivers, a route scheduler, gasoline, insurance and other related costs. Our two buses will help us transport older adults in the Madison Metro area more efficiently.

Staff are leery of providing operating funding to support transportation programs, as it is unrealistic for agencies to become dependent on ongoing funding through the Section 5310 program. This project did however score well and will help provide important transportation options to clients. Given limited funding availability, staff recommends that this project be funded at half the requested amount.

<b>Subrecipient:</b>	<b>The Hmong Institute (THI)</b>
<b>Project:</b>	<b>Purchase Accessible Vehicle [Vehicle Capital Project] (Traditional)</b>
<b>Requested FTA Amount:</b>	<b>\$68,400</b>
<b>Recommended FTA Amount:</b>	<b>\$68,400</b>
<b>Vehicle Description:</b>	<b>Minivan – Side Entry (3/2)</b>

The purpose of this project is to purchase a minivan vehicle to be able to provide free transportation for Hmong, Lao, Cambodian, and Nepali elders in the Madison Metropolitan area through the Hmong Institute's Hmoob Kaj Siab program. Hmoob Kaj Siab is a day program for older adults. Elders participate in weekly activities such as exercise, yoga, bingo, sewing, arts and crafts, computer class, English class, and nutrition class. Elders go on monthly fieldtrip to expose and help them navigate the community around them and more importantly keeps elders from being socially isolated at home. The Hmong Institute provides free transportation to and from the day program for elders. In addition, we provide transportation for elders to their medical appointments, the store, social activities, and food deliver. Our agency provides services to over 200 Hmong and Southeast Asian elders over 60. Attendance ranges from 20-60 elders per day. 90% of elders are low-income and need access to transportation. Many suffer from PTSD, chronic health issues, and social isolation. Because of language barriers they are unable to take city bus. The number of participants has steadily increased over the past year. Currently there is a waiting list for our agency to pick up elders to bring to the day program because we do not have enough vehicles to pick them up. Having another van will allow us to pick up more elders to the day program so they can receive the support they need.

Staff recommends that this project be fully funded.

**DRAFT 2025 Section 5310 Program of Projects for the Madison Urbanized Area**

Subrecipient	Service Area	Service Area Urban/Rural	Sub Type <sup>1</sup>	Project Type	Project Description/ALI	FTA Amount	Local Amount	Total Amount	Coordination Plan Page	Project Type <sup>2</sup>
<b>Category A Projects</b> - Certified as having met federal requirements and approved for funding.										
City of Madison - Metro Transit	Madison Area	Urban	DR	Capital	Patatransit Eligibility & Mobility Coordinator (Traditional)	\$147,840	\$36,960	\$184,800	33	14f
Dane County DHS	Dane County	Urban/Rural	LG	Capital	One-Call Center (Mobility Management)(Traditional)	\$163,368	\$40,842	\$204,210	33	14f
Down Syndrome Association of Wisconsin	Madison Urban Area	Urban	PNP	Capital	Accessible Vehicle Purchase (1 Medium Large Bus) (Traditional)	\$125,400	\$31,600	\$157,000	33	14a
NewBridge Madison	Madison Area	Urban	PNP	Operating	Driver salary, benefits, and operations (Non-Traditional)	\$30,962	\$30,962	\$61,923	33	15d
The Hmong Institute	Dane County	Urban/Rural	PNP	Capital	Accessible Vehicle Purchase (1 Minivan) (Traditional)	\$68,400	\$17,100	\$85,500	33	14a
City of Madison - Metro Transit			DR		Grant Administration	\$53,597		\$53,597		12
<b>Total</b>						<b>\$589,566</b>	<b>\$157,464</b>	<b>\$747,030</b>		
<b>Category B Projects</b> - Pending federal requirements and/or pending approval for funding.										
<b>Total</b>						<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		

<sup>1</sup> DR - Direct Recipient, PNP - Private Non-Profit, LG - Local Government, PO - Private Operator receiving indirect funds

<sup>2</sup> Project type defined in FTA C 9070.1G:

- 12 - Administration expenses
- 14a - Rolling stock and related activities (meeting the 55% requirement)
- 14b - Passenger facilities (meeting the 55% requirement)
- 14c - Support facilities and equipment (meeting the 55% requirement)
- 14d - Lease of equipment (meeting the 55% requirement)
- 14e - Acquisition of transportation services under a contract, lease, or other arrangement, including user-side subsidies (meeting the 55% requirement)
- 14f - Support for mobility management and coordination programs (meeting the 55% requirement)
- 15a - Public transportation projects (capital and operating) planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities
- 15b - Public transportation projects that exceed the requirements of the ADA
- 15c - Public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on ADA complementary paratransit service
- 15d - Alternatives to public transportation that assist seniors and individuals with disabilities with transportation

All projects are within Dane County, Madison, WI; Wisconsin Congressional District 2; and consistent with the 2019 Coordinated Public Transit-Human Services Transportation Plan for Dane County.

**MPO Agenda Cover Sheet**  
**September 4, 2024**

**Item No. 9**

<p><b>Re:</b></p> <p>MPO 2024 Resolution No. 15 Recognizing September 30 - October 6, 2024 as Week Without Driving in the Madison Metropolitan Area</p>
<p><b>Staff Comments on Item:</b></p> <p><i>Week Without Driving</i> is a national challenge to increase awareness of the ways in which the lack of convenient, safe, and affordable transportation options can affect people's ability to meet basic needs and engage in civic life. The challenge focuses on encouraging those who have the option to drive, including elected officials and policymakers, to take the challenge and learn firsthand about the barriers and challenges that nondrivers face.</p> <p>Supporting this initiative aligns with the Greater Madison MPO's mission to lead the collaborative planning and funding of a sustainable, equitable transportation system for the Greater Madison region, as well as the goals of the MPO's RoundTrip transportation options program.</p>
<p><b>Materials Presented on Item:</b></p> <ol style="list-style-type: none"><li>1. MPO 2024 Resolution No. 15.</li></ol>
<p><b>Staff Recommendation/Rationale:</b> Staff recommends approval.</p>

## MPO 2024 Resolution No. 15

### Recognizing September 30 - October 6, 2024 as Week Without Driving in the Madison Metropolitan Area

**WHEREAS**, *Week Without Driving* is a national challenge to increase awareness and understanding among leaders and the public about how the lack of convenient, safe, and affordable transportation options can affect people's ability to meet basic needs and engage in civic life; and

**WHEREAS**, the Greater Madison MPO is the designated MPO for the Madison, Wisconsin Metropolitan Area, responsible for performing cooperative regional transportation planning and programming; and

**WHEREAS**, a primary responsibility of the MPO is to prepare and approve a long-range regional transportation plan that identifies how the region intends to invest in the transportation system to accommodate current travel demands and future growth; and

**WHEREAS**, the Greater Madison MPO's *Connect Greater Madison 2050 Regional Transportation Plan* promotes a regional transportation system that leads to livable communities, safe travel, prosperity, environmental sustainability, and equity for all within the region; and

**WHEREAS**, the *Connect Greater Madison 2050 Regional Transportation Plan* also supports the Capital Area Regional Planning Commission's 2050 Regional Development Framework, which promotes development patterns that reduce motor vehicle travel and support walking, biking and transit; and

**WHEREAS**, the MPO works to reduce barriers to non-drivers by assisting Dane County with specialized transportation planning and coordination services, operating the RoundTrip transportation options program, administering the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, adopting a Regional Safety Action Plan, and providing other planning, programming, and technical assistance services; and

**WHEREAS**, the MPO recognizes that transportation is an essential need that is fundamental to equitable access to employment, community, recreation, and essential services such as healthcare and food; and

**WHEREAS**, an estimated 30 percent of Wisconsinites and 30-40 percent of the Dane County population of all ages are non-drivers, including aging adults, youth, students, low-income individuals, people with physical, mental or intellectual/developmental disabilities, and those who prefer not to drive; and

**WHEREAS**, an estimated 13,353 households in Dane County do not have access to a vehicle; and

**WHEREAS**, the U.S. Bureau of Transportation Statistics estimated the average cost of owning and operating an automobile in 2023 to be \$12,182, and this cost has steadily increased over the past two decades; and

**WHEREAS**, the U.S. Environmental Protection Agency and the Dane County Climate Action Plan estimate that transportation is responsible for 29% of greenhouse gas emissions in the U.S. and Dane County, making transportation an important environmental justice and sustainability concern; and

**WHEREAS**, walking, rolling, bicycling, and public transportation help communities thrive socially and economically, ease traffic congestion, benefit health, and promote a cleaner environment; and

**WHEREAS**, going one week without driving is an effective way to experience common barriers and start to understand ways we can improve our transportation system to better meet the needs of all residents and visitors in the Madison Metropolitan Area;

**NOW, THEREFORE, BE IT RESOLVED** that the Greater Madison MPO recognizes September 30-October 6, 2024 as Week Without Driving, and encourages decision-makers and residents in the Madison Metropolitan Area to join in this special observance by taking the Week Without Driving Challenge and prioritizing non-driving options to get to work, school, errands, and social activities, in an effort to understand the effects of transportation barriers on non-drivers in our community.

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Date Adopted

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Mark Opitz, Chair

**MPO Agenda Cover Sheet**  
**September 4, 2024**

**Item No. 10**

**Re:** Regional Transit Authority (RTA) Discussion

**Staff Comments on Item:**

Due to interest generated by the current City of Madison budget crisis and local news coverage of transit services, this item was added to the agenda for discussion, including a brief description of what a Regional Transit Authority (RTA) is, how it functions, the history of RTAs in our region, and how RTAs are included in our adopted Regional Transportation Plan.

**Materials Presented on Item:**

1. Regional Transit Authority Synopsis document

**Staff Recommendation/Rationale:** N.A. Discussion purposes only.

## Wisconsin Regional Transit Authorities—In Brief

Although they vary from state to state based on enabling legislation, in general Regional Transit Authorities are governing bodies with the power to levy taxes for use in funding transit services within their jurisdiction. Typically, voters within each community within an RTA area must approve joining the RTA, after which that community is subject to the RTA's tax—often a 0.25% to 0.5% sales tax.

The 2009-11 state budget authorized creation of Regional Transit Authorities (RTA) funded with a sales tax of not more than 0.5%. The 2011-13 state budget dissolved all Wisconsin RTAs. If RTAs had been enacted throughout Wisconsin, they would generate about \$450 million annually.<sup>1</sup>

The Dane County RTA proposed to enact a 0.25% sales tax within the Madison Metropolitan Planning Area, which would have required a referendum to be approved by the majority of voters within the area. In 2011, annual revenues from a 0.25% sales tax were estimated to result in between \$15-17 million annually.

The Dane County RTA proposed to provide the following new or improved services and facilities with this funding, with an estimated annual cost of \$10.2-13.5 million:

- Regional express bus service
- Expanded service to adjacent communities
- Improved Metro area services
- Park & Ride lots
- Improved elderly and disabled services
- Improved/expanded shared-ride taxi services (3-4 additional communities)
- Modernize Metro system (WiFi on buses, contactless payment, hybrid fleet)
- Facility expansion
- Administrative services and planning

Although the Metro system has changed significantly since 2011, many of the improvements envisioned to be funded through the RTA have still not been realized. This continues to impact both residents and employers throughout the county and region. Many smaller suburban communities that are seeing large growth in business and industry struggle to get workers to jobs, and many residents must make difficult decisions regarding housing and transportation to balance their budgets. This means that families may choose to live farther from jobs because of lower housing costs but must pay more for transportation to reach jobs and services.

Under current state law,<sup>2</sup> communities can only be provided transit services by a transit provider other than themselves under contract and with financial support provided to the system. This is why Metro buses do not currently stop in the City of Monona,<sup>3</sup> and why service in other communities must be approved and funded by their city councils.

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<sup>1</sup> Filling Potholes: A New Look at Funding Transportation in Wisconsin. Wisconsin Taxpayers Alliance, for the Local Government Institute. Circa 2015.

<sup>2</sup> 66.1021(10) and (11)

<sup>3</sup> Metro and Monona have entered a contract to begin Metro service in Monona in March of 2025.

If an RTA existed in the area, transportation options could be tailored to the needs of each community, be they bringing residents to jobs elsewhere (as is the case for the Village of Oregon) or bringing workers from elsewhere to local jobs (as is needed in Waunakee, Windsor, and DeForest). Metro services could be extended later into the night and early morning, supporting workforce transportation for industries with 2<sup>nd</sup>- and 3<sup>rd</sup>-shifts, service industry staff, and others who must commute at least one direction outside of Metro's service hours.

As the Connect Greater Madison 2050 Regional Transportation Plan (RTP)states: "While Maps 4-e through 4-g show the transit system vision, a new infusion of funding—for example through creation of a regional transit authority providing a dedicated funding source—will be needed to fully achieve this vision."<sup>4</sup>

RTP Transit Recommended Action 9C is to "Implement a new regional transit authority or district with the mission of providing regional transit service if state enabling legislation is passed."

Governor Evers' [Budget Recommendations for the 2023-2025 biennial budget](#) included a recommendation that Regional Transit Authorities again be authorized in Wisconsin, and established provisions for specific RTAs, including the hypothetical Dane County RTA. Notably, Governor Evers' recommendation would require Dane County and then cities, villages, and towns to approve resolutions to create or join the RTA, respectively. Creation of the RTA and communities electing to join the RTA would not require voter approval.

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<sup>4</sup> Page 4-28