

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

October 6, 2021

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: 913 8888 3651

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 September 1, 2021 Meeting Minutes
3. Communications

4. Public Comment (for items **not** on MPO Agenda)
5. MPO 2021 Resolution No. 9 Adopting the 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County
 - Addition/Change Sheet, dated 9/29/21
6. Approval of Proposed Revisions to Scoring Criteria for Transportation Alternatives Program Projects
7. MPO 2021 Resolution No. 10 Approving Amendment to the MPO 2021 Work Program
8. Approval to Release Draft 2022 MPO Unified Planning Work Program (UPWP) for Review and Comment
9. Review and Recommendation on Draft 2022 MPO Budget
10. Update on *Connect Greater Madison* Regional Transportation Plan 2050
11. Discussion and Potential Action Regarding Expansion of the Area of Eligibility for STBG Urban and TA Program Funding from the Urban Area to the Planning Area
12. Brief Updates on:
 - Issues Regarding WisDOT Calculation of Suballocated MPO Funding for STBG Urban and TAP and WisDOT's Use of MPOs' CRRSAA Funding
 - Request for Local Contributions to the MPO's 2022 Budget
13. Status Report on Capital Area RPC Activities
14. Announcements and Schedule of Future Meetings
15. Adjournment

Next MPO Board Meeting:

Wednesday, November 3, 2021 at 6:30 p.m.

Greater Madison Metropolitan Planning Organization (MPO)
September 1, 2021 Meeting Minutes

Virtual Meeting hosted via Zoom

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

1. Roll Call and Introductions

Members present: Yogesh Chawla (joined during Item #5), Paul Esser, Steve Flottmeyer, Grant Foster, Gary Halverson Dorothy Krause, Tom Lynch, Jerry Mandli, Barbara Harrington-McKinney, Mark Opitz, Nasra Wehelie, Doug Wood

Members absent: Margaret Bergamini

MPO staff present: Bill Schaefer, David Kanning

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

2. Approval of August 4, 2021 Meeting Minutes

Esser moved, Krause seconded, to approve the August 4, 2021 meeting minutes. Motion carried.

3. Communications

- Sewer Service Area (SSA) Amendment requests from the City of Stoughton and Village of Oregon. Krause expressed concern with the City of Stoughton application showing a 100-foot wide right-of-way along Rutland Dunn Town Line Road. Schaefer said that staff questioned the need for that width, but have not received a response from city staff.
- Letter of Support for City of Madison's application to the Federal Transit Administration (FTA) for an Areas of Persistent Poverty Planning Grant for planning the North-South BRT project.
- Email from WisDOT SW Region indicating a Finding of No Significant Impact for the USH 51 (McFarland to Stoughton) project.

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

None.

5. Public Hearing on the Draft 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Opitz opened the public hearing. No members of the public wished to speak. Opitz closed the public hearing. Schaefer reviewed the priority project listings that are proposed to be funded by the MPO under the federal STBG-Urban program. Schaefer noted that if the MPO receives the \$3.2 million in funding from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) that it is supposed to, he would recommend providing additional funding for the three large already approved projects that are well short of 60% funding, but that decision is for another time. Schaefer asked Lynch if he could provide an update on whether the Atwood Avenue reconstruction and/or Autumn Ridge ped/bike overpass projects stood a good chance of receiving earmarks. Lynch said that earmarks for those projects are not part of the joint infrastructure bill. There will be a process of reconciliation between now and September 27. It is possible they will be reinstated as part of that process. Schaefer added that funding could be shifted to the John Nolen Drive reconstruction project if earmarks are secured for one or both projects.

Schaefer highlighted some of the more significant roadway and bicycle/pedestrian projects in the TIP. Wood asked Lynch if the Senate bill contains any earmarks for other local projects. Lynch said that the city of Madison provided a list of earmarks for Senator Baldwin and Representative Pocan. The list was narrowed down to the Atwood Avenue and Autumn Ridge projects. [Note: Dane County also submitted some projects.] Wood asked if Dane County will be able to secure right-of-way for the Lower Yahara River Trail project along CTH AB. If landowners do not wish to sell, the county cannot use eminent domain. Schaefer replied that Dane County Parks staff is working on acquiring properties or property easements. He agreed that property acquisition could be an issue, but the path could be constructed in the CTH AB right-of-way if property or easements cannot be acquired.

Chawla asked if any of the roadway projects where side paths are proposed will incorporate traffic calming measures. Schaefer replied that reducing speed limits is one measure that can be implemented to improve safety. He added that collisions most frequently occur with turning vehicles. Side paths can exacerbate this issue if they are built along a roadway with a high frequency of access points. It is important to educate people on this safety issue. Lynch said that emergency response providers recommend against providing traffic calming measures on arterials or minor arterials. However, individual municipalities can reduce speed limits. The city of Madison has lowered speed limits on East Washington Avenue; this has had a measureable effect on speeds, even without enforcement, based on an analysis done using StreetLight data. Opitz asked Lynch if there are any MUTCD signs that could be placed alongside paths, advising cyclists to be mindful of crossing vehicular traffic. Schaefer replied that staff could look into this. Opitz stated that he received a phone from a resident who had concerns with the impacts of widening a sidewalk to create the North Mendota Trail. The resident, who owns property adjacent to the sidewalk, said that education is needed on the vehicle-bicyclist conflict point issue. Chawla stated that several county highways provide access to the Lower Yahara River Trail. Those highways have varying pavement and shoulder conditions. The shoulders on some roads are deteriorating and the speeds are high. Schaefer concurred. He added that Dane County is going to add paved shoulders on CTH AB as an interim improvement; this will improve access to the planned section of the Lower Yahara River Trail.

Schaefer reviewed the transit projects. He asked Lynch to describe the \$7.2 million facility infrastructure enhancements project. Lynch said that this funding is intended to add transit priority features to improve on-time performance. Metro Transit is currently going through a network redesign. This might require median breaks, signal improvements, dedicated lines, or other types of capital improvements. Schaefer added that Metro Transit uses a large amount of their capital funding for operating costs for service under the preventive maintenance category.

Opitz asked if MPO staff had received any comments since releasing the Draft TIP in mid-August. Schaefer said that staff has not received any comments. The deadline to submit comments is September 24. Action on the final TIP is anticipated at the meeting next month.

6. MPO 2021 Resolution No. 7 Approving Amendment #5 to the 2021-2025 Transportation Improvement Program

Schaefer stated that WisDOT SW Region submitted a TIP amendment request for a pavement markings project on Interstate 39/90 (CTH AB to Illinois State Line) scheduled for 2022 and a pavement replacement project on Park Street (USH 151) (WSOR Crossing to Olin Avenue) scheduled for construction in 2028.

Krause moved, Esser seconded, to adopt MPO 2021 Resolution No. 7, approving Amendment #5 to the 2021-2025 Transportation Improvement Program. Motion carried.

7. Review of Section 5310 Program (Enhanced Services for Seniors and Individuals with Disabilities) Grant Project Applications for 2022 and Preliminary Approval of Draft Project Funding Recommendations

Schaefer provided an overview of the Section 5310 program. Staff received three project applications this year. The projects include two continuing Mobility Management projects – Dane County’s one-call center and mobility training projects and Metro Transit’s paratransit eligibility assessment and mobility coordinator project. The third project is the purchase of three accessible vehicles for Union Cab Accessible Taxi Service (UCATS), a non-profit arm of Union Cab being created. The amount of funding for this cycle exceeds the amount requested by the three projects. Therefore, staff did not need to evaluate the projects -- all of which were eligible for funding -- through a competitive process. We will carry the excess funding over to next year’s application process.

Harrington-McKinney asked if Union Cab will be able to meet deadlines for creation of the non-profit organization. Schaefer said that the process will need to be completed by the time grant funding is approved next month. Halverson questioned why there wasn’t more competition for this funding. Did this occur because the funding opportunity was not advertised or promoted well? Schaefer replied that complying with federal grant requirements can be challenging, especially for small non-profits. We have a comprehensive contact list of private providers, non-profits, and senior centers, etc. so he doesn’t think promotion is an issue. The board consensus was to approve the projects.

8. MPO 2021 Resolution No. 8 in Recognition and Appreciation of Distinguished Service of Long-Time MPO Board Member Ed Minihan Honoring his Memory.

Opitz shared that MPO Board Member Ed Minihan passed away shortly after the August board meeting. He asked if the board would be amenable to adopting a resolution in recognition and appreciation of his distinguished service.

The board members expressed admiration and appreciation for Minihan’s work, which included environmental stewardship. Krause said that she would like to work with county board staff on a resolution honoring Minihan on the county board floor. Harrington-McKinney and Wehelie expressed the same desire for a resolution honoring Minihan on the floor of the Madison Common Council. Schaefer said that he could assist with that effort. Harrington-McKinney said that all council members may wish to sponsor the resolution. Opitz said that former board members may also wish to sponsor the resolution.

Esser approved, Wehelie seconded, to adopt Resolution No. 8 in Recognition and Appreciation of Ed Minihan’s Distinguished Service and Honoring his Memory. Motion passed.

9. Brief Updates:

Connect Greater Madison: RTP 2050 Update Public Engagement: Schaefer reported that MPO staff have launched an interactive mapping tool to help facilitate public comments on the RTP update. Staff have received over 900 individual comments to date. Comments may be submitted through October 3.

Issue of WisDOT’s Use of the MPO’s CRRSAA Funding: Schaefer reported that the MPO is supposed to receive \$3.2 million in special federal STBG-Urban funding from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). WisDOT central office budgeting has decided to use that funding on two state highway funding projects in the Madison area, but this is not their money to spend. MPO staff met with staff from the other large MPOs in the state, along with FHWA staff, to discuss this issue. A letter will be written on behalf of all of the MPOs to WisDOT Secretary Craig Thompson about the issue, copied to FHWA staff, requesting a meeting with him.

Request for Local Contributions to the MPO's 2022 Budget: Several cities and villages will be putting this through their budget process. One village and three towns have committed funding already. MPO staff will be making some presentations on the issue, including to the DCCVA and DCTA. As an aside, Schaefer said that the village of Oregon is in our planning area, but not within the MPO urban area. As a consequence, the village is not eligible for federal funding from the MPO. Schaefer said that an argument could be made to change that policy. Schaefer asked the board if they would support adding this topic to a future meeting agenda. Opitz suggested that this topic be added as a future meeting agenda item without discussion tonight.

10. Status Report on Capital RPC Activities

Schaefer noted that Capital RPC staff have been providing presentations on their Regional Development Framework to local planning commissions. The MPO has been partnering with CARPC and providing presentations on our RTP 2050 Update. Capital RPC staff are currently developing recommendations for their Regional Development Framework.

11. Announcements and Schedule of Future Meetings

The next board meeting is scheduled for Wednesday, October 6.

12. Adjournment

Moved by Foster, seconded by Wehelie, to adjourn. Meeting adjourned at 7:46 PM.



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

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

September 17, 2021

Glenn Fulkerson
Division Administrator
Federal Highway Administration
U.S. Department of Transportation
525 Junction Rd., Suite 8000
Madison, Wisconsin 53717

Kelley Brookins
Regional Administrator
Federal Transit Administration
U.S. Department of Transportation
200 W. Adams Street, Suite 320
Chicago, Illinois 60606

Dear Mr. Fulkerson and Ms. Brookins:

Under the authority delegated to me by Governor Tony Evers, I am hereby approving the Madison Area Transportation Planning Board's amendment to the 2021-2025 Transportation Improvement Program (TIP) for the Dane County urbanized area. The amendment was approved and adopted by the Madison Area Transportation Planning Board on September 1, 2021. We will reflect by reference the 2021-2024 federal aid projects covered by this approval in our 2021-2024 Statewide Transportation Improvement Program (STIP).

Copies of the TIP Amendment 5 and Resolution Number 7 for the Madison Area Transportation Planning Board are enclosed. This TIP amendment represents a comprehensive, continuous, and cooperative effort between the MPO, local communities, affected transit operators, and the Wisconsin Department of Transportation (WisDOT), and is designed to meet the objectives of Title 23 USC 134 and 135 and their implementing regulations 23 CFR 450 and the MPO regional transportation system plan.

We have determined that the proposed amendment: 1) is consistent with the adopted Long Range Transportation Plan for the MPO, 2) conforms to this state's approved implementation plan under the federal Clean Air Act and 42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR 93 (23 CFR 450.222(a)(7), and 3) ensures that the TIP remains fiscally constrained in that federal funding resources are sufficient to support the new or modified projects.

Sincerely,

A handwritten signature in black ink, appearing to read "Craig M. Thompson", enclosed in a rectangular box.

Craig M. Thompson
Secretary

cc: William Schaefer, MPO Director
Mary Forlenza, FHWA
Mitch Batuzich, FHWA
William Wheeler, FTA
Steve Flottmeyer, WisDOT Southwest Region
Charles Wade, WisDOT Bureau of Planning and Economic Development
Alexander Gramovot, WisDOT Bureau of Planning and Economic Development

MPO Agenda Cover Sheet

October 6, 2021

Item No. 5

Re:

MPO 2021 Resolution No. 9 Adopting the 2022-2026 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Staff Comments on Item:

Staff has prepared the attached Addition/Change Sheet, dated 9/29/21, that lists proposed changes to the draft TIP. The proposed changes are minor. Most involve changes to cost estimates or in some cases scheduling. This includes some new cost estimates for the city of Madison's STBG Urban projects. No changes to federal funding are proposed. Many are locally funded projects that are in the TIP for information only purposes. In terms of federally funded projects, there are three new rail crossing safety projects that were recently approved and new regional pavement markings project. Projects added as part of Amendment #8 to the current TIP, approved after the draft 2022-2026 TIP was released, are being added.

Staff reviewed the proposed changes with the MPO Technical Committee at its recent meeting, and the committee recommended approval of the TIP with these changes. No written comments were received on the draft TIP.

Materials Presented on Item:

1. MPO 2021 Resolution No. 9 Adopting the 2022-2026 TIP
2. STBG Urban Priority Project Listings Table
3. Addition/Change Sheet dated 9/29/21

Staff Recommendation/Rationale:

Staff recommends adoption of MPO 2021 Resolution No. 9 approving the draft 2022-2026 TIP with the changes listed in the Addition/Change Sheet.

MPO 2021 Resolution No. 9

Adopting the 2022-2026 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

WHEREAS, the Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-357) and U.S. Department of Transportation (DOT) regulations (23 C.F.R. Parts 450 and 500, 49 C.F.R. Part 613) require that the designated metropolitan planning organization (MPO) for each urbanized area develop, in cooperation with the State, local officials, and any affected transit operator, a Transportation Improvement Program (TIP) for the area for which it is designated; and

WHEREAS, the FAST Act and U.S. DOT regulations require that the TIP be updated at least once every two years and be approved by the designated metropolitan planning organization and the Governor¹; and

WHEREAS, the Greater Madison Area Metropolitan Planning Organization (MPO) is the designated MPO for the Madison, Wisconsin Metropolitan Area with responsibilities to perform metropolitan transportation planning and programming; and

WHEREAS, working with local units of government, Wisconsin Department of Transportation (WisDOT), Metro Transit, and other implementing agencies, the Greater Madison MPO has prepared a coordinated, comprehensive listing of transportation improvement projects proposed to be implemented over the next five years, including a priority list of proposed federally supported projects to be undertaken in 2022-2026; and

WHEREAS, this listing of capital and non-capital transportation improvement projects relates to all modes of surface transportation, including public transit, pedestrian and bicycle facilities, roadways, and other transportation improvements; and

WHEREAS, in developing the TIP, the Greater Madison MPO has provided local officials, citizens, affected public agencies, private transit providers, and other interested parties with reasonable notice of and an opportunity to participate and comment on the proposed program, including holding a public hearing on the draft TIP on September 1; and

WHEREAS, the draft TIP has been published and made available for public review, including in an electronically accessible format on the MPO's Website; and

WHEREAS, the Greater Madison MPO's public involvement process for development of the TIP is also used by the City of Madison (Metro Transit) to satisfy the public participation requirements for development of the Program of Projects required under the Federal Transit Administration's Section 5307 Urbanized Area Formula Program:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves the *2022–2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, which incorporates the changes to the Draft TIP, dated August 2021, listed in the Addition/Change Sheet, dated September 29, 2021, and provides specific approval of the listed 2022-2025 projects, including the Priority Surface Transportation Block Grant (STBG)—Urban Projects for 2022-2027; and

BE IT FURTHER RESOLVED that project notification and review procedures (in accordance with the successor rules to the Office of Management and Budget Circular A-95) are hereby being met, unless otherwise specifically noted, for all 2021 through 2024 listed projects utilizing federal funding (many of which had earlier received favorable A-95 reviews);

¹ The Governor has delegated TIP approval authority to the WisDOT Secretary.

BE IT FURTHER RESOLVED that the Greater Madison MPO and WisDOT agree that the first year of the TIP constitutes an “agreed to” list of projects for project selection purposes and no further project selection action is required for WisDOT or Metro Transit, the major transit operator, to proceed with federal funding commitment; and, even though a new TIP has been developed and approved by the MPO, WisDOT can continue to seek federal funding commitment for projects in the previous TIP until a new State TIP (STIP) has been jointly approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA); and

BE IT FURTHER RESOLVED that projects from the second, third, or fourth year of the TIP may be advanced by WisDOT or Metro Transit for federal funding commitment without further project selection action by the MPO, and concerning federal funding sources for projects in the TIP WisDOT may interchange eligible FHWA funding program sources without necessitating a TIP amendment, subject to the expedited project selection procedures outlined in the TIP; and

BE IT FURTHER RESOLVED that financial capacity assessment regulations have been met as set forth in UMTA Circular 7008.1, dated March 30, 1987, and financial capacity exists to undertake the programmed projects; and

BE IT FURTHER RESOLVED that the Greater Madison MPO certifies that the federal metropolitan transportation planning process is addressing major issues facing the metropolitan area and is being conducted in accordance with all applicable federal requirements, including:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Sections 1101(b) of the FAST Act (Pub. L. 114-357) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT funded projects;
5. 23 C.F.R. Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. 23 U.S.C. 324 regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. 27 regarding discrimination against individuals with disabilities; and

BE IT FURTHER RESOLVED that the Greater Madison MPO certifies that all of the listed federally funded and regionally significant projects in the TIP are consistent with the *Regional Transportation Plan 2050 for the Madison Metropolitan Area and Dane County*, the currently adopted regional transportation plan, as amended, and additional sub-element plans incorporated as part of the plan.

Date Adopted

Mark Opitz, Chair

2022 - 2027 Madison Area STBG Urban Program - Currently Approved and Proposed New Priority Projects

Project	Project ID	Score	Const/ Project Calendar Yr. (Yr \$ Obligated if different)	State Fiscal Year	Total Est. Cost ¹ (thousands)	Max. Percent (Fed \$)	Federal Funds Approved (thousands)	Comments
Approved Priority Projects (2022-2025)								
MPO Rideshare Program 2022-2025	5992-08-38,39,51,52	²	2022-2025	2022-2025	\$510	80	\$408	Ongoing support per MPO policy. 3% annual increase.
C. Madison Ped/Bike Safety Education Program 2022-2025	5992-08-45, 46-49	²	2022-2025	2022-2025	\$437	80	\$350	Ongoing support per MPO policy. 3% annual increase.
University Avenue (Shorewood Blvd. to University Bay Drive)	5992-11-30,-31,-32,-33,-55,-56,-57,-58	70 ³	2022 ('21)	2022	\$34,855	60	\$12,710	Funded at 36.5%, \$8,203 short of 60% funding based on current cost estimate.
Pleasant View Rd. (USH 14 to Timber Wolf Trail) Phase 1	5992-11-00,-01,-02,-50, -51,-52	65 ⁴	2022-2023	2022	\$24,124	60	\$11,204	Funded at 46.4%, \$3,270 short of 60% funding based on current cost estimate.
CTH M (Oncken Road to STH 113)	5954-00-00, -01	68 ⁴	2023-2024	2024	\$24,534	60	\$12,168	Funded at 49.6%, \$2,552 short of 60% funding based on current cost estimate.
Exchange Street (Farwell St. to Sleepy Hollow Rd.)	5685-00-04, -05, -06	39 ⁴	2024	2025	\$3,479	60	\$1,177	Funded at 33.8%, \$910 short of 60% funding based on current cost estimate. Selected for funding based on MPO program policy goal to use 10% of funds on "small" projects in interest of equity from geographic standpoint. Schedule could be advanced if funding available in earlier year.
					\$87,939		\$38,017	TOTAL
New Priority Projects (2026-2027)								
MPO Rideshare Program 2026-2027	5992-08-53,54	²	2026-2027	2026-2027	\$279	80	\$223	Ongoing support per MPO policy. 3% annual increase.
C. Madison Ped/Bike Safety Education Program 2026-2027	5992-08-50,51	²	2026-2027	2026-2027	\$239	80	\$191	Ongoing support per MPO policy. 3% annual increase.
Autumn Ridge Path/Overpass		80	2025 ⁵		\$4,200	60	\$2,520	Could potentially receive federal funding earmark. Could be advanced to 2024 if funding available.
Mineral Point Rd. (Beltline Hwy. to S. High Point Rd.)		68	2026 ⁵		\$5,990	60	\$1,650	Funding at 27.5%, \$1,944 short of 60% funding based on current cost estimate. Could be advanced to 2024 if funding available.
Atwood Ave. (Fair Oaks Ave. to Cottage Grove Rd.)		58	2025 ⁵		\$11,440	60	\$6,684	Final design complete. Could potentially receive federal funding earmark. Could be advanced to 2023-24 if funding available.
John Nolen Drive (Lakeside St. to North Shore Dr.)		57	2026 ⁵		\$30,480	60	\$9,148	Funding at 30.0%, \$9,140 short of 60% funding based on current cost estimate. Will seek Bridge funding for some of needed bridge work.
					\$52,628		\$20,416	TOTAL
Candidate Projects								
Gammon Road (Schroeder Rd to Colony Dr.) - ITS		49			\$518	65		Adaptive Traffic Signal Project
Mineral Point Road (Junction Rd. to Whitney Way.) - ITS		48			\$690	60		Adaptive Traffic Signal Project
					\$1,208			TOTAL

¹ Includes participating cost only (excludes sanitary sewer and water and construction engineering)
² Funded annually per MPO policy
³ Score from 2018-2022 program cycle under previous version of criteria.
⁴ Score from 2020-2025 program cycle under previous version of criteria.
⁵ Tentative scheduling. Needs to be finalized, working with WisDOT and project sponsor.

2022-2026
Transportation Improvement Program
For the Madison Metropolitan Area & Dane County Area
(Project costs in \$000s)

ADDITION/CHANGE SHEET

STBG-Urban Projects:

Page 37: **REVISE** the Atwood Avenue (Fair Oaks Ave. to Cottage Grove Rd.) Reconstruction project as follows: \$6,684 (Const., Fed-URB), ~~\$4,456~~ \$4,756 (Const., Local), \$1,197 (UTL-Local), ~~\$11,140~~ \$12,637 (Total) in 2025. Add note that construction may be advanced to 2023.

Page 38: **REVISE** the John Nolen Drive (North Shore Dr. to Lakeside St.; Lakeside St. to Olin Ave.) Reconstruction project as follows: \$5 (UTL-Local), \$5 (Total) in 2025; \$9,148 (Const., Fed-URB), ~~\$19,852~~ \$21,332 (Const., Local), ~~\$29,000~~ \$30,480 (Total) in 2026.

Page 38: **REVISE** the Mineral Point Road (Beltline Hwy to S. High Point Road) Reconstruction project as follows: \$1,650 (Const., Fed-URB), ~~\$1,100~~ \$4,340 (Const., Local), ~~\$2,750~~ \$5,990 (Total) in 2026. Add note that construction may be advanced to 2023.

Page 39: **REVISE** the University Avenue (Shorewood Blvd. to University Bay Dr.) Reconstruction project as follows: ~~Continuing (Const.)~~ \$12,710 (Const., Fed-URB), \$22,145 (Const., Local), \$906 (UTL-Local), ~~\$2,750~~ \$35,761 (Total) in 2022.

Pedestrian/Bicycle Projects in the Madison Metropolitan Planning Area

Page 17: **REVISE** the City of Madison Cannonball Bike Trail project, updating the project costs as follows: ~~\$1,000~~ \$2,047 (Const., Local), ~~\$1,000~~ \$2,047 (Total) in 2022.

REVISE the City of Madison Hermina St – Starkweather Bridge project to include note that construction is anticipated in 2027 at a cost of \$360.

REVISE the City of Madison Old Middleton Underpass project, updating project costs as follows: ~~\$1,500~~ \$3,500 (Const., Local), ~~\$1,500~~ \$3,500 (Total) in 2022.

Page 18: **REVISE** the City of Madison West Towne Path Phase 3 project, updating project schedule and costs as follows: ~~\$407~~ (Const., TA), ~~\$156~~ \$163 (Construction, Local), ~~\$563~~ \$570 (Total) in ~~2022~~, 2023.

REVISE the City of Madison West Main St project, updating project schedule as follows: \$50 (PE, Local), \$50 (Total) in 2022, ~~\$50~~ (PE, Local), \$180 (Const., TA), \$120 (Const., Local), ~~\$350~~ \$300 (Total) in 2023.

Page 21: **REVISE** the Village of Cottage Grove Phase 2 Main Street Path project to include PARC & Ride grant award by Dane County and update project costs as follows: ~~\$75~~ \$50 (PE, Local), ~~\$575~~ \$544 (Const., Local), ~~\$650~~ \$594 (Total) in 2022.

Page 22: **ADD** the Village of Cross Plains CTH KP Multi-Use Trail extending the Black Earth Creek Multi-Use Trail as follows: \$540 (Const., Local), \$540 (Total) in 2022. Add note that local funding includes 50% PARC grant from Dane County.

Transit Projects in the Madison Metropolitan Planning Area

Page 23: **ADD** the City of Madison City Transportation Capital Project listing for Inter-City Passenger Rail Station & Planning as follows: \$120 (Planning, Local), \$120 (Total) in 2022.

REVISE the City of Madison City Transportation Capital Projects listing for North-South BRT Planning to include note that the City is seeking an Areas of Persistent Poverty planning grant for the project and update project costs as follows: ~~\$6,000~~ \$4,000 (PE, Local), ~~\$6,000~~ \$4,000 (Total) in 2023. Remove construction funding as follows: ~~\$54,000~~ (Construction, Local), ~~\$54,000~~ (Total) in 2025. Construction of this project is still planned, but not programmed and timing is uncertain.

Street/Roadway Projects in the Madison Metropolitan Planning Area

Incorporate the cost/funding revisions and project addition contained in TIP Amendment No. 5 (MPO 2021 Resolution No. 7). See attachment.

Page 31: **REVISE** the STH 19 (Windsor Street and Bristol Street) (North Street to Main Street) Mill & Overlay project, adding note that project may be advanceable to 2024.

Page 32: **REVISE** the STH 113 (Madison to Lodi) (Sunset Lane CTH V) Pavement Replacement project as follows: ~~\$11,000~~ \$16 ROW, ~~\$11,000~~ \$16 Total in 2022

Page 33: **ADD** the CTH KP (Village of Cross Plains) WSOR Rail Crossing Safety project as follows: \$13 (Const, Fed-SAF), \$13 (Const., Local-WSOR), \$26 (Total) in 2024.

ADD the East South Street (City of Stoughton) WSOR Rail Crossing Safety project as follows: \$164 (Const, Fed-SAF), \$88 (Const., State), \$252 (Total) in 2024.

ADD the Holscher Road (Village of McFarland) WSOR Rail Crossing Safety project as follows: \$13 (Const, Fed-SAF), \$13 (Const., Local-WSOR), \$26 (Total) in 2024.

ADD the SW Region Pavement Markings (USH 51, USH 18/151 and USH 12) project as follows: \$842 (Const., Fed-SAF), \$210 (Const., State), \$1,052 (Total) in 2022.

Page 37: **REVISE** the South Syene Road (McCoy Road to Lacy Road) project, separating the project into two phases, delaying construction from 2022 to 2022-2024, and adding project costs as follows: Ph. 1 (Aurora Ave. to W. Clayton Rd): \$580 (PE, Local), \$8,000 (Const., Local), \$8,580 (Total) in 2022 with construction in 2022-2023. Ph. 2: (W. Clayton Rd. through McCoy Rd. Intersection): \$150 (PE, Local), \$127 (ROW, Local), \$277 (Total) in 2022-2023; \$2,585 (Local, Const.), \$2,585 (Total) in 2024. Include note that City will be applying for HSIP funding for Ph 2.

Page 40: **REVISE** the following project sponsored by the City of Madison: ~~Vision Zero Installation Safe Streets Madison; \$500~~ \$2,050 (Local), ~~\$500~~ \$2,050 (Total) in 2022, ~~\$500~~ \$2,050 (Local), ~~\$500~~ \$2,050 (Total) in 2023, ~~\$500~~ \$1,550 (Local), ~~\$500~~ \$1,550 (Total) in 2024, ~~\$500~~ \$1,564 (Local), ~~\$500~~ \$1,564 (Total) in 2025, ~~\$500~~ \$1,582 (Local), ~~\$500~~ \$1,582 (Total) in 2026

Page 43: **REVISE** the North Bristol Street/CTH N and STH 19 (Main Street to Klubertanz) listing, changing the southern project limit to Windsor Street.

Page 47: **REVISE** the River Road (South Street to new Windsor Road) reconstruction project, changing the southern project limit to relocated portion of River Road, and separating the project into two phases with construction of Ph. 1 (southern-most bridge to relocated portion of River Road) in 2022 and construction of Ph. 2 (South Street to southern-most bridge) in 2025.

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

Page E9: REVISE the Transit Asset Management (TAM) targets section, showing that 2022 targets will remain the same as 2021 targets.

Page E11: REVISE the 2022 Public Transit Agency Safety Plan (PTASP) section, showing that 2022 annual safety performance targets will remain the same as 2021 targets.

PROJECT LISTINGS FOR AMENDMENT NO. 5 TO THE 2021-2025 TRANSPORTATION IMPROVEMENT PROGRAM

9/1/21

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2021				Jan.-Dec. 2022				Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
NEW *	INTERSTATE 39/90 Illinois State Line to CTH AB Pavement Markings Corridor Wide	PE ROW CONST	888	222		1110	Continuing															1001-10-82 Authorized, funding to be obligated in 2021. Construction scheduled for 2022.	
111-21-019		TOTAL	888	222		1110																	
			NHPP	WI																			
NEW *	PARK STREET (USH 151) City of Madison Park Street WSOR Crossing to Olin Ave. Pavement Replacement	PE ROW CONST					375		125	500	Continuing				Continuing				Continuing				5400-00-01, -71 Construction scheduled for 2028. Est. const. cost at \$6 million (\$4.8 million Federal (NHPP) & \$1.2 million State).
111-21-020		TOTAL					375		125	500													
							NHPP		M														

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.

MPO Agenda Cover Sheet
October 6, 2021

Item No. 6

Re:

Approval of Proposed Revisions to Scoring Criteria for Transportation Alternatives Program Projects

Staff Comments on Item:

Staff are proposing some changes to the scoring criteria for Transportation Alternatives (TA) Program projects. The changes are primarily designed to make the TA criteria more consistent with recently revised STBG Urban criteria while at the same time recognizing that the STBG Urban criteria were designed for multiple types of projects while the TA Program funds just bicycle/pedestrian projects and mainly off-street path projects. The packet includes a description of the changes and the revised draft criteria. No policy changes are proposed.

Staff will be reviewing the proposed revisions to the criteria with the MPO Technical Committee at its September 29 meeting, and will report on the recommendation from the committee.

Materials Presented on Item:

1. Description of proposed changes to the Transportation Alternatives Program scoring criteria
2. Draft revised scoring criteria

Staff Recommendation/Rationale:

Staff recommends approval.

Transportation Alternatives (TA) Program Policies and Project Scoring Criteria

Note: Changes generally made to make the TA Program criteria more consistent with the STBG Urban scoring criteria, while recognizing that the STBG Urban criteria were designed for multiple types of projects while the TA program funds strictly bicycle/pedestrian projects and primarily path projects.

Policies

Eligible Project Categories: No change.

Eligible Project Costs: No change.

Cost Share: No change.

Project Screening: Consistent with new FHWA guidance, added the explicit requirement that all infrastructure projects meet or exceed accessibility design requirements under the Americans with Disabilities Act (1990)(ADA).

Project Scoring Criteria – Bicycle/Pedestrian Infrastructure Projects

1. Importance to Regional Transportation System and Supports Regional Development Framework –

35 Points Total (increased from 25 points)

Changed category name from Enhances Mobility and Connectivity for greater consistency with STBG Urban criteria.

New criterion under sub-category of Regional or Local/Neighborhood Importance for Supports Regional Development Framework, provides points based on location within or serving employment and/or mixed-use centers or corridors identified in the Regional Development Framework. Split 10 possible points to 6 for Importance to Regional Transportation System and 4 for Supporting Regional Development Framework.

New sub-category of Health and Quality of Life. Moved Access to healthy food options and health care criterion (unchanged at 3 points) from Equity section, eliminated reference to health disparities, as the MPO does not have access to updated data. Moved Quality of Life criterion from the former Usage and Accessibility section, increasing from 5 to 7 points.

2. Access and Service Area – 20 Points Total (changed category name from Usage and Accessibility, reduced from 30 points due to moving Usage, Quality of Life, and EJ criteria to other categories)

Changed criteria to be the same as one of the categories for Bicycle Projects under the STBG Urban criteria with points awarded for Population Served (10) and Destinations Served (10) evaluated based on proximity to the facility, location within the bikeway network, and location within the region/community. Changed radii in which Population and Destinations are considered to make them more consistent with expected travel sheds and set specific radii instead of ranges: Population Served was 0.5-1 mile changed to 1 mile; Destinations Served was 2-3 miles changed to 2 miles.

3. Congestion Mitigation– 5 Points Total (changed name from Congestion Mitigation/TSM)

No change.

4. Safety Enhancement – 15 Points Total (reduced from 20 points – TA infrastructure projects primarily improve or provide separated facilities (paths, overpasses, etc.) with all improving safety by providing facility separated from motor vehicle traffic , so staff do not consider this criterion to be quite as important for scoring TA projects as for STBG Urban projects)

Changed wording of one criterion from “improves safety and accessibility” to “addresses hazardous conditions that discourage bicyclists from using a facility or corridor.” Added criterion for project addressing a deficiency identified in SRTS plan.

5. Environment – 5 Points Total

New category (consistent with STBG Urban criteria) replacing the High Usage criterion under the former Usage and Accessibility category with criteria focused not just on usage, but extent to which the project will reduce motor vehicle trips. Points reduced from 8 to 5.

6. Equity – 15 Points Total

New category (consistent with STBG Urban criteria), moving the Environmental Justice criterion from the old Usage and Accessibility category. Points increased from 12 to 15. Added scoring guidelines based on Tiers of EJ Areas, with point allocation consistent with STBG Urban criteria (60% for Tier 2).

7. Cost Efficiencies – 5 Points Total (name changed from Cost Effectiveness; eliminated Project Cost/Benefit criteria, reducing from 15 points)

Eliminated Cost/Benefit criterion (10 points), as was done for the STBG Urban criteria due to the difficulty of evaluating and the fact it tends to favor small, simple projects and does not account for the benefit of expensive projects by nature such as over/underpasses.

Made some wording changes to the Cost Efficiencies criterion and separated out points (Other Funding or Cost Efficiencies - 3 points, Opportunity/Risk - 2 points). Opportunity/Risk was eliminated as separate category with the reduced points.

Project Scoring Criteria - Safe Routes to School Non-Infrastructure Projects

No change.



Policies and Scoring Criteria For STBG Transportation Alternatives Set Aside Program Projects

Introduction

The Moving Ahead for Progress in the 21st Century Act (MAP-21), established the Transportation Alternatives Program (TAP), which replaced the funding from some previously separate federal programs, including Transportation Enhancements (TE), Safe Routes to Schools (SRTS), and Recreational Trails, consolidating them into a single funding source. As a result, WisDOT incorporated its previously separate SRTS, TE, and state funded Bicycle & Pedestrian Facilities Program (BPPF) into one program and application process. The Fixing America's Surface Transportation (FAST) Act, adopted in December 2015, restructured some of the federal programs, replacing TAP with a set-aside of Surface Transportation Block Grant (STBG) program funding for Transportation Alternatives (TA). The TA set aside program includes all of the same activities that were previously eligible under TAP so the program name is the only thing that changed.

As with TAP, federal law mandates that WisDOT distribute approximately one-half of Wisconsin's federally allocated STBG Transportation Alternatives Set Aside Program funds to metropolitan planning organizations (MPOs) serving larger urban areas with a population over 200,000, called Transportation Management Areas (TMAs). The Greater Madison MPO is the MPO for the Madison urban area.

The following is a description of the program policies and criteria for scoring projects that the MPO will use to select and fund TA projects using the MPO's sub-allocation of funding. The policies listed below are those that differ from the policies that WisDOT will use for projects approved with the statewide funding. Any policies not mentioned in this document, such as eligible project sponsors, follow WisDOT's policies. Projects in the Madison urban area are eligible for those statewide funds as well. WisDOT's TA guidelines, policies, procedures, and the application form that project sponsors must use are available on WisDOT's website at <http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx>. In addition to the WisDOT TA application, sponsors of projects seeking MPO funding for projects in the Madison urban area must complete MPO's Supplemental Application for TA Funding, available at [\[link\]](#).

MPO Policies

- **Eligible Project Categories:**
The MPO will accept projects within only the following federally eligible STBG Transportation Alternatives Set Aside Program categories:

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation;
- Enhancement of existing off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation (e.g. widening a paved path, paving unpaved trail, or adding wayfinding to existing facilities);
- Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including stand-alone wayfinding and system enhancements such as bicycle fix-it-stations or rest areas;
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users; and
- Safe Routes to School (SRTS) non-infrastructure projects [SRTS infrastructure projects should be applied for as Bicycle/Pedestrian Infrastructure Projects].

Federally eligible projects for which the MPO will not utilize its TA funds include reconstruction of existing multi-use paths, recreational trails, and most “transportation enhancement” activities, including environmental mitigation, historic preservation, and scenic beautification (see 23 U.S.C. Section 133 (b) for the complete list of eligible project activities under federal law).

- Eligible Project Costs:
For infrastructure projects, funding will only be awarded for construction. Design, right of way, and utilities costs will not be eligible expenses for TA funds awarded by the MPO.
- Cost Share:
In order to stretch the limited funding available, projects will be required to provide a larger local match than the required 20% minimum. A sliding scale between 80/20 and 60/40 will be used, calculated by the formula below with all projects costing over \$600,000 requiring a 40% local share.

Formula for computing the federal share:

P = Federal participation percentage (round to zero decimal places)
X = Project cost

Total Project Cost	Federal Share (Percentage)
= or < \$300,000	80%
\$300,001 - \$599,999	$P = 80 - ((X - 300,000) / 15,000)$
= or > \$600,000	60%

- Project Screening:
The MPO eliminated Project Readiness and Constructability from the scoring criteria and established project readiness instead as a screening criterion. Do not submit applications for funding for projects which do not meet the following requirements:

For Infrastructure Projects:

- The project will be ready for construction when scheduled. This means that at least some initial design work has been completed and it is beyond a purely conceptual

stage. [Note: TA projects are required to begin within four years of project award and be completed within six years.]

- There are no serious engineering feasibility, real estate, environmental, railroad, or funding issues that need to be resolved. [Note: These issues make it more likely that projects cannot meet the required WisDOT timelines.]
- The project has the necessary financial commitment and local support so that it can begin to move forward immediately upon notice of funding.
- The project will be maintained for year-round use as appropriate (if not plowed in winter, it should be groomed or set for cross-country skiing or otherwise maintained for appropriate year-round use).
- The project will include appropriate wayfinding to ensure that it can be accessed and used conveniently, safely, and consistently.
- The project will meet or exceed accessibility design requirements under the Americans with Disabilities Act (1990)(ADA).

For Safe Routes to School Non-Infrastructure Projects:

- The project is ready to move forward upon notice of funding.
[TA projects are required to begin within four years of project award and be completed within six years.]
- The project has the necessary financial commitment and local support so that it can begin to move forward immediately.

Project Scoring Criteria - Bicycle/Pedestrian Infrastructure Projects

The project scoring criteria for bicycle/pedestrian infrastructure projects are grouped under the following categories with the point totals (out of 100) as follows:

1. Importance to Regional Transportation System and Supports Regional Development Framework (35 points)
2. Access and Service Area (20 points)
3. Congestion Mitigation (5 points)
4. Safety Enhancement (15 points)
5. Environment (5 points)
6. Equity (15 points)
7. Cost Efficiencies (5 points)

The following table shows the relationship between the Regional Transportation Plan 2050 goals and policies and the scoring criteria categories.

Relationship of Regional Transportation Plan (RTP) Goals and Policies to Transportation Alternatives (TA) Project Evaluation Criteria

	RTP Goal	Relevant Supporting Policies	TA Project Criteria Category
1	Create Connected Livable Neighborhoods and Communities	<p>Promote walkable, mixed-use neighborhoods.</p> <p>Encourage growth in dev. areas, activity centers, and along transit corridors.</p> <p>Build complete streets that are safe, convenient, and attractive for everyone.</p> <p>Utilize context sensitive transportation facility design.</p>	<p>Regional Transp. System/Regional Dev. Framework; Access & Service Area; Environment; Equity; SRTS</p> <p>Regional Transp. System/Reg Dev. Framework</p> <p>Access & Service Area; Safety; Environment; Equity</p> <p>Access & Service Area; Environment; Equity</p>
2	Improve Public Health, Safety, and Security	<p>Address the safety and security of all users in planning, designing, building, and maintaining the transportation system.</p> <p>Retrofit existing transp. facilities that pose safety risks with safer, modern designs.</p> <p>Minimize conflicts between motorized and non-motorized traffic through lower roadway speeds where appropriate, safe crossings, and other means.</p> <p>Prioritize active transportation facility improvements that will improve access to jobs, schools, etc., and those located in areas with underserved populations.</p> <p>Promote and facilitate active transportation for short trips including maintenance of active transportation facilities.</p> <p>Manage access to the regional roadway system to preserve and improve safety and operational efficiency.</p> <p>Employ ITS to improve safety and system reliability</p> <p>Reduce vulnerability of transp. system to natural hazards.</p>	<p>Access & Service Area; Safety; Equity</p> <p>Safety; Cost Efficiencies</p> <p>Access & Service Area; Safety; Equity; SRTS</p> <p>Regional Transp. System/Regional Dev. Framework; Access & Service Area; Environment; Equity</p> <p>Regional Transp. System/Regional Dev. Framework; Access & Service Area; Environment; SRTS</p> <p>Congestion Mitigation; Safety</p> <p>N/A</p> <p>N/A</p>
3	Support Personal Prosperity and Enhance the Regional Economy	<p>Provide for efficient, reliable travel on regional roadways serving major employment centers and those critical to freight movement.</p> <p>Support downtown Madison as the region's largest, most important activity center through improvements to it's accessibility by transit and other modes.</p> <p>Provide convenient, inexpensive transportation options that allow HHs to go car-light or car-free.</p> <p>Encourage redevelopment of established employment/activity centers and major transit corridors.</p> <p>Provide efficient freight access to regional roadways, railroad, and the airport.</p> <p>Integrate local public transit with intercity service and facilities such as the airport.</p>	<p>N/A</p> <p>Regional Transp. System/Reg. Dev. Framework; Access & Service Area</p> <p>Regional Transp. System/Regional Dev. Framework; Access & Service Area; Environment</p> <p>N/A</p> <p>N/A</p> <p>N/A</p>

4	Improve Equity for Users of the Transportation System	Provide convenient, affordable transportation options that enable people of all ages and abilities to access jobs, services, and other destinations.	Regional Transp. System/Regional Dev. Framework; Access & Service Area; Environment; Equity
		Improve transit accessibility to jobs, especially in transit dependent areas.	N/A
		Ensure interests of underrepresented groups are considered in transportation planning process.	Equity; SRTS
		Ensure benefits of regional transportation system investments are fairly distributed and that environmental/health impacts do not disproportionately impact minority and low-income populations.	Equity; Environment; Equity Screening Criterion; SRTS
		Retrofit existing transportation facilities to make them ADA compliant.	Equity; Access & Service Area; ADA Screening Criterion
RTP Goal (cont.)		Relevant Supporting Policies (cont.)	STBG-U Project Criteria Category (cont.)
5	Reduce the Environmental Impact of the Transportation System	Design and build sustainable transportation infrastructure.	Cost Efficiencies; Environment; Equity
		Incorporate green streets elements into street (re)construction where feasible.	Cost Efficiencies
		Pursue ITS technologies to improve traffic flow, make transit and bicycling easier and more convenient.	N/A
		Develop a transportation system resilient in the face of climate change and rising fuel prices in the future.	Environment; Access & Service Area
		Promote transition to low and no emission fuels for vehicles.	N/A
6	Advance System-Wide Efficiency, Reliability, and Integration Across Modes	Encourage development in identified transp./transit corridors and activity centers.	N/A
		Utilize transportation systems management and operations strategies to maximum efficiency and reliability for all modes.	N/A
		Manage access to the regional roadway system to preserve and improve operational efficiency.	N/A
		Seek to provide and maintain an acceptable level service for all travel modes.	Congestion Mitigation & TSM
		Utilize ITS to make travel by all modes more reliable and convenient.	N/A
		Prioritize capacity investment on critical bottlenecks and corridors that serve regional employment centers.	Regional Transp. System/Reg. Dev. Framework; Congestion Mitigation & TSM
7	Establish Financial Viability of the Transportation System	Make most efficient use of limited public resources.	Combined Set of Criteria
		Prioritize maintenance of existing transportation facilities, strategies to manage travel demand, and improvements to transportation operations over new facilities and capacity expansion projects.	Cost Efficiencies; Congestion Mitigation & TSM; Environment SRTS
		Leverage federal/state funding for large-scale projects that provide significant benefits to the regional transportation system.	Regional Transp. System/Reg. Dev. Framework; Cost Efficiencies; Combined Criteria

<ul style="list-style-type: none"> The project addresses a hazardous condition that discourages bicyclists from using the facility or corridor. The project addresses a network deficiency identified in a Safe Routes to School Plan. 		
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5. Environment – 5 Points Total

Criterion		Scoring Guidelines
<u>Use of Alternative Modes:</u> <ul style="list-style-type: none"> Extent to which the project will result in an increase in bicycling, walking, and transit trips for transportation purposes, resulting in reduced motor vehicle trips/VMT. 	0 – 5	

6. Equity – 15 Points Total

Criteria	Points	Scoring Guidelines
<u>Environmental Justice & Accessibility:</u> <ul style="list-style-type: none"> The project improves pedestrian/bicycle access for environmental justice areas. [These include areas with concentrations of low income and minority populations and households with no motor vehicle available. See maps in Appendix D – EJ Analysis of the current Transportation Improvement Program for the Madison Metropolitan Area & Dane County.] 	0 – 15	Up to 15 points will be awarded for projects located in/connecting to or otherwise improving ped/bike access to a Tier 1 EJ Area. Up to 9 points for projects located in/connecting to or otherwise improving ped/bike access to a Tier 2 EJ Area.

7. Cost Efficiencies – 5 Points Total

Criteria	Points	Scoring Guidelines
<u>Other Funding, Cost Efficiencies:</u> <ul style="list-style-type: none"> Maximizes use of available federal funds by leveraging other state, local, or private funding. Project demonstrates cost efficiencies and/or leverages additional funding from past or for future project phases or enhancements. 	0 – 3	
<u>Opportunity/Risk:</u> <ul style="list-style-type: none"> Is there a risk of a lost opportunity or loss of other funding if not selected in the current program cycle? If funded now the project could be done more cost effectively because it can be built at the same time as another project in the same corridor. 	0 – 2	

Project Scoring Criteria - Safe Routes to School Non-Infrastructure Projects

1. Scope of Audience/Reach/Impact – 50 Points Total		
Criteria	Points	Scoring Guidelines
The project will reach a broad audience and a large portion of students within a school district would be impacted by the programming or activities	0 – 15	Maximum points awarded for district-wide programs
The program or activities add(s) value to other improvements or programs that are happening in the community or school	0 – 10	Maximum points awarded for programs build on existing momentum, or that will support planned improvements or programs
Project is likely to increase the number of children walking and bicycling to school safely and ensure that infrastructure that is added is being used	0 – 15	Maximum points awarded for programs that will document student mode split changes, and which have established goals and supporting policies to increase the number of children walking and bicycling to school
Project engages the broader community beyond the school, students, faculty/staff, and parents	0 – 10	Maximum points awarded for programs that engage community partners and champions outside the school system

2. Health, Safety, and Environmental Justice – 50 Points Total		
Criteria	Points	Scoring Guidelines
The program or activities is/are located at schools with a high rate of students eligible for free and reduced lunches	0 – 20	Maximum points awarded for programs that target or provide a higher level of support to these schools than to those with low rates of such students
The program or activities foster(s) improved childhood health, reduced childhood obesity and encourages a healthy and active lifestyle	0 – 15	Maximum points awarded for programs that promote active transportation beyond the school commute
The program or activities increase(s) real or perceived bicycle, pedestrian, and traffic safety	0 – 15	Maximum points awarded for programs that address real or perceived safety problems that have been identified and documented

**Supplemental Application
For
STBG Transportation Alternatives Set Aside Program Projects
Within the Madison Urban Area**

Introduction

This application should be completed by project sponsors applying for funding through the Transportation Alternatives (TA) Program for projects located within the Madison urban area. Projects in the Madison urban area are eligible for funding from both the statewide funds for which projects are selected by WisDOT and the sub-allocated funding to the Greater Madison MPO, the metropolitan planning organization (MPO) for the Madison urban area. The MPO selects the projects for these sub-allocated funds. All projects for which sponsors are seeking funding from the MPO's sub-allocation must complete this supplemental application designed to provide additional information not covered in WisDOT's application in order to assist the MPO in project evaluation and scoring.

WisDOT's TA guidelines, policies, procedures, and the application form that all project sponsors must use are available on WisDOT's website at <http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx>.

The MPO's Policies and Scoring Criteria for STBG Transportation Alternatives Set Aside Program Projects, available at [\[link\]](#), includes: restrictions on what types of federally eligible projects will be funded with the MPO's funding sub-allocation; the formula for computing eligible federal cost share of a project; project screening criteria; and the project scoring criteria used by the MPO to evaluate and score project applications for funding.

Instructions

Provide written answers to the questions listed under the appropriate type of project (bicycle/pedestrian infrastructure project or safe routes to school non-infrastructure project) in .doc, .docx, or .pdf format with your completed WisDOT TA application to the MPO's designated TA contact:

Ben Lyman
BLyman@cityofmadison.com
(608) 243-0182

Supplemental Application for Bicycle/Pedestrian Infrastructure Projects

1. Does the project provide a new link in the overall bikeway network/low stress network in a corridor/area where a suitable/low stress alternative does not exist? Does the project provide a missing link in the overall network/low stress network, an extension to those networks, or eliminate a barrier? If so, describe what network(s) is/are being connected or extended, and/or what barrier is being eliminated and how.



ph: 608.266.4336
madisonareampmo.org

GREATER MADISON
METROPOLITAN
PLANNING ORGANIZATION

100 State St #400
Madison, WI 53703

[See current low-stress bicycle network map at:

<https://cityofmadison.maps.arcgis.com/apps/webappviewer/index.html?id=cb7a2e78477044c19bf6a5eaa1820e38>]. [Limit response to 1 page]

Click or tap here to enter text.

2. Is there a risk of a lost opportunity or loss of other funding if the project is not selected in the current program cycle (i.e., constructed by 2026)? Could the project be completed more cost-effectively if funded now than if it was delayed because it can be built at the same time as another project in the same or an intersecting corridor? If so, describe those risks. [Limit response to 1 page]

Click or tap here to enter text.

Supplemental Application for Safe Routes to School Non-Infrastructure Projects

1. Does the program or activity add value to other improvements or programs that are happening in the community or school(s)? If so, describe how the program or activity adds value to those other improvements or programs, and describe those other improvements or programs. [Limit response to 1 page]

Click or tap here to enter text.

2. Does the program or activity engage the broader community beyond the school, students, faculty/staff, and parents? If so, describe how the program or activity engages the broader community, and list involved organizations. [Limit response to 1 page]

Click or tap here to enter text.

- a. Attach letters of support, offers of engagement/volunteers, or other documentation of outreach and engagement. [No response limit, submit in .pdf format]

3. Does the program or activity foster improved childhood health, reduced childhood obesity, and/or healthy and active lifestyles? If so, describe how the program or activity achieves those goals, and how success at meeting those goals will be measured and evaluated. [Limit response to 1 page]

Click or tap here to enter text.

MPO Agenda Cover Sheet
October 6, 2021

Item No. 7

Re:

MPO 2021 Resolution No. 10 Approving Amendment to the 2021 MPO Work Program

Staff Comments on Item:

The 2021 Work Program Budget included \$21,181 for miscellaneous consulting services. This funding is planned to be used to hire a consultant to assist MPO staff in creating a new online performance measures data dashboard with interactive maps to replace the current performance measures report. Staff has begun work to develop a proposed scope of work and informal request for proposals. However, the project won't be completed until next year. A Work Program amendment is therefore required to allow for the carryover of the funding and extension of the time to complete this work. A resolution approving this amendment is attached. The draft 2022 Work Program Budget, which shows the estimated carryover funding to be spent in 2022, is attached to the resolution.

Materials Presented on Item:

1. MPO 2021 Resolution No. 10 Approving Amendment to the 2021 MPO Work Program with attached 2022 Work Program budget showing the 2021 carryover funding.

Staff Recommendation/Rationale:

Staff recommends adoption of MPO 2021 Resolution No. 10 approving the amendment to the 2021 Work Program.

MPO 2021 Resolution No. 10
Approving Amendment to the 2021 Work Program

WHEREAS preparation and adoption of a Unified Planning Work Program is a requirement for all Metropolitan Planning Organizations (MPOs) receiving federal and state planning financial assistance; and

WHEREAS the Greater Madison MPO is the designated MPO for the Madison, Wisconsin Metropolitan Area with responsibilities to perform regional transportation planning and programming; and

WHEREAS the Unified Planning Work Program for the Greater Madison MPO is annually updated, and the 2021 Work Program dated November 2020 was approved on November 4, 2020; and

WHEREAS planning grants for 2021 planning activities were received, including funds from the Federal Transit Administration, Federal Highway Administration (FHWA), Wisconsin Department of Transportation (WisDOT), and several local governmental units; and

WHEREAS the City of Madison is the Greater Madison MPO's fiscal and administrative agent and is a legally constituted entity under the laws of the State of Wisconsin and able to receive these funds; and

WHEREAS the MPO included \$21,000 in funding in the 2021 Work Program for miscellaneous consulting services, which the MPO plans to use to hire a consultant to assist in creating an online transportation system performance measures data dashboard with interactive maps and charts to replace the current performance measures report; and

WHEREAS this project is just getting underway with a consultant yet to be hired and the project will not be completed until late winter/early spring 2022; and

WHEREAS the Greater Madison MPO is therefore requesting that the work program be amended to specify the use of the miscellaneous consulting services funding for the data dashboard project and to carry over into 2022 the estimated \$21,181 in 2021 funding for this project (as reflected in the attached draft 2022 work program budget table); and

WHEREAS the Greater Madison MPO is also requesting that the date within which to complete the data dashboard project be extended to May 31, 2022 with the carryover 2021 funding to be spent and invoiced by that date:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves an amendment to the 2021 Unified Planning Work Program revising the budget table and extending the date to complete the aforementioned work and spend the funding until May 31, 2022 with the carryover funding to be spent and invoiced by May 31, 2022; and

BE IT FURTHER RESOLVED that the MPO Planning Manager is authorized and directed to submit this work program amendment to WisDOT and FHWA for approval; and

BE IT FURTHER RESOLVED, in accordance with 23 CFR 450.334(a) the Greater Madison MPO hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
3. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Sections 1101(b) of the Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

Date Adopted

Mark Opitz, Chair

2022 GREATER MADISON MPO BUDGET AND WORK PROGRAM ELEMENTS

WORK ELEMENT NUMBER	WisDOT Work Element Percent (6)	PERSON MONTHS	STAFF HOURS	FHWA/ FTA PL FUNDS 80.0%	WisDOT (1) 4.74%	MPO/ Local 15.26%	STBG-U 80% (2)	MPO/ Local	OTHER PROGRAMS			TOTAL MPO Non-Local	Total MPO/ Local	MPO PROGRAM TOTAL	
									(See Key)	OTHER	MPO/ Local				
STAFF AND INDIRECT COSTS															
2100	Transportation Admin/Service	100% AD	10.00	1,679	90,328	5,347	17,235					95,675	17,235	112,910	
2150	Public Participation Activities	100% PP	8.50	1,427	76,779	4,545	14,650					81,323	14,650	95,973	
2200	Long-Range Multi-Modal System-Wide Transportation Planning	100% LR	19.20	3,224	173,430	10,265	33,092					183,695	33,092	216,787	
2300	Data Collection Activities	50% LR	19.48	3,271	175,933	10,414	33,570					186,346	33,570	219,916	
		50% SR													0
2400	TSM Planning/Congestion Management Process	100% SR	4.00	672	36,131	2,139	6,894					38,270	6,894	45,164	
2500	Short Range Transit & Specialized Transportation Planning	100% SR	3.75	630	33,873	2,005	6,463			(3)	See note	35,878	6,463	42,341	
2600	Transportation Improvement Program (TIP)	100% TIP	6.00	1,008	54,197	3,208	10,341					57,405	10,341	67,746	
2700	Roadway and Transit Corridor & Special Area Studies	60% LR	3.75	630	33,873	2,005	6,463					35,878	6,463	42,341	
		40% SR													0
2800	Ridesharing/TDM - Staff Ridesharing/TDM - Ad Services, Materials	100% SR	10.45	1,755				94,400	23,600			94,400	23,600	118,000	
								2,400	600	9,000	11,400	600	12,000		
2900	Capital Area RPC - MPO Planning Services	100% LR	0.48	81						(4)	5,457	5,457	0	5,457	
OTHER DIRECT COSTS															
4030	StreetLight Data Analytics Platform Subscription (6)				100,000	5,919	19,081					105,919	19,081	125,000	
4050	Misc. Consulting Services, including RTP Public Engagement Services, Website (6)				19,835	1,174	3,785					21,009	3,785	24,794	
SUMMARY OF TOTAL COSTS BY TYPE															
TOTAL PERSON-MONTHS AND HOURS			85.61	14,375											
CONSULTING SERVICES AND DATA/SOFTWARE (6)					119,835	7,093	22,866					126,928	22,866	149,794	
OTHER DIRECT COSTS															
STAFF					674,543	39,927	128,709	96,800	24,200		14,457	0	825,727	152,909	978,636
TOTAL 2022 COST					794,379	47,020	151,575	96,800	24,200		14,457	0	952,655	175,775	1,128,430

(1) FHWA/FTA PL (80%), WisDOT (4.74%), MPO (15.26%)
 (2) STBG Urban Rideshare (80%) MPO (20%)

(3) Dane County (\$5,000 for Specialized Transp Services)
 (4) Capital Area Regional Planning Commission

(5) LR = Long Range; SR = Short Range; AD = Administration; PP = Public Participation; TIP = TIP
 (6) Consultant Services

2021 MADISON AREA TRANSPORTATION PLANNING BOARD CARRYOVER FUNDING BUDGET AND WORK PROGRAM ELEMENTS

WORK ELEMENT NUMBER	WisDOT Work Element Percent (5)	PERSON MONTHS	STAFF HOURS	FHWA/ FTA PL FUNDS 80.0%	WisDOT (1)	MPO/ Local	STBG-U 80% (2)	MPO/ Local	OTHER PROGRAMS			TOTAL MPO Non-Local	Total MPO/ Local	MPO PROGRAM TOTAL
									(See Key)	OTHER	MPO/ Local			
4050	Misc. MPO Consulting Services (6)				16,945	1,019	3,217					17,964	3,217	21,181
TOTAL 2021 CARRYOVER COST					16,945	1,019	3,217					17,964	3,217	21,181

MPO Agenda Cover Sheet
October 6, 2021

Item No. 8

Re:

Approval to Release Draft 2022 MPO Unified Planning Work Program (UPWP) for Review and Comment

Staff Comments on Item:

A draft of the 2022 Work Program has been prepared. The work program, which is required as a condition of receipt of federal Planning funds, outlines the priority planning issues and describes the planning activities the MPO intends to undertake in the following year. MPO staff will be meeting with WisDOT and USDOT staff on September 29 to review and discuss the draft work program. Any proposed changes to the draft document to reflect their comments will be noted at the meeting. One change that was already mentioned that is needed is to add a note about the federal certification review of the MPO that will take place in early 2022.

Staff is seeking approval to release the draft Work Program for review and comment with that addition. Board action on the work program is scheduled for the November meeting. The draft document will be made available to all local units of government within the MPO planning area and appropriate agencies, committees, and commissions for review and comment.

Materials Presented on Item:

1. 2022 MPO Draft Work Program Summary
2. [Complete 2022 MPO Draft Work Program Document](#)

Staff Recommendation/Rationale:

Staff recommends approval to release the draft Work Program for review and comment.

Summary of 2022 Program Activities and Transportation Planning Services

2022 Direct Person-Months	2022 Budget ¹	2022 Percent MPO/Local Appropriation	2022 Percent State, Federal, Other
85.6	\$1,128,430	15.58%	84.42%

Systemwide Multi-modal Transportation Planning and Programming (44.68 person-months)

- Continue tracking and analyzing performance measures associated with Regional Transportation Plan (RTP) goals, making refinements to measures as needed. Develop new online version of the Performance Measures report with a data dashboard and interactive maps. Continue to coordinate with WisDOT and Metro Transit in establishment of state and MPO performance targets for the federal performance measures.²
- Complete work on the RTP 2050 update. This will include: documenting travel modeling and analyses of existing and future needs and the potential impacts of drivers of change such as driverless vehicles; making refinements to facility recommendations; developing other recommendations; completing the financial and environmental justice analyses; and completing RTP report.²
- Begin work to implement the planning related recommendations in the RTP 2050 update such as special studies and assistance to local municipalities with their efforts to implement the plan. Potentially initiate special study to identify transportation facilities susceptible to flooding, identify alternate routes when flooding occurs, and identify improvements to make the facilities more resilient to flooding. ²
- Provide assistance to local governments as needed in implementing the Bicycle Transportation Plan and bicycle related RTP recommendations. Provide data to assist with prioritization of projects based on identified gaps and barriers, accessibility analyses of the network, and data on existing bicycle travel. Also provide information and assistance on priority pedestrian facility gaps and ADA transition plans as needed.
- Assist WisDOT as needed with efforts to implement the [Connect 2050 Policy Plan](#), including development of technical analysis papers related to different modes to support the policy plan. Assist WisDOT and/or local communities with any transportation project grant applications.
- Continue data collection and analysis to support transportation system performance monitoring, local and state transportation planning studies, the updated congestion management process, and special studies. This includes use of StreetLight data derived from GPS and Location-Based Services data accessed through its analytics platform. ²
- Continue to implement Strategic Work Plan for data and analysis tools, including maintenance of all geodatabases and networks, including streets, transit routes, bicycle facility and bicycle LTS, pedestrian facility, etc. and the associated networks for conducting accessibility analyses. Complete work to update the bicycle LTS methodology and revise the network accordingly.²
- Lead project, working with Metro Transit staff, to hire consultant to conduct an onboard passenger survey in the fall '22 and spring '23.
- Prepare annual update of the Transportation Improvement Program (TIP), including STBG (former STP) – Urban and Transportation Alternatives Program priority projects. ²

¹ Excludes 2021 carryover funding.

² Major planning projects.

Transportation System Management (TSM) Planning (4.0 person-months)

- Begin implementation of new, revised MPO Congestion Management Process (CMP) with revised performance measures and revised process integrated with new federal performance management requirements.²
- Provide data and work with UW TOPS Lab to develop High Injury Network (HIN) for the Madison metro area. This includes network segmentation, data collection, crash prediction model development, and identification and mapping of the HIN. Tools will also be developed for local staff for diagnosis, treatment selection, and economic assessment. Following this project, MPO staff may work with engineering consultant to conduct further analysis of some of the top problem intersections to select countermeasures and develop HSIP grant applications.
- Continue to support efforts of City of Madison Traffic Engineering, Metro Transit, and other agency partners to implement the *Regional Intelligent Transportation System (ITS) Strategic Plan for the Madison Metropolitan Area* and develop and implement other ITS pilot projects.
- Continue to provide data and other support for the City of Madison's Vision Zero initiative.
- Continue staffing support to the Dane County Traffic Safety Commission, and lead preparation of annual traffic safety trends report for the commission.
- Monitor and assist WisDOT as needed with corridor studies to manage access and address safety and traffic operations.

Short-Range Transit & Specialized Transportation Planning (3.75 person-months)

- Continue to provide data and other support for the Metro Transit Network Redesign Study, which is expected to be completed in early 2022. Provide data and other assistance to Metro staff as needed in planning for implementation of the recommended fixed-route service changes identified in the study.
- Resume work with Metro Transit and other local planning staff on the update to the Transit Development Plan following completion of the Network Design Study. The TDP update includes updating Metro policies on stop spacing, route evaluation, etc. ²
- Lead project working with Metro Transit staff to hire a consultant to undertake an onboard passenger survey and analyze the survey results.
- Continue to assist the City of Sun Prairie in developing a future local transit route to serve residents and local destinations and connect to the planned BRT service to the park-and-ride lot.
- Continue to assist Village of Waunakee in identifying workforce transportation needs and working with village staff and employers to implement desired services.
- Support Metro Transit efforts as needed to identify important transit priority improvements and implement recommendations of the bus stop improvement study.
- Continue work to assist Metro in processing and analyzing passenger boarding and alighting, passenger loading, and on-time performance data for use in transit service planning and Title VI compliance.
- Provide assistance to agencies in implementing the *Coordinated Public Transit – Human Services Transportation Plan for Dane County*, including hosting annual stakeholder meeting.
- Continue to implement the *Program Management & Recipient Coordination Plan for the Section 5310 (Enhanced Transportation for Seniors and Persons with Disabilities) Program* with MPO selecting projects and Metro administering them.

¹ Excludes 2021 carryover funding.

² Major planning projects.

- Assist suburban communities as needed in planning for transit service, including conducting surveys to assess market demand.

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

- Continue to provide data, modeling, and other support for interagency staff team working with consultant to conduct detailed design for the Bus Rapid Transit (BRT) project in the east-west corridor.
- Provide travel model and data support and planning assistance on major WisDOT-sponsored corridor studies, including Stoughton Road/USH 51 (USH 12/18 to STH 19), Beltline (USH 14 to CTH N), and Interstate 39/90/94 (Madison to Portage).
- Provide transportation planning assistance (e.g., traffic forecasts) for large-scale developments, neighborhood and comprehensive plans, and corridor plans as needed.
- Continue preparation of small area or project-level traffic forecasts for Dane County and local communities upon request.
- Provide assistance as needed to City of Madison Planning staff with follow up planning activities from the *Madison in Motion* Transportation Master Plan. This includes the city's Complete Green Streets project to develop street design policies and guidance.

Transportation Demand Management (TDM) & Other Transportation Planning (10.93 person-months)

- Continue to promote the new TDM program brand (RoundTrip) through strategies and tactics outlined in the marketing plan. This includes creating marketing materials, developing digital assets, managing an annual advertising campaign, and leveraging partnerships with local organizations and businesses.²
- Continue ride-matching services and promotion of alternatives to driving alone, including presentations and events, commuter challenge programs, employer e-news updates, and provision of incentives such as the Emergency Ride Home (ERH) program.²
- Continue to work with WisDOT and TripSpark to maintain and improve the ride-matching website, including coordinating on announcements and database administration; improving the user experience; and exploring alternative ride-matching platforms.
- Continue intergovernmental coordination of TDM efforts through the TDM Coordinating Committee, and continue to coordinate with the Wisconsin Department of Administration State Vanpool Program on vanpool promotion and route/contact updates.
- Continue conducting Rideshare/Transportation Demand Management (TDM) programs for major employers and coordinating employer outreach with other agencies and organizations.
- Continue to support suburban community TDM initiatives, including workforce transportation initiatives, through assistance with surveys, presentations, and strategy development.
- Implement TDM program incentives and integrate them into ongoing alternative transportation and telework promotion. This includes working with Love to Ride and local partners to implement an annual workplace bicycle challenge; working with partners to market incentives and develop new ones.
- Develop TDM program targeted to new residents and those moving, working with realtors and others.
- Assist City of Madison with TDM initiatives, including ongoing development of a citywide TDM ordinance and program.

¹ Excludes 2021 carryover funding.

² Major planning projects.

- Provide transportation planning assistance to the Capital Area Regional Planning Commission (CARPC), including transportation analyses for proposed urban service area amendments.

Transportation Administration/Service and Public Participation Activities (18.5 person-months)

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

1 Excludes 2021 carryover funding.
2 Major planning projects.

MPO Agenda Cover Sheet
October 6, 2021

Item No. 9

Re:

Review and Recommendation on Draft 2022 MPO Budget

Staff Comments on Item:

The MPO's budget is part of the city of Madison Planning Division's operating budget since the city is the MPO's fiscal agent and provides most of the local share funding. The MPO Board approves the Work Program outlining the planning activities to be undertaken, but the city approves the budget. Staff presents the budget to the board, however, for a recommendation to the city. Attached is a budget table showing the proposed budget for 2022 compared to 2021.

The services budget increased by \$7,000 due to increased office rent, conference costs, and a small increase in consulting services. The supplies budget decreased by about the same amount, primarily due to a decrease in computer software license/supplies costs. The MPO paid part of the cost of the UrbanFootprint software last year, but the city doesn't have that subscription anymore. Staff and benefit costs are about \$18,000 more due to staff step and/or longevity and benefit cost increases.

The overall budget for 2022 is \$18,114 (1.6%) more than last year. The MPO's federal Planning funding is \$12,451 (1.6%) more than last year, but is actually \$19,289 (2.4%) less than what the MPO could have received last year. The MPO returned almost \$32,000 in Planning funds last year due to not having sufficient local matching funds. The MPO is using all of its allocated federal funding next year.

Materials Presented on Item:

1. Table reflecting the draft 2022 MPO Budget compared to 2021

Staff Recommendation/Rationale:

Staff recommends the MPO board recommend approval of the 2022 MPO budget by the city of Madison.

CITY OF MADISON PLANNING DIVISION
Regional Transportation Planning Services - Staff to MPO
Draft 8/17/21

	<u>2021</u> <u>Budget</u>	<u>Estimated</u> <u>2022</u> <u>Budget</u>	<u>Comments</u>
Purchased Services			
54120 Telephone	800	750	
54320 Communication Device RPR Main	500	0	
54330 General Equip. Repairs & Maintenance	500	500	
54230 Property Rental	57,571	58,677	
54515 Mileage	50	50	
54520 Conferences and Training/Travel	3,000	5,993	Increase assuming more in person conferences ne
54810 Other Services General (incl transcription, interp)	500	300	
54650 Advertising Services	12,250	12,250	Rideshare adv; \$250 for notices if needed
54645 Consulting Services / Data Services	146,181	149,794	StL Data subscription, assistance with online perfor
54535 Memberships	3,700	3,800	AMPO membership; staff APA dues, etc
54690 Catering Vending Services	250	250	
Total	<u>225,302</u>	<u>232,364</u>	
Supplies			
53110 Office Supplies	1,200	1,500	
53130 Office Furniture/Equipment	750	750	
53165 Subscription & Books	250	250	
53120 Reproduction Copier/Printing	2,100	2,000	
53150 Postage	1,000	750	
53140 Computer Hardware/Supplies	500	500	
53145 Computer Software Licenses & Supplies	33,100	25,850	Rideshare, Jackalope, ArcGIS, Creative Cloud,etc
Total	<u>38,900</u>	<u>31,600</u>	
Inter-departmental Charges			
57175 Insurance Fund Inter-D	2,596	2,596	
57176 Workers Comp	801	801	
Total	<u>3,397</u>	<u>3,397</u>	
Staff			
Includes 7 full-time MPO staff (Mgr., 5 Planners, GIS Specialist), 1 part-time MPO staff (Admin. Ass't)(0.31 FTE), MPO Intern (0.15 FTE), City PL Division Dir. (0.09 FTE), City Admin/Payroll Clerk (0.05 FTE), and City Finance Staff (0.10 FTE)			
	<u>FTE</u>	<u>FTE</u>	
Total	7.84	7.70	'20 budget incl. 0.1 FTE City Planning staff for growth allocation work
Salaries	666,311	680,865	
Benefits	176,407	180,205	
Total	842,718	861,070	
Grand Total	1,110,317	1,128,431	
Summary			
	<u>2021</u> <u>Budget</u>	<u>Estimated</u> <u>2022</u> <u>Budget</u>	
Total Expenditures	1,110,317	1,128,431	
Interagency Billings/Revenues	\$938,165	\$952,656	
Difference	<u>172,152</u>	<u>175,775</u>	Required local matching funds City of Madison contribution max. of \$152,452

Revenues	<u>Year 2021</u>	<u>Year 2022</u>	
FHWA/FTA	\$781,928	\$794,379	MPO returned \$31,740 in funding in 2021
WisDOT Match	\$47,020	\$47,020	
MPO Match	<u>\$148,462</u>	<u>\$151,575</u>	
Subtotal	\$977,410	\$992,974	
STBG (formerly STP) Urban Rideshare	\$94,760	\$96,800	
MPO Match	<u>\$23,690</u>	<u>\$24,200</u>	
Subtotal	\$118,450	\$121,000	
Other			
Dane County	\$5,000	\$5,000	Spec Transp PL services
Rideshare Advertising	\$9,000	\$9,000	Other agency matching contributions
Capital Area RPC	\$5,457	\$5,457	MPO PL Services contract with CARPC
Other Local Support	<u>\$15,154</u>	<u>\$18,323</u>	Assumes Fitchburg (\$8,400), McFarland (\$2,544),
Subtotal	\$25,611	\$28,780	Sun Prairie (\$4,000), Maple Bluff (\$463); other con
Totals			
Federal & State	\$923,708	\$938,199	Excludes CARPC pass-thru funding
MPO Match	\$172,152	\$175,775	Includes non-Madison match
Other	<u>\$14,457</u>	<u>\$14,457</u>	\$5,000 used towards local match
GRAND TOTAL	<u>\$1,110,317</u>	<u>\$1,128,431</u>	
Total Interagency Revenues	\$938,165	\$952,656	

Re:

Update on *Connect Greater Madison* Regional Transportation Plan 2050

Staff Comments on Item:

As previously mentioned, an interactive mapping tool was posted on the RTP website for people to comment on the transportation system and/or suggest improvements. Comments are being accepted until October 3. Well over 1,200 individual comments have been received. Staff has begun to review and classify these comments, and will provide a summary at the next meeting.

Work on the plan update continues. Work on the new regional travel forecast model has been completed and a user's guide recently provided to staff to begin running various scenarios with the model. Staff has completed preliminary drafts of the planned future bikeway and transit networks (see attached maps), and are finishing up work coding the bicycle and transit network improvements into the travel model. The bikeway network will be coded by the level of traffic stress in the travel model to reflect the relative attractiveness of the network segments. Programmed and potential roadway projects have been coded into the model for testing. The model consultants will also be providing a memo on how to use the model to evaluate the potential impact of different potential drivers of change such as driverless vehicles and assisting with the testing using the model. Results from the travel modeling will be presented at the board's next meeting.

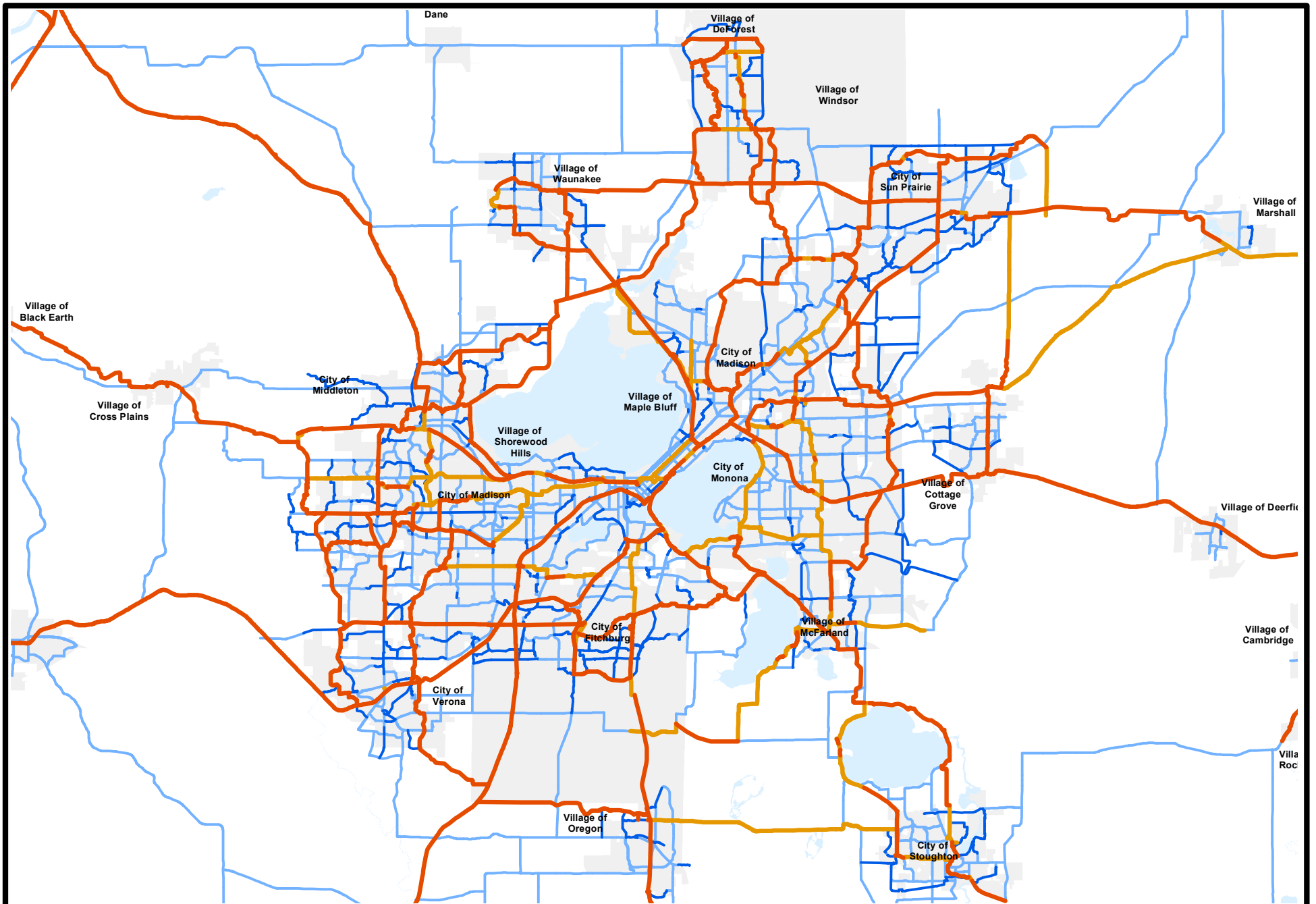
The next set of public meetings on the RTP update are scheduled for mid-November (Thursday, Nov. 11 at 5:30 pm and Tuesday, Nov. 16 at 12 pm). Staff will review with the board at the next the materials to be presented at that meeting. This includes a planned reorganization and simplification of the plan goals and policies with some potential tweaks/editing.

Materials Presented on Item:

1. Draft map of future planned regional bikeway network (primary and secondary)
2. Draft map of future planned transit network
3. Draft map of future planned park-and-ride lot system

Staff Recommendation/Rationale:

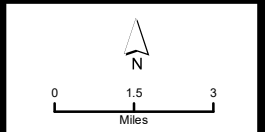
For information and discussion purposes only.

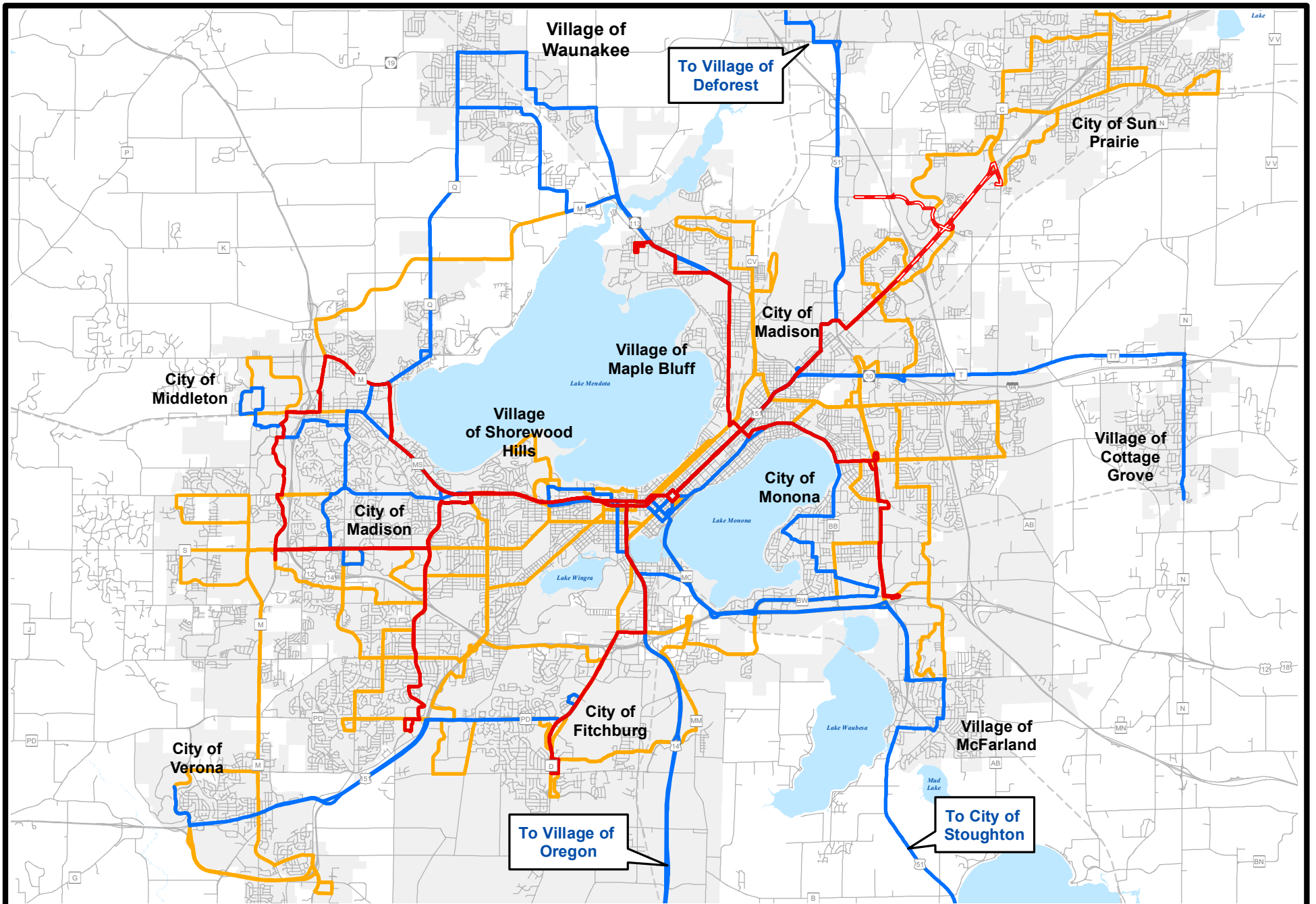


**Planned Future Bicycle Network Functional Class
Madison Metropolitan Area**

Primary	Secondary	
Shared-Use Path	Shared-Use Path	Incorporated Area (2021)
On Street	On Street	

Prepared by staff to the:
mpo
 Date Revised: 9/27/2021



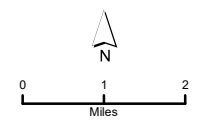


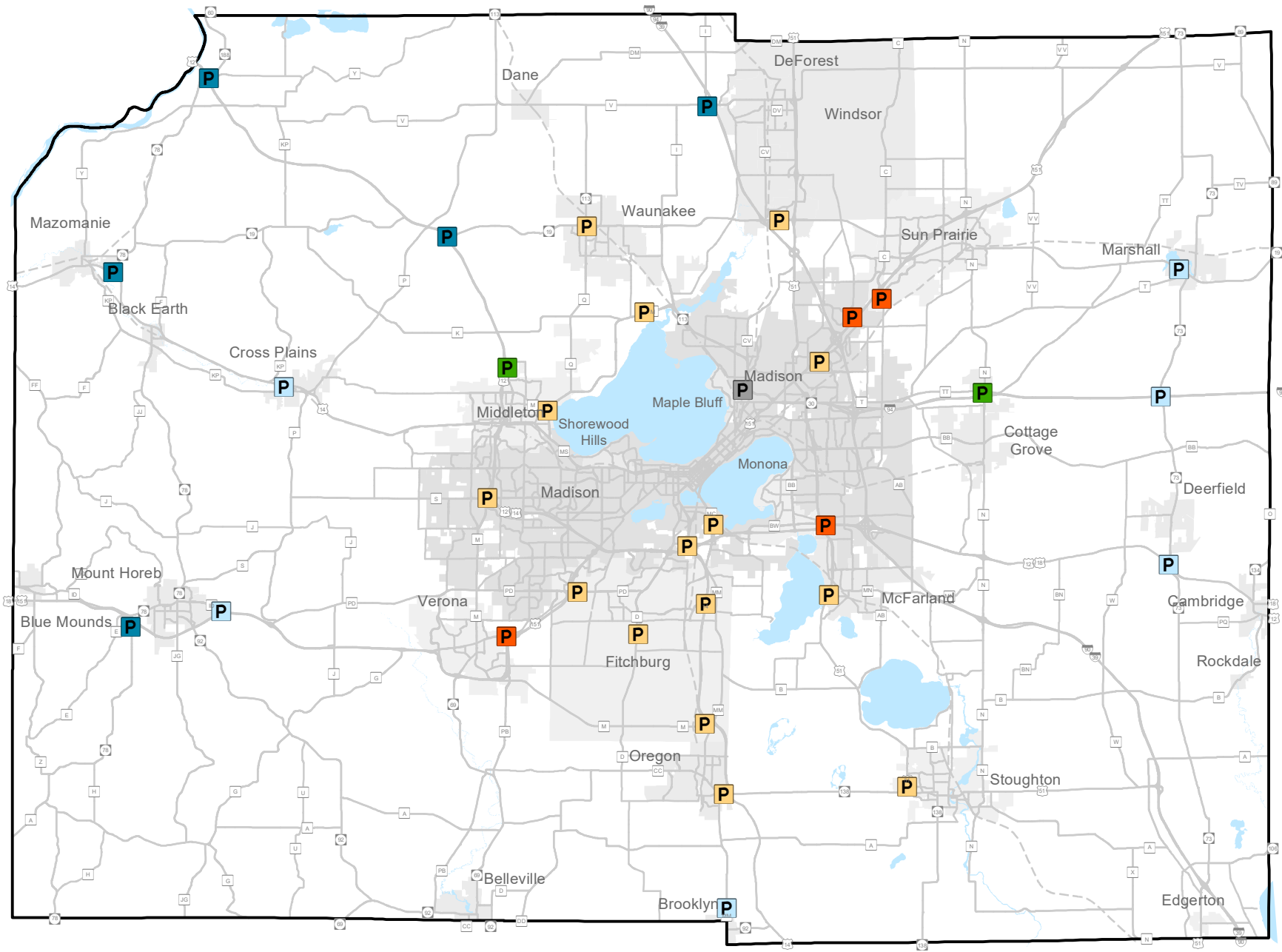
Future Planned Regional Transit Service Network Madison Area, Wisconsin

- Bus Rapid Transit (BRT) Route
- Local Route
- Bus Rapid Transit (BRT) Route - Local Service
- Incorporated Area (2021)
- Express/Commuter Route

Prepared by staff to the:

 Date Revised: 9/21/2021





Existing and Planned Park and Ride Lots Dane County, Wisconsin

Existing

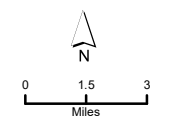
- P Carpool Only
- P With Transit Service
- P Carpool with Planned Transit Service

Planned

- P Carpool Only (6)
- P With Transit Service (15)
- P To be Removed

Prepared by staff to the:

 Date Revised: 9/23/2021



MPO Agenda Cover Sheet

October 6, 2021

Item No. 11

Re:

Discussion and Potential Action Regarding Expansion of the Area of Eligibility for STBG Urban and TA Program Funding from the Urban Area to the Planning Area

Staff Comments on Item:

Federal law and regulations provide for MPO suballocated funding under the Surface Transportation Block Grant (STBG) Urban and Transportation Alternatives programs with the amount based on the MPO's urbanized area population. MPOs are permitted to spend the funding on projects within the MPO's designated planning area, which is based on the urbanized area, but allow MPOs to provide for a more restrictive area. The Greater Madison MPO has had a long-standing policy to fund projects only within the urban area (which is based on the Census defined urbanized area, but also includes some additional areas for roadway functional classification purposes). The reason for the MPO policy is the desire to prioritize funding for the developed, urban area rather than rural areas on the fringe that might develop in the future and/or carry regional commuter traffic.

In discussing with village of Oregon staff the MPO request for financial support, it occurred to staff that it is perhaps unfair to exclude the village from eligibility for funding under these programs solely because of the unique circumstance (of rural Fitchburg), which leads to the village not being included in the urban area. The city of Stoughton is included, for example, but only because of residential development around Lake Kegonsa. A map showing the urban and planning area boundaries is attached. Oregon is clearly part of the metro area, which was why the MPO chose to include it in the planning area.

There are two reasons for continuing to exclude the village from eligibility for MPO funding:

1. The population of the village, which determines the MPO's allocation of funding, is not included.
2. Unlike other cities/villages in the Madison urban area, the village does receive an annual entitlement of funding under the STBG program for small urban areas (in Oregon's case, communities between 5,000 and 25,000 population). The village's entitlement has varied by year, but comes to an average of \$50,000 annually between 2010 (when the village first became eligible for the entitlement) and 2020. That is a small amount of funding and would require many years to accumulate enough money to fund a project.

If the MPO board wishes to change the policy to allow the village of Oregon to be eligible for funding under these programs, there are two options:

1. Expand the area of eligibility to the planning area; or
2. Expand the area of eligibility to include the village of Oregon in addition to the urban area.

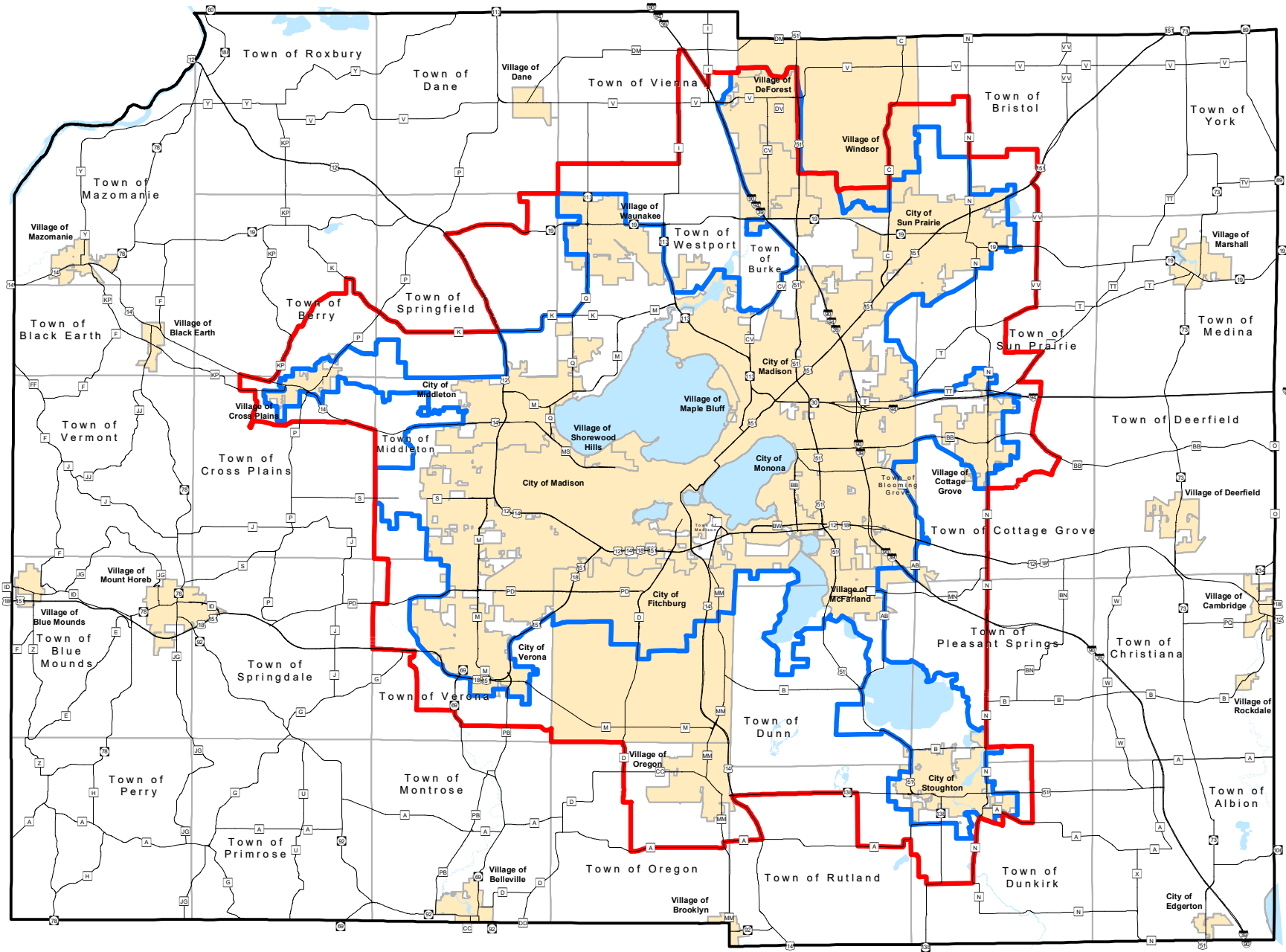
Option 1 is simplest, but would result in making some rural county and local roadways eligible for STBG Urban funding. [Note: In order to be eligible the roadways must still be classified as an arterial or collector roadway. See attached map.] Currently, those roadways are neither eligible for STBG Urban nor STBG Rural funding since STBG Rural funding must be spent outside the planning area (Note: I thought it was the urban area.). The MPO's project scoring criteria would limit the chances of a rural roadway being funded. Option 2 would just add projects within the village limits.

Materials Presented on Item:

1. Map of the Madison MPO urban and planning area boundaries
2. Map of roadway functional classification system

Staff Recommendation/Rationale:

Staff recommends revising the MPO's policy to expand the area of eligibility to encompass the MPO's planning area or alternatively the urban area plus the village of Oregon. It is not a strong recommendation as staff can see merit in the arguments for only funding projects in the urban area, since the population in this area is the basis for funding allocation and Oregon does get a limited entitlement under the STBG program. However, while the MPO doesn't receive funding based on Oregon's population Oregon is clearly part of the Madison metro area and part of the MPO's jurisdictional area as determined by the MPO. Expansion to the full planning area will make some county and local roadways in undeveloped areas eligible for STBG funding, but currently they are neither eligible for STBG Urban nor STBG Rural funding. Our project evaluation criteria will still lead to prioritization of funding for projects that help best achieve the MPO's goals. Expanding the area of eligibility just gives the MPO more flexibility with respect to projects to fund.



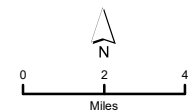
Planning Boundaries of the
Greater Madison MPO
A Metropolitan Planning Organization

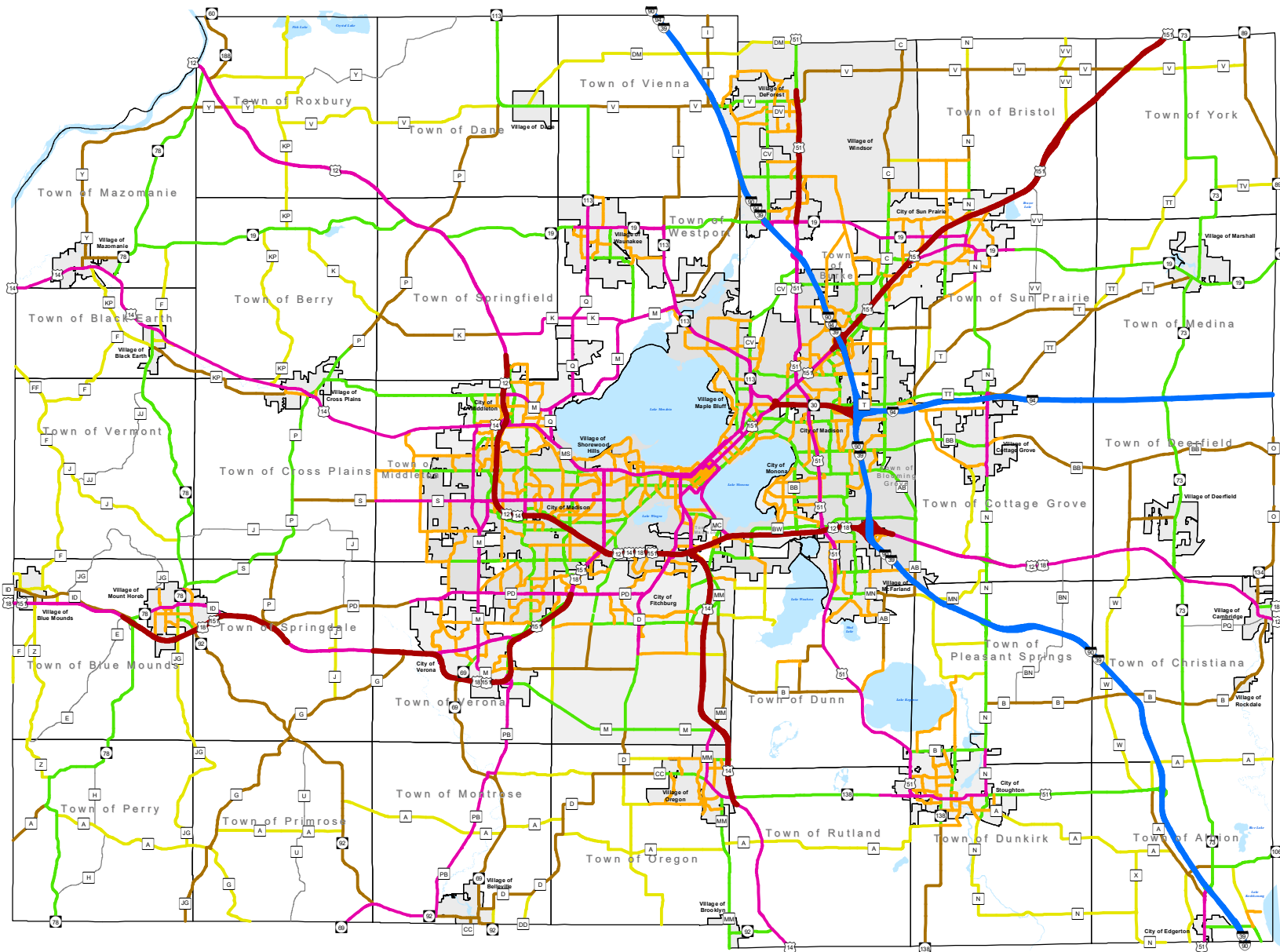
- Madison Urban Area (approved by U.S. DOT 6/11/13, revision approved by the MATPB 3/4/15)
- Metropolitan Planning Area Boundary (approved by WisDOT 7/30/13)
- Incorporated Area (2020)

Prepared by staff to the:



Date Revised: 4/27/2021





Roadway Functional Classification System Dane County, Wisconsin (2020)

- Principal Arterials - Interstate
- Principal Arterials - Other Freeway
- Principal Arterials - Others
- Minor Arterials
- Collectors - Urban
- Collectors - Major, Rural
- Collectors - Minor, Rural

Prepared by staff to the:



Date Revised: 8/9/2021



MPO Agenda Cover Sheet
October 6, 2021

Item No. 12

Re:

Brief Updates on:

- Issues Regarding WisDOT Calculation of Suballocated MPO Funding for STBG Urban and TAP and WisDOT's Use of MPOs' CRRSAA Funding
- Request for Local Contributions to the MPO's 2022 Budget

The directors of the large MPOs are in the process of drafting a letter to WisDOT Secretary Thompson on the issues related to WisDOT's calculation of suballocated MPO funding and WisDOT's use of the MPOs' CRRSAA funding. A meeting with Secretary Thompson will be requested. Staff will share a copy of the letter with the MPO board.

MPO staff provided presentations on the MPO and the funding support request to the Village of Cottage Grove Board and at the Dane County Cities and Villages Association and Dane County Towns Association meetings. A copy of the presentation provided is attached.

Materials Presented on Item:

1. PowerPoint Presentation on MPO and request for financial support

Staff Recommendation/Rationale:

N/A



The Greater Madison MPO and Request for Local Support

Connecting People, Places & Opportunities



MISSION

Lead the collaborative planning and funding of a sustainable, equitable transportation system for the greater Madison region.

VISION

A sustainable, equitable regional transportation system that connects people, places, and opportunities to achieve an exceptional quality of life for all.

William Schaefer
MPO Manager



Sherry BonDurant
Admin Clerk



Colleen Hoesly
Planner



Bill Holloway
Planner



David Kanning
Planner



Ben Lyman
Planner



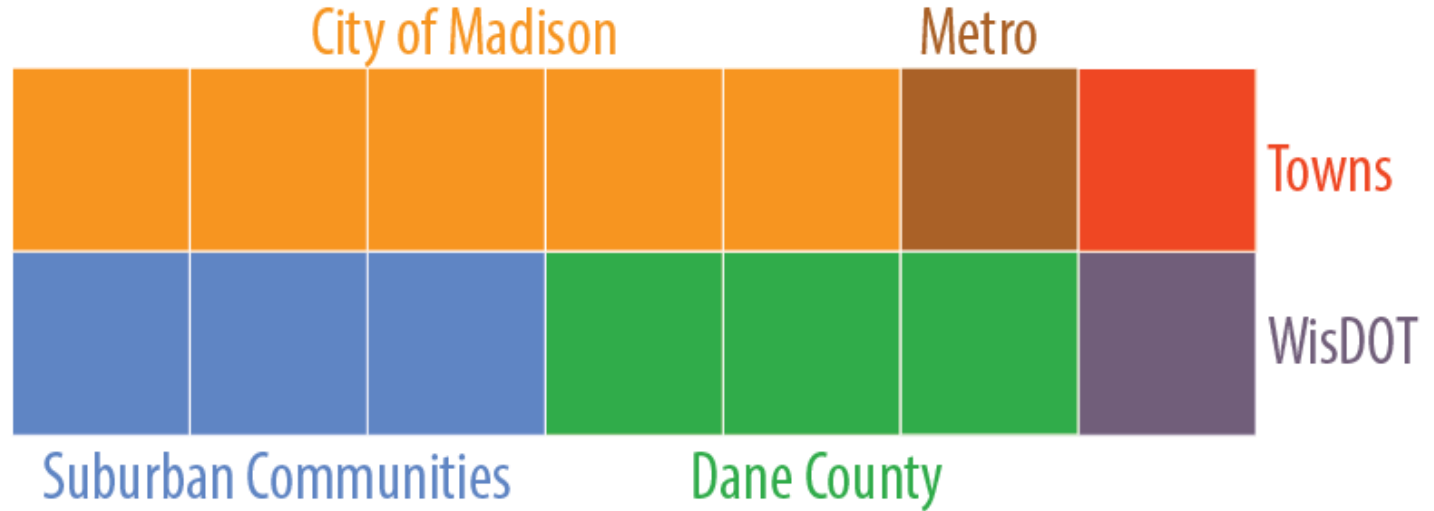
Dan Seidensticker
GIS Specialist

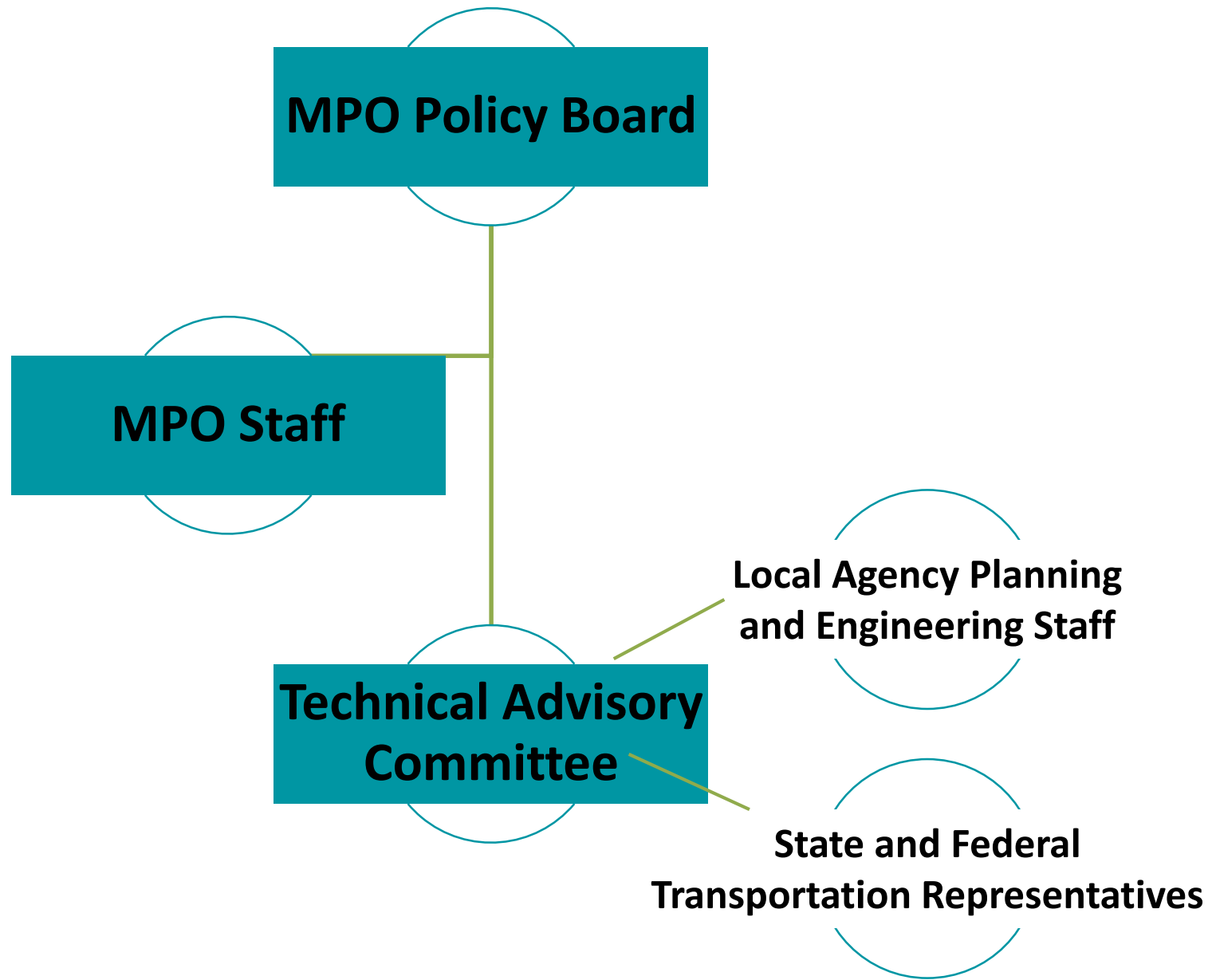


Zia Brucaya
*RideShare Etc.
Manager*



Governance Structure of the MPO Policy Board





ABOUT THE MPO

What the MPO Does



Brings communities together to prioritize, coordinate, and fund transportation projects in our region.



Develops a long-range Regional Transportation Plan (RTP) that looks ahead 20-30 years.



Collects data and develops special plans and studies, such as the Dane County Bicycle & Pedestrian Crash Study.



Approves federal funding for projects.



Manages www.RideshareEtc.org and promotes sustainable transportation options such as bicycling, bus, carpool, vanpool and walking.

What the MPO Does NOT Do



Design, construct or maintain roadways or bike paths



Control traffic or enforce traffic laws



Operate public transit service



Plan how land is used

WHAT IS A REGIONAL TRANSPORTATION PLAN (RTP)?

Continuous, Coordinated, Comprehensive

The RTP sets the framework for the future of transportation in the Madison region.

- Official plan for federal and state funding purposes
- Identifies future transportation projects, studies, and strategies/actions to be implemented (20+ years)
- Based upon and designed to support CARPC's Regional Development Framework and local comprehensive plans
- Financially constrained plan
- Refined through corridor, area, and mode specific plans and other planning efforts



PLANNING TOGETHER

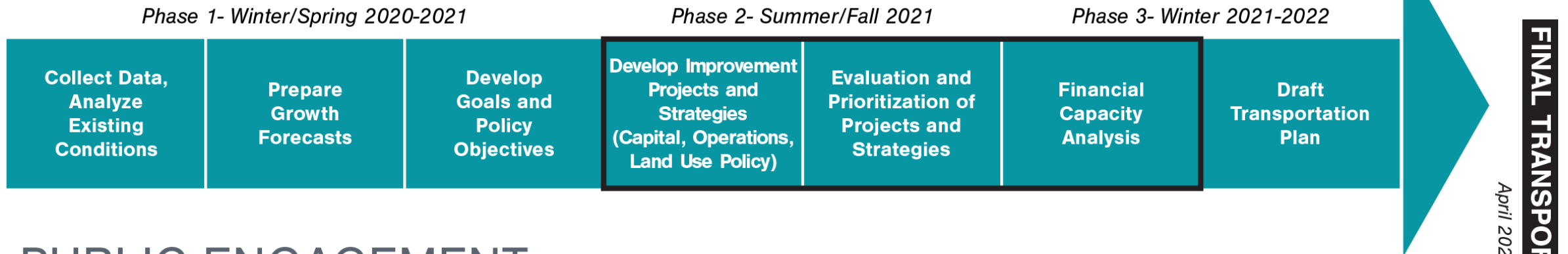
**CARPC Regional
Development
Framework**

***Connect Greater Madison*
MPO Regional
Transportation Plan**

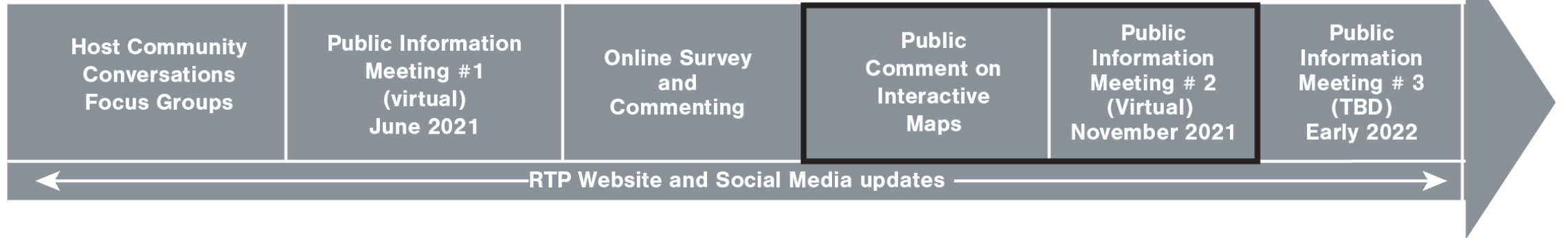
-
- Shared forecasts and growth scenario
 - Shared goals/vision

Regional Transportation Plan Process and Schedule

PLAN DEVELOPMENT STEPS



PUBLIC ENGAGEMENT



Plan Website

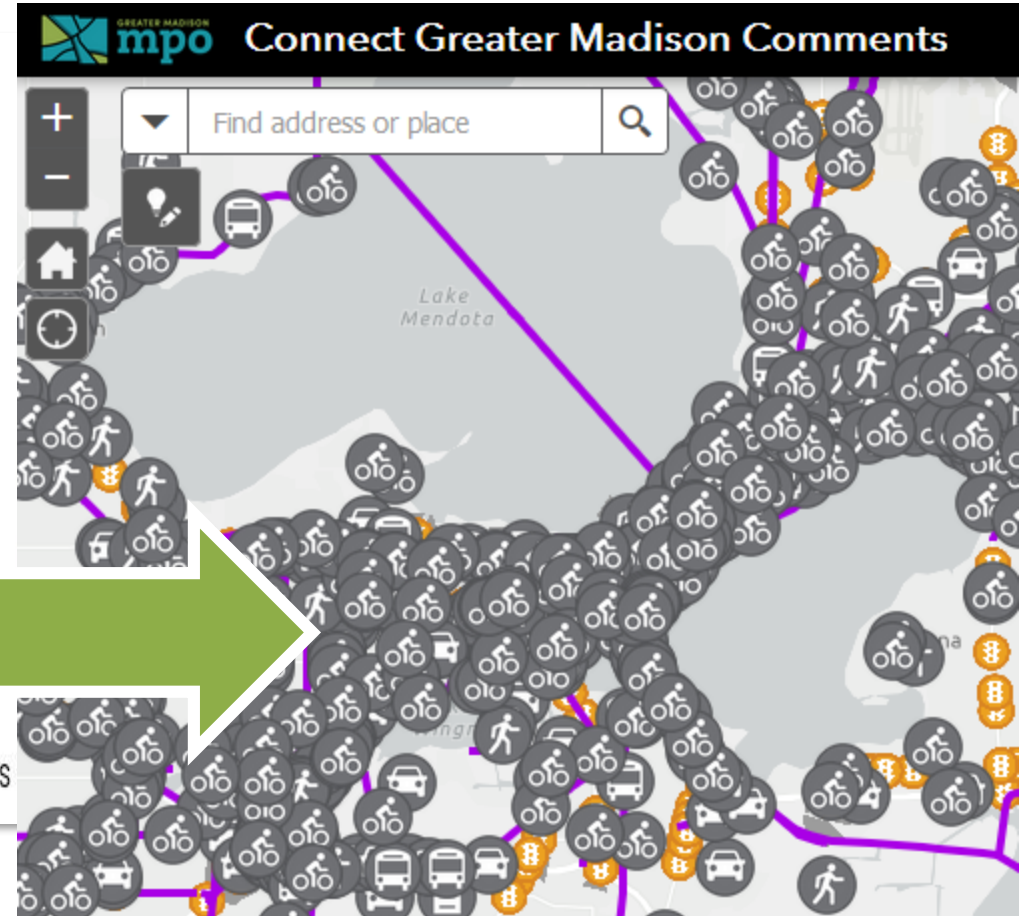


Connect Greater Madison Regional Transportation Plan 2050

Home Español FAQs Participate Resources & Information



- Public Survey
- Current Goals
- Upcoming Meetings
- Focus Group Input
- Past Meetings
- Submit a Comment
- Sign up for Project Updates

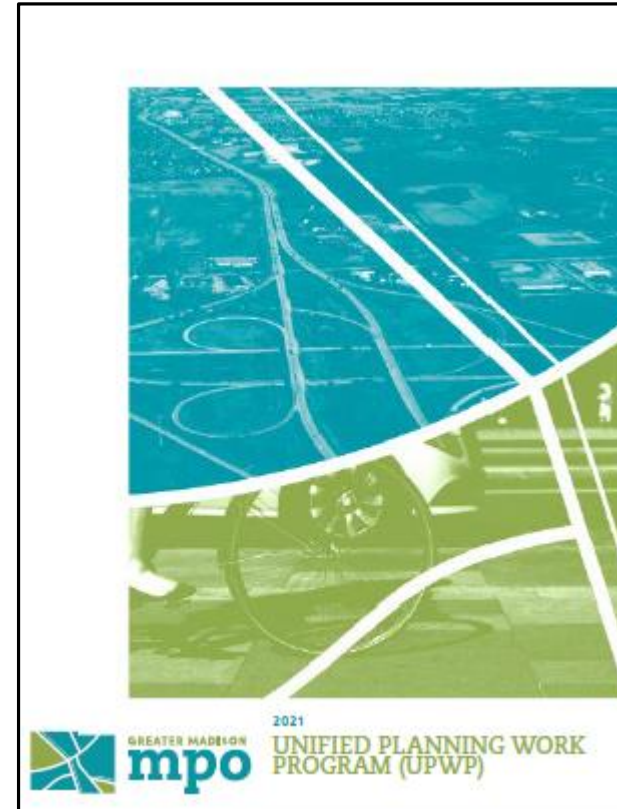


<https://greatermadisonmpo.konveio.com/>

MPO Planning Assistance

- Data and mapping
- Special studies
- Traffic forecasts for plans and projects
- Research on best practices
- Transit planning
- Assistance to employers with employee transportation
- Others by request

MPO Work Program (UPWP)



Describes planning activities MPO will undertake and be involved in

Opportunity for local communities to request assistance on major projects



Traffic Forecasts

MPO travel model used for all traffic forecasts in Dane County

- WisDOT – lead responsibility for forecasts on state highways
- MPO – lead responsibility for forecasts on local roadways
- Roadway Projects
 - Mainline and Turning Movement Traffic Forecasts
- Neighborhood Development Plans
- Background Traffic Growth Rate Assumptions for TIAs



Intersection Safety Network Screening

Crash Frequency

- The number of crashes at a given intersection

Crash Rate

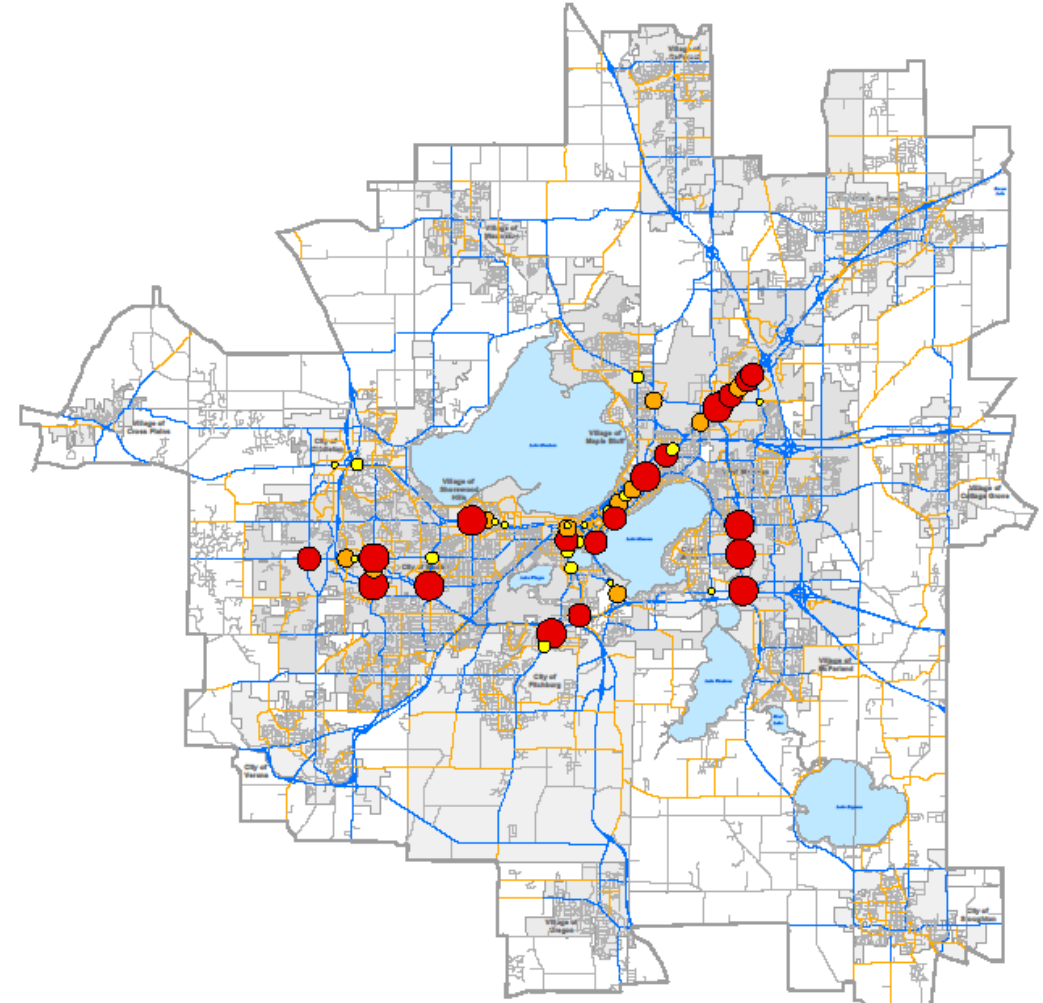
- Total number of crashes per million vehicles entering (MEV) a given intersection

Crash Severity Index

- The relative severity of crashes at a given intersection

Level of Safety Service (LOSS)

- The relation between the modelled expected crash frequency and severity compared to the actual crash history of the intersection



TDM- RoundTrip

- › New RoundTrip website and brand rollout to replace Rideshare Etc. in Dane County
- › Automation of Emergency Ride Home voucher delivery online
- › Madison Region Remote Work Survey #2
- › Continued partnership development & outreach



SNAPSHOT
Madison Region
Remote Work Survey:
COVID-19 Impact



Surface Transportation Block Grant (STBG)- Urban

Flexible, multi-modal funding

Around \$ 7 million annually with application process every 2 years



CTH M



Monona Drive



YWCA
JobRide Vans



Lacy Road



University Ave



Metro Buses

Attachment A of the TIP outlines the project selection process, policies, and scoring criteria

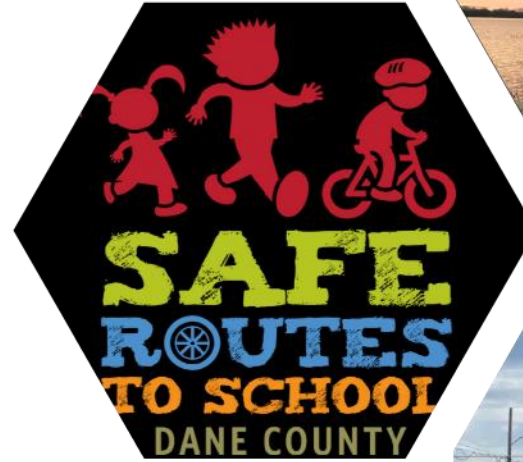


Transportation Alternatives Program (TAP)

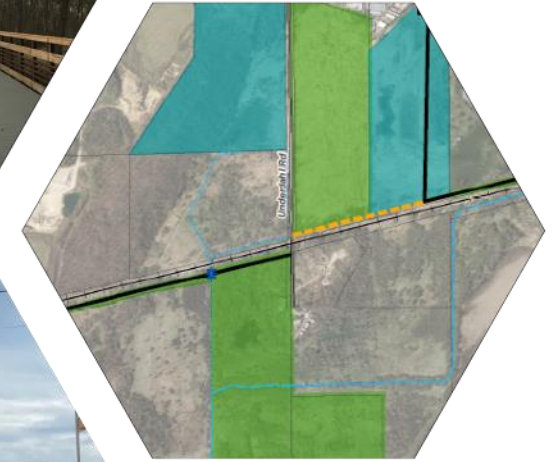
For bicycle/pedestrian projects

Around \$600,000 annually with application process every 2 years

Project selection process, policies, and scoring criteria can be found at:
<https://www.greatermadisonmpo.org/planning/improvementprogram.cfm>



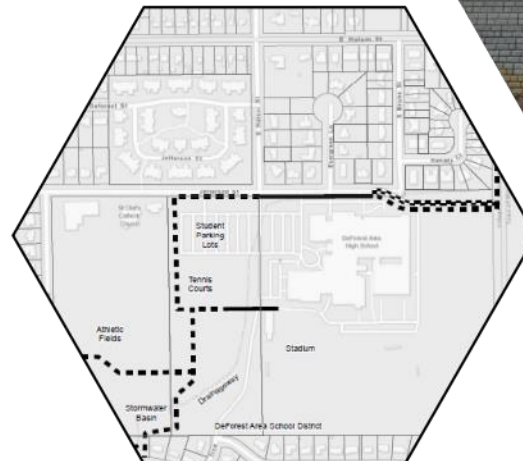
Lower Yahara River Trail



Glacial Drumlin Trail Connector



Gammon Road Underpass



DeForest School Improvements



Federal Transit Administration (FTA) Section 5310 Program

For projects that improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options

Around \$300,000 annually with annual application process

Project selection process, policies, and scoring criteria can be found at:

<https://www.greatermadisonmpo.org/planning/SpecializedTransportation.cfm>

Sun Prairie Shared Ride Taxi



paratransit



MARC.



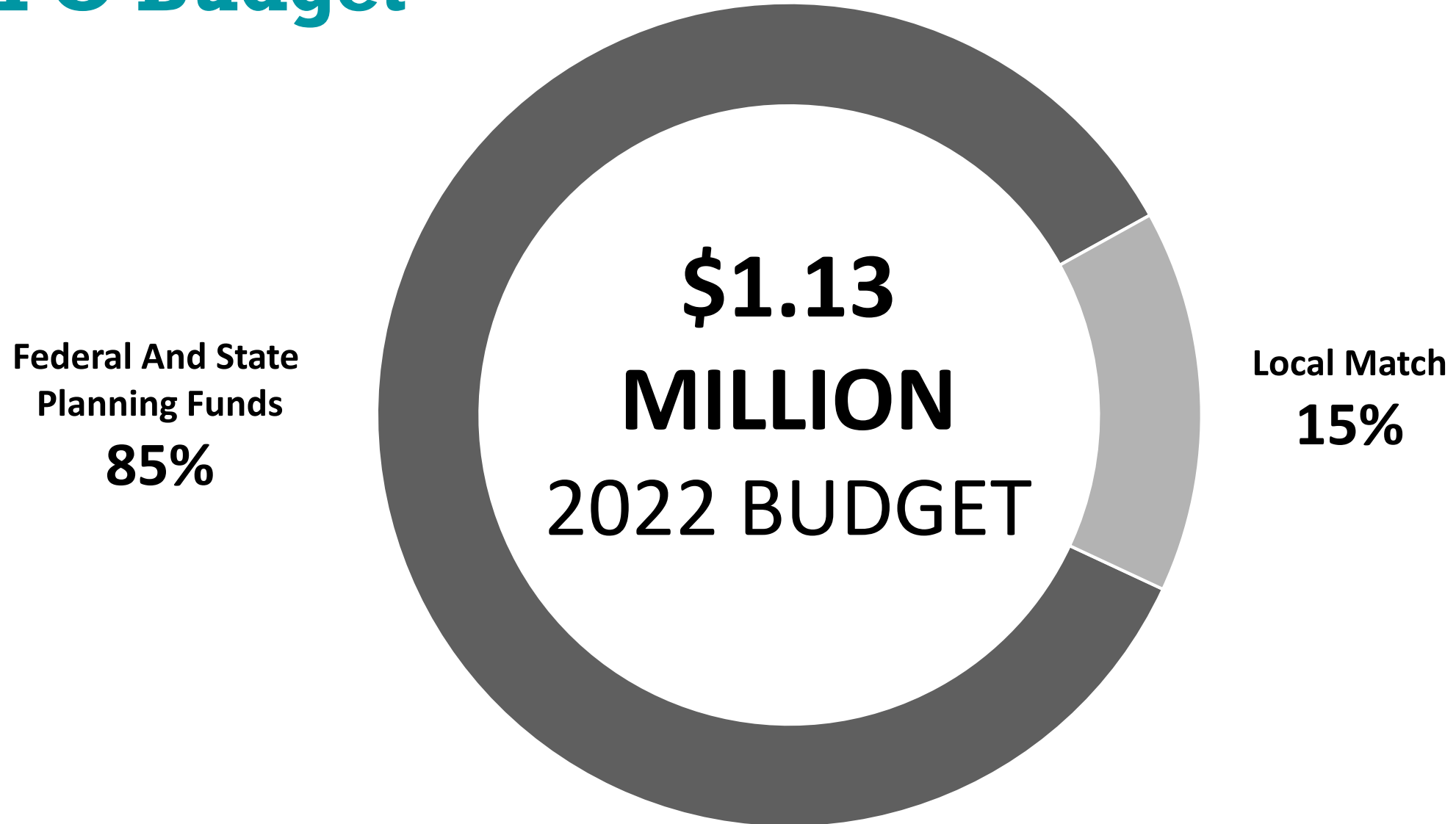
Stoughton Shared Ride Taxi



Transportation Call Center



MPO Budget



History of MPO and Requests for Financial Support

1999

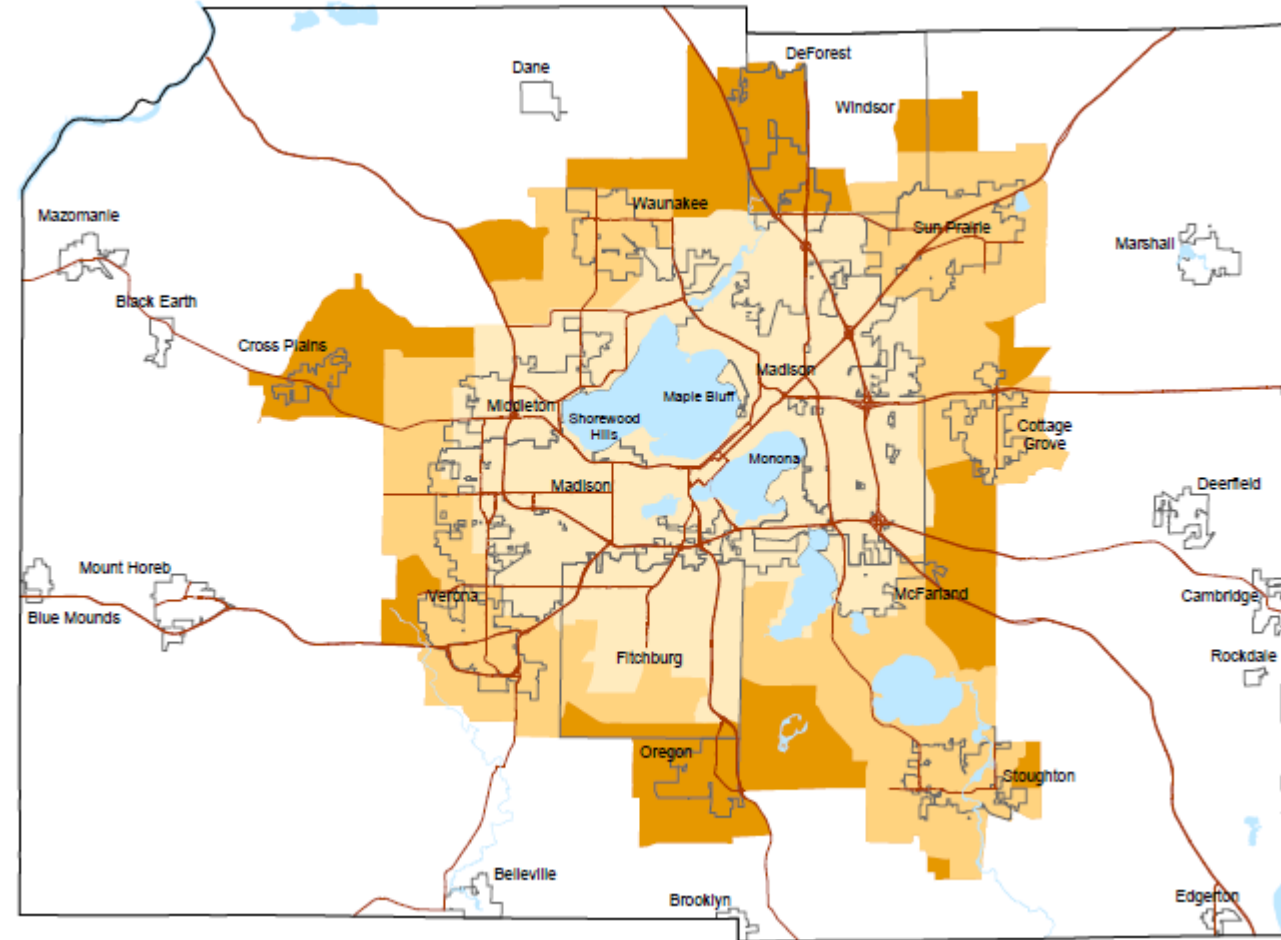
- MPO separates from the RPC as a part of redesignation

2007

- MPO redesignation modifying governance structure due to expanded planning area

2012

- Planning Area expanded again
- Last time MPO requested financial support for local match



Redesignation Agreements: City of Madison responsible for staffing and local match, **“other local units of government are strongly encouraged to make proportionate contributions . . . based on their proportionate share of the population within the MPO Planning Area.”**



Contributions to the Local Match

4

Cities and Villages
Currently
Contributing

4

Villages and Towns
Pledged Future
Support

6

Cities and Villages
Considering Future
Support



Why Contribute?

Building a sustainable, equitable regional transportation system that connects people, places, and opportunities to achieve an exceptional quality of life for all in the greater Madison region

Demonstrated Commitment to Regional Collaboration

Leverage Additional Federal Funding

Increased Engagement with MPO

Equitable Distribution of Costs

