

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

October 12, 2022

Virtual Meeting via Zoom

7:00 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: 839 3695 1833
- 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 7, 2022 Meeting Minutes
3. Communications

4. Public Comment (for items **not** on MPO Agenda)
5. MPO 2022 Resolution No. 8 Adopting the 2023-2027 Transportation Improvement Program for the Madison Metropolitan Area & Dane County
 - Addition/Change Sheet, dated 9/29/22
 - Revised STBG Urban Priority Projects Table
6. Approval to Release Draft 2023 MPO Unified Planning Work Program (UPWP) for Review and Comment
7. Review and Recommendation on Draft 2023 MPO Budget
8. Letter of Support for City of Madison's Planning Grant Application Under the New Federal Reconnecting Communities Grant Program
9. Presentation on MPO's RoundTrip Travel Demand Management (TDM) Program
10. Announcements and Schedule of Future Meetings
 - MPO/CARPC Open House at our office: Thursday, October 20, 2022, 4-6 p.m.
 - Recent Complete Streets webinar slides, recording, and Q&A available at this link:
<https://www.greatermadisonmpo.org/webinars.cfm>
11. Adjournment

Next MPO Board Meeting:

Wednesday, November 2, 2022 at 6:30 p.m.

**Greater Madison Metropolitan Planning Organization (MPO)
September 7, 2022 Meeting Minutes**

[Virtual Meeting hosted via Zoom](#)

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

1. Roll Call and Introductions

Members present: Richelle Andrae, Phil Caravello, Paul Esser (arrived during Item 5), Steve Flottmeyer, Gary Halverson, Barbara Harrington-McKinney, Jerry Mandli, Mark Opitz, Kristi Williams, Doug Wood

Members absent: Grant Foster, Tom Lynch, Nasra Wehelie

MPO staff present: Bill Schaefer, Colleen Hoesly, Ben Lyman (left after item 7)

Others present in an official capacity: Diane Paoni (WisDOT)

2. Approval of August 3, 2022 Meeting Minutes

Williams moved, Esser seconded, to approve August 3, 2022 meeting minutes. Motion carried.

3. Approval of August 3, Joint MPO-CARPC Meeting Minutes

Williams moved, Halverson seconded, to approve August 3, 2022 joint MPO-CARPC meeting minutes. Motion carried.

4. Communications

Schaefer described the communications included in the meeting packet.

- MPO staff comments on two sewer service amendments (SSAs): one for two areas in Verona and the other in Stoughton. Schaefer explained the purpose of the comments and mentioned that CARPC may stop providing land use reviews for SSAs, but instead comment on comprehensive plans. If so, the MPO would provide its transportation reviews at those times too rather than for SSAs.
- Letter from WisDOT approving amendment #6 to the 2022-2026 TIP, which was previously approved by the MPO Board.

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

None

6. Public Hearing on the Draft 2023-2027 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Opitz opened the hearing at 6:34 p.m. Schaefer reviewed the STBG Urban priority projects table and noted that the proposed schedules have been adjusted for three projects after meetings with local staff and their consultants:

- North Thompson Street-St. Albert the Great Drive, in Sun Prairie, is now scheduled for 2024
- Bird Street, in Sun Prairie, is now scheduled for 2025.

- Nichols Road, in Monona, is now scheduled for 2026.

There were no registrants to speak. The hearing was closed at 6:43 p.m. Further action on the TIP will be taken at the next MPO Board meeting on October 5, 2022.

7. Review of Section 5310 Program (Enhanced Services for Seniors and Individuals with Disabilities) Grant Project Applications for 2023 and Preliminary Approval of Draft Project Funding Recommendations

Lyman provided an overview of the applications received, scoring, and recommended funding levels.

He also identified several minor proposed revisions to the *Section 5310 Program of Projects for the Madison Urbanized Area – 2023* table that was included in the meeting packet. The purpose of the proposed revisions is to ensure that Section 5310 funding is in accordance with all federal rules.

Wood asked whether YWCA's project to hire drivers with their 5310 funds would be able to go forward at the proposed 50% reduced level. Lyman responded that YWCA's request had been for funding for two drivers, and that the proposed funding level will allow them to hire one of those. Lyman noted that he had spoken with all of the sponsors of projects that are recommended for lower levels of funding than requested, and that they are all happy to be receiving any funding through the program.

Wood asked whether the current funding levels for 5310 projects will continue in future levels. Lyman noted that 5310 funding levels are expected to increase by a small percent annually after the larger increase this year, but that higher funding than normal is being distributed this year due to the use of carryover funds from previous years, as well as emergency funding related to COVID-19.

Esser moved, Andrae seconded, to provide preliminary approval to fund the projects at the level recommended by MPO staff reflected in the program of projects table. Motion carried.

8. Appointment of Representative to the Beltline (USH 12/14/18/151) Planning & Environmental Linkages (PEL) Study Policy Advisory Committee

Opitz asked if any board members were interested in serving as the MPO representative on the PEL study advisory committee. Schaefer explained that the study would be ending by mid-2023 and that the commitment would likely be limited, with only perhaps a couple of meetings to attend. He noted that it is not essential that the MPO have a representative on the committee but that it would be good.

Wood noted that he is already a representative on a study committee, having been appointed by the City of Monona.

With no other board members volunteering to serve on the committee, Opitz appointed himself as the MPO representative on the committee.

9. Letter of Support for City of Madison's Grant Application under the Safe Streets and Roads for All (SS4A) Program

Schaefer explained that the city of Madison is applying for \$20 million for a host of projects, and that the City is eligible for an implementation grant because it has an adopted Vision Zero action plan. Most of the City's proposed projects are pedestrian and bicycle related—protected bike lanes, sidewalks, crossings, etc. The grant would also fund education and planning initiatives, including a new pedestrian plan for the City. The City is seeking a letter of support from the MPO.

Williams moved, Harrington-McKinney seconded, to send the letter in support of the City of Madison's grant application under the SS4A program. Motion carried.

10. Update on Planned Issuance of RFP for Preparation of Regional Comprehensive Safety Action Plan and Assistance in Preparing Implementation Grant Application Under the SS4A Program

Hoesly presented on the MPO's planned issuance of an RFP to complete a regional comprehensive safety action plan that meets the requirements of the SS4A program, and prepare an application for the second round of SS4A implementation funding, which must be submitted in September 2023. Following her presentation she said that a formal recommendation to release the RFP is unnecessary but that MPO staff were interested in any feedback from the board, and if the board would like to review the RFP before it is officially released. She noted that staff would be reviewing the scope of work with the MPO's Technical Committee.

Esser said that he would be comfortable with MPO staff moving ahead with the RFP without bringing it back before the Board. Andrae, Opitz, and Williams voiced their agreement with Esser. No one disagreed.

11. Review and Discussion on Potential Uses for Additional Future Federal Planning Funding

Schaefer explained that the MPO will be receiving more federal planning funding going forward than it has in the past and needs to decide develop a long-term plan on how to use it. He described some of the potential priorities that have been identified by MPO staff. He noted that staff prioritized planning initiatives addressing critical issues identified in the RTP and that will put the region in position to secure federal funding under the new programs in the Bipartisan Infrastructure Bill (BIL).

Opitz said that Schaefer had explained that the MPO's funding would increase as a result of the Madison urban area growing larger relative to other urban areas in the state, and asked how much additional funding the MPO is likely to receive as a result of that. Schaefer noted that it was hard to say because the final designations of urban areas will not be available until the end of the year, but said that it may result in the MPO's share of Wisconsin's funding increasing 5%-10%. The state, overall, will receive a smaller share of total federal funding, as states in the south and west have been growing more rapidly since 2010, but the Madison area is still likely to see a small increase in its own funding.

Andrae noted that the City of Madison's recently released capital budget includes funding for planning for Amtrak service, and asked whether the MPO should be involved in planning for passenger rail service as well.

Schaefer responded that the BIL included quite a bit of funding for the extension of passenger rail service, and that Madison is studying station locations as a first step towards potentially the state applying for funding to extend rail service to the city. He said that he would expect the MPO to play a role in that but that it made sense for the City of Madison to take the lead. He also said that the proposed Amtrak service would be with conventional trains rather than the high-speed service that was previously planned. He also mentioned that there have been discussions of extending Metra commuter rail service from Chicago to Madison via Beloit and Janesville. He then asked Paoni to provide the WisDOT perspective on these projects. Paoni described how in her role at WisDOT managing the State Rail Plan she had reviewed studies from the Janesville and Beloit MPOs focused on connecting to Metra service, and potentially extending service all the way up to Madison. With newly available federal funding for rail, these studies may resume. However, she expects that it will be 5-10 years before there are any tangible results from those. Schaefer noted that the Amtrak extension is a much more likely possibility in the near term.

Paoni continued that there will be higher levels of train service starting next year—1 additional trip per day on the Empire Builder route from Chicago to Milwaukee to the Twin Cities. Higher frequencies on that route could make it easier to extend service to Madison or Green Bay. Amtrak has put out a plan,

Connect Us, which includes extending service to Madison, but it wasn't financially constrained.

Andrae said she would like the MPO to do what it can to help bring rail service to Madison. Paoni added that the cost share for states interested in working with Amtrak to provide state-supported service was recently changed, making it much more cost effective for states interested in extending service.

Opitz said he thinks the list of potential planning initiatives looks good and that there are no surprises. Wood said that he thought it was a good list. Andrae said that she liked the equity aspect of the EV strategic plan.

12. Brief Updates On:

- Request for Financial Support to Leverage Increased Planning Funding under IIJA

Schaefer said that MPO staff will be presenting at the Dane County Towns Association meeting to showcase the benefits to towns of the MPO. He said that MPO staff had also reached out to the Dane County Cities and Villages Association but has not heard back yet. He noted that the MPO presented to both groups last year. He said that he wants to highlight the opportunities associated with new federal funding sources and show municipalities how the MPO can help them. He said the MPO has recently received more commitments from municipalities.

- Effort to Create MOU Between WisDOT, FHWA, and Large MPOs Regarding Suballocated Federal Funding to MPOs

Schaefer said that he and directors of other large MPOs in the state have been meeting with the WisDOT Secretary and his staff as well as FHWA staff to come to an agreement regarding the MPOs' suballocated funding and how it gets distributed from WisDOT to MPOs. He noted that part of the problem has been related to the state legislature. He said that, under federal law, the MPO is entitled to its designated share of federal funding and that the current WisDOT secretary is sympathetic to the MPOs, so they are all working to come to an agreement that will provide some protection in case a new WisDOT secretary is less inclined to pass the designated funds through to MPOs in the future.

- Schedule for Release of 2020 Urbanized Area Boundaries by U.S. Census Bureau

New urbanized area boundaries were scheduled for release in September but that has been delayed until December. Once the MPO receives that information, it will adjust the boundaries of the urban area (which will not affect federal funds received by the MPO) and then revise the boundaries of the MPO planning area.

13. Announcements and Schedule of Future Meetings

MPO/CARPC Open House at our office: Thursday, October 20, 2022, 4-6 p.m.

Next MPO Board Meeting: Wednesday, October 5, 2022, 6:30 p.m.

14. Adjournment

Esser moved, Williams seconded, to adjourn. Meeting adjourned at 7:42 p.m.

Schaefer, William

Subject: FW: CARPC synopsis

From: Steve Steinhoff <steves@capitalarearpc.org>
Sent: Tuesday, September 27, 2022 5:19 PM
To: Schaefer, William <WSchaefer@cityofmadison.com>
Cc: Mike Rupiper <miker@capitalarearpc.org>
Subject: CARPC synopsis

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hi Bill,

When you and Mark met with David, Mike, and I, we agreed to provide written updates to each other, to be included in our meeting packets (in lieu of verbal only updates from commission/board members). Here is the CARPC update for next week's MPO meeting. I hope it is not too late for your packet. Does this work? I tried to keep it as brief as possible in the spirit of minimizing additional work.

CARPC Report

- FEMA approved the Green Infrastructure Plan to increase flood resiliency in the Black Earth Creek Watershed
- Adopted the 2023 Budget including an amendment to fund 25% of a Community Relation Specialist position in partnership with the Greater Madison MPO
- Recommended amendment of the sewer service area boundaries and environmental corridors in the Cottage Grove Urban Service Area
- Held a public hearing on proposed sewer service area and environmental corridor boundary amendments in the Stoughton Urban Service Area
- CARPC Proactive Planning Committee (provide guidance and recommendations on Regional Development Framework implementation) held second meeting
- CARPC Plan Commission training webinars (part of joint MPO-CARPC webinar series) will be held at noon on October 20 and 27

Steve

MPO Agenda Cover Sheet

October 5, 2022

Item No. 5

Re:

MPO 2022 Resolution No. 8 Adopting the 2023-2027 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Staff Comments on Item:

Attached is the STBG Urban Priority Project Listings Table from the draft TIP, but with some proposed project schedule changes based on meetings with local staff and their consultants and some relatively small cost/funding increases to some of the newly approved projects. The changes are proposed to provide consistency in what is assumed for the projects for the required state construction engineering and review cost. This is something the MPO cost shares on. The increase for the Nichols Avenue project was primarily due to the schedule being pushed back two years. The total proposed increase in federal funding for the four projects is \$187,000 with a corresponding proposed decrease in funding for the John Nolen Drive project.

Staff has prepared the attached Addition/Change Sheet, dated 9/29/22, that lists these and other proposed changes to the draft TIP. The changes include: revised cost estimates for some projects; revisions to the Section 5310 Program projects selected for funding to reflect the federal funding; the addition of project listings for the Interstate and USH 51/Stoughton Road studies; and revisions to Attachment E – Analysis of the Anticipated Impact of TIP in Achieving Performance Measure Targets to update data on some measures and reflect the new Metro TAM and safety measure targets.

Staff reviewed the proposed changes with the MPO Technical Committee at its 9/28/22 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 2022 Resolution No. 8 Adopting the 2023-2027 TIP
2. STBG Urban Priority Project Listings Table with proposed revisions highlighted
3. Addition/Change Sheet dated 9/29/22

Staff Recommendation/Rationale:

Staff recommends adoption of MPO 2022 Resolution No. 8 approving the draft 2023-2027 TIP with the changes listed in the Addition/Change Sheet. This includes the proposed schedule and relatively small cost/funding changes to some of the projects.

MPO 2022 Resolution No. 8

Adopting the 2023-2027 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

WHEREAS, the Infrastructure Investment & Jobs Act (IIJA), also known as the Bipartisan Infrastructure Bill (BIL), (Pub. L. 117-58) and U.S. Department of Transportation (USDOT) 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 IIJA and USDOT 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 2023-2027; 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 7; 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 *2023–2027 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, which incorporates the changes to the Draft TIP, dated August 2022, listed in the Addition/Change Sheet, dated September 29, 2022, and provides specific approval of the listed 2023-2026 projects, including the Priority Surface Transportation Block Grant (STBG)—Urban Projects for 2023-2027; 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 2023 through 2026 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 *Connect Greater Madison: 2050 Regional Transportation Plan*, adopted in May 2022, the currently adopted regional transportation plan, and additional sub-element plans incorporated as part of the plan.

October 5, 2022

Date Adopted

Mark Opitz, Chair

2023 - 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 (2023-2027)								
MPO Rideshare Program 2023-2027	5992-08-39,51-54	2	2023-2027	2023-2027	\$663	80	\$529	Ongoing support per MPO policy. 3% annual increase.
C. Madison Ped/Bike Safety Education Program 2023-2027	5992-08-47, 48-51	2	2023-2027	2023-2027	\$570	80	\$456	Ongoing support per MPO policy. 3% annual increase.
University Avenue (Shorewood Blvd. to University Bay Drive)	5992-11-30,-31,-32,-33,-55-58	70 ³	2022	2022	\$29,253	60	\$14,008	Fed funding increased \$1,298 with FY '22 BIL funds. Funding obligated in 2022. Construction started; to be completed in '23.
Pleasant View Rd. (USH 14 to Timber Wolf Trail) Phase 1	5992-11-00,-01,-02,-50-52	65 ⁴	2022-2024	2023	\$23,396	60	\$12,029	Fed funding increased \$825 with FY '22 BIL funds. Funding obligated in CY 2022. Construction in '22-'24.
CTH M (Oncken Road to STH 113)	5954-00-00, -01	68 ⁴	2023-2024	2024	\$25,229	60	\$13,021	Additional \$853 in suppl. STBG Urban funding proposed. Const.in '23-'24.
Exchange Street (Farwell St. to Sleepy Hollow Rd.)	5685-00-04,-05,- 06	39 ⁴	2024	2025	\$3,479	60	\$1,177	Selected for funding based on MPO policy goal to use 10% of funds on "small" projects.
Autumn Ridge Path/Overpass	5992-11-10, -11	80 ⁵	2024	2024	\$4,200	60	\$2,520	Authorized for construction in '23; currently scheduled in '24.
Mineral Point Rd. (Beltline Hwy. to S. High Point Rd.)	5992-11-19, -20	68 ⁵	2025	2025	\$6,300	60	\$1,650	Cost of stormwater facilities includes regional drainage pipe. Cost share to be determined during design.
Atwood Ave. (Fair Oaks Ave. to Cottage Grove Rd.)	5992-10-15,-16-18	58 ⁵	2023	2023	\$11,440	60	\$6,684	Also receiving \$714 in Fed earmark funding for bicycle facilities.
John Nolen Drive (Lakeside St. to North Shore Dr.)	5992-11-20, -21-23	57 ⁵	2026-2027	2026	\$30,625	60	\$11,123	An additional \$1,976 in supplemental STBG Urban funding proposed. Also receiving \$770 in Fed BR funding.
					\$135,155		\$63,198	TOTAL
New Priority Projects (2023-2026) (Supplemental BIL Funding)								
N. Bird Street (STH 19 to USH 151)		50	2025	2025 ⁶	\$1,642	60	\$975	Includes new "cycle track" on bridge over USH 151. "Small" project.
N. Thompson Rd. (Main St. to St. Albert the Great Dr.) & St. Albert the Great Dr. (CTH C to N. Thompson)		43	2024	2024 ⁶	\$3,349	60	\$2,009	One of only new projects that can utilize FY '23 funds.
Fitchburg Bus Shelters		42	2023	2023 ⁶	\$176	80	\$141	One of only new projects that can utilize FY '23 funds. "Small" project.
Windsor Road (Charlie Grimm Rd. to CTH CV)		38	2024	2024 ⁶	\$1,400	60	\$840	Selected for funding as "small" project.
Nichols Avenue (Winnequah Rd. to Monona Dr.)		38	2026	2026 ⁶	\$1,563	60	\$938	Selected for funding as "small" project.
S. Fourth Street (Milwaukee St. to Isham St.)		34	2025	2025 ⁶	\$1,269	60	\$761	Selected for funding as "small" project.
					\$9,399		\$5,664	TOTAL
Candidate Projects								
West Towne Path (S. High Point Rd. to S. Gammon Rd.)		84		2025	\$4,125	60	\$2,475	
John Nolen Drive (Lakeside St. to Olin Ave.)		55		2026	\$6,192	60	\$3,715	Extension of already approved reconstruction project.
Olin Ave. (Expo Way to JND) & JND (Olin Ave. to Beltline Ramps)		52		2026	\$3,542	60	\$2,125	Adjacent to proposed C. Madison project.
Rimrock Rd./CTH MM (Beltline Hwy. to John Nolen Dr.)		42		2026	\$1,384	60	\$830	
S. Syene Rd. (E. Cheryl Pkwy. to W. Clayton Rd.)		41		2024	\$3,063	60	\$1,838	
Rimrock Rd./CTH MM (Oregon Rd. to Beltline Hwy. EB Ramp)		38		2026	\$1,550	60	\$930	
Raemish Rd. & Uniek Dr. (Frank H St. to Moravian Valley Rd.)		34		2026	\$1,448	60	\$869	
Racetrack Rd. (USH 51 to CTH A)		34		2026	\$1,418	60	\$851	
Whalen Rd. (Military Ridge Dr. to Fitchrona Rd.)		34		2026	\$8,260	60	\$4,956	
Syene Rd. (McCoy Rd. to Post Rd.)		33		2027	\$1,407	60	\$844	
Vinburn Rd. (Rail Line to N. Towne Rd.)		30		2025	\$2,400	60	\$1,440	
Roby Rd. (Nygaard St. to Kings Lyon Rd.)		30		2023	\$493	67	\$331	
Irish Lane (CTH D to Syene Rd.)		30		2026	\$3,510	60	\$2,106	
Jackson St. (USH 51 to Kings Lyon) & Nygaard St. (Jackson to Buckingham)		29		2024	\$1,514	60	\$909	
Creamery Rd. & Elvehjem Rd. (Milwaukee St. to CTH AB)		28		2025	\$3,534	60	\$2,120	
Hoepker Rd. (CTH CV to USH 51)		28		2025	\$677	60	\$406	

2023 - 2027 Madison Area STBG Urban Program - Currently Approved and Proposed New Priority Projects (Cont.)

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
Candidate Projects (Cont.)								
N. Madison Street (Cross St. to Easy St.)		26		2027	\$1,832	60	\$1,099	
Terminal Drive (Ivywood Trail to USH 51)		26		2024-'27	\$3,125	60	\$1,875	
Pioneer Road (Old Sauk Rd. to Valley View Rd.)		25		2026-'27	\$1,704	60	\$682	
Rattman Road (Portage Rd. to Hoepker Rd.)		24		2027	\$2,219	60	\$1,331	
Valley Drive (Siggelkow Rd. to Ridge Rd.)		24		2024-'27	\$1,348	60	\$809	
Lincoln Ave. (CTH B to Kriedeman Dr. & Kriedeman Dr. (Lincoln to Norse Pkwy.)		23		2025	\$1,421	60	\$852	
Bailey Road (Forward Dr. to Grove St./CTH N)		22		2024-'27	\$864	60	\$519	
					\$57,028		\$33,911	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 application cycle under previous version of criteria.

⁴ Score from 2020-2025 program application cycle under previous version of criteria.

⁵ Score from regular 2022-2026 program application cycle in 2021.

⁶ Tentative scheduling. Needs to be finalized, working with WisDOT and project sponsor.

2023-2027
Transportation Improvement Program
For the Madison Metropolitan Area & Dane County Area
(Project costs in \$000s)

ADDITION/CHANGE SHEET

STBG-Urban Priority Projects Table

Page 8: **REVISE** the schedules and cost/funding amounts for projects as shown (in red) on the attached revised STBG-Urban Priority Projects table.

Parking Facilities in the Madison Metropolitan Planning Area

Page 15: **REVISE** the State Street Campus-Lake Street Parking Garage Replacement project listing as follows: ~~\$47,957 (Const., Madison), \$47,957 (Total)~~ in 2023.

ADD the Intercity Bus Terminal project listing as follows: \$1,700 (Const., Madison) \$1,700 (Total) in 2023.

Pedestrian/Bicycle Projects in the Madison Metropolitan Planning Area

Page 19: **REVISE** the Autumn Ridge Path & Overpass project as follows: \$2,520 (Const., Fed-URB), ~~\$1,680~~ \$3,180 (Const., Madison), ~~\$4,200~~ \$5,700 (Const., Total) in 2023.

REVISE the Badger Rusk Path project as follows: \$50 (PE, Madison), ~~\$50 (ROW, Madison), \$100~~ \$50 (Total) in 2023; \$667 (Const., Fed-TAP), ~~\$50 (PE, Madison), \$50 (ROW, Madison), \$453~~ (Const., Madison), ~~\$1,120~~ \$1,220 (Total) in 2024; construction in 2025.

Page 21: **REVISE** the West Towne Path Phase 2 project as follows: ~~\$528~~ (Const., Madison), ~~\$528~~ (Total) in 2023 for construction of section from High Point Road to Zor Shrine Road.

Transit Projects in the Madison Metropolitan Planning Area

Page 29: **REVISE** the roadway improvements, TSP, and construction of stations for E/W BRT project into two separate projects by federal funding source (FY 2022 s. 5309 Small Starts and FY 2020 s. 5339B); remove State Transport 2020 grants, which were obligated in prior years.

Original project removed as follows: ~~\$137,640 (Cap, Fed FY2020 s. 5339B, FY2022 s. 5309 Small Starts), \$740 (Cap., State Transport 2020 (2006 and 2007), \$47,620 (Cap., Madison), \$186,000 (Total) in 2023.~~

First project revised as follows: \$103,000 (Cap, Fed-5309 Small Starts), \$11,387 (Cap, Madison), \$114,387 (Total) in 2023.

Second project revised as follows: \$2,888 (Cap, Fed-5339B), \$1,488 (Cap, Madison), \$4,376 (Total) in 2023.

REVISE the Remodel, renovate bus maintenance facility (5307) project as follows: ~~\$7,732~~ \$9,982 (Cap., Fed-5307), ~~\$1,933~~ \$2,496 (Cap., Madison), ~~\$9,665~~ \$12,478 (Total) in 2023.

REVISE the Remodel, renovate bus maintenance facility (5337) project as follows: ~~\$884~~ \$1,325 (Cap., Fed-5337), ~~\$220~~ \$331 (Cap., Madison), ~~\$1,104~~ \$1,656 (Total) in 2023.

Page 30: REVISE the City of Madison Paratransit Eligibility & Mobility Coordinator Program to reflect section 5310 award as follows: \$85 (Cap, Fed-5310), ~~\$106~~ \$21 (Cap, Madison), \$106 (Total) in 2023.

REVISE the Dane County Mobility Management Program to reflect section 5310 award as follows: \$112 (Cap, Fed-5310), ~~\$140~~ \$28 (Cap, Dane County), \$140 (Total) in 2023.

REVISE the Dane County Accessible Taxi Service (DCATS) Accessible Vehicle to reflect section 5310 award as follows: \$51 (Cap, Fed-5310), ~~\$192~~ \$13 (Cap, DCATS), ~~\$192~~ \$64 (Total) in 2023.

REVISE the Newbridge Madison Accessible Vehicle to reflect section 5310 award as follows: \$97 (Cap, Fed-5310), ~~\$121~~ \$24 (Cap, Newbridge), \$121 (Total) in 2023.

REVISE the Options in Community Living (OCL) Accessible Vehicle to reflect section 5310 award as follows: \$41 (Cap, Fed-5310), ~~\$115~~ \$10 (Cap, OCL), ~~\$115~~ \$51 (Total) in 2023.

REVISE the YWCA YW Transit Specialized Transportation—Software project to reflect section 5310 award as follows: \$3 (Cap, Fed-5310), ~~\$3~~ \$1 (Cap, YWCA), \$3 (Total) in 2023.

Page 31: REVISE the YWCA YW Transit Specialized Transportation—Vehicle Purchase to reflect section 5310 award as follows: \$62 (Cap, Fed 5310), ~~\$150~~ \$16 (Cap, YWCA), ~~\$150~~ \$78 (Total) in 2023.

Page 34: REVISE the Dane County Accessible Taxi Service (DCATS) Driver Incentive program to reflect section 5310 award as follows: \$42 (Ops, Fed-5310 ARPA/CRRSAA), ~~\$50~~ \$0 (Ops, DCATS), ~~\$50~~ \$42 (Total) in 2023.

REVISE the YWCA YW Transit Specialized Transportation—Driver Salary and Operations to reflect section 5310 award as follows: \$50 (Ops, Fed-5310), ~~\$199~~ \$50 (Ops, YWCA), ~~\$199~~ \$99 (Total) in 2023.

Street/Roadway Projects in the Madison Metropolitan Planning Area

Page 35: ADD the Interstate Highway 39/90/94 (Madison to Portage) (0.55 Miles South of CTH V to NCL) Resurfacing project listing as follows: \$20,223 (Const., Fed-NHPP), \$2,247 (Const., WI), \$22,470 (Const., Total) in 2025.

ADD the Interstate Highway 39/90/94 (Madison to Portage) (USH 12/18 to STH 60) Preliminary Engineering through Environmental Document/Environmental Assessment listing with comment showing that project was authorized in 2022 for \$10.8 Million in state design funds for planning and administration.

Page 37: DELETE the non-programmed USH 18/151 (W. Junction of W. Verona Ave. to CTH PD) Resurface EB and WB roadways project listing.

DELETE the non-programmed USH 18/151 (Town Hall Road to W. Junction of W. Verona Ave.) Resurface EB and WB roadways project listing.

DELETE the USH 51(Terminal Drive to STH 19) Major EIS Study Preliminary Design through Final EIS listing.

ADD the USH 51 (Madison to DeForest) (STH 30 to STH 19) Preliminary Engineering through Environmental Document listing with comment showing that project was authorized in 2022 for \$4 Million in state design funds for planning and administration.

ADD the USH 51 (Madison to DeForest) (Voges Road to STH 30) Preliminary Planning Pre-NEPA listing with comment showing that project was authorized in 2022 for \$1.8 Million in state design funds for planning and administration .

Page 40: **ADD** the CTH AB, WSOR Rail Crossing Safety project listing as follows: \$177 (Const, Fed-SAF), \$151 (Const., State), \$328 (Total) in 2025.

Page 46: **ADD** the High Point Road/Raymond Road/Mid Town Road realignment project listing as follows: \$760 (PE, Madison), \$760 (Total) in 2023; \$1,000 (ROW, Madison), \$1,000 (Total) in 2027; construction in 2028.

ADD the John Nolen Drive Tunnel Lighting under Monona Terrace project listing as follows: \$1,000 (Const., Local), \$1,000 (Total) in 2024.

REVISE the John Nolen Drive (Lakeside Street to North Shore Drive) reconstruction project, changing construction from 2025-2026 to 2026-2027, and changing the project cost/funding as follows: ~~\$11,340~~ **\$11,123 (Const, Fed-Urban)**, \$770 (Const., Fed-BR), ~~\$16,083~~ **\$18,732 (Const., Madison)**, \$30,625 (Total) in ~~2025~~ **2026**.

Page 48: **REVISE** the Safe Streets for All project listing to show that Madison will be applying for \$16,000 in federal funding with a \$4,000 local share contribution 2023.

Page 50: **REVISE** the Nichols Avenue (Winnequah Road to Monona Drive) project listing as follows: ~~\$892~~ **\$938 (Const., Fed-Urban)**, ~~\$595~~ **\$331 (Const., Monona)**, ~~\$1,487~~ **\$1,563 (Total) in 2024 2026**.

Page 51: **REVISE** the S. Fourth Street (Milwaukee Street to Isham Street) project listing as follows: ~~\$690~~ **\$761 (Const., Fed-Urban)**, ~~\$595~~ **\$331 (Const., Stoughton)**, ~~\$1,150~~ **\$1,269 (Total) in 2025**.

Page 52: **REVISE** the N. Bird Street (STH 19 to USH 151) project listing as follows: ~~\$939~~ **\$975 (Const., Fed-Urban)**, ~~\$626~~ **\$667 (Const., Sun Prairie)**, ~~\$1,565~~ **\$1,642 (Total) in 2024 2025**.

Page 53: **REVISE** the N. Thompson Road (Main Street to St. Albert the Great Drive) project listing as follows: ~~\$1,975~~ **\$2,009 (Const., Fed-Urban)**, ~~\$1,317~~ **\$1,340 (Const., Sun Prairie)**, ~~\$3,292~~ **\$3,349 (Total) in 2023 2024**.

Attachment A: Selection Process for Surface Transportation Block Grant (STBG) – Urban Program.

Pages A-11 and A-12: **REVISE** the “Relationship of Regional Transportation Plan (RTP) Goals and Policies to STBG – Urban Project Evaluation Criteria” table so it is consistent with the Connect Greater Madison RTP, adopted in May 2022.

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

Page E-3: **REVISE** the Safety targets section, updating the Dane County baseline data and trends.

Page E-7: **REVISE** the Bridge Condition and Pavement Condition target sections, showing that the current targets are for 2019 and 2021, and that WisDOT’s new 2023 and 2025 targets will be set later in 2022 or 2023.

Page E-9: **REVISE** the Transit Asset Management (TAM) targets section, adding the 2023 targets.

Page E-11: **REVISE** the 2022 Public Transportation Agency Safety Plan (PTASP) section, adding the 2023 annual safety performance targets.

MPO Agenda Cover Sheet
October 5, 2022

Item No. 6

Re:

Approval to Release Draft 2023 MPO Unified Planning Work Program (UPWP) for Review and Comment

Staff Comments on Item:

A draft of the 2023 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 met with WisDOT and USDOT staff to review and discuss the draft work program, and the draft document incorporates a couple of minor suggested revisions.

Staff is seeking approval to release the draft Work Program for review and comment. 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. 2023 MPO Draft Work Program Summary
2. [Complete 2023 MPO Draft Work Program Document](#)

Staff Recommendation/Rationale:

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

Summary of 2023 Program Activities and Transportation Planning Services

2023 Direct Person-Months	2023 Budget ¹	2023 Percent MPO/Local Appropriation	2023 Percent State, Federal, Other
91.14	\$1,392,290	16.49%	83.51%

Systemwide Multi-modal Transportation Planning and Programming (42.84 person-months)

- Continue tracking and analyzing performance measures associated with Regional Transportation Plan (RTP) goals. Complete new online performance measures data dashboard with interactive maps. Continue to coordinate with WisDOT and Metro Transit in establishment of state and MPO performance targets for the federal performance measures.²
- Continue work to implement the planning related recommendations in *Connect Greater Madison: 2050 RTP*, including completion of study using the travel model to evaluate the impact of various technology and policy scenarios on traffic volumes and VMT and other special studies and local planning assistance.²
- Begin planning for next set of future improvements to the travel model and development of new model base year data while continuing training on current model. Also begin work to update population, housing, and employment forecasts following release of new WisDOA forecasts.
- Work with WisDOT and local staff and officials to make adjustments to the designated 2020 Madison urban area boundary and create a new MPO planning area boundary. Also begin work on update to regional roadway functional classification system.
- Begin planning for consultant led project in 2024 to create a Regional Resiliency Plan to assess vulnerabilities of the transportation system to weather events and identify and prioritize projects and strategies to make the system more resilient to climate change.
- Develop and adopt an MPO Complete Streets Policy to guide funding of projects.
- Provide assistance to local governments with active transportation planning, including assistance to Oregon’s Ad Hoc Transportation Committee, to Sun Prairie with its Active Transportation Plan, and to Madison in refining its bicycle priority network. Also provide information and assistance on ADA transition plans as needed.
- Continue to maintain bicycle facility, bicycle level of traffic stress, and pedestrian facility geodatabases and networks to support MPO and local planning efforts. Complete update to the bicycle LTS methodology and revised network with changes.
- Continue other data collection and analysis to support transportation system performance monitoring, local and state transportation planning studies, the 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
- Complete project with Metro Transit to oversee consultant in conducting an onboard transit passenger survey.
- Prepare annual update of the Transportation Improvement Program (TIP), including selection of STBG (former STP) – Urban, Transportation Alternatives Program and Carbon Reduction Program projects for funding. Also assist WisDOT with management of approved projects.²

Transportation System Management (TSM) Planning and Technology (7.62 person-months)

- Develop a Regional Comprehensive Safety Action Plan consistent with the Safe Streets and Roads for All (SS4A) program, utilizing consultant assistance and leveraging existing data and regional safety initiatives. Upon adoption of plan, partner with local communities to develop a regional safety project implementation grant application.²

- Lead development of a regional Electric Vehicle Planning Study in coordination with public and private market sector partners that identifies infrastructure investments, policies, and strategies to accelerate the transition to EVs in the Madison metro area.²
- Continue to implement the Congestion Management Process and monitor CMP performance measures.
- 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.
- Continue to provide data and other support for the Madison and Sun Prairie Vision Zero initiatives.
- Continue staffing support to the Dane County Traffic Safety Commission, including leading preparation of annual traffic safety trends report and participating in TSC emphasis area workgroups.

Short-Range Transit & Specialized Transportation Planning (4.75 person-months)

- Continue to provide data and other support for the Metro Transit Network Redesign Study Title VI analysis and implementation of newly designed service.
- Resume work with Metro Transit and other local planning staff on update to the Transit Development Plan.²
- Continue assistance to local communities in evaluating transit needs and development of local transit service, including Oregon and Sun Prairie.
- Support Metro Transit efforts as needed to identify important transit priority improvements and implement recommendations of the bus stop improvement study.
- Provide assistance to agencies in implementing the *Coordinated Public Transit – Human Services Transportation Plan for Dane County*, including hosting of a 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.

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

- Continue to provide data and other support for interagency staff team working with consultant to complete design for the Bus Rapid Transit (BRT) project in the east-west corridor, and for the planning study for the north-south BRT project.
- Provide travel model and data support and planning assistance on major WisDOT-sponsored corridor studies, including Stoughton Road/USH 51, Beltline, and Interstate 39/90/94.
- 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.

Transportation Demand Management (TDM) & Other Transportation Planning (10.48 person-months)

- Work with WisDOT and SEWRPC to launch, promote, and administer the new RideAmigos trip-planning and ride-matching platform that will serve RoundTrip in Dane County. Conduct publicity, marketing, presentations, and other outreach on the platform.²
- Promote the new Commute Options Program Toolkit for employers, and continue to support employer-sponsored TDM programs and conduct employer outreach in partnership with other organizations.

- Explore new project opportunities, including preparation of a strategic plan for the TDM program; TDM mini-grant pilot for employers; and outreach targeted to new residents and movers.
- 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 engage new partners and facilitate intergovernmental coordination of TDM programs and initiatives in the region through the TDM Coordinating Committee, and continue to coordinate with the WisDOA State Vanpool Program on vanpool promotion and route updates.
- 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.
- Assist the City of Madison with TDM initiatives including the proposed citywide TDM program and exploration of Transportation Management Associations (TMAs) as an implementation strategy.
- Provide transportation planning assistance to the Capital Area Regional Planning Commission (CARPC), including assistance in preparing comprehensive plan updates for communities or providing other local planning assistance and in preparing consistency reviews of comprehensive plans.

Transportation Administration/Service and Public Participation Activities (21.7 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 Technical Committee.
- Continue to 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 and update the plan.

MPO Agenda Cover Sheet

October 5, 2022

Item No. 7

Re:

Review and Recommendation on Draft 2023 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 2023 compared to 2022.

The overall budget for 2023 is \$263,859 (23.4%) more than last year due to the increased amount of Planning funds under the federal infrastructure bill. The increased federal funding will require an increase of around \$53,000 in local matching funds. City of Madison Mayor Rhodes-Conway was agreed to include an additional \$40,000 for the MPO in her Executive Budget or whatever is needed to leverage the federal funding. With the expected increases in support from suburban communities compared to last year the additional city funding will be less than that.

The additional funding is being used largely to hire a consultant to assist in completing a Regional Safety Action Plan and regional implementation grant application next year (\$150,000 budgeted) and also for other consulting services, most likely for market/infrastructure analysis for our Electric Vehicle Planning Study (\$30,000 available). It will also provide funding to continue our StreetLight Data subscription. The budget includes small cost increases in some other services items and supplies, most notably an extra \$2,000 for staff conferences/training. Staff costs increase due to the planned hiring of a Communications & Outreach Specialist midway through next year and salary/benefits increases.

Materials Presented on Item:

1. Table reflecting the draft 2023 MPO budget compared to 2022

Staff Recommendation/Rationale:

Staff recommends the MPO board recommend approval of the 2023 MPO budget by the city of Madison.

CITY OF MADISON PLANNING DIVISION
Regional Transportation Planning Services - Staff to MPO
Draft 9/22/22

	2022	Estimated	
	<u>Budget</u>	<u>2023</u>	<u>Comments</u>
		<u>Budget</u>	
Purchased Services			
54120 Telephone	750	750	
54320 Communication Device RPR Main	0	0	
54330 General Equip. Repairs & Maintenance	500	500	
54335 Computer Software Licenses (Ongoing) (StreetLight Data)	0	131,000	Moved from Consulting/Data Services
54230 Property Rental	58,677	59,698	
54515 Mileage	50	50	
54520 Conferences and Training/Travel	5,993	8,000	
54810 Other Services General (incl transcription, interp)	300	300	
54650 Advertising Services	12,250	12,250	Rideshare adv; \$250 for notices if needed
54645 Consulting Services	149,794	180,186	Safety Plan, Misc., StL Data moved to 54335
54535 Memberships	3,800	4,000	AMPO membership; staff APA, ACT dues, etc
54690 Catering Vending Services	250	250	
Total	<u>232,364</u>	<u>396,984</u>	
Supplies			
53110 Office Supplies	1,500	1,500	
53130 Office Furniture/Equipment	750	750	
53165 Subscription & Books	250	250	
53120 Reproduction Copier/Printing	2,000	1,800	
53150 Postage	750	750	
53140 Computer Hardware/Supplies	500	1,000	Conf room monitor, new staff work station upgrad
53145 Computer Software Licenses & Supplies	25,850	29,830	Rideshare, Jackalope, ArcGIS, Creative Cld,
Total	<u>31,600</u>	<u>35,880</u>	DataAxel (employment data), etc
Inter-departmental Charges			
57175 Insurance Fund Inter-D	2,596	3,649	
57176 Workers Comp	801	801	
Total	<u>3,397</u>	<u>4,450</u>	
Staff			
Includes 8 full-time MPO staff (Mgr., 5 Planners, GIS Specialist, Comm. Specialist), 1 part-time MPO staff (Admin. Ass't)(0.31 FTE), MPO Intern (0.15 FTE), City PL Division Dir. (0.1 FTE), City Admin/Payroll Clerk (0.05 FTE), and City Finance Staff (0.07 FTE)			
Note: Comm. Specialist anticipated to start mid-year so 0.5 FTE next year			
	<u>FTE</u>	<u>FTE</u>	
Total	7.70	8.18	
Salaries	680,865	740,395	
Benefits	180,205	214,581	
Total	<u>861,070</u>	<u>954,976</u>	
Grand Total	1,128,431	1,392,290	
Summary			
	2022	Estimated	
	<u>Budget</u>	<u>2023</u>	
		<u>Budget</u>	
Total Expenditures	1,128,431	1,392,290	
Interagency Billings/Revenues	<u>\$952,656</u>	<u>\$1,162,652</u>	
Difference	175,775	229,638	Required local matching funds City of Madison contribution max. of \$190,725

Revenues	Year 2022	Year 2023	
FHWA/FTA	\$794,379	\$1,002,566	
WisDOT Match	\$47,020	\$47,020	
MPO Match	\$151,575	\$203,621	
Subtotal	<u>\$992,974</u>	<u>\$1,253,208</u>	
STBG (formerly STP) Urban Rideshare	\$96,800	\$99,700	
MPO Match	\$24,200	\$24,925	
Subtotal	<u>\$121,000</u>	<u>\$124,625</u>	
WisDOT PL Pass Through Funding from CARPC		\$4,366	
MPO Match		<u>\$1,091</u>	MPO now providing local match
		\$5,457	
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	\$0	See above
Other Local Support	\$18,323	\$33,913	Very conservative estimate; other contributions lik
Subtotal	<u>\$37,780</u>	<u>\$47,913</u>	
Totals			
Federal & State	\$938,199	\$1,153,652	Excludes CARPC pass-thru funding
MPO Match	\$175,775	\$229,638	Includes non-Madison match
Other	\$14,457	\$9,000	\$5,000 county funding used towards local match
GRAND TOTAL	<u>\$1,128,431</u>	<u>\$1,392,290</u>	
Total Interagency Revenues	\$952,656	\$1,162,652	

MPO Agenda Cover Sheet
October 5, 2022

Item No. 8

Re:

Letter of Support for City of Madison’s Planning Grant Application Under the New Federal Reconnecting Communities Grant Program

Staff Comments on Item:

The City of Madison is planning to submit a planning grant application under the new [Reconnecting Communities](#) program to complete the next step in planning for connecting Perry Street over the Beltline. Perry Street intersects W. Badger Road west of the intersection of Badger Road with S. Park Street. The new street connection over the Beltline was recommended in the city’s recently adopted [South Madison Plan](#). The connection was identified as a key “missing link” in the planning regional bicycle network in the MPO’s *Connect Greater Madison: 2050 Regional Transportation Plan*. It was also identified as an important new pedestrian connection. It would link low-income, minority neighborhoods north of the Beltline to jobs south of the Beltline and thus the project is very important from an equity standpoint.

Materials Presented on Item:

1. Draft letter of support

Staff Recommendation/Rationale:

Staff recommends approval to send support letter.

DRAFT

October 6, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
West Building, Office of the Secretary - Ninth Floor
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Buttigieg,

The Greater Madison MPO (Metropolitan Planning Organization) is excited to support the City of Madison's application for Planning Grant funds under the U.S. Department of Transportation's Reconnecting Communities grant program. Madison's proposed Perry Street reconnection would provide an important community link over the major barrier presented by U.S. Highway 12/14/18/151 (the "Beltline"). This limited-access freeway is an impediment to mobility along its entire length, but presents a particular challenge along this section of highway, where it splits some of Madison's most diverse neighborhoods to the north from employment opportunities to the south. Access is also made difficult by the U.S. Highway 14 freeway running north-south to the southeast and the Fish Hatchery Road interchange with the Beltline to the northwest, which is congested and intimidating and unpleasant for bicyclists and pedestrians.

A 2018 analysis by MPO staff revealed that the neighborhoods around the proposed overpass rank among the worst in the Madison region, in terms of low-stress bicycle accessibility. Bicycling conditions on many key routes to and from these neighborhoods are so stressful, because of heavy traffic and inadequate bicycle infrastructure, that most adults would be too uncomfortable to travel by bicycle. The study also identified these neighborhoods as among the locations where new low-stress bicycle infrastructure could provide the largest increases in job accessibility.

As a result, this overpass has been identified in the MPO's recently completed long-range plan, [Connect Greater Madison: 2050 Regional](#)



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GREATER MADISON
METROPOLITAN
PLANNING ORGANIZATION
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DRAFT

[Transportation Plan](#), as a key “missing link” in the planned regional bicycle network. Missing links are the most important locations where key routes on the low-stress bike network are interrupted by high-stress intersections or road segments, or where a new connection is needed to bridge an existing gap in the network; and where fixing these issues is a critical need to serve existing development. The Plan also identified the overpass as a needed connection to provide safe, direct pedestrian access across the Beltline. The new overpass would also reduce motor vehicle congestion in the Fish Hatchery Road interchange area.

Projects like the Perry Street overpass exemplify the MPO 2050 Regional Transportation Plan’s commitment to equity by providing multimodal access to employment for Madison’s most populous African American and Hispanic neighborhoods. Addressing equity was one of three critical issues identified by the plan, along with climate change and health. The Perry Street project represents an important step to reduce barriers to bicycling, walking, and transit by reconnecting the area across the busy Beltline freeway that spans four cities. It would provide only the third non-interchange street crossing of the Beltline along the highway’s 15-mile length.

I hope that the Reconnecting Communities grant program is able to support the Perry Street project’s next step towards implementation with this planning grant.

Sincerely,

Mark Opitz, Chair
Greater Madison MPO

MPO Agenda Cover Sheet
October 5, 2022

Item No. 9

Re:

Presentation on MPO’s RoundTrip Travel Demand Management (TDM) Program

Staff Comments on Item:

The MPO’s TDM program, previously called “Rideshare, Etc.,” began in the late 1970s with the goal of reducing vehicle-related pollution and congestion by promoting ridesharing through marketing, employer partnerships, and ride-matching assistance. Since that time, the MPO has worked closely with the WisDOT statewide Rideshare Etc. program and local service providers, agencies, institutions, organizations, and employers, to coordinate efforts and cultivate partnerships that advance TDM goals in the Madison region.

Through this program, the MPO administers the Dane County Emergency Ride Home program, Dane County Employee Bus Pass program, and the local portion of the statewide online ride-matching database and website. Over the past two years, the program has undergone several major changes, including a rebranding to “RoundTrip” in 2021; development of new website, educational materials, brand collateral, and advertising based on the new brand; and a multi-year partnership with WisDOT and the Southeast Wisconsin Regional Planning Commission (SEWRPC) to evaluate and select a new online rideshare platform vendor. With these improvements as a foundation, and growing interest and investments in TDM region-wide, the MPO anticipates several new program development opportunities in 2023-2024.

Staff will present on the RoundTrip program, current initiatives, and opportunities we are exploring for 2023-2024 using carryover and new funding.

Materials Presented on Item:

1. Rideshare platform project summary

Staff Recommendation/Rationale:

For information and discussion purposes only.

Rideshare Platform Improvement Project: Background & Summary of Key Features

September 2022



Project Background

The rideshare platform improvement project aims to modernize the ride-matching software used by the Rideshare Etc. (Wisconsin) and RoundTrip (Dane County) transportation demand management (TDM) programs, to increase awareness and engagement among individuals and employers, and to facilitate new regional partnerships.

The Wisconsin Department of Transportation (WisDOT), Greater Madison MPO (MPO), and Southeastern Wisconsin Regional Planning Commission (SEWRPC), began joint meetings in 2020 to coordinate the agencies' respective TDM activities and discuss shared goals. Early in these collaborative discussions, the agencies recognized a shared interest in reviewing the existing rideshare platform capabilities, identifying areas for improvement, and evaluating alternatives.

The Greater Madison MPO currently operates the only regional TDM program in the state and has partnered with WisDOT since 2006 to fund and administer the statewide rideshare platform that connects users in Dane County with other carpoolers, state vanpools, Metro transit routes, bike buddies, and park-and-rides. Feedback from organizations and individuals to both WisDOT and the MPO over the past few years, most notably during the MPO's 2020 rebranding, indicates that the current platform is not widely known, nor viewed as an effective resource. Staff receive feedback from users that they cannot find matches or that the matches they receive are unhelpful, and receive inquiries about one-time rides, which the current platform does not support. MPO staff have worked with the current software provider to update and improve the user experience over the past few years, however, the basic limitations of the software are still present.

SEWRPC is now developing a TDM program to serve commuters in southeastern Wisconsin (CommuteWISE), and will cost-share with WisDOT and the MPO to leverage the statewide rideshare platform. The three agencies recognized this new partnership as an opportunity to review and improve the existing platform, and create a model for bringing on other regional agency partners in the future.

Based on a vendor outreach and evaluation process in 2021 led by WisDOT and supported by a joint committee of the three agencies, the partners agreed that switching to a RideAmigos software platform would help all three agencies address public feedback regarding issues with the existing platform, through superior features for participants and administrators.

RideAmigos Platform Highlights

The new RideAmigos trip-planning platform will provide a modern experience with enhanced features that apply behavior change principles to TDM goals. These tools will open up new opportunities for the RoundTrip program to attract and retain users, and to grow partnerships with employers and organizations. Overall, the platform will make it easier for users to see, explore, and connect with their available travel options; easier for employers to administer workplace commuter challenge and reward programs; and easier for MPO staff to manage the database, engage users, and evaluate metrics.

Examples of RideAmigos sites for other TDM programs include [GoMassCommute](#) (an example of the “Regional CommuteHub” model that will be used in Wisconsin), and [Get There Oregon](#).

Key features of the new platform include:

Customized Setup for RoundTrip and Other Regional Partner Programs

- “Regional CommuteHub” configuration, with branded GMMPO and SEWRPC sub-sites that will be connected to the state Rideshare Etc. program, and understandable from a user perspective as part of the same “ecosystem” of programs
- Greater flexibility for GMMPO, SEWRPC, and future agency partners to design and administer local TDM programs, with greater staff control over basic content updates
- Seamless navigation between all program sites, making it easy for users to understand their travel options and access applicable incentives regardless of where they live and work

Employer Engagement Tools

- Free branded network page to promote workplace-based ride-matching and incentive programs
- Gamification features powered by an integrated digital gift card system that employers can use to run workplace challenges and automatically deliver prizes
- “Events Page” that employers and organizations can use to post one-time events such as conferences, concerts, and company outings, for attendee ride-matching

Personalized User Experience & Features

- Public homepage showing the collective impact of all registered users’ travel choices in terms of dollars saved, vehicle miles travelled, GHG emissions reduced, and calories burned
- Mobile app with passive trip-logging option, which simplifies tracking for challenges and rewards, and helps users see the impact of their travel choices over time
- Ability to save “favorite” trips for various modes and destinations
- Ability to create “buddy” lists of other users
- Personalized dashboards that quantify positive results of users’ trip choices, and can be configured to include widgets such as local weather, news feed, and traffic conditions

Trip Planning and Logging Tools

- Ability to easily see and compare all trip options (drive-alone, carpool, transit, etc.), in terms of CO2 emissions, time, and distance (e.g., cost of driving vs. taking the bus; CO2 created by bus vs. carpool; etc.).
- Ability to toggle between regionally customized map layers (e.g., EV charging stations, BCycle docks, Zip Car parking, etc.)
- One-time “Ride Board” on the homepage that supports one-time ride offers and requests
- Ability to easily see and evaluate options (e.g., “You are five minutes out of the way for Sarah.”)
- Integration with Love to Ride for bicycle trip logging during bicycle challenges
- Integration with popular service providers that may operate in Dane County in the future, including Commute with Enterprise (vanpools), and Via (micro-transit)

Administrative Tools & Data Analysis

- Intuitive processes that will reduce staff time needed to manage the website and database
- Robust data analysis capabilities to track and report on performance measures