

**Meeting of the  
Greater Madison MPO Technical Coordinating Committee**

September 25, 2024

Virtual Meeting

2:00 p.m.

This meeting is being held virtually.

1. **Written Comments:** You can send comments on agenda items to [mpo@cityofmadison.com](mailto:mpo@cityofmadison.com).
2. **Register for Public Comment:**
  - Register to speak at the meeting.
  - Register to answer questions.
  - Register in support or opposition of an agenda item (without speaking)If you want to speak at this meeting, you must register. You can register at <https://www.cityofmadison.com/MeetingRegistration>. When you register, you will be sent an email with the information you will need to join the virtual meeting.
3. **Watch the Meeting:** If you would like to join the meeting as an observer, please visit <https://www.cityofmadison.com/clerk/meeting-schedule/watch-meetings-online>
4. **Listen to the Meeting by Phone:** You can call in to the meeting using the following number and meeting ID:  
(877) 853-5257 (toll free)  
Meeting ID: 899 0029 1631  
Passcode: 316871

**AGENDA**

1. Roll Call
2. Approval of July 24<sup>th</sup>, 2024 Meeting Minutes
3. Committee Member Reports
4. Chair and Vice Chair Election (5 minutes)
5. Low-Carbon Materials Grant Presentation and Discussion (20 minutes)
6. Review and Recommendation on Draft 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area and Dane County (10 minutes)
  - STBG-Urban Priority Project Listings
  - Addition/Change Sheet
7. Staff Reports
  - MPO Hiring Update
  - MPO Planning Area Boundary
  - Charging and Fueling Infrastructure (CFI) Grant
  - Public Participation Plan (PPP) Amendment
  - Draft 2024-2028 Coordinated Public Transit-Human Services Transportation Plan
  - Other

8. Next Scheduled Meeting Date
  - Wednesday, October 23rd

9. Adjournment

**Greater Madison MPO**  
**Technical Coordinating Committee**  
**Meeting Minutes**

July 24, 2024

[Virtual Meeting via Zoom](#)

2:00 p.m.

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**1. Roll Call**

**Members present:** Blau, Bruun, Clark, Dietz, Dunphy, Grady, Husen, Igl, Koprowski, Larson, Petykowski, Stauske, Vieth

**Members absent:** Cruz, Forlenza, Kahler, Pritchard, Holt, Tao, Violante, Wheeler

**MPO Staff present:** Andros, Hoesly, Kanning, Lyman

**Other present in official capacity:** Matthew Schreiber, WisDOT

**2. Approval of April 24, 2024, Meeting Minutes**

Clark moved, Dietz seconded, to approve the April 24, 2024, meeting minutes. Motion carried.

**3. Committee Member Reports**

- City of Madison (Petykowski): The University Avenue project is complete. Work is continuing on the West Towne Path project and we're submitting PS&E documents to WisDOT later today and hope to get that built next spring. We're also working on the Badger-Rusk Path. The City's petition to the Office of the Commissioner of Railroads (OCR) for approval for the final leg of the Cannonball Path to cross the railroad siding at Madison Newspapers was denied, we're not sure about our next steps on that project. We're hoping that we'll have more success with the Glacial Drumlin Path Buckeye Extension—OCR recently rescinded their approval of a railroad crossing needed for that project but we don't know why—it could just be due to a lack of action. If the project cannot get OCR approval, that would affect the ability of people to reach the portion of the path that the County is building.

**4. Review of Draft 2025-2029 Transportation Improvement Program (TIP) Projects**

Kanning reviewed the status of current STBG-Urban projects.

He noted that it may be possible to fund one additional project, the South High Point Road project in the City of Madison, beyond what has been approved in 2026. The project was not originally approved due to insufficient funding but revised funding information from WisDOT indicates that there will be additional funding in 2026 and the High Point Road project looks like the best candidate for funding in that year.

He also noted that the 4<sup>th</sup> Street project in Stoughton is no longer included on the MPO's TIP because Stoughton is now in its own separate urban area.

Lyman then reviewed the status of existing TAP projects.

Stauske asked Kanning whether there might be some additional 2025 funding left over that could be used in 2026. Kanning replied that there isn't likely to be much funding left in 2025. The additional

funding available in 2026 is due to the John Nolen Drive project requiring less STBG-U funding than was originally awarded. Because the S. High Point Road project was the only one that was not funded in the last cycle, it will likely receive this newly available funding. Stauske asked if the project scored highly when it was reviewed. Kanning replied that the project's score suffered because the MPO's scoring criteria does not have a good way to account for roadway extension projects; criteria related to existing pavement condition do not apply. Hoesly noted that, since that was the only project in that round that did not receive funding, it is the only candidate project available that can use the newly available funding.

Stauske asked what percentage of federal funding the 2026 projects are likely to receive. Kanning replied that they may be able to be funded at the 80% level due to the extra funding that has been made available.

Dietz moved, Petykowski seconded, to recommend approval of the updated TIP project list and approval to increase the level of funding for the 2025 and 2026 projects to the 80% maximum or to the extent of funding available, whichever is lower. Motion carried.

## **5. Discuss and Recommend Approval of STBG-U funding change for Bird Street Project**

Hoesly said that the City of Sun Prairie and WisDOT notified the MPO that they are proposing to change the scope of the Bird Street Project, which had originally been planned as a reconstruction, to a pavement rehabilitation project. Since this would be a change in funding and scope, it comes back to the MPO for review. Sun Prairie wants to make this change to shorten the construction timeline, keep two-way traffic flowing along Bird Street throughout the project, maintain transit routes and stops during the project, and minimize disruption to neighbors. MPO staff reviewed the proposed revised project and have determined that the revised project would have received the same score and ranking as it did previously, so staff recommends approval of the change in scope.

However, this change will reduce total construction costs for the project from \$1.6 million to about \$952,000. This reduction will reduce the federal cost share for the project by about \$400,000. To avoid losing this funding entirely, MPO staff propose increasing the federal cost share for STBG-U projects scheduled in FFY 2025 to 80%. This change would be in keeping with the MPO's STBG funding policies governing how to allocate additional funding that becomes available due to project delays, cost reductions or cancellations. The MPO is looking for a recommendation for approval from the TCC to bring to the Policy Board.

Stauske said that the project scope changes seem reasonable.

Hoesly noted that MPO staff would like to bring the issue of scope changes back to the TCC later to figure out some guidelines for what types of changes represent "major" scope changes that should be brought back to the Board for approval.

Blau motioned, Larson seconded, to recommend approval of the proposed scope and funding change for the Bird Street Project. Motion carried.

## **6. Review of Public Participation Plan Update**

Hoesly said that the MPO is required to update the public participation plan (PPP) every five years and that the last update was in early 2021. The plan lays out the public notice procedure and methods of public outreach for all of the documents that the MPO produces.

Kanning said that MPO staff is proposing to reduce the required public comment period for major TIP amendments—changes in costs for federally funded projects that exceed \$7 million—from 30

days to 15 days. He noted that the 15-day period would be more in line with other MPOs in the state, including SEWRPC.

Staff is also recommending changes to who should be on the mailing list for the notice of public hearing. Hoesly clarified that the mailing list would include the chief elected officials of municipalities and their clerks, MPO Policy Board members, and the MPO's Technical Coordinating Committee mailing list. For projects involving transit, private transit operators in the county would also be included.

Hoesly noted that the purpose of the proposed changes to the public participation plan is to streamline the process for major TIP amendments. The current process required the Policy Board to approve the TIP amendments before they went out for their 30-day public comment period. This often resulted in delays of up to 2 months. This has become much more of a problem over the past couple of years due to the influx of discretionary funding.

Under the proposed changes, the Policy Board would no longer need to approve the release of the TIP amendment prior to beginning the public comment period.

Hoesly also added that there is one more minor change recommended by staff. When the PPP was originally amended to allow for virtual meetings for the TCC and the Policy Board, it specified that the allowance was until the end of the COVID pandemic. This change would remove that limitation to allow virtual meetings to continue indefinitely.

Hoesly said that, unless the TCC members had changes they'd like made to the recommended changes to the PPP, the proposed changes would go before the Policy Board at their August meeting, after which the Board would likely release them for the required 45-day comment period. After that, the proposed changes would come back before the TCC for a recommendation of approval to the Policy Board.

## **7. Discussion of Potential 2025 Work Program Projects**

Andros gave an overview of the MPO's planned 2025 projects. She said she'd be reaching out to municipalities and to the Cities and Villages Association (DCCVA) and others to get additional input from stakeholders and talk through ideas.

## **8. Staff Report**

- **MPO Planning Area Boundary**  
Hoesly said that Mt. Horeb will be discussing the issue at an upcoming council meeting but that it sounds like they are interested in being part of the MPO planning area. Once we hear from them, we'll get to work on the other parts of the planning area boundary. Other than the inclusion of Mt. Horeb, the planning area will probably not change much but MPO staff will be working with communities to make whatever adjustments are appropriate.
- **SS4A Grant Application Update**  
Hoesly said that Cottage Grove is including a request to develop an active transportation plan, Fitchburg is including a request to develop a Vision Zero Plan, Verona is including a request to develop a district-wide Safe Routes to School plan, Shorewood Hills is requesting funding for a safety action plan, and Dane County is requesting funding to develop a county highway safety action plan. We are requesting a total of \$1.25 million in grant funding and are optimistic that our application will be selected.
- **Next month- chair and vice chair election**

- Other

Hoesly noted that five Carbon Reduction Program grant applications have been received, totaling about \$3.5 million have been received. If they are deemed eligible to receive funding then it looks like they should all get funding, since there is \$5 million available.

There will be a TIP amendment coming up at the August Policy Board meeting. It will include a \$1 million Reconnecting Communities grant for the City of Madison to build the Perry Street Beltline overpass, US 151 Main Street to CTH VV resurfacing (design work to start in 2024, construction anticipated in 2031), and WisDOT SW Region pavement markings of various highways work to start in 2024.

Hoesly noted that we are seeing more discretionary funding coming directly from USDOT without being administered by WisDOT, such as the City of Madison's Reconnecting Communities grant. Projects receiving this type of discretionary funding from the federal government need to be added into the MPO's unified planning work program (UPWP). MPO staff recommends that any communities that have applied for, or anticipate applying for, that type of discretionary funding it is helpful if you let the MPO know as soon as possible so that we can begin preparing the necessary documents and can avoid delays.

Hoesly said that this was her last TCC meeting and that she would be leaving the MPO to accept the position of Planning Section Chief at WisDOT.

## 9. Next Scheduled Meeting Date

- The next meeting is scheduled for August 28<sup>th</sup>.

## 10. Adjournment

Stauske adjourned the meeting at 2:57 p.m.



Julia Pooler



**WICCI**  
WISCONSIN INITIATIVE ON  
CLIMATE CHANGE IMPACTS

Maria Viteri Hart

# FHWA's Low Carbon Transportation Materials (LCTM) Grant Opportunity

NOFO: <https://grants.gov/search-results-detail/356233>

September 18, 2024

# LCTM Program goals include, but are not limited to:

- Increase the use of lower carbon materials and products that are used in **projects funded under Title 23.**
- Facilitate the use of **low carbon transportation materials** while ensuring appropriateness for use in projects eligible under Title 23.
- Promote technology transfer and enhance workforce development to **increase the adoption of environmental quantification techniques used in decision making by transportation agencies.**
- Encourage eligible recipients to begin LCTM activities and build successful low carbon transportation material identification frameworks.

Source: NOFO Page 6

## Eligible transportation materials for this NOFO:

- Concrete (and cement)
- Glass
- Asphalt mix
- Steel materials/products

Source: NOFO Page 5



# Grant Overview

- \$800M available for municipalities/MPOs/Tribes/Counties
- 100% Federal - no match required
- Grant due Nov 25, 2024
- Funds must be obligated by September 2026, available for expenditure through September 2031.
- LCTM Program will not fund an entire construction project.
- Preliminary pilot projects identified by municipalities to be in TIP/STIP during the grant life.

# Examples of Eligible Activities

Categories of Activities



## Examples of Eligible Activities



Process for Substantially Lower Carbon



LCTM Quality Assurance and LCTM Specifications



Construction Project Identification



Use of LCTM on Construction Projects



# In accordance with the RFA, Responsive Applications must address:

**1**

## **Substantially Lower Embodied Carbon Identification**

- Identification of eligible construction materials
- Substantially lower embodied carbon threshold
- Energy Star Performance Score
- EPD process

**2**

## **Quality Assurance and Materials Acceptance**

- Material specification
- Verification process
- Performance monitoring plan

**3**

## **Use of Materials and Products on Construction Projects**

- General approach
- Stakeholder outreach
- Calculating Incentive or Reimbursement
- Identification of eligible construction projects

**4**

## **Schedule and Budget**

- Start and end dates and estimated budget for each major milestone, activity, and deliverable



# Proposed Grant Approach & Roles

## Greater Madison MPO

- Serves as Applicant
- Hires consultants responsible for:
  - Implementation Process Plan(s) & Reports
  - Development of coordinated regional approach for EPD collection
  - Municipal outreach and education
  - Coordination with WisDOT
- Manages distribution of funding to municipalities for specific Title 23 projects (upon FHWA approval of IPRs)

## Municipalities within GM MPO

- Provide feedback for Implementation Plan
- Implement centrally-developed processes (staff or contractors) for materials identification, EPD collection, QA and procurement
- Use LCTM on specific Title 23 projects through 2% incentive or incremental reimbursement
- Document use of LCTM materials and carbon reduction data

## Next Steps for Interested Municipalities

- Consider process development funding needs for execution of centrally-developed procedures (staff time or contractor fees)
- Identify at least one Title 23 project for inclusion and approximate materials cost, identify preference (2% incentive or incremental reimbursement)
- Reach out and connect with us!

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**2025 - 2029 Madison Area STBG Urban Program (September 25, 2024)**

| Project   | Project ID         | Score           | Fed. Fiscal Year  | Total Est. Cost <sup>1</sup> (thousands) | Max. Percent (Fed \$) | Federal Funds Approved (thousands) | Comments   |
|---|--------------------|-----------------|-------------------|--|-----------------------|------------------------------------|--|
| <b>Programmed Priority Projects</b>   |                    |                 |                   |  |                       |                                    |  |
| MPO Rideshare Program 2025-2029   | 5992-08-39,52-54   | <sup>2</sup>    | 2024-2029         | \$710                                    | 80                    | \$568                              | Ongoing support per MPO policy. 3% annual increase, with 4% annual increase starting in 2027   |
| C. Madison Ped/Bike Safety Education Program 2025-2029  | 5992-08-49, 50, 60 | <sup>2</sup>    | 2024-2029         | \$611                                    | 80                    | \$489                              | Ongoing support per MPO policy. 3% annual increase.  |
| Mineral Point Rd. (Beltline Hwy. to S. High Point Rd.)  | 5992-10-19, -20    | 68 <sup>4</sup> | 2026              | <u>\$5,772</u>                           | 80                    | \$4,600                            | Funding obligated in '25. Const. in '26. Stormwater box added to project. Const. cost has increased. <u>Separate HSIP project may be eligible for STBG-U funding.</u> Proposing 79.7% Fed. funding.                    |
| John Nolen Drive (Lakeside St. to North Shore Dr.)  | 5992-11-20, -21-23 | 57 <sup>4</sup> | 2025              | <u>\$54,095</u>                          |                       | \$1,250                            | <u>Eligible for other Fed. funding. Receiving an additional \$40,341 in federal funding from BIP, BR, PROTECT, and TA programs.</u> Const. cost has increased. <u>Madison's total project cost estimate: \$53,455.</u> |
| N. Bird Street (STH 19 to USH 151)  | 3996-00-35         | 50 <sup>5</sup> | 2025              | \$953                                    | 80                    | \$762                              | Proposing 80% Fed. funding. Const. cost has decreased.   |
| N. Thompson Rd. (Main St. to St. Albert the Great Dr.) & St. Albert the Great Dr. (CTH C to N. Thompson)          | 3996-00-31         | 43 <sup>5</sup> | 2025              | \$3,349                                  | 80                    | <u>\$2,679</u>                     | Proposing 80% Fed. funding.  |
| Windsor Road (Charlie Grimm Rd. to CTH CV)  | 6992-00-21         | 38 <sup>5</sup> | 2025              | \$1,376                                  | 80                    | <u>\$1,100</u>                     | Proposing 80% Fed. funding.  |
| Nichols Road (Winnequah Rd. to Maywood Rd.)   | 5994-00-02, -03    | 38 <sup>5</sup> | 2029              | \$1,685                                  | 65                    | \$1,095                            | Project moved from FFY25 to FFY29. Const. cost has been adjusted accordingly. Proposing 65% Fed. funding. Selected for funding as "small" project.   |
| S. Fourth Street (Milwaukee St. to Isham St.)   | 5998-00-01, -02    | 34 <sup>5</sup> | 2025              | \$0                                      |                       | \$0                                | No longer requires STBG-U funding.   |
|   |                    |                 |                   | \$68,551                                 |                       | \$12,543                           | <b>TOTAL</b>   |
| <b>New Priority Projects Approved in October 2023</b>   |                    |                 |                   |  |                       |                                    |  |
| West Towne Path (Zor Shrine Place to S. Gammon Road)  |                    | 86              | 2028 <sup>6</sup> | \$3,740                                  | 65%                   | \$2,431                            | New Path.  |
| Glacial Drumlin Path (I-39/90 to CTH AB/Buckeye Road)   |                    | 68              | 2027 <sup>6</sup> | \$11,114                                 | 65%                   | \$7,224                            | New Path.  |
| Windsor Road Path (Sunset Meadows Drive to N. Towne Road) New Path on South side of Roadway                       |                    | 65              | 2029 <sup>6</sup> | \$620                                    | 76.41%                | \$474                              | New Path. Qualifies for 76.41% federal share based on cost formula for projects less than \$1M from Selection Process Document.  |
| Ph. 3 John Nolen Drive / CTH MC/ Olin Avenue (Wingra Creek to Beltline Highway on/off ramps) Pavement Replacement |                    | 62.6            | 2029 <sup>6</sup> | \$11,750                                 | 65%                   | \$7,638                            |  |
| Ph. 2 John Nolen Drive (Olin Avenue to Lakeside St.) Reconstruction   |                    | 58              | 2028 <sup>6</sup> | \$6,870                                  | 65%                   | \$4,466                            | New Path on west side of roadway may be constructed.   |
| CTH MM/Rimrock Road (John Nolen Drive to Beltline Highway on/off ramps)   |                    | 51              | 2026 <sup>6</sup> | \$1,356                                  | 80%                   | \$1,085                            | Qualifies as a "small" project. Includes a New Path. Proposing 80% Fed. funding.   |
| CTH MM / Rimrock Road (McCoy Rd to Beltline Highway on/off ramps) Pavement Replacement                            |                    | 45              | 2026 <sup>6</sup> | \$2,156                                  | 80%                   | \$1,725                            | Qualifies as a "small" project. Includes a New Path. Proposing 80% Fed. funding.   |
| O'Keefe Avenue (Reiner Road to Summerfield Way) Pavement Replacement  |                    | 44              | 2028 <sup>6</sup> | \$2,253                                  | 65%                   | \$1,464                            | Qualifies as a "small" project. Will convert two of four travel lanes to bike/bus lanes.   |
| St. Albert the Great Drive (Broadway Drive to N. Bird Street) Pavement Replacement                                |                    | 42              | 2029 <sup>6</sup> | \$1,241                                  | 65%                   | \$807                              | Qualifies as a "small" project. Includes bike lanes.   |
| Vinburn Road (Main Street to N. Towne Road) Reconstruct to Urban Cross Section                                    |                    | 37              | 2027 <sup>6</sup> | \$2,764                                  | 65%                   | \$1,797                            | Qualifies as a "small" project. Includes bike lanes.   |
| Holum Street (Railroad to N. Towne Road) Reconstruction   |                    | 30              | 2028 <sup>6</sup> | \$3,939                                  | 65%                   | \$2,560                            |  |
| Bailey Road (CTH N to Forward Drive) Reconstruction w/ paved shoulders  |                    | 30              | 2027 <sup>6</sup> | \$1,791                                  | 65%                   | \$1,164                            | Qualifies as a "small" project. Includes bike lanes.   |
|   |                    |                 |                   | \$49,594                                 |                       | \$32,834                           | <b>TOTAL</b>   |

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

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

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

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

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

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

**2025 - 2029 Madison Area STBG Urban Program (September 25, 2024)**

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

**2025-2029**  
**Transportation Improvement Program**  
**For the Madison Metropolitan Area & Dane County Area**  
**(Project costs in \$000s)**

**ADDITION/CHANGE SHEET**

**STBG-Urban Priority Projects Table**

**Page 9:** **REVISE** the cost/funding amounts for projects as shown (in red) on the attached revised STBG-Urban Priority Projects table dated September 25, 2024.

**Pedestrian/Bicycle Projects in the Madison Metropolitan Planning Area**

**Page 15:** **REVISE** the Glacial Drumlin Trail Connector (I-39/90 to Buckeye Road) project as follows: ~~\$200~~ ~~\$1,300~~ (PE., Dane County), ~~\$200~~ ~~\$1,300~~ (Total) in 2025.

**Page 20:** **REVISE** the West Towne Path project as follows: Continuing (Const.) in 2025; and ~~\$2,431~~ (Const., URB), ~~1,309~~ 1,496 (Const., Madison), ~~3,740~~ 3,927 (Total) in 2028.

**ADD** the Allen Boulevard Shared-Use Path project as follows: \$350 (Const., Middleton), \$350 (Total) in 2025.

**Street/Roadway Projects in the Madison Metropolitan Planning Area**

**Page 36:** **ADD** the USH 151 (Dodgeville to Madison) (USH 151 to CTH PD) PE through Environmental Document/Study project as follows: Cont. (PE., WisDOT), in 2025, 2026, 2027, 2028, and 2029. [Note: Federal PE funding obligated in 2024].

**REVISE** the Park Street South (Olin Avenue to WSOR RR Crossing) project, changing the project limits to Badger Road to W. Washington Avenue, and adding local funding as follows: \$2,500 (Const., Madison), ~~\$3,683~~ \$3,683 (UTL., Madison), ~~\$6,183~~ (Total) in 2025.

**Page 41:** **REVISE** the John Nolen Drive (Lakeside Street to North Shore Drive.) reconstruction project as follows: ~~\$41,591~~ ~~\$25,138~~ (Const., BIP/BR/PROTECT/TA/STBG-U), ~~\$12,504~~ ~~16,379~~ (Const., Madison), ~~\$54,095~~ \$41,517 (Total) in 2025.

**Page 42:** **REVISE** the Mineral Point Road (Beltline Highway to S. High Point Rd.) pavement replacement project as follows: \$4,600 (Const., STBG-U), ~~\$1,172~~ ~~1,150~~ (Const., Madison), ~~\$5,772~~ ~~\$5,750~~ (Total) in 2026.

**Page 43:** **REVISE** the Pleasant View Road (Old Sauk Road to Mineral Point Road) capacity expansion project as follows: ~~\$1,100~~ (ROW, Madison), ~~\$1,100~~ (Total) in 2025.

**REVISE** the Regent Street (Randall Avenue to Park Street) reconstruction project as follows: ~~\$450~~ ~~\$150~~ (PE, Madison), ~~\$450~~ ~~\$150~~ (Total) in 2025; ~~\$17,475~~ ~~\$6,000~~ (Const., Madison), ~~\$17,475~~ ~~\$6,000~~ (Total) in 2026.

**Discretionary Program (FHWA Administered) Projects in the Madison Metropolitan Planning Area**

**Page 56:** **ADD** the Charging and Fueling Infrastructure (CFI) project as follows: Continuing (Const., Dane County), in 2025, 2026, and 2027. [Note: \$13.198 million in federal CFI funding obligated in 2024].



**Transit Capital Projects in the Madison Metropolitan Planning Area**

**Page 28:** **REVISE** Inter-City Passenger Rail Station & Planning project as follows: \$400 (Planning, Madison), \$400 (Total) in 2025.

**Page 29:** **REVISE** Paratransit Eligibility & Mobility Coordinator Program project as follows: \$148 (Capital, 5310), \$37 ~~\$185~~ (Capital, Madison), \$185 (Total) in 2025.

**REVISE** Mobility Management Program project as follows: \$162 (Capital, 5310), \$41 ~~\$205~~ (Capital, Dane County), \$203 ~~\$205~~ (Total) in 2025.

**REVISE** Accessible Vehicle Purchase project as follows: \$126 (Capital, 5310), \$32 ~~\$205~~ (Capital, DSAW), \$158 ~~\$205~~ (Total) in 2025.

**REVISE** Mobility Management Program project as follows: ~~\$110~~ (Capital, DSAW), ~~\$110~~-(Total) in 2025.

**Page 30:** **REMOVE** NewBridge Older Adult Transportation project.

**REVISE** Accessible Vehicle Purchase project as follows: \$68 (Capital, 5310), \$17 ~~\$86~~ (Capital, The Hmong Institute), \$86 (Total) in 2025.

**Transit Operating Projects in the Madison Metropolitan Planning Area**

**Page 31:** **REVISE** Operating Assistance project as follows: ~~\$80~~ (Operating, DSAW), ~~\$80~~-(Total) in 2025.

**Page 32:** **REVISE** NewBridge Older Adult Transportation project as follows: \$31 (Operating, 5310), \$31 ~~\$124~~ (Operating, NewBridge), \$62 (Total) in 2025.

# MPO Agenda Cover Sheet

## August 7, 2024

Item No. 7

**Re:**

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

**Staff Comments on Item:**

Last October, the MPO Policy Board awarded STBG-U funding to the following new projects for the 2025-2029 STBG-U project cycle:

- West Towne Path (Zor Shrine Place to S. Gammon Road)
- Glacial Drumlin Path (I-39/90 to CTH AB/Buckeye Road)
- Windsor Road Path (Sunset Meadows Drive to N. Towne Road) New Path on South side of Roadway
- Ph. 2 John Nolen Drive (Olin Avenue to Lakeside St.) Reconstruction
- Ph. 3 John Nolen Drive / CTH MC/ Olin Avenue (Wingra Creek to Beltline Highway on/off ramps) Pavement Replacement
- CTH MM/Rimrock Road (John Nolen Drive to Beltline Highway on/off ramps)
- CTH MM / Rimrock Road (McCoy Rd to Beltline Highway on/off ramps) Pavement Replacement
- O'Keefe Avenue (Reiner Road to Summerfield Way) Pavement Replacement
- St. Albert the Great Drive (Broadway Drive to N. Bird Street) Pavement Replacement
- Vinburn Road (Main Street to N. Towne Road) Reconstruct to Urban Cross Section
- Holum Street (Railroad to N. Towne Road) Reconstruction
- Bailey Road (CTH N to Forward Drive) Reconstruction w/ paved shoulders

Since that approval, MPO staff have been working with WisDOT and project sponsors on final scheduling of the new projects. The attached worksheet identifies the proposed schedules, which will be included in the Draft 2025-2029 TIP, with final approval occurring when the Final 2025-2029 TIP is adopted.

The worksheet also lists the schedules of existing projects (i.e., projects approved in previous funding cycles with LET dates) and changes to those projects.

Proposed changes to the following existing projects in FFY25 are being addressed through a TIP amendment (Item No. 8) since these projects have LET dates in CY24. Staff is proposing to increase the federal share for these projects from 60% to 80% because additional funding has been made available in FFY25.

- Bird Street (STH 19 to USH 151)
- N. Thompson Rd. (Main St. to St. Albert the Great Dr.) & St. Albert the Great Dr. (CTH C to N. Thompson)
- Windsor Road (Charlie Grimm Rd. to CTH CV)

Proposed changes to the other existing projects do not require an amendment to the 2024-2028 TIP, since the LET dates are after CY24. The changes will be reflected in the Draft 2025-2029 TIP and Final 2025-2029 TIP:

- Move Nichols Road project from FFY25 to FFY29.
- Remove STBG-U funding from the City of Stoughton’s S. Fourth Street project, scheduled for FFY25, since Stoughton has been removed from the Greater Madison MPO’s urban area. WisDOT will use a different funding source.
- Advance John Nolen Drive Phase 1 from FFY27 to FFY25 with reduction in STBG-U funding. WisDOT will use other funding sources to make up the difference.
- Increase the federal share of the Mineral Point Road Project (Beltline Highway to S. High Point Road), scheduled for FFY26, from 60% to 80%
- Award STBG-U funding in FFY26 to the S. High Point Road Extension project, the only project application that did not get selected for funding during last year’s application cycle. This project would extend S. High Point Road from Mid Town Road to Raymond Road.

The additional funding for Mineral Point Road and new funding for S. High Point Road were made available because of funding changes to the John Nolen Drive Project.

Use of this additional funding is consistent with the MPO’s STBG—U policy document, which states that the MPO may provide additional funding up to the federal maximum of 80% for approved projects in the same year as the funding is available. In addition, it states that the MPO may provide funding for new project(s) from the list of candidate projects from previous STBG-Urban application cycles if project readiness requirements are expected to be met.

MPO staff presented these changes to the Technical Coordinating Committee on July 24. The TCC recommended approval.

As part of approval to release the draft TIP (item No. 9), staff is seeking permission to release the revised draft priority projects table with recommended project funding for review and comment. MPO Board approval of the STBG-Urban project listings and the 2025-2029 TIP is anticipated at the October 2 meeting.

**Materials Presented on Item:**

1. STBG-Urban Project Map.
2. Draft STBG-Urban Priority Projects Schedule dated August 1, 2024.

**Staff Recommendations/Rationale:** Staff recommends approval for incorporation into the Draft 2025-2029 TIP. Final action occurs as part of approval of the final TIP in October.

# MPO Agenda Cover Sheet

## September 4, 2024

# Item No. 6

**Re:**

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

**Staff Comments on Item:**

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

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

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

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

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

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

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

**Materials Presented on Item:**

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

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