

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

May 1, 2024

[Virtual Meeting via Zoom](#)

6:30 p.m.

This meeting is being held virtually.

1. **Written Comments:** You can send comments on agenda items to mpo@cityofmadison.com.
2. **Register for Public Comment:**

- Register to speak at the meeting.
- Register to answer questions.
- Register in support or opposition of an agenda item (without speaking).

If you want to speak at this meeting, you must register. You can register at <https://www.cityofmadison.com/MeetingRegistration>. When you register, you will be sent an email with the information you will need to join the virtual meeting.

3. **Watch the Meeting:** If you would like to join the meeting as an observer, please visit <https://www.cityofmadison.com/clerk/meeting-schedule/watch-meetings-online>
4. **Listen to the Meeting by Phone:** You can call in to the **Greater Madison MPO** using the following number and meeting ID:

- (877) 853-5257 (Toll Free)
Meeting ID: 865 4312 4009
- 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 April 3, 2024 Meeting Minutes
3. Communications

- Letter from City of Monona regarding Nichols Road project
4. Public Comment (for items **not** on MPO Agenda)
 5. Approval to Release for Public Review and Comment Proposed Major Amendment to 2024-2028 Transportation Improvement Program and to add a new federally funded Safe Streets and Roads for All (SS4A) project.
 6. MPO 2024 Resolution No. 5 Approving Transportation Improvement Program (TIP) Amendment No. 3 to the 2024-2028 TIP for the Madison Metropolitan Area & Dane County
 - Revise the City of Madison’s East Rusk Shared-Use Path Project, advancing funding obligation from 2028 to 2027.
 - Revise the City of Madison’s Moorland Road Shared-Use Path Project, advancing funding obligation from 2028 to 2027.
 - Revise the City of Madison’s West Beltline Frontage Road Shared-Use Path Project, moving funding obligation from 2028 to 2029, with the potential to advance it to 2028 if obligation authority exists.
 7. MPO 2024 Resolution No. 6 Amendment to the 2024 Unified Planning Work Program (UPWP)
 8. Presentation on Draft Regional Safety Action Plan and Approval to Release for Public Comment
 9. Discussion and Possible Action: MPO 2024 Resolution No. 7 MPO Comments on WisDOT’s I-39/90/94 Project Concurrence Point 2- Recommended Preferred Alternative
 10. Status Report on Capital Area RPC Activities
 11. Staff reports
 - Engagement trends
 - Strategic plan
 - Other
 13. Adjournment

Next MPO Board Meeting: **Wednesday, June 5, 2024 at 6:30 p.m.**

Greater Madison Metropolitan Planning Organization (MPO)
April 3, 2024 *DRAFT* Meeting Minutes

[Virtual Meeting hosted via Zoom](#)

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

1. Roll Call and Introductions

Members present: Richelle Andrae, John Duncan, Derek Field, Barbara Harrington-McKinney, Tom Lynch, Mark Opitz, Kristi Williams, Doug Wood, Pam Dunphy and Steve Flottmeyer

Members excused: Liz Callin, Phil Caravello, Paul Esser and Charles Myadze

MPO staff present: Alex Andros, Colleen Hoesly, Ben Lyman

Others present in an official capacity: none

2. Approval of February 7, 2024 Meeting Minutes

Williams moved, Duncan seconded, to approve the February 7, 2024 meeting minutes. Motion carried.

3. Communications

- Sewer Service Area amendment review letters sent to the City of Madison and Village of DeForest.

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

None.

5. MPO 2024 Resolution No. 2 Approving Amendment to the 2024 Work Program

Andros explained that we are requesting to carry forward unspent 2023 funds into 2024. These funds resulted due to cost savings from not having a director for a period of time and due to some work program items being delayed.

Wood moved, McKinney seconded, to approve the amendment to the 2024 Work Program. Motion carried.

6. MPO 2024 Resolution No. 3 Metro Transit Asset Management (TAM) Performance Measures

Andros explained that federal planning rules require MPOs to integrate the Metro Transit Asset Management Performance Measures into our planning process. We're recommending that the board adopt the performance measure targets. Lyman said that this is routine amendment to the TIP that we need to process every year, since Metro doesn't know their actual performance for the year when we adopt the TIP in October.

Duncan moved, Williams seconded, to adopt MPO 2024 Resolution No. 3 Metro Transit Asset Management (TAM) Performance Measures. Motion carried.

7. MPO 2024 Resolution No. 4 Approving Transportation Improvement Program (TIP) Amendment No. 2 to the 2024-2028 TIP for the Madison Metropolitan Area & Dane County

- Revisions to Attachment E, Analysis of Anticipated Effect of TIP Toward Achieving Federal Performance Measure Targets
- Increase federal Section 5310 funding for Dane County Travel Training Program
- Add five new federally funded Carbon Reduction Program (CRP) projects located in Fitchburg, Madison, Middleton, Monona, and Sun Prairie

Andros said that this amendment revises Attachment E to incorporate reference to the updated annual Transit Asset Management (TAM) performance measure targets, increases federal section 5310 funding for Dane County's Travel Training program, and adds five new federally funded carbon reduction program (CRP) LED streetlight conversion projects. The CRP LED streetlight conversion projects were originally approved by the Policy Board last year. However, they were never officially scheduled because the SFY 2024 federal expenditure plan was not approved by the Wisconsin Joint Committee on Finance until January of this year. Wood said that one of the projects is located in Monona, and that it is helpful to know why that project was delayed.

Andrae moved, Opitz seconded, to adopt MPO 2024 Resolution No. 4 approving Transportation Improvement Program (TIP) Amendment No. 2 to the 2024-2028 TIP for the Madison Metropolitan Area & Dane County. Motion carried.

8. Presentation on the Transportation Demand Management (TDM) & RoundTrip Platform

Brucaya provided a presentation on the Roundtrip TDM program. She gave a program overview, including 2023 metrics on program performance. Brucaya also described program initiatives for 2024 and provided a demonstration of the rideshare platform website. Wood asked if people need to register ahead of time to use the emergency ride home program. Brucaya said that advanced registration is required. This can be done via the website. Paper vouchers can also be used. Individuals can receive paper vouchers by signing up over the phone.

Opitz asked about the partnership/sponsorship of Madison bike week. Brucaya said that RoundTrip has hosted a bike station on E. Wilson Street over the past two years, and that we expect to do it again this year. We have partnered with Metro in the past, so that people have an opportunity to practice using the bike storage carrier.

9. Update on Senate Bill 791 regarding electric vehicle charging stations

Andros provided an update on Senate Bill 791 regarding electric vehicle charging. She described what the legislation will accomplish and impacts of the bill. The bill has been passed by the legislature, and was subsequently signed into law.

Wood stated that Act 121 has been enacted into law. He stated that the restrictions on municipalities with regard to development is unfortunate. Municipalities should be able to make those decisions on their own without the state intervening. It does allow for a development agreement to address EV charging stations. In Monona, developers are aware that there is a desire and coming demand for chargers, so they will probably add them anyway.

Andros said that communities will need to review and potentially make changes to their ordinances.

10. Section 5310 2024 Program of Projects Amendment 2

Lyman explained that the FTA has informed Metro and MPO staff that Dane County's Travel Training Program (Bus Buddy Program) is considered a traditional Mobility Management (capital) cost, and not a non-traditional operating expense. This means that the \$14,000 project is eligible to be funded at 80% federal with a 20% local match, instead of the 50%/50% split in the adopted Program of Projects. Dane County has already allocated a 50% local share, equivalent to \$7,000. This will be considered an overmatch.

McKinney asked if there is anything the board should do to document this change. Lyman said that he has the documentation and will include this the next time we update our Program Management Plan for the Section 5310 program. This will happen after the update of the coordinate plan which should be updated before the end of the year.

McKinney moved, Field seconded, to approve the amendment. Motion carried.

11. Discussion and potential action on Wisconsin Department of Transportation (WisDOT) Memorandum of Understanding

Andros explained that the purpose of the MOU is to provide formal documentation on how WisDOT distributes federal funds to the MPOs, and how the MPO's may work with each other to swap federal funds with each other, across different years of a program cycle.

Wood noted that CARPC is not listed in the agreement, while other RPCs are. Andros explained that CARPC is not listed because they are structured for land use planning only. Other RPCs, like SERWPC, are structured for land use planning and transportation planning.

Opitz noted that he was a DOT liaison to the East Central RPC many years ago. Cole Runge, a signatory to the MOU, was around during that time.

McKinney, Opitz seconded to approve the draft MOU provided by WisDOT. Motion carried.

12. Discussion on potential Greater Madison MPO comments on I-39/90/94 Interstate Study

Andros stated that the MPO received the Interstate Study preferred alternative memo from the study team on Monday, April 1, and that we have an opportunity to provide comments prior to the deadline on Wednesday, May 1. The preferred alternative for the mainline within the Madison Area will be modernization plus added GP lanes. Due to high local interest in the hybrid alternative, WisDOT recommends both the modernization plus added GP lane alternative and the modernization hybrid alternative for further study in the draft EIS. Both the Hoepker Road and Milwaukee Street interchanges will be included in the draft EIS.

Our recommendation is for the comment letter to focus on consistency with our adopted MPO plans. We intend to provide comments on mitigation strategies such as noise walls, park & ride facilities, and improving connectivity, etc. The board opposed a mainline capacity expansion in the past. However, we feel that the Interstate study team has better addressed MPO concerns with the analysis this time around. For example, in the previous study Level of Service (LOS) C was the desired threshold (degree of design year congestion). However, for this study, they are using LOS D as the desired threshold in the

Madison planning area, which is consistent with the LOS target for interstates established in the MPO's adopted congestion management process.

We are seeking board comments before writing the letter, which must be sent to WisDOT prior to the next board meeting. The letter will be an opportunity to comment on the preferred alternative before the draft EIS is published in late June. We will also have an opportunity to provide comments on the draft EIS during the public review period in late July/early August.

Lynch indicated that he continues to prefer new managed lanes over new GP lanes in order to reduce induced demand. He also mentioned that some alders have concerns about noise impacts, which could potentially be addressed through sound mitigation walls. However, he didn't think that the noise levels were high enough to meet WisDOT's standards.

McKinney had questions about the timing of the comment period, and whether the City of Madison's Transportation Commission would have time to comment on the preferred alternative. Lynch said that there would not be enough time for them to provide comments. Lynch then provided an overview of the project's review and approval process, and the anticipated timeline for that. He noted that this is a large project, and it is moving forward rapidly.

Field commented on the importance of ped/bike connections identified in the City's priority list, including the Milwaukee Street bridge. Hoesly said that the MPO has this list. We have reached out to local communities along the corridor and have received their feedback. Our intent is to have a regional perspective on the positions of the local communities and to reflect that in our comment letter.

Opitz said that MPO staff could talk to him or Wood if anything comes up prior to writing the letter.

13. Status Report on Capital Area RPC Activities

CARPC has completed their strategic planning process. A joint webinar was held with CARPC about the EV plan. It was well attended.

14. Announcements

- Update on 2023 Annual Report: Our first ever annual report has been completed. We would welcome your feedback.
- Update on MPO Strategic Plan: Will be focused on staff, the TCC, and the board. We are working with same consultant that worked with CARPC. There will be a survey and a few strategic planning meetings with staff.
- Update on Board Member Appointments: A number of appointments will be coming up soon.
- Update on Regional Safety Action Plan: We anticipate releasing a draft overview of the draft plan and will seek approval to release the draft for public comment at our next board meeting.
- Update on Safe Streets and Roads for All program: Notice of Funding Opportunity for the safe streets and roads for all program (SS4A) was released. The deadline was delayed which reopened the opportunity that would allow us to apply for supplemental planning activities that we don't normally do, such as safe routes to school plans, road safety audits, and development of local vision zero plans. That deadline is at the end of August. We still have funding in our budget to work with a consultant on putting together an application. We have been reaching out to local communities to see if there is interest in submitting a regional application. On next month's agenda, we will include

a discussion of potentially adding a line item to our future budget for dedicated safety planning funding.

- Update on Planning Area Boundary: We have reached out to the Village of Mount Horeb's administrator regarding a potential expansion of our planning area boundaries. We will follow-up with a presentation to the plan commission.

15. Adjournment

Next MPO Board Meeting: Wednesday, May 1, 2024 at 6:30 p.m. (Remote meeting via Zoom)

Opitz moved, Williams seconded, to adjourn. Motion carried. Meeting adjourned at 7:42 p.m.

City of Monona – Public Works & Utilities

5211 Schluter Road
Monona, Wisconsin 53716
Phone: (608) 222-2525
Fax: (608) 222-9225
www.mymonona.com



To the MPO Policy Board,

The City of Monona has been awarded an STBG funding allocation of \$938,080 for 2026 reconstruction of Nichols Rd. Nichols Rd. is the City's main collector for the City's civic campus area. The City's civic campus is home to the City's most heavily used park, Winnequah Park, the City's public pool and library, the community center and senior center, as well as city hall which is also the location of the police and fire departments. Adjacent to the civic campus and part of the City's center are two school zones for two MGSD elementary schools – Winnequah and Maywood.

The City is currently in the process of preliminary design of a new civic campus building to replace its existing city hall facility. This construction process will likely result in new driveway openings along Nichols Rd., closures of existing openings, adjustments to grades behind the curb in the terrace, landscaping improvements along Nichols Rd., new utility service laterals to the facility, and significant wear and tear on the adjacent roadway. Because of this we would like to avoid installing a brand-new roadway just to have it torn up again soon.

For your consideration, the City would like to formally request that the MPO amend the current TIP 2025-2029 and move the funding for the reconstruction of Nichols Rd. to 2029. This would allow the City to better align the completion of the street improvements with the completion of the City's new civic campus building and other civic center improvements, including interconnecting multiuse pathways in parks adjacent to Nichols Rd. and the city center, as well as new bus stops along Nichols Rd. for the upcoming Madison Metro route.

Sincerely,

A handwritten signature in blue ink that reads "Mary K. O'Connor". The signature is written in a cursive, flowing style.

Mary K. O'Connor – Mayor, City of Monona

MPO Agenda Cover Sheet

May 1, 2024

Item No. 5

Re:

Approval to Release for Public Review and Comment Proposed Major Amendment to 2024-2028 Transportation Improvement Program to add a new federally funded Safe Streets and Roads for All (SS4A) project.

Staff Comments on Item:

The City of Madison was awarded \$6.287 million dollars in federal funding from the US Department of Transportation's Safe Streets and Roads for All (SS4A) grant to fund Forward to Vision Zero: Safe System for Vulnerable Roadway Users projects. The award comes from funding established under the Bipartisan Infrastructure Law (BIL). Madison is one of 48 communities selected to receive a SS4A implementation grant from hundreds of applications.

A major amendment is required to add the \$7.859 million dollar project (\$6.287 million in federal SS4A funding; \$1.572 million in local funding) to the TIP. Because the total cost of the project is more than \$7 million, our TIP amendment procedures call for following the major TIP amendment process, which involves notice and a public hearing. Staff is seeking permission to send out the notice. A hearing and potential action on the TIP amendment would be at the June meeting.

Projects and activities funded include:

- Building sidewalk and path along E Washington Ave (US Hwy 30 to Annamark) while also improving crosswalks and lighting.
- Traffic calming and crosswalk improvements along Schroeder Rd.
- Improvements at 21 intersections near transit stops.
- Improvements at 6 shared-use path crossings.
- Increased funding for the Madison Safe Ride program and other impaired driving initiatives.
- New safety studies to help determine future improvements in 4 locations – Regent St (W Washington Ave to Speedway), S Whitney Way (Schroeder Rd to Williamsburg Way), N Fair Oaks (E Washington Ave to Commercial Ave) and Winnebago (Thornton to 2nd St)/Atwood Ave (1st St to 2nd St)
- Working with teens to find better ways to address common types crashes for their age group
- Additional planning to support better engagement, improved reporting and updating the high injury network map

You can review the full Safe Streets and Roads for All application here:

https://www.cityofmadison.com/transportation/documents/vision-zero/Narrative_Madison_Final.pdf

The SS4A discretionary grant program is administered by the FHWA. As such, FHWA staff have suggested that a new section should be added to the TIP for projects funded through programs that do not have WisDOT oversight or involvement, and that the SS4A-funded project be listed in that section. This will ensure that projects which do not require WisDOT oversight but which receive federal funding are clearly documented as such.

Materials Presented on Item:

1. Draft memo regarding the proposed 2024-2028 TIP amendment for the federally funded Safe Streets and Roads for All project (with attached project map and project listing for TIP).

Staff Recommendation/Rationale: Staff recommend approval to Release for Public Review and Comment Proposed Major Amendment to 2024-2028 Transportation Improvement Program to add a new federally funded Safe Streets and Roads for All (SS4A) project.



Legend

Implementation Projects

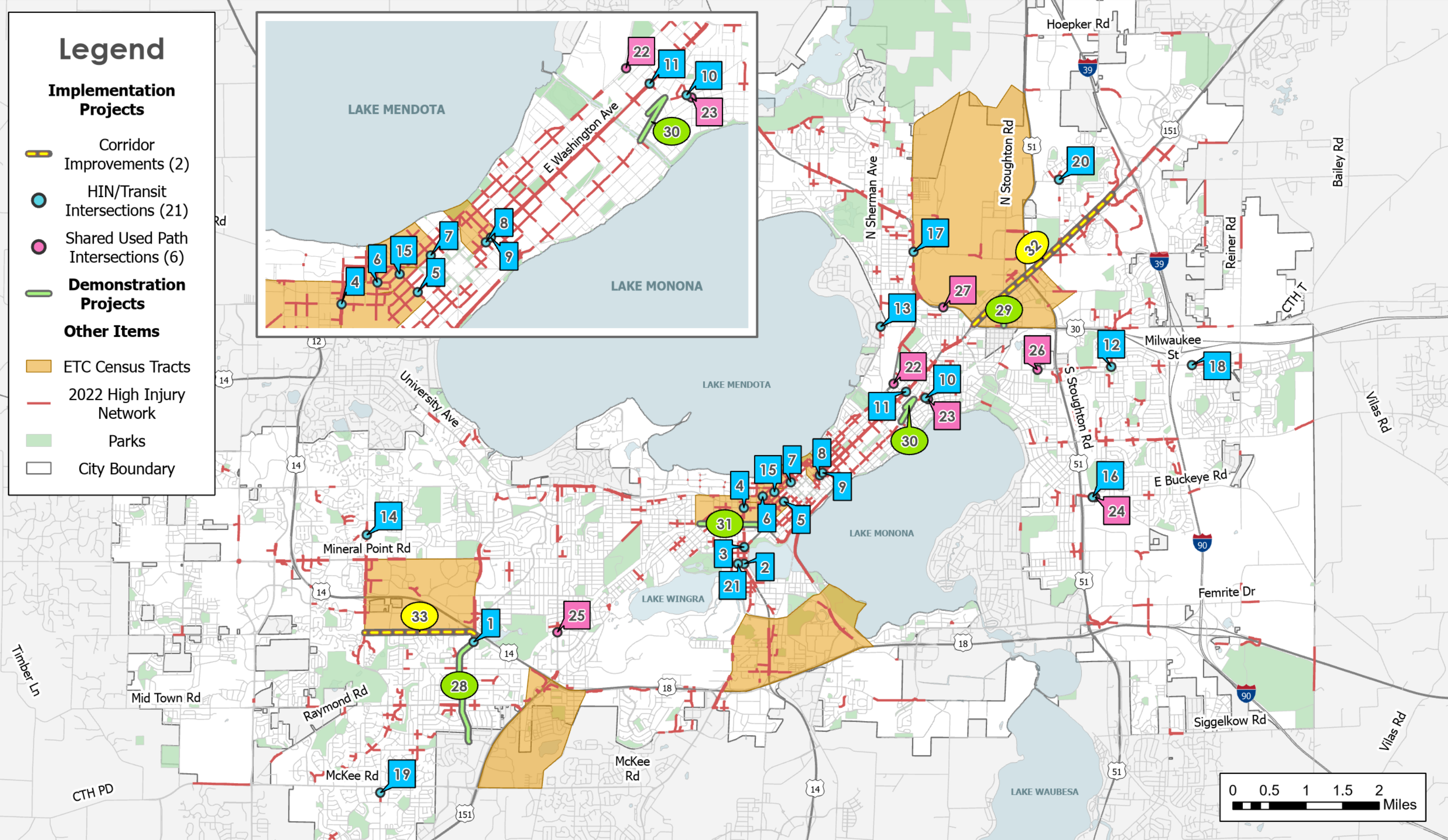
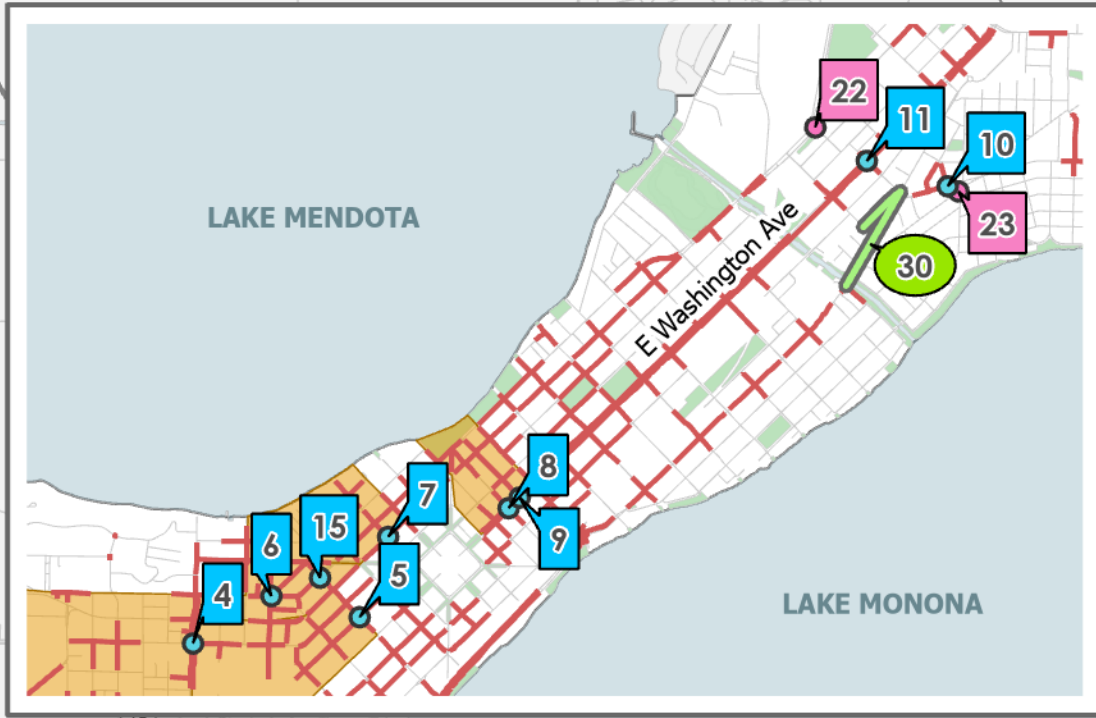
- Corridor Improvements (2)
- HIN/Transit Intersections (21)
- Shared Used Path Intersections (6)

Demonstration Projects

- (Green line icon)

Other Items

- ETC Census Tracts
- 2022 High Injury Network
- Parks
- City Boundary



Memorandum

TO: All Mayors, Village Presidents, and Town Chairs in the MPO Planning Area and Dane County Executive

FROM: Alexandra Andros, Director & Transportation Planning Manager

DATE: May 1, 2024

RE: Notice of Public Hearing on Proposed Amendment to the 2024-2028 Transportation Improvement Program (TIP) to add a new federally funded Safe Streets and Roads for All (SS4A) project.

The City of Madison was awarded \$6.287 million dollars in federal funding from the US Department of Transportation's Safe Streets and Roads for All (SS4A) grant to fund Forward to Vision Zero: Safe System for Vulnerable Roadway Users projects. The award comes from funding established under the Bipartisan Infrastructure Law (BIL). Madison is one of 48 communities selected to receive a SS4A implementation grant from hundreds of applications.

A major amendment is required to add the \$7.859 million dollar project (\$6.287 million in federal SS4A funding; \$1.572 million in local funding) to the TIP. Because the total cost of the project is more than \$7 million, our TIP amendment procedures call for following the major TIP amendment process, which involves notice and a public hearing. Staff is seeking permission to send out the notice. A hearing and potential action on the TIP amendment would be at the June meeting.

Projects and activities funded include:

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- Increased funding for the Madison Safe Ride program and other impaired driving initiatives.
- New safety studies to help determine future improvements in 4 locations – Regent St (W Washington Ave to Speedway), S Whitney Way (Schroeder Rd to Williamsburg Way), N Fair Oaks (E Washington Ave to Commercial Ave) and Winnebago (Thornton to 2nd St)/Atwood Ave (1st St to 2nd St)
- Working with teens to find better ways to address common types crashes for their age group
- Additional planning to support better engagement, improved reporting and updating the high injury network map

You can review the full Safe Streets and Roads for All application here:

https://www.cityofmadison.com/transportation/documents/vision-zero/Narrative_Madison_Final.pdf

The following is the date of the public hearing on the amendment to the 2024-2028 TIP that would add the federally funded Safe Streets and Roads for All (SS4A) project, which provides an opportunity to provide oral comments to the board.

Public Hearing

Wednesday, June 5 at 6:30 p.m.

at MPO Policy Board Virtual Meeting hosted via Zoom

[Note: See agenda when posted [here](#) and on city of Madison and Dane County websites for information on how to register to speak]

Written comments or concerns regarding the amendment to the 2024-2028 TIP for the addition of the federally funded Safe Streets and Roads for All (SS4A) project must be submitted in writing by 4:30 p.m. on Tuesday, June 4. Please email comments to MPO staff at mpo@cityofmadison.com or mail them to the Greater Madison MPO office at 100 State Street, #400, Madison, WI 53703.

The MPO anticipates taking action on TIP amendment following the public hearing unless the board receives comments expressing concerns prior to or at the hearing in which case action could be delayed. Cc (via email):

MPO Policy Board and CC List
MPO Technical Committee and CC List
Ho-Chunk Nation Contacts
Administrators/Clerks in the MPO Area
Dane Co. Supervisors in MPO PL Area
City of Madison Alders
City of Madison Policy & Planning Board & TC
Local Transp. / Public Works Committees

WisDOT Central and SW Region Staff Contacts
Federal and State Resource Agency Contacts
Interest Organization Contacts
Interested Citizen Contacts

MPO Agenda Cover Sheet
May 1, 2024

Item No. 6

<p>Re:</p> <p>MPO 2024 Resolution No. 5 Amending the 2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County</p>
<p>Staff Comments on Item:</p> <p>The City of Madison originally applied for TAP funding for four projects in the same fiscal year; as this places a tremendous burden on staff capabilities, Madison requested to reschedule projects so that no more than two TAP-funded projects would be scheduled in the same year. After discussing this request with WisDOT staff and reviewing anticipated obligation authority in each year, WisDOT requested that one of the proposed 2028 projects be moved to 2029 to best ensure funding availability. The proposed schedule moves the East Rusk Shared-Use Path and the Moorland Road Shared-Use Path projects from 2028 to 2027, and the West Beltline Frontage Road Shared-Use Path project from 2028 to 2029. If fiscal authority exists in an earlier year, the West Beltline Frontage Road Shared-Use Path project could be moved back up to 2028.</p>
<p>Materials Presented on Item:</p> <ol style="list-style-type: none">1. MPO 2024 Resolution No. 5 (with attachments)
<p>Staff Recommendation/Rationale: Staff recommend approval.</p>

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

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2024	2025	2026	2027	2028	2024	2025	2026	2027	2028
Federal Highway Administration	National Highway Performance Program	37,281	34,951	51,293	35,919	10,768	37,281	34,951	51,293	35,919	10,768
	Bridge Replacement and Rehabilitation	777	1,304	4,067	0	0	777	1,304	4,067	0	0
	Surface Transp. Block Grant Program - Madison Urban Area	1,032	8,238	18,973	12,341	2,925	1,032	8,238	18,973	12,341	2,925
	Surface Transp. Block Grant Program - State Flexibility	2,200	4,545	3,352	0	5,956	2,200	4,545	3,352	0	5,956
	Surface Transp. Block Grant Program - Transp. Alternatives	2,368	1,437	1,191	1,802	1,402	2,368	1,437	1,191	1,802	1,402
	Highway Safety Improvement Program	2,969	3,130	0	1,999	0	2,969	3,130	0	1,999	0
	Carbon Reduction Program	1,100	unknown	unknown	unknown	unknown	1,100	unknown	unknown	unknown	unknown
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	15,090	14,071	14,419	14,777	15,144	15,090	14,071	14,419	14,777	15,144
	Sec. 5339 Bus & Bus Facilities	40,897	1,978	2,027	2,077	2,129	40,897	1,978	2,027	2,077	2,129
	Sec. 5337 State of Good Repair	1,325	922	945	969	993	1,325	922	945	969	993
	Sec. 5310 E/D Enhanced Mobility Program	410	0	0	0	0	410	489	499	509	519
	Sec. 5311 Rural Area Formula Program	1,477	1,514	1,551	1,590	1,629	1,477	1,514	1,551	1,590	1,629
	Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program	0	0	0	0	0	0	0	0	0	0
	Areas of Persistent Poverty	670	0	0	0	0	670	0	0	0	0
	CARES/ARPA	19,679	0	0	0	0	19,679	0	0	0	0

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

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

Note:

All state roadway projects using applicable funding sources (e.g., NHPP, STBG State Flexible, BR) are programmed through 2028. Local BR, STBG (BR), and STBG Rural projects are programmed through 2027. HSIP (other than annual small HES program) projects are programmed through 2027. Local STBG -Transp. Alternatives projects are programmed through 2029. Local STBG-Urban (Madison Urban Area) projects are programmed through 2029. Transit funding is not yet programmed and is based on needs and anticipated future funding levels (See also Table B-4 Metro Transit System Projected Expenses and Revenues). Programmed transit funding for 2024 excludes carryover projects for which the Federal funding is already obligated. Roadway and transit inflation rate @ 2.48% per year applied to expenses, except for the STBG-Urban program.

MPO Agenda Cover Sheet
May 1, 2024

Item No. 7

<p>Re:</p> <p>MPO 2024 Resolution No. 6 Approving Amendment to 2024 Work Program</p>
<p>Madison Metro has applied Areas of Persistent Poverty (AoPP) grant funding. The FTA requires that this specific funding source should be listed in the UPWP. The language currently in the UPWP was too general and this resolution is to amend the language in the 2024 UPWP to specifically refer to AoPP grant funding.</p>
<p>Materials Presented on Item:</p> <ol style="list-style-type: none">1. 2024 UPWP Change Sheet2. Resolution No, 6 Amendment to the 2024 Unified Planning Work Program (UPWP)
<p>Staff Recommendation/Rationale: Staff recommends approval.</p>

MPO 2024 Resolution No. 6
Approving Amendment to the 2024 Work Program

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

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

WHEREAS the Unified Planning Work Program for the Greater Madison MPO is annually updated, and the 2024 Work Program dated November 2023 was approved on November 1, 2023; and

WHEREAS Madison Metro received a fiscal year 2021 (FY21) Areas of Persistent Poverty (AoPP) grant award; as well as FY23; and

WHEREAS The latest grant award is a continuation of the FY21 award and is for the planning/design of the north/south bus rapid transit (BRT) project; and

WHEREAS the 2024 UPWP must reference the AoPP grant specifically;

NOW, THEREFORE, BE IT RESOLVED the Greater Madison MPO is therefore requesting that the 2024 Unified Planning Work Program be amended to add language about the Areas of Persistent Poverty (AoPP) grant to page 2, 26, 27 and 6-1 as follows:

Under *Roadway and Transit Corridor & Special Area Studies*, on page 2, add the following language that is shown as underlined:

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 Areas of Persistent Poverty (AoPP) grant funded planning study for the north-south BRT project.

Under *Work Activities for 2024*, on pages 26 and 27, add the following language that is shown as underlined:

Additional 2024 work activities by city of Madison staff include supporting the Areas of Persistent Poverty (AoPP) grant funded planning study for the north-south BRT corridor project, follow-up planning efforts from the Madison in Motion Transportation Master Plan, and other corridor planning efforts.

In 2023 Planning Accomplishment Highlights, on page 6-1, add the following language that is shown as underlined:

Provide support for the city/Metro Transit's Areas of Persistent Poverty (AoPP) grant funded planning study of the north-south BRT project, including an EJ analysis evaluating the impact on transit accessibility for EJ areas.

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

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

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
3. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Sections 11101(e) of the Infrastructure Investment & Jobs Act (Pub. L. 117-58, also known as the Bipartisan Infrastructure Bill) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

Mark Opitz, Chair
Greater Madison Area MPO

May 1, 2024
Date Adopted

Greater Madison MPO

2024 Unified Plan Work Program (UPWP)

Change Sheet

1. Under *Roadway and Transit Corridor & Special Area Studies*, on page 2, add the following language that is shown as underlined:
 - 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 Areas of Persistent Poverty (AoPP) grant funded planning study for the north-south BRT project.

2. Under *Work Activities for 2024*, on pages 26 and 27, add the following language that is shown as underlined:
 - Continue to provide data and other support for interagency staff team working with consultant to complete detailed design for the Bus Rapid Transit (BRT) project in the north-south corridor.
 - Additional 2024 work activities by city of Madison staff include supporting the Areas of Persistent Poverty (AoPP) grant funded planning study for the north-south BRT corridor project, follow-up planning efforts from the Madison in Motion Transportation Master Plan, and other corridor planning efforts.

3. In *2023 Planning Accomplishment Highlights*, on page 6-1, add the following language that is shown as underlined:

Provide support for the city/Metro Transit's Areas of Persistent Poverty (AoPP) grant funded planning study of the north-south BRT project, including an EJ analysis evaluating the impact on transit accessibility for EJ areas.

MPO Agenda Cover Sheet
May 1, 2024

Item No. 8

Re:

Presentation on Draft Regional Safety Action Plan and Approval to Release for Public Comment

The draft Regional Safety Action Plan includes all of the required components to be considered an eligible plan through the Safe Streets and Roads for All program, including:

- Leadership Commitment and Goal Setting- Zero Roadway Fatalities by 2040
- Safety Analysis- The plan is based upon the High Injury Network (HIN) which was developed in partnership with the UW TOPS lab. Crash profiles were then developed for the most common crash types by mode (vehicle, bicycle, and pedestrian).
- Engagement and Collaboration- The plan synthesizes a broad range of public engagement activities led by the MPO and other organizations, including the Dane County Traffic Safety Commission, which was used to help inform the plan.
- Equity Considerations
- Policy and Process Changes- An analysis of best practices from other MPOs and related safety initiatives was conducted to help inform plan recommendations and strategies.
- Strategy and Project Selection- A toolkit of recommended safety countermeasures was developed for each of the crash profiles developed for the plan. A subset of the HIN was then prioritized for safety investments. The prioritization will help the MPO and the local agencies to focus safety interventions on a subset of high-crash corridors and intersections.

Once adopted, the plan will allow the MPO and local communities to be eligible to apply for supplemental planning and implementation funding through the Safe Streets and Roads for All program.

Materials Presented on Item:

Draft Regional Safety Action Plan- Available At:

https://www.greatermadisonmpo.org/planning/Hide/DraftSafetyActionPlan_W_PriorityMaps.pdf

(note- this version is still in draft Microsoft Word layout format- it will fully formatted before being released to the public.)

Staff Recommendation/Rationale:

Staff recommends that the Policy Board approve the release of the Draft Plan for public comment.

MPO Agenda Cover Sheet
May 1, 2024

Item No. 9

<p>Re:</p> <p>Discussion and Possible Action: MPO 2024 Resolution No. 7 MPO Comments on WisDOT’s I-39/90/94 Project Concurrence Point 2- Recommended Preferred Alternative</p>
<p>As a participating agency in the I-39/90/94 Corridor Study, the MPO is invited to provide comments and/or concurrence on WisDOT’s recommended preferred alternative for the corridor. Participating agency comments are due May 1st. This is the last opportunity for the MPO to provide formal comment on the study before the draft environmental impact study (DEIS) is published (anticipated in June). MPO staff have reviewed the recommended preferred alternative, focusing on consistency with adopted MPO plans and a review of the project’s traffic analysis, as well as reviewing other agencies’ comments. Staff’s analysis and recommended comments are included in the following memo, as well as a draft resolution with the recommended comments.</p>
<p>Materials Presented on Item:</p> <ol style="list-style-type: none">1. Memo Re: DRAFT MPO Comments on I-39/90/94 EIS Concurrence Point 2 (Preferred Alternative)2. MPO 2024 Resolution No. 7 MPO Comments on WisDOT’s I-39/90/94 Project Concurrence Point 2- Recommended Preferred Alternative
<p>Staff Recommendation/Rationale: Staff recommends approval. The MPO Technical Coordinating Committee recommended approval at their 4/24/2024 meeting.</p>

Greater Madison MPO 2024 Resolution No. 7
MPO Comments on WisDOT's I-39/90/94 Project Concurrence Point 2- Recommended Preferred Alternative

WHEREAS, the Greater Madison MPO is the designated Metropolitan Planning Organization for the Madison, Wisconsin Metropolitan Area with responsibilities to perform regional transportation planning and programming, in cooperation with the Wisconsin Department of Transportation and Metro Transit, the major transit operator; and

WHEREAS, one of the primary responsibilities of the MPO is to prepare and approve a long-range regional transportation plan in accordance with the Infrastructure Investment & Jobs Act (IIJA), also known as the Bipartisan Infrastructure Bill (23 U.S.C. 104, 134) and implementing U.S. Department of Transportation (DOT) regulations (23 C.F.R. 450); and

WHEREAS, the regional transportation plan is a multi-modal transportation systems plan that defines the goals for the region and specifies policies, projects, and recommendations to help achieve these goals, and also includes the updated Congestion Management Process; and

WHEREAS, the regional transportation plan is intended to guide implementing agencies in development of projects and implementation of other recommendations and supporting actions to guide improvements for all modes of transportation; and

WHEREAS, the Wisconsin Department of Transportation (WisDOT) is undertaking a study of Interstate 39/90/94 from the Beltline to US Highway 12/Wisconsin Highway 16 in Wisconsin Dells; and

WHEREAS, the study corridor includes a nearly 15 mile stretch of Interstate running through the Greater Madison MPO's Planning Area; and

WHEREAS, WisDOT has asked for Concurrence from Participating Agencies on Concurrence Point 2, Identification of the Recommended Preferred Alternative

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO:

1. Remains neutral with the recommendation for the I-39/90/94 freeway of the modernization plus added general purpose lane. While an added general purpose lane on the Interstate is not inconsistent with the MPO's *Connect Greater Madison 2050 Regional Transportation Plan*, concerns still remain with induced demand and community impacts.
2. Concurs with the recommendation at the I-94/WIS 30 (Badger) Interchange of the Full Modernization Alternative #2.
3. Concurs with the recommendation at the US 151/High Crossing Blvd Interchange of the Directional Alternative.
4. Concurs with the recommendation at the US 51 interchange of the Partial Cloverleaf.
5. Concurs with the recommendation at the WIS 19 Interchange of the U-Ramp.
6. Concurs with the recommendation at the Milwaukee St interchange of the Partial Cloverleaf interchange.
7. Concurs with the recommendation at the Hoepker Road Interchange of the Shifted Diamond interchange.

BE IT FURTHER RESOLVED that the Greater Madison MPO makes the following additional comments:

1. Supports Madison's identified priority bike and pedestrian connections.
2. Supports DeForest's requested bike and pedestrian connections.
3. Strongly encourages noise mitigation.
4. Strongly encourages travel demand management (TDM) and transportation system management operations (TSMO) strategies be included as mitigation strategies, including during project construction.

Mark Opitz, Board Chair
Greater Madison MPO

Date Adopted



Date: 4/24/2024

To: MPO Policy Board

Re: DRAFT MPO Comments on I-39/90/94 EIS Concurrence Point 2 (Preferred Alternative)

Background:

The Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration (FHWA) are conducting the I-39/90/94 Corridor Study between US 12/18 in Madison and US 12/STH 16 in Wisconsin Dells. The study corridor is about 67 miles long and travels through Dane, Columbia, Sauk and Juneau counties. The purpose of the I-39/90/94 Corridor Study is to address existing and future traffic demands, safety issues, and aging and outdated infrastructure. WisDOT has identified project needs and developed a range of alternatives, including two new interchanges in the Madison Area, to be included in the environmental impact statement (EIS).

In January 2023, the MPO accepted an invitation from WisDOT to become a “participating agency” for the I-39/90/94 Interstate Study. Such agencies participate in coordination meetings and have added opportunities for comment on the project purpose and need, alternatives to be considered, and impacts.

Concurrence is a written determination by a participating agency that the information provided to-date is adequate to agree that the study can be advanced to the next stage of study development.

Concurrence by an agency at a concurrence point does not imply that the study has been approved by that agency, nor that it has released its obligation to determine whether the fully developed study meets statutory review criteria. The formal concurrence points occur at the following junctures:

- Concurrence Point #1: Purpose and Need statement for the study and alternatives to be carried forward for detailed study
 - The MPO did not provide comment on the study’s purpose and need.
- Concurrence Point #2: Identification of the Preferred Alternative for addressing study purpose and need
 - The MPO is encouraged to submit comments on the preferred alternative and conceptual mitigation under this concurrence point. Comments on this concurrence point are due by May 1st. MPO staff are compiling comments for review and recommendation by the MPO Technical Coordinating Committee and MPO Policy Board.

A series of Public Involvement Meetings (PIM) were held January 30th-Feb 1st, 2024, detailing alternatives screening and identifying alternatives recommended for further study in the EIS. A recording of the presentation and meeting exhibits can be found at

<https://wisconsin.dot.gov/Pages/projects/by-region/sw/399094/public.aspx>.

Consistency with MPO Plans:

Connect Greater Madison 2050 is the MPO's most recently adopted regional transportation plan (RTP), which identifies how the region intends to invest in the transportation system to accommodate current travel demands and future growth, while setting investment priorities balancing limited funds. Surface transportation improvements receiving federal funding from the Federal Highway Administration (FHWA) or Federal Transit Authority (FTA) must be consistent with the MPO's RTP, and included in the MPO's Transportation Improvement Program (TIP).

Page 4-16 of the RTP states: "major state highway projects potentially involving capacity expansion are expected to come out of the current major corridor studies of the Beltline, Stoughton Road/USH 51, and the Interstate (39/90/94) (Beltline to Portage [now Wisconsin Dells])... The Interstate study is looking at long-term needs in that corridor, which revolve around its heavy freight use and summer tourist traffic peaks. As part of this study, potential new interchanges at Hoepker Road and I-90/94 and Milwaukee Street extension and I-94 will be studied for their impact on operations, including other interchanges."

Figure 4-d, Roadway Recommendations and Supporting Actions, includes the following recommendation and supporting action:

- "Expand regional roadway system capacity to address critical bottlenecks and accommodate future planned growth consistent with RTP goals" (4-d 3)
 - "Complete major corridor studies of the Beltline, Stoughton Road/USH 51, and Interstate 39/90/94. Upon completion of accepted environmental documentation, seek enumeration as Majors projects and advance recommended alternatives. Continue to implement short-term TSM, safety, and multi-modal improvements in the corridors in the interim until Majors program funding is secured." (4-d 3A)

The MPO is also required to develop and maintain a Congestion Management Process (CMP), which was most recently updated in 2022 as part of the RTP update. Federal regulations require that "the transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, or new and existing transportation facilities... through the use of travel demand reduction and operational management strategies."

The CMP contains the following objectives:

- Increase system reliability for all modes to provide for the safe and efficient movement of people and goods on the region's arterial roadway network, reducing excessive delays where possible, prioritizing operational improvements of existing infrastructure and existing bottlenecks over new roadway capacity expansion.
- Prioritize alternatives to single-occupancy vehicle (SOV) travel to reduce roadway demand, increase equity, and minimize environmental impacts including greenhouse gas emissions that contribute to climate change.

The MPO has adopted the following hierarchy of congestion management priorities as part of the CMP:

1. Strategies that eliminate vehicle trips through land use changes or other actions that reduce peak-period vehicle trips like flexible work hours or telecommuting.
2. Strategies that eliminate peak period vehicle trips by causing a mode change from auto to transit, cycle, or pedestrian mode.

3. Strategies that improve the operation of the existing roadway system, making it more efficient and safe for all users.
4. Strategies that add roadway capacity, primarily at bottlenecks or other strategic locations. Considered only when strategies outlined in priorities 1-3 above are not adequate to meet roadway needs and consistent with RTP recommendations.

Congestion-related performance measures and targets were also developed for the CMP. The CMP establishes a level of service (LOS) D for roadways functionally classified as “Freeway-Interstate.” A more detailed analysis of the Interstate corridor study’s traffic analysis, including LOS, is included in the following section.

Traffic Analysis: The I-39/90/94 Corridor Study “Design Considerations and Representative Day Methodology” document dated August 8, 2022, hereinafter referred to as the traffic operations analysis, uses a goal of LOS D for the 100th highest hour (K100) for the section of the Interstate from USH 12/18 to USH 151, a goal of LOS D for the 30th highest hour (K30) for the section of the Interstate from USH 151 to CTH I (i.e., the north boundary of the MPO planning area), and a goal of LOS C for the 30th highest hour for the section of the Interstate north of CTH I.

- WisDOT FDM 11-5-3.2.1 defines the desirable LOS thresholds as the desirable degree of design year congestion. The desirable LOS is determined by the type of roadway facility and whether the roadway is in an urban or rural area.

The LOS thresholds for the Interstate used in the traffic operations analysis -- “C” for the rural areas and “D” for the MPO planning area -- are consistent with the LOS threshold recommendations set forth in the FDM. The LOS threshold of “D” for the Interstate that is used for the planning area in the traffic operations analysis is consistent with the Interstate LOS target set forth in the MPO’s CMP.

The CMP describes LOS as a standard performance measure that compares actual or forecasted traffic volume on a roadway to its capacity and assigns the roadway an associated level of service (LOS) based on an A-F scale. For the CMP, the MPO utilized planning level daily traffic volume capacities developed by WisDOT using the Highway Capacity Manual (HCM). Map F-b from the CMP indicates that in 2019, there was moderate (LOS D) roadway congestion between the Beltline Interchange and Badger Interchange. Map F-f from the CMP indicates that in 2050, there will be severe to extreme (LOS E, F) congestion just north of the Beltline Interchange, moderate (LOS D) congestion north of that to the Badger Interchange, and moderate (LOS D) congestion just north of the Badger interchange for 2050 (no-build Interstate scenario). The Dane County travel demand model was used for this planning-level LOS analysis, which is based on daily volumes rather than specific peak hour volumes.

- WisDOT FDM 11-5-3.5.1 defines the determination of design hour volumes (DHV) for the LOS analysis. The general guidance in the FDM is to use the 30th highest hourly volume as the DHV, but there are exceptions for higher design hours.

For the Interstate Corridor Study, the 100th highest hour (K100) was used for the segment from the Beltline to USH 151. The 30th highest hour (K30) was used everywhere else. It is an improvement for K100 to be used for at least some of the Interstate (i.e., Beltline to USH 151), with a goal of LOS D. It is also an improvement for the goal to be LOS D for the segment from USH 151 to CTH I, even though the design hour is K30. Our understanding is that the previous Interstate study (Madison to Portage) used K30 with a goal of LOS C for the entire corridor from the Beltline to Portage.

Although the MPO’s comments are focused on the study’s potential impacts within the MPO’s planning area, we do question the need to add a general-purpose lane north of Madison. Even when using the 30th highest hour volume (K30), the I-39/90/94 Corridor Study peak-hour operations maps indicate that the current LOS between CTH I and Portage is mostly “D” (with one “C” segment), and that the future LOS is “D” (no-build Interstate scenario).

Proposed MPO Comments:

The table below includes WisDOT’s recommended preferred alternative for the I-39/90/94 mainline and each of the existing and proposed new interchanges within the MPO’s planning area (exhibits of each of the recommended preferred alternatives, taken from WisDOT’s January Public Involvement Meetings, are included at the end of this memo). MPO staff reviewed comments submitted on the study by local agencies within the planning area and included them below. The MPO recommendation is based upon consistency with MPO adopted plans, review of local agency comments, and staff review.

WisDOT Recommended Preferred Alternative	Compiled Local Agency Comments	MPO Recommendation
I-39/90/94 Freeway (Mainline)		
<p>Modernization Plus Added General-Purpose Lane</p>	<p>Madison: Does not concur with the recommendation for the I-39/90/94 freeway of the modernization plus added general-purpose lane. The City continues to have concerns regarding induced travel demand brought on by capacity expansion and believes the Modernization Hybrid (managed lane) Alternative would have less overall travel demand impact.</p> <p>Discourages the addition of Collector Distributor roads along the mainline. The addition of these roads effectively takes a 6- to 8-lane section of Freeway and converts it into a 12-lane section of freeway.</p> <p>DeForest: Supports the expanded travel lane over a flex lane for the interstate. This will provide a safe and efficient corridor as well as cost less over time than a flex lane.</p> <p>Dane Co. Highway Dept: Concerned with maintenance budget impacts if managed lane would be recommended.</p>	<p>Staff recommends a neutral position on added general-purpose lane. Looking at the differences between a managed lane (like the Beltline flex lane) and a general purpose lane, MPO staff agrees that a general purpose lane offers a better safety and operations benefits over a managed lane in this corridor; however, during the previous Interstate EIS study, the MPO Policy Board was opposed to capacity expansion, primarily focusing comments on the traffic operations analysis. After reviewing the traffic operations analysis for this study, staff feels that the Interstate study team has better addressed MPO concerns with the analysis this time around using LOS D as the desired threshold in the Madison planning area, which is consistent with the LOS target for interstates established in the MPO’s adopted congestion management process. However, concerns remain</p>

		around the impacts of induced traffic and community impacts.
I-94/WIS 30 Interchange		
Full Modernization Alternative #2	Madison: Concur; with an emphasis on the importance of providing full pedestrian and bicycle accommodations with the reconstruction of the Milwaukee Street bridge over the interstate.	Concur.
Milwaukee Street Interchange (Proposed new)		
Partial Cloverleaf	Madison: Concur.	Concur. This interchange is identified in the Connect Greater Madison 2050 RTP.
US 151/High Crossing Boulevard Interchange		
Directional	<p>Madison: Concur with the recommendation at the US 151/High Crossing Blvd Interchange of the Directional Alternative, with an understanding of the installation of signals at the service interchange ramp terminals and the construction of a shared-use path through the interchange to American Parkway/Nelson Rd.</p> <p>Sun Prairie: Concur. The City is especially thankful to see WisDOT’s planned extension of the Side Path along USH-151 that currently terminates at Nelson Road be extended west to the East Washington Avenue Frontage Road. A safe and convenient bicycle and pedestrian connection between Madison and Sun Prairie has long been a high Active Transportation Priority for Sun Prairie, and the completion of this Side Path into the City of Madison is a massive step toward creating an active transportation connection between the two communities. The City Council feels that the alternative appropriate supports vehicular travel between Madison and Sun Prairie.</p>	Concur. Encourage shared-use path and signalization of ramp terminals.
Hoepker Road Interchange (Proposed new)		

Shifted Diamond	<p>Madison: Concur</p> <p>Sun Prairie: Concur. Supports the proposed interchange of I-39/90 with Hoepker Road and feels this is appropriate given the growth and development patterns on the west side of the City.</p>	Concur. This interchange is identified in the Connect Greater Madison 2050 RTP.
US 51 Interchange		
Partial Cloverleaf	<p>DeForest: Preferred Alt 2, but supports the partial cloverleaf. Requests that the intersection at E. Metro Dr. and Williamsburg Way be improved with signalization. Requests that WisDOT include bike or pedestrian trail along the eastern side of USH 51.</p> <p>Madison: Concur</p>	Concur. Encourage bike/ped connections and support request for signalization.
WIS 19 Interchange		
U-Ramp	<p>DeForest: Concur- least costly, shortest construction impact, least impact to local businesses. Requests multi-use trail along northside of STH 19 to provide for bike/ped connection for both sides of Interstate.</p>	Concur. Encourage bike/ped connections
County V Interchange		
No-Build (Diverging Diamond being built by Buccee's development)	-	-

Additional Comments:

In addition to the proposed MPO comments on WisDOT's preferred alternative, staff recommend including the following comments:

- Support Madison's identified priority bike and pedestrian connections.
- Support DeForest's bike and pedestrian priorities.
- Strongly encourage noise mitigation.
- Strongly encourage TDM/TSMO strategies such as park and rides, including TDM strategies during construction.

Remaining interstate mainline alternatives

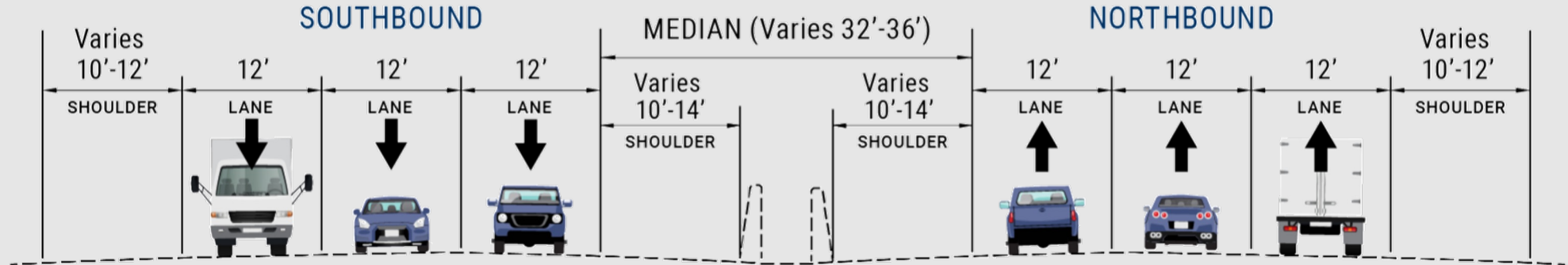
- All remaining mainline alternatives are “modernization” alternatives
- What is modernization?
 - Upgrade infrastructure to meet current state and federal standards whenever possible
 - Examples include
 - Consider safety first
 - Replace deteriorating pavement, bridges and culverts
 - Move ramp movements to the right
 - Increase on- and off-ramp lengths
 - Raise bridge clearances
 - Expand road shoulder widths
 - Improve horizontal and vertical roadway curves
 - Evaluate lighting needs
 - Update roadway signage
 - Consider opportunities to add bicycle/pedestrian facilities
 - Add noise walls, where warranted and feasible
 - Expand capacity, where needed



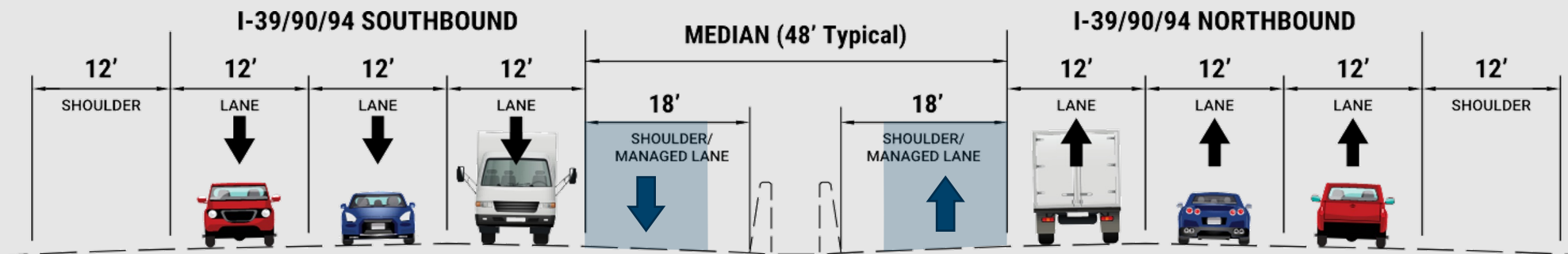
Remaining interstate mainline alternatives

I-39/90/94 from US 12/18 to WIS 19

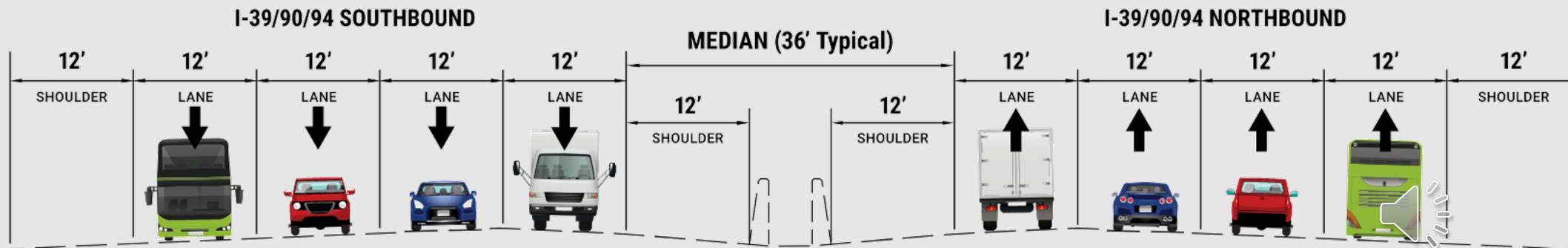
Existing



Modernization Hybrid



Modernization Plus Added General Purpose Lanes



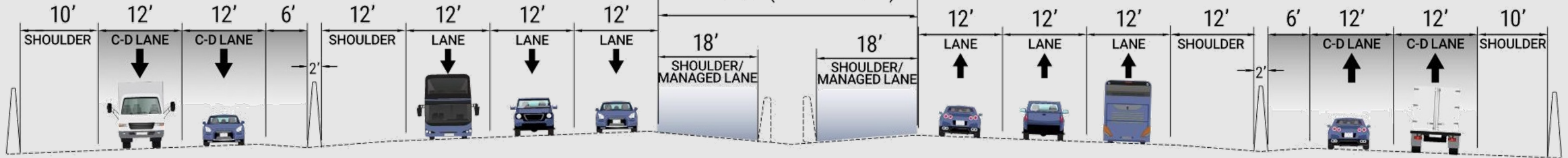
Remaining alternatives

Collector-Distributor (C-D) Lanes

- I-39/90/94 from I-94/WIS 30 interchange to US 151 interchange
- US 151 from I-39/90/94 to northeast of Nelson Road/Eastpark Boulevard interchange

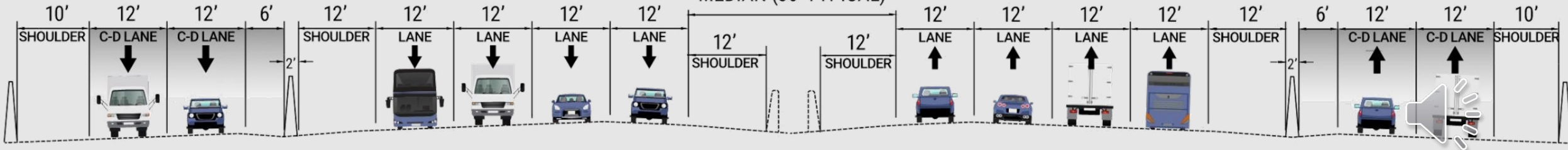
Modernization Hybrid

MEDIAN (48' TYPICAL)



Modernization Plus Added General Purpose Lanes

MEDIAN (36' TYPICAL)

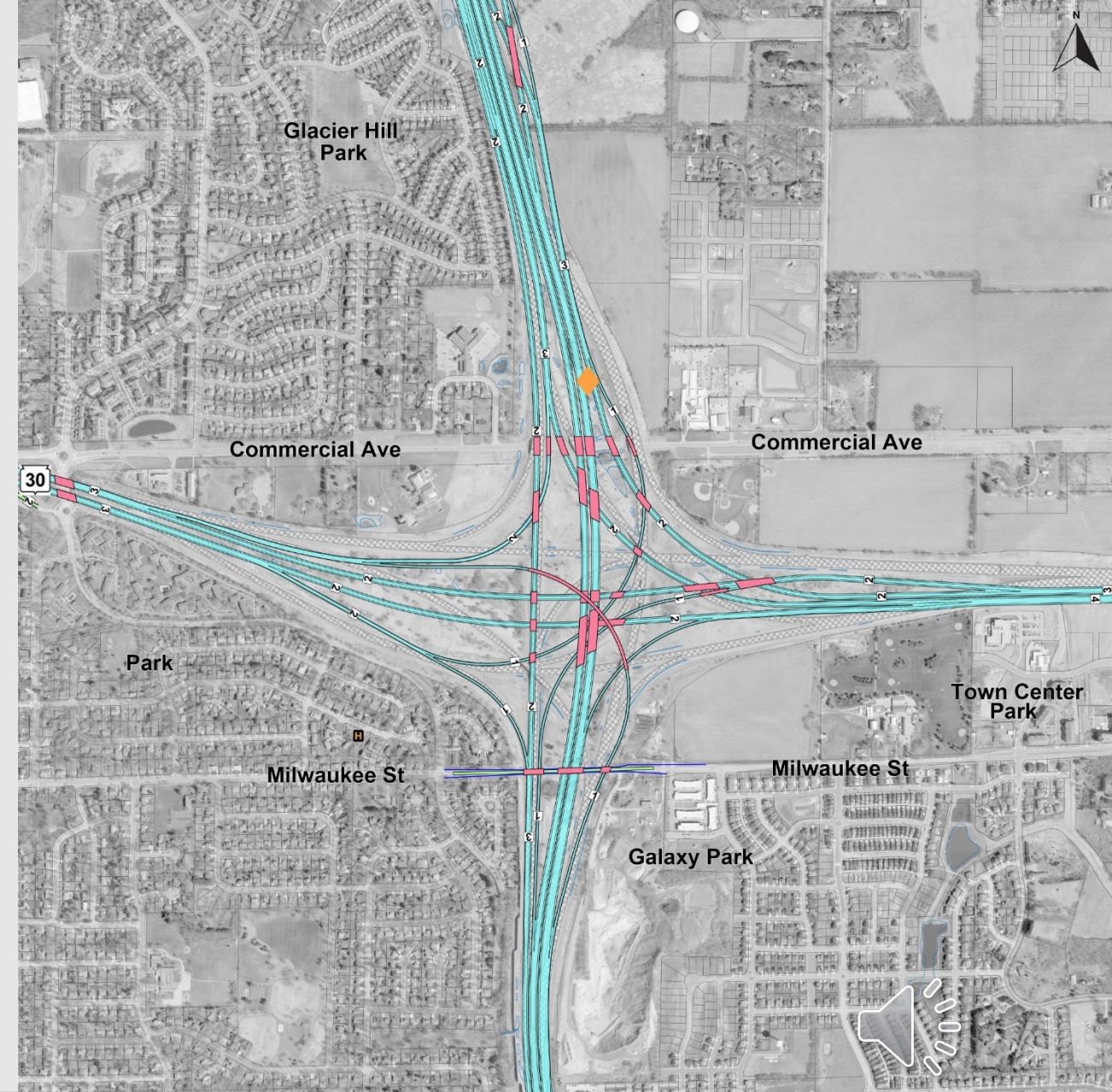


Remaining interchange alternatives

I-94/WIS 30 Interchange

Full Modernization #2

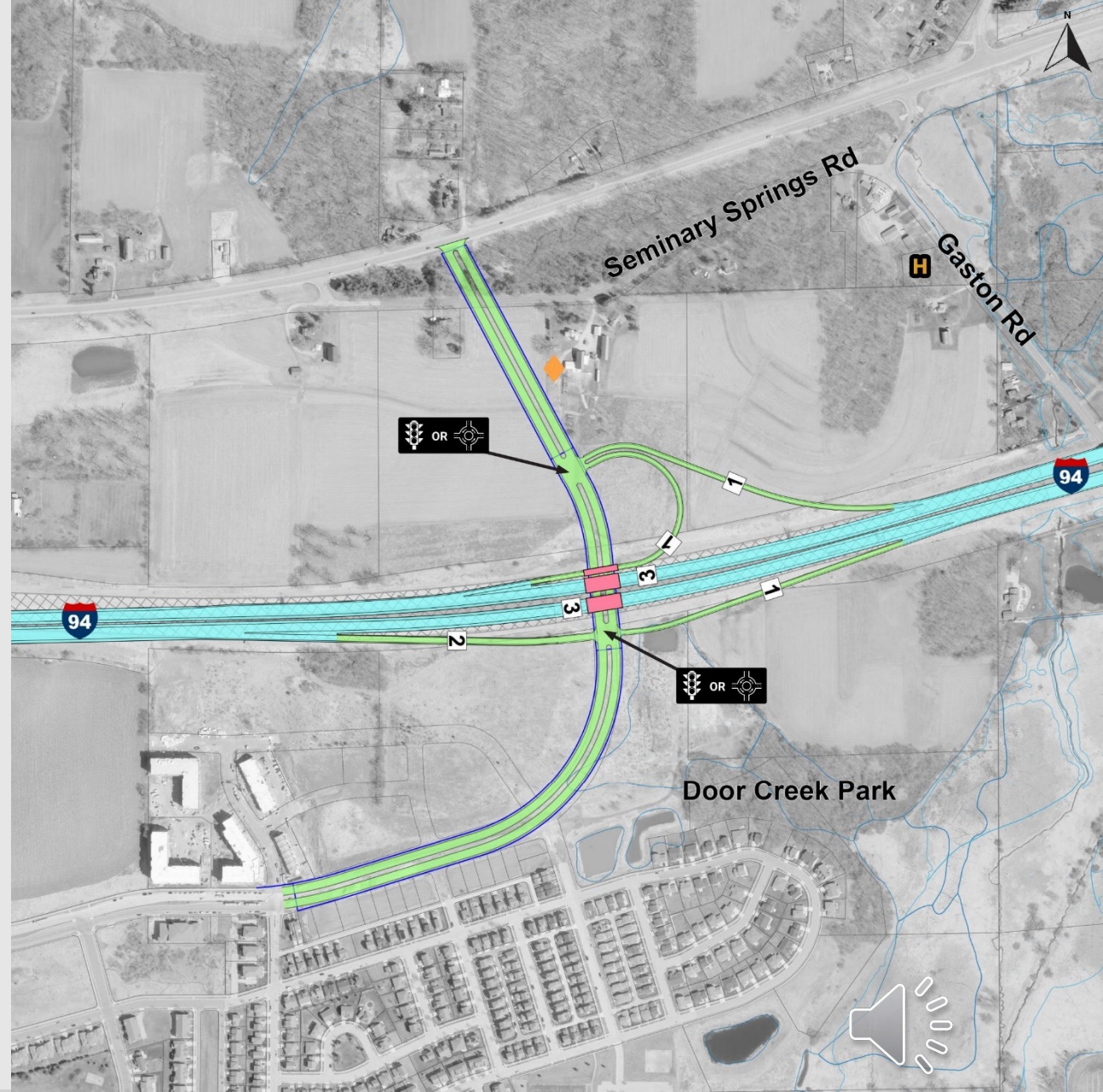
- Removes all left-hand entrance and exit ramps
- Less complicated geometry
- Weave movements are reduced
- Ramp speeds closer to freeway speeds



Remaining interchange alternatives

Milwaukee Street Interchange *Partial Cloverleaf*

- Provides added weave length
- Dependent upon local funding
- **Roundabout vs Signal**

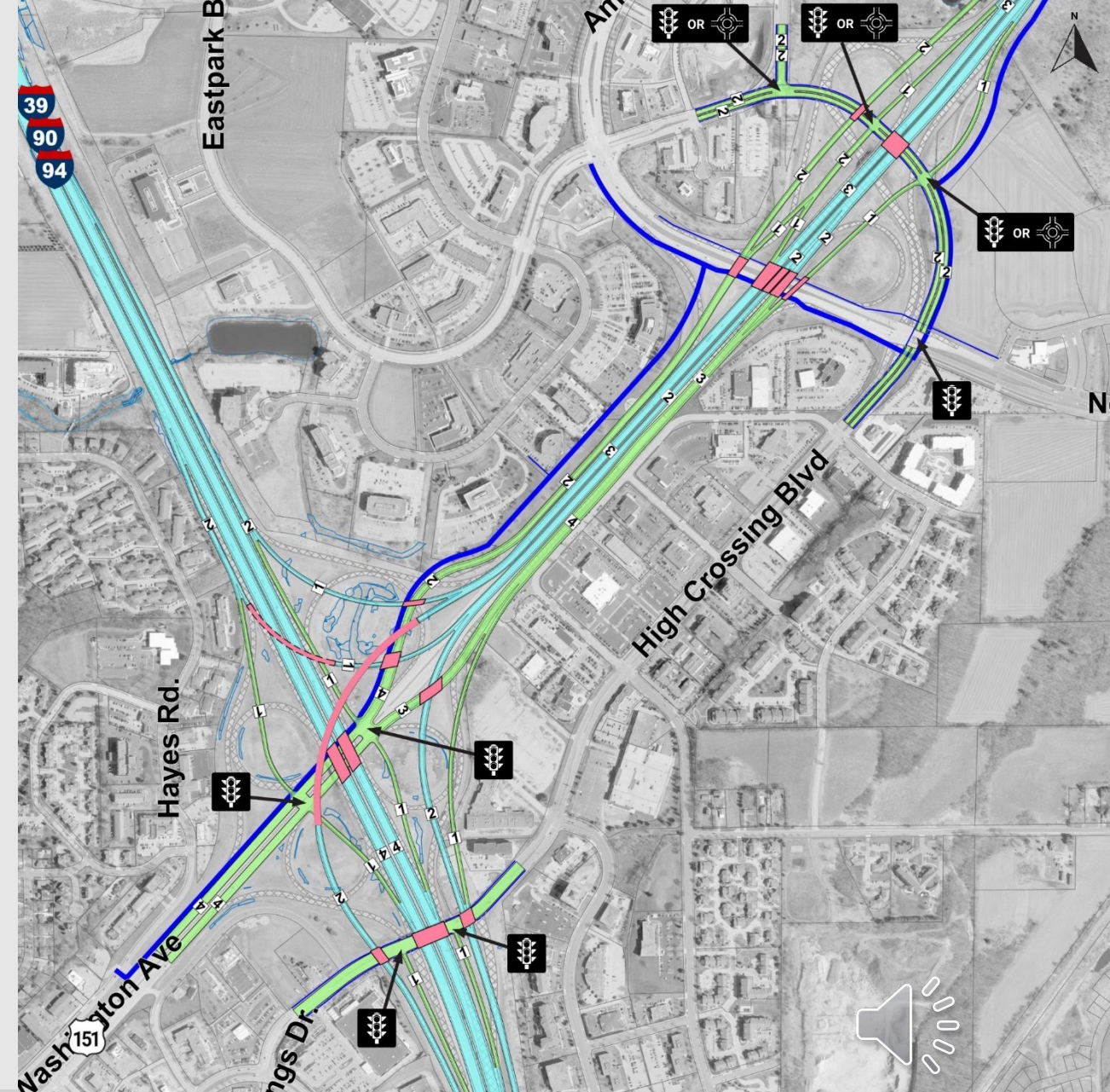


Remaining interchange alternatives

US 151/High Crossing IC

Directional

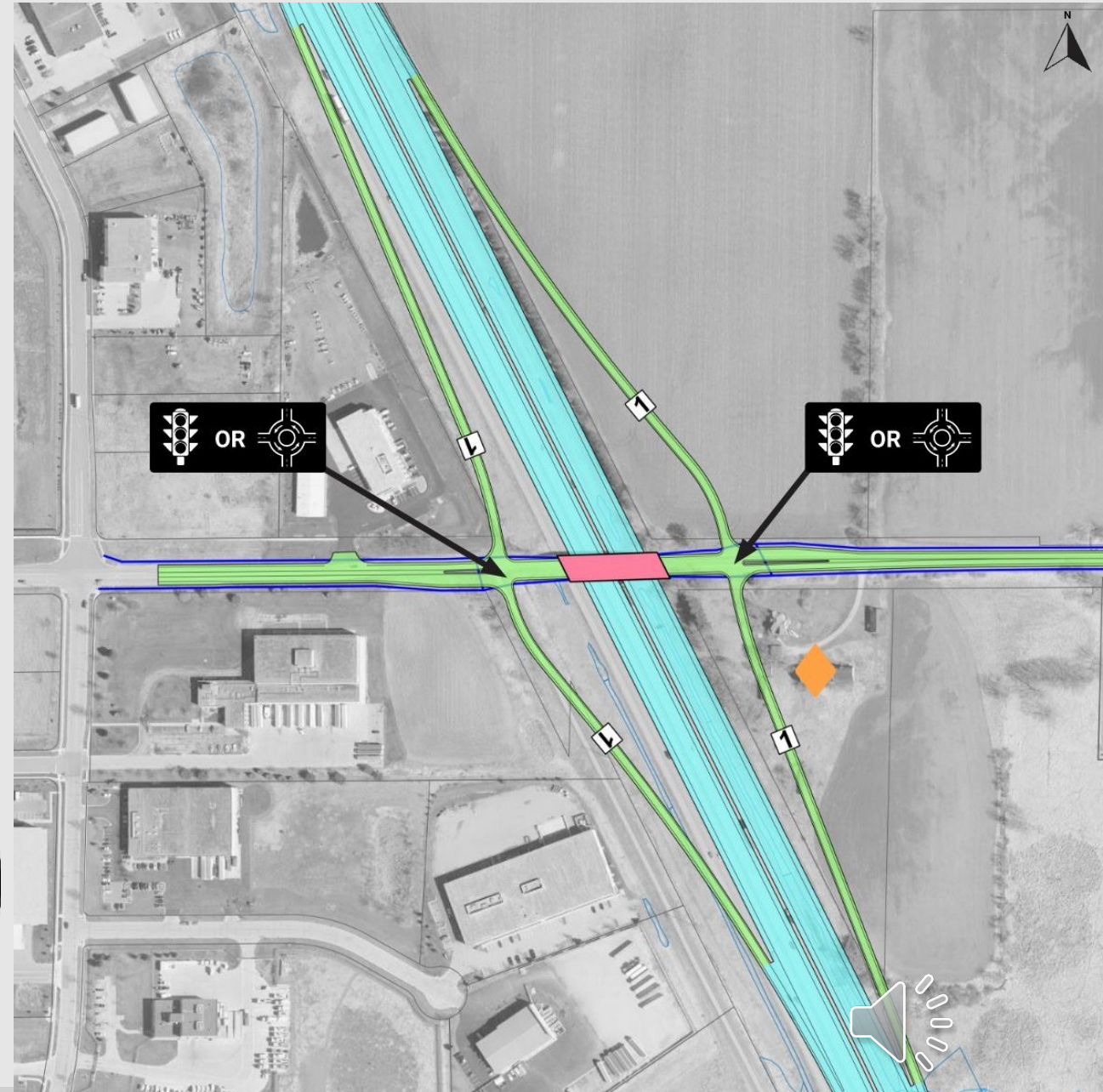
- Freeway to freeway free-flow movements
- Embedded diamond interchange at US 151
- Half-diamond interchange at High Crossing
- Moves Nelson Road/American Parkway IC
- Better addresses travel demands
- Relatively low environmental impacts
- Pedestrian and bicycle path along US 151



Remaining interchange alternatives

Hoepker Road Interchange *Shifted Diamond*

- Freeway shifted to east to allow for ramps
- Requires significantly less real estate acquisition
- Does require a residential relocation
- Dependent upon local funding
- ***Signals vs Roundabouts***

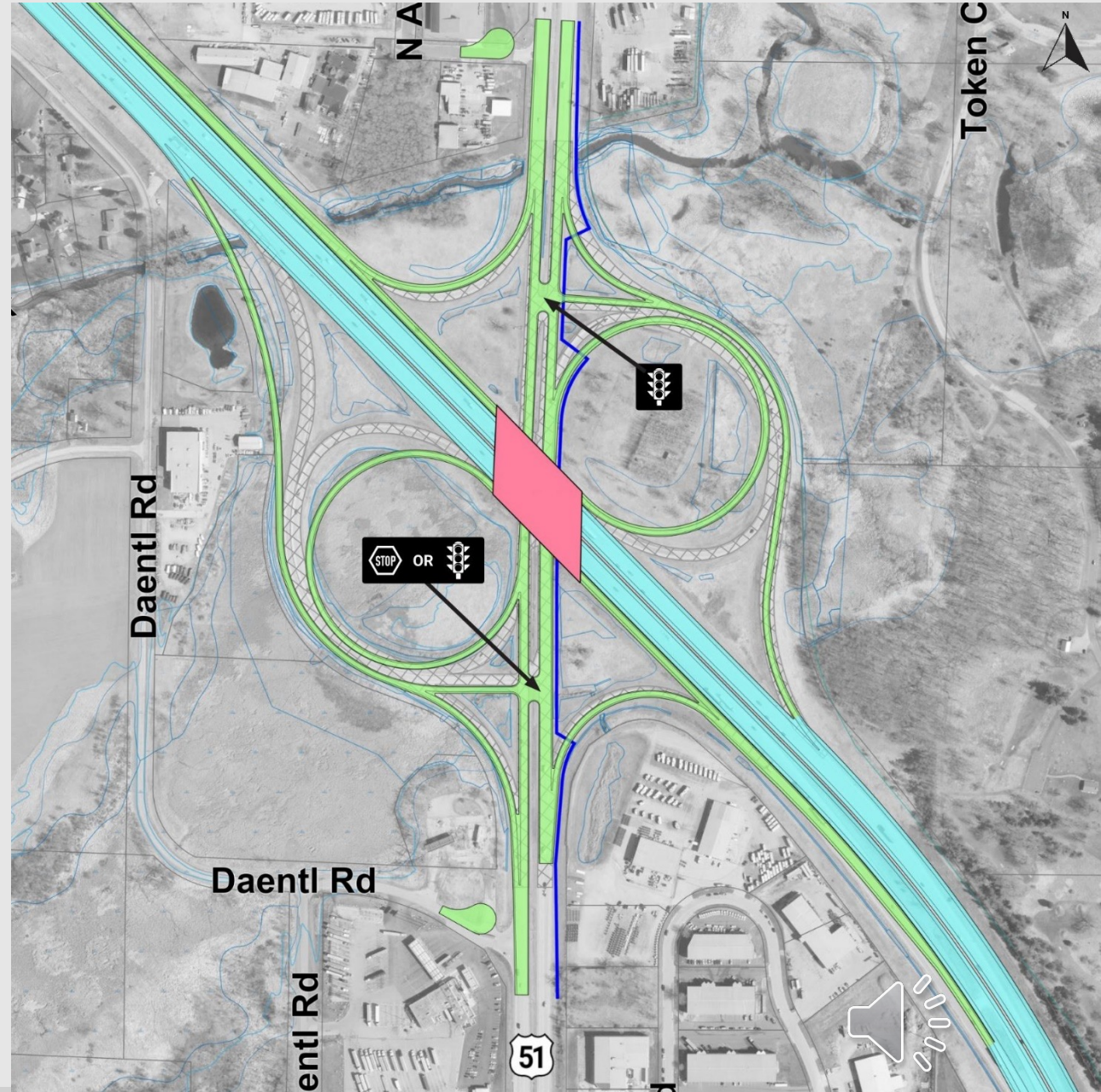


Remaining interchange alternatives

US 51 Interchange

Partial Cloverleaf

- On-ramps merge together prior to freeway
- Removes US 51 access to North American Lane and Daentl Road
- Better addresses travel demands
- Significantly less costly
- **Stop Sign vs Signal**

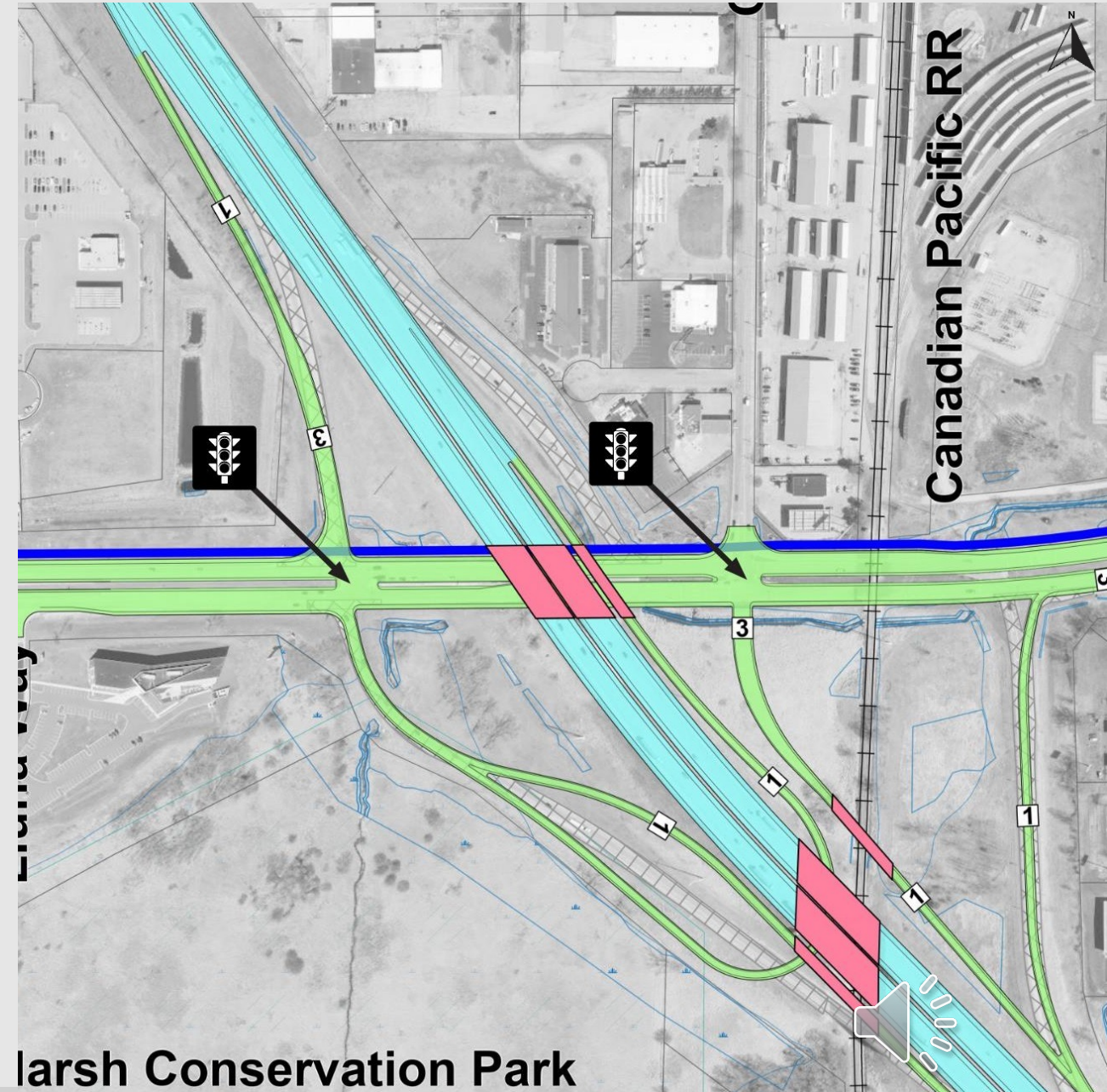


Remaining interchange alternatives

WIS 19 Interchange

U-Ramp

- Consolidates intersections
- U-Ramp
- Removes signals
- Increases capacity to six lanes
- Best addresses safety



MPO Agenda Cover Sheet
May 1, 2024

Item No. 10

<p>Re: Status Report on Capital Area Regional Planning Commission (CARPC) Activities</p>
<ul style="list-style-type: none">• Work continues on CARPC’s strategic planning process, with focus on services, revenues, and commissioner roles. The plan should be complete in August.• Recent Urban Service Area amendment efforts include two approvals for DeForest (STH 19 & USH 51, Northern Interstate area) and hearings for the Village of Marshall (east side) and the City of Madison (High Point & Raymond Road, Felland Road).• We have achieved Bronze recognition through the SolSmart program for our efforts to encourage solar energy policies and projects in the region. Others that have been recognized in this process include Dane County (Platinum), The City of Sun Prairie (Platinum) and the Village of McFarland (Gold). Mt Horeb and Middleton are also seeking recognition for their projects and efforts.• We are revisiting population and household projection methodology for the region, in collaboration with staff from the MPO, Dane County, City of Madison, and UW-Madison. We are also collaborating with County and MPO staff on a set of geospatial data challenges and initiatives.
<p>Materials Presented on Item:</p> <ol style="list-style-type: none">1. None
<p>Staff Recommendation/Rationale: NA</p>