

**Meeting of the
Greater Madison MPO (Metropolitan Planning Organization)¹ Policy Board**

May 5, 2021

Virtual Meeting via Zoom

6:30 p.m.

This meeting is being held virtually to help protect our communities from the COVID-19 pandemic.

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.
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AGENDA

1. Roll Call and Introductions
2. Approval of April 7, 2021 Meeting Minutes

¹ Formerly named the Madison Area Transportation Planning Board – An MPO

3. Communications
4. Public Comment (for items **not** on MPO Agenda)
5. Approval of Revisions to the MPO's Surface Transportation Block Grant (STBG) – Urban Policies and Project Evaluation Criteria
6. Approval of Grant Projects for Section 5310 (Enhanced Mobility for Seniors and Persons with Disabilities) Program Supplemental 2021 Funding (CRRSAA and ARPA)
7. Discussion on and Potential Action to Disband the MPO Citizen Advisory Committee for Use in Public and Stakeholder Engagement
8. Appointment of MPO Representative to the Dane County Specialized Transportation Commission
9. MPO 2021 Resolution No. 5 Approving Amendment #2 to the 2020 Unified Planning Work Program
10. Summary of Local Staff Responses to Questions Asked to Inform Update to the Regional Transportation Plan
11. Review of U.S. Census Bureau's Proposed Revised Criteria for Defining Urban Areas, its Impact on Madison Urban Area, and Consideration of Submission of Comments
12. Status Report on Capital Area RPC Activities
13. Announcements and Schedule of Future Meetings
14. Adjournment

Next MPO Board Meeting:

Wednesday, June 2, 2021 at 6:30 p.m.
Virtual Meeting

Greater Madison Metropolitan Planning Organization (MPO)¹
April 7, 2021 Meeting Minutes

Virtual Meeting hosted via Zoom

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

1. Roll Call

Members present: Samba Baldeh (joined during item #4), Margaret Bergamini, Yogesh Chawla, Paul Esser (left after item #7), Steve Flottmeyer, Grant Foster, Patrick Heck, Dorothy Krause, Tom Lynch, Jerry Mandli, Ed Minihan (left after item #7), Mark Opitz, Mike Tierney, Doug Wood

Members absent: None

MPO staff present: Bill Schaefer, Colleen Hoesly, Zia Brucaya

Others present in an official capacity: Chris Petykowski (City of Madison Engineering), Diane Paoni (WisDOT Planning), Forbes McIntosh (DCCVA)

Speaking: Roger Springman and Royce Williams

2. Approval of March 3, 2021 Meeting Minutes

Esser moved, Wood seconded, to approve the March 3, 2021 meeting minutes with correction to spelling of Lynch's name. Motion carried with Chawla abstaining.

3. Communications

- Email submitted by Roger Springman, city of Stoughton resident, to share the Dangerous by Design 2021 report with the board.
- Letter from WisDOT approving Amendment 3 to the 2021-2025 Transportation Improvement Program to add the U.S. Highway 51 (McFarland to Stoughton) reconstruction project and others, which was approved by the MPO at the March meeting.
- Notice from WisDOT regarding the public hearing on the environmental assessment for the Highway 51 project.

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

Springman commented further on the letter he submitted regarding the Highway 51 project at the March meeting. His concern is the danger of roundabouts for pedestrians and bicyclists in Stoughton. There are many existing and planned large developments along Highway 51, many with seniors. He felt roundabouts were not appropriate in an urban area, and had expressed this to WisDOT. This will cause many seniors and others to drive rather than walk to destinations due to safety concerns. A grade-separated crossing would be better. The Dangerous by Design 2021 report lays out the importance of focusing on public safety first when designing roadways.

Williams, who is on the MPO Citizen Advisory Committee, expressed concern about the lack of public access to technical documents related to the BRT project, the cost of the BRT project in light of ridership decline due to the pandemic, and the impact of the network redesign study on the project. He questioned the decision to route BRT to West Towne versus to Middleton given traffic from USH

¹ Formerly named Madison Area Transportation Planning Board

12 and 14. Finally, he said he was concerned about the cost impacts of moving to center-running for segments of the corridor. Opitz requested an update on the BRT project at a future meeting.

5. Update on University Avenue (Shorewood Blvd. to University Bay Dr./Farley Ave.) Reconstruction Project (Chris Petykowski, City of Madison Engineering)

Schaefer stated that the MPO is providing funding for this project, which is scheduled for construction in 2022. He said Petykowski presented to the board previously, but several design details had not yet been finalized, including whether the ped/bike overpass of University Bay Drive would be feasible.

Petykowski shared a presentation on the project background, purpose, and proposed improvements for all modes and storm water management. He noted it is a joint project with the Village of Shorewood Hills. There have been three public input meetings. Geometrics were approved in April 2020. The city is now working on final design. The project is scheduled to begin construction in winter/spring 2022 and finish in fall 2022.

Krause asked whether the bushes with Christmas lights will be removed. Petykowski said that some will need to be removed to install footings for the bike/ped overpass, but the area will be able to be re-planted if the organization that manages it would like to do so. In response to question from Opitz, Petykowski confirmed there will be no dedicated bus lanes for BRT within the project extent. Schaefer asked whether a bus queue jump was still proposed at WB University Bay Drive intersection.

Petykowski said yes, but buses will share the lane with right-turning traffic. Lynch noted that there will be a far-side bus stop, so a queue jump will not provide a large benefit.

6. Review of Proposed Draft Revisions to the MPO's Surface Transportation Block Grant (STBG) – Urban Policies and Project Evaluation Criteria

Schaefer shared a presentation on the history of the proposed revisions; examples of how project scoring criteria relate to current RTP goals and policies; and the proposed point revisions to each scoring criteria categories. The purpose of this revision to the scoring criteria was to revisit them in light of the current RTP 2050 goals and policies and ensure consistency with current emphasis areas of safety and equity.

Lynch commented that the EJ map labels are misleading and suggested that rather than say “non-priority,” say something like “second priority.” Schaefer agreed. Foster commented that there have been a lot of improvements since this last came to the board. He would still like to see congestion mitigation revised relative to the roadway category, so that the MPO is not rewarding capacity expansions; relative to ITS, the points for congestion mitigation are okay. Schaefer acknowledged that the category does relate to roadway expansions as well as TSM such as intersection improvements. Foster wondered if these different types of projects could be better differentiated. He would also like to see the Environment/Green Infrastructure weight increased. Heck asked about the criteria for transit and bike projects under the Environment/Green Infrastructure category. Schaefer noted that there are two components to the scoring for that category: one for whether the project would result in substantially more bicycle and transit use, thereby reducing VMT; the other relates to “green infrastructure” and only applies to roadway projects. Staff is proposing to focus that just on stormwater control. He said the category name should shortened to Environment.

Wood asked whether there is a set breakdown of funding among the four project categories. Schaefer said the MPO’s policy is to not have targets or set-asides for allocating funding as some very large MPOs do. With the limited amount of funding that we receive, this allows the MPO more flexibility to fund the best, highest priority projects in any given application cycle. Wood asked to clarify that the scoring is to evaluate bike projects, for example, against other bike projects. Schaefer

said yes, but in cases where the board is evaluating different types of projects the scoring is still meaningful, but would not compel the board to fund the highest scoring projects because they are scored using different criteria. Wood wondered if the board would want to state a preference among the four categories, since evaluating projects across the categories is apples to oranges. Schaefer said he thinks that maintaining the current flexibility is important, given the relatively small number of applications that the MPO receives. Wood added that cost-benefit analyses can change depending on their inputs, and people tend to review the results as the final answer to whether a project is good or not, which is problematic. Lynch said he appreciates the increased weight of System Preservation, because sometimes there are very important projects that are not very exciting. He also likes where the Green Infrastructure weighting is set, because often on urban roadway projects there is simply not space for things like a rain garden.

Schaefer then shared a mock scoring for several roadway and bike projects with the new evaluation criteria, compared to how they scored under the current criteria. Chawla asked how the Dane County Parks grant program plays into the funding for bike infrastructure. Schaefer said that Dane County park grants tend to fund a higher number of smaller projects at smaller amounts, whereas the projects the MPO funds through TAP and potentially STBG tend to be much higher cost. The county also tends to focus more on recreation, whereas the MPO prioritizes funding for transportation projects that connect people to destinations. Chawla noted that the county typically accepts applications every two years due to the high administrative costs of staff time working with applicants. Perhaps the city could assist with that. Schaefer noted that the MPO usually receives \$600,000-\$700,000 through TAP, and the county's current funding for PARC is \$500,000. Mandli noted that demand continues to increase beyond funding availability, and also that MPO funding comes with much more rigorous federal reporting requirements.

Opitz asked whether board members want any further refinements before this comes to the board for a decision in May. Foster requested that the board discuss whether it wants to set priorities among the four project categories. Schaefer noted that staff received comments from the TCC and made a few adjustments, but did not hear major concerns.

7. Discussion Regarding the Makeup and Role of the MPO Citizen Advisory Committee in Public and Stakeholder Engagement

Schaefer stated that staff has conducted additional research and discussed the issue with the citizen advisory committee (CAC) since the last board meeting. Hoesly shared a presentation with information about the background and purpose of the CAC; feedback from the CAC at its most recent meeting; results of staff research into the status of CACs with other MPOs in Wisconsin and other states; and takeaways based on this information.

Wood noted that the board does not currently receive minutes from the CAC meetings, which was a recommendation from a recent discussion on the CAC. He is not sure that minutes are the best way to communicate information, however. Schaefer noted that staff had included CAC minutes at one point and then stopped due to the length of the board packets. He suggested that staff could include a report on significant comments and recommendations rather than the full minutes. He noted that the CAC has provided helpful comments in the past related to things like the recent public survey, but other topics like the scoring criteria revisions are very technical and do not generate many comments. Foster stated that he favors dissolving the CAC, largely in light of the recent Task Force on Government Structure report released in Madison, which highlighted that committee structures like this are a barrier to diverse representation. He stated that citizen committees for specific, time-bound projects such as the bike plan could be useful. He would rather allocate staff time to engaging directly with communities. Esser stated that he does not see significant advice coming from the CAC, or the

need for input from the CAC by the board, and that it would be a significant effort to try to fix the issues that would need to addressed, such a diverse representation. Esser moved to disband the CAC. Opitz stated that the board is not taking action at this time, but it will be listed for action on the next board meeting agenda. Bergamini asked whether the policy board has the authority to disband the CAC. Opitz said yes, it is advisory to the board and Wisconsin does not require MPOs to have CACs. Bergamini recognized that there are passionate people on the CAC, but that it has no power; therefore she would prefer to see these members' time used in bodies with power if they choose. She would like the discussion at the next meeting to be short. Krause stated that Bill is the conduit for information between the two bodies and that he may receive the most benefit from having both. She does not have an opinion about whether the CAC should be disbanded or not. Schaefer stated that staff has been torn about this issue and therefore did not make a recommendation. He recognizes that staff could do a better job of relaying information between the two, but also that it would take a major effort to improve the current challenges of the CAC.

8. Appointments to the MPO Citizen Advisory Committee (Contingent on Item #7 Discussion)

Wood moved, Krause seconded, to table. Motion carried.

9. Report on Planned Focus Groups as Part of Public Engagement for the Update of the Regional Transportation Plan

Schaefer stated that staff is planning to organize focus groups as part of the equitable engagement plan for the RTP process. Draft questions for the focus group discussions are included in the packet.

Brucaya stated that staff is planning to work with four to five organizations in the region to gather input from communities that are traditionally underrepresented at public meetings. The focus groups will be largely organized and led by the community organizations with MPO staff support. The MPO will compensate the organizations and participants for their time. Staff is currently working with the Latino Academy and Bayview Foundation. Other possible groups are Sun Prairie neighborhood navigators and Badger Rock Community Center. Staff is coordinating and will share feedback with CARPC and City of Madison staff working on other planning projects that may benefit from the input.

Bergamini noted that Bayview Foundation was recently involved in a very long neighborhood planning process that involved a lot of transportation issues, so it may be worth reviewing that testimony and those results. Lynch stated that this is a novel approach, reaching out to a few groups to ask for representative input. It may hold potential if it works. Krause asked whether staff has considered doing something like this with a group of drivers to understand what we can do to help get people out of their cars. Brucaya stated that staff has not discussed doing a separate focus group on this topic, but did include a discussion question that asks why people make the transportation mode decisions that they do. This will help tease out some of that information, which will also support the activities of the MPO's TDM program. Schaefer noted that the MPO received some of this information through the 2017 Household Travel Survey, though that is different from the kind of input gathered in a focus group.

10. Status Report on Capital Area RPC Activities

No update.

11. Announcements and Schedule of Future Meetings

Schaefer congratulated Baldeh on his recent election and thanked him for his service on the MPO Policy Board. This is his last meeting.

Schaefer noted that Amtrak released an aspirational plan that could be used to direct federal funding if it becomes available. Opitz suggested discussing it at a future board meeting. Lynch noted that city staff had a conference call with Amtrak on Friday and met with representatives to look at station locations, but that as Schaefer said, the plan is aspirational at this point.

The next board meeting is Wednesday May 5th.

12. Adjournment

Moved by Chawla, seconded by Foster, to adjourn. Meeting adjourned at 8:46 p.m.

DOT Hearing Comments Regarding Urban Reconstruction Segment, Stoughton, WI
for the Proposed Improvement of US 51 Between I-39/90 and Madison Beltline,
Submitted April 27, 2021

Roger Springman
812 Kriedeman Dr.
Stoughton, WI 53589

For the past three years, I have remarked to the WI DOT at every opportunity on the poor pedestrian/bike safety of round-abouts . . . and three of them are planned for US 51 in Stoughton in conjunction with the proposed project!! Nothing that I have uncovered or have seen from DOT planners over the past three years has convinced me that they truly understand the dangers of round-abouts as bike/pedestrian crossing points. As the project enters the preliminary design phase, City officials, Madison Planning Organization, County Transportation Committee, Rivers and Trails Task Force, and others MUST understand the fatal flaws that will render Stoughton round-abouts as a "useless public endeavor" without major change.

Allowing for the safe, secure crossing of people and bikes through intersections inside urban areas is about equity and fairness for all local residents. If you always need a car to cross an intersection because of safety and security concerns, what kind of society are we creating? Who is being favored? Who is being harmed? The DOT must make sure that transportation decisions reflect the broadest needs of communities. PERIOD. That has not happened in Stoughton.

WHY US 51 ROUND-ABOUTS WILL NOT AND CANNOT WORK IN STOUGHTON AS PRESENTLY CONFIGURED!

- 1) Significant and increasing commercial, retail, and residential growth on both sides of US 51 means constant and increasing crossing demands. Roundabouts as pedestrian/bicycle crossing points are NOT useful options in this complex urban area!**

The northwest side of Stoughton has witnessed increasing growth for fully ten years and it is NOT stopping. In fact, two large residential developments are presently in play, KPW II and Dvorak (in and along Town Line Rd. north of the Stoughton Lumber Co.) and the Linerud property north of Town Line is getting ever closer to development. Collectively, these properties will surely bring nearly 1,000 more people to northwest Stoughton. This number is in addition to the several thousand that already live to the east side of US 51 and the new, 4-story senior housing complex and new hotel in KPW I on the west side of 51. In total, within a short number of years, fully 2,500 + people will live within this broad road crossing area.

To make matters more complex, significant numbers of commercial and retail establishments are located on both sides of US 51 in this area. Not only do we have a large Walmart store on the west side, we have several strip malls on both sides along with some independent store sites making nearly one dozen restaurants and eateries of all kinds in addition to specialty stores like UPS, Radio Shack, Kwik Trips, a hair salon, Aldi's, Ace Hardware, and the most recent addition . . . a Dollar Tree. This area has become a major shopping area and will not stop being so.

All of the commercial and retail stores described above (with the exception of Walmart) are located within 300 - 400 feet either side of US 51 . . . this is a VERY walkable and bikeable distance for people with strollers, carts, or powered chairs **IF they can get across US 51 safely and securely!!**. Roundabouts WILL NOT allow that to happen. Sorry. They are designed for cars and not people. Moreover, let's keep in mind that much of the current US 51 in Stoughton is a four-lane highway with complex turning lanes like at Jackson St. which further stress anyone considering crossing a wide, busy highway. Making the argument that roundabouts are safe because there are seldom pedestrian/bike incidents at them ignores the obvious: THERE ARE LOW INCIDENTS BECAUSE THEY ARE NOT USED!

2) Stoughton is working hard to have a high livability index as evidenced by its development of pedestrian/bike trails all around the city with future connections to Oregon and McFarland . . . and then on to the Dane County Trail system. The proposed round-about plan largely ignores this historic work and greatly complicates crossing US 51 safely at important crossing points.

The City of Stoughton working with Ayres Associates has developed a comprehensive trail scheme for Stoughton and its connecting trails to the west and north (see attachment 1). Both proposed and current trails are shown on this map. It does not appear that the DOT spent time either understanding what is on this map or working with the City to devise coherent plans for US 51 crossing because if they had, they would see that: 1) the current Jackson St. surface crossing DOES NOT meet the intent of this scheme and is not helpful to the Stoughton-wide trail plan, 2) the round-about planned for the Roby Rd. intersection is a major crossing point for the Stoughton trail plan and must be given a much higher safety design, and 3) a serious oversight exists along SH 138 as no north/south crossing point presently exists near KPW connecting southeast city residents more directly to the commercial area. The other future need expressed on this map is the eventual need for a safe US 51 crossing point somewhere north of Town Line Rd. that would make connections with the Dane County trail system on the east side of Lake Kegonsa.

Quality, safe trail systems have become an expectation for modern cities. All evidence and research says they are worth doing right because of what they do for livability, growth, and the economy. Standard roundabouts with standard crossing safety features will NOT work . . . **they are a waste of time and money!** Now is the time for the DOT to have open and engaging discussions with City leaders, the Rivers and Trails Task Force, and others for the right solutions for the right crossing points. The DOT stands for the Department of Transportation . . . it cannot be just about getting cars through corners safely and efficiently. People and bikes must be considered in ALL transportation planning inside cities and metropolitan areas!

3) There is yet little evidence that the DOT has adjusted its round-about planning and design to the inherent differences between roundabouts in exurban-near Interstate highway locations vs. those of inner-city locations.

This final point really bothers me. Roundabouts have become the standard DOT option for getting cars off higher-speed, divided lane roads onto adjacent surface roads. Some common examples are roundabouts located immediately adjacent to I-94 or I-39 near Madison. Another good example are the three roundabouts located at the junction of SH 138 and US 14 at the eastern edge of Oregon. All of these locations are out in the country or exurbia well away from the high crossing demands of city interiors. The standard crossing answer here? If a sidewalk at all, sidewalk curb breaks with hashed walking lines going across the edge of the round-about. No flashing lights or self-activated lights for walkers/bikers to activate. No warning lights of any kind.

The above template is a disaster for the roundabouts planned in Stoughton. **They would be a total waste of time and money!!** Here is the simple fact: the standard DOT round-about template is useless for roundabouts inside urban areas with high crossing demands. After years of installation, the DOT has yet to fully acknowledge the special needs of high, pedestrian/bike crossing use inside urban areas. While I have heard they are considering changing such designs, I have yet to see them manifested in documentation. Stoughton provides the DOT with a good test of their flexibility and adaptability to higher crossing scenarios. Further evidence of the poor safety of too many public roads can be found in "Dangerous by Design 2021", published by Smart Growth America and found at <https://smartgrowthamerica.org/dangerous-by-design/#custom-tab-0-374b0c49309caf26197689cb21419607>

Solutions that Will Work in Stoughton

When it comes to determining what kinds of pedestrian/bicycle crossing solutions will work in Stoughton, I suggest one simple criteria: **would "you" feel comfortable letting your 70-year mom or dad cross a normal round-about on their own?? If the answer is "no" or not without help . . . we have the wrong solution for this inner city location!!**

Look, Stoughton, like many Dane County cities, has nearly 25% of its population over the age of 65 . . . and these people like to walk and some even bike. Then we have young families that go out for walks with strollers and kids on small bikes, and certainly like restaurants or shopping as target locations. What are their needs to get through a busy intersection? Then we also have a population of disabled people, either temporary or permanent, who use powered-carts and wheel chairs along with walkers. What are their needs getting across a busy intersection?

This quick summary should remind us all that getting across a normal intersection let alone a complex round-about is no easy matter for certain populations, and it takes some serious thinking to properly plan and design crossing points. Here is summary of the best solution options for Stoughton based on a review of the literature, the complex setting of US 51 north, and Stoughton's planned trail system:

1) At least one overpass or underpass is needed in the US 51 corridor inside Stoughton. There must be one fully safe, secure option to get people of all ages and needs across US 51 independent of a nearby round-about. The current Stoughton Trail Plan calls for the placement of this option at Jackson St. and it is hard to argue that that is not the best location. It is approximately mid-way up the north US 51 corridor and probably can serve the greatest number of people. On the other hand, another location of equal consideration given the likely future growth of Stoughton's north side is near Roby Rd. While not serving as many people now, it can be expected that increasing populations will make this underpass or overpass a more highly used location given its connection to KPW II and the likely Dvorak development with its possible commercial area.

2) In addition to the underpass or overpass, several fully secured, self-light activated, crossing points must be located in the us 51 north corridor area. Fully secured means that cars entering the round-about crossing area have not only been alerted to the presence of possible pedestrian/bike traffic, BUT have been warned to slow down to BELOW 20 MPH (15 MPH is better). Then beyond that, pedestrians/bicyclists entering the crossing walk area can activate flashing lights to show the presence of walkers or bikers and such cross walks should have colored pavement to remind drivers of the walking zone and need to stop if bikers or walkers happen to be inside it.

Fully secured crossing points at roundabouts should be considered for ALL crossing points not being served by an underpass or overpass, but also, the intersection of Hoel Av. and US 51. This intersection with a planned round-about serves as a major crossing point as it connects southeastern Stoughton residents with the entire KPW commercial area.

3) There is yet another option that could be used to help pedestrians/bikers safely cross US 51: cross between round-abouts, not at them. While this option may not be useful at every corner, to avoid more complex corners like the corner of SH 138 - US 51 or Jackson St-US 51, it is certainly conceivable that sidewalks could be brought to a mid-way position between round-abouts on both sides of the highway and then fully secured crossing points (e.g. warnings, slower speeds, self-activated lights, colored pavement) be constructed. This option might be particularly helpful for SH 138 on the southside of Walmart and it could be used for a future crossing in the Linerud property area.

Summary: Current DOT round-about crossing plans for pedestrians/bicyclists will not work in Stoughton . . . they will not even be used!! Significant rethinking and re-imagining is immediately needed. I strongly suggest that the DOT visit with City officials, county/regional transportation agencies, the Rivers and Trails Task Force , and others to work out the details of a new crossing plan that will keep people safe and make the best use of our public funds for now and into the future.

Cc Mayor Swadley, Stoughton
Regina Hirsch, Stoughton City Council
Rodney Scheel, Stoughton Planning Dept.
Dan Glynn, Stoughton Parks Director
William Schaefer, Greater MPO
Carl Chenoweth, Dane County Board

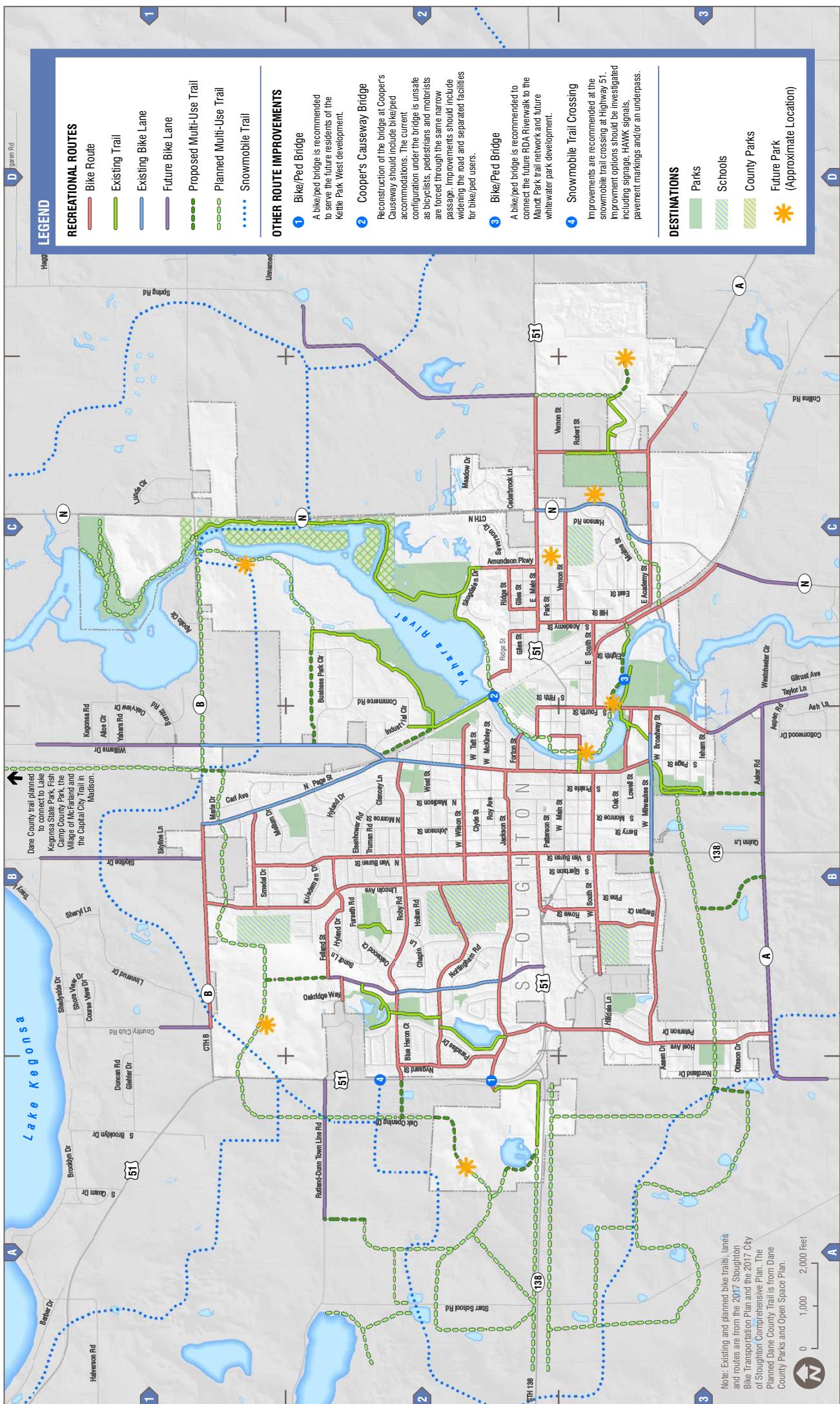
CITY OF STOUGHTON
381 E. Main St.
Stoughton, WI 53589
Project 52-0617 • 11.27.20



Recreational Routes

Stoughton Comprehensive Outdoor Recreation Plan

AYRES
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MPO Agenda Cover Sheet

May 5, 2021

Item No. 5

Re:

Approval of Revisions to the MPO's Surface Transportation Block Grant (STBG) – Urban Policies and Project Evaluation Criteria

Staff Comments on Item:

The proposed revisions to the policies and project evaluation criteria for the STBG – Urban program are designed to ensure maximum consistency with the Regional Transportation Plan (RTP) 2050 goals and policies, reflect current emphasis areas (e.g., safety, equity), and take into account experience gained with the current project evaluation criteria. A table has been added that lists the RTP goals and relevant supporting policies and the project scoring criteria categories that address those policies.

Staff reviewed a draft of the proposed changes with the board at the last meeting. Comments were generally supportive and therefore no further substantive changes are proposed based on the comments received. A minor change is proposed to the policies to allow funding of reconstruction of multi-use paths if significant enhancement are being made, consistent with MPO policy for Transportation Alternatives Program (TAP) projects.

There was interest in discussing whether the board should identify priorities for the types of projects to fund. Staff believes it is best to not do that in order to maintain maximum flexibility for the MPO to fund the highest priority projects in any given application cycle. While the scores for different project types are not fully comparable, the scores still reflect the strength of the applications. One of the factors in selecting projects is the availability of other funding sources, which can change over time. For example, for many years Metro Transit was able to secure a large amount of discretionary federal transit funding to supplement its formula funding. When the transit programs were converted to all formula funding, Metro's funding decreased significantly. The MPO funded buses for three years during this time. Some discretionary transit programs have now been added, which Metro has been able to utilize in recent years along with funding from the VW settlement. It is also important to keep in mind that the MPO must program all of its funds every program cycle and cannot carry over funds to a future cycle.

Staff reviewed the changes with the MPO's Technical Committee at their March and April meetings. Comments received were supportive. The committee recommended approval of the changes at their April 28 meeting.

Materials Presented on Item:

1. Final draft version of the STBG Urban Project Selection Process document incorporating the proposed revisions to policies and project evaluation criteria

Staff Recommendation/Rationale: Staff recommends approval of the revised project selection process document with the proposed changes. The changes to the criteria are not dramatic, but do increase the weight given to roadway system preservation, safety, enhancement of multi-modal options, and equity, and decrease the weight given to traffic volume alone for roadway projects, which board members have expressed support for.

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

I. Introduction

The [Fixing America's Surface Transportation Act \(FAST Act\)](#), signed into law in December 2015, is the current federal transportation law, providing the policy and funding framework for state and metropolitan area transportation planning and project programming of federal funds. Under the metropolitan planning provisions of the FAST Act, the Greater Madison Metropolitan Organization (MPO), as the designated Metropolitan Planning Organization (MPO) for the Madison Urban Area, is responsible for developing, in cooperation with the Wisconsin Department of Transportation (WisDOT), Metro Transit and other transit operators, a long-range Regional Transportation Plan (RTP) and a Transportation Improvement Program (TIP) for the Madison metropolitan area. The MPO's current RTP, adopted in March 2017, is the *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area* (<http://madisonareampo.org/planning/RegionalTransportationPlan2050.cfm>). The RTP has been amended three times since adopted to add the Beltline flex lane, Bus Rapid Transit (BRT), and U.S. Highway 51 (McFarland to Stoughton) projects.

The TIP is a coordinated listing of multi-modal transportation improvement projects programmed or budgeted for implementation during the next five-year period.¹ All projects within the Madison Metropolitan Planning Area involving federal funding or that are regionally significant (e.g., a new interchange, capacity change on regional roadway) must be included in the TIP. For coordination and public information purposes, the MPO also attempts to include other significant projects (e.g., roadway projects located on the regionally classified network) even if only state and/or local funding is being used. Projects in the TIP must be either specifically included in the RTP – in the case of major capacity expansion projects (e.g., added travel lanes, bus rapid transit) – or consistent with the goals, policy objectives, and general recommendations in the plan.

WisDOT and Metro Transit select the projects for the federal program funds that they control. For WisDOT this includes programs that fund state highway projects (e.g., National Highway Performance Program) and programs that fund local projects which WisDOT administers (e.g., Local Bridge, Highway Safety Improvement Program). These projects are submitted to the MPO for inclusion in the TIP. The MPO determines their consistency with the RTP and approves them as part of the TIP process.

As a large MPO (urbanized area population over 200,000), the MPO receives its own allocation of federal highway funding under the Surface Transportation Block Grant (STBG) (formerly named Surface Transportation Program or STP) program, which includes the Urban program and the Transportation Alternatives (TA) program set aside used to fund bicycle/pedestrian projects. The MPO scores and selects projects for funding under these two programs using a set of approved screening and scoring criteria. Eligible applicants are Dane County and local units of government.

The MPO's average annual funding allocation for the STBG – Urban program for the 2020-2025 program cycle was \$6.86 million. Most of the MPO's STBG – Urban funding has historically been used for local arterial street (re)construction projects, but STBG – Urban funding can be used for a wide variety of capital projects such as transit vehicles and bicycle/pedestrian projects and TDM programs such as the MPO's Rideshare Etc. program.

¹ The U.S. Department of Transportation considers the fifth year as informational.

II. 2015 and 2021 STBG (formerly STP) – Urban Program Policy and Scoring Criteria Revisions

The MPO conducted a comprehensive review and revision of its STBG – Urban program policies and project scoring criteria in 2014-2015. This was the first comprehensive review since the program policies and scoring criteria were first developed and adopted in the mid-1990s. The project scoring criteria were completely overhauled in order to provide more detailed information to applicants on how projects will be scored and provide more guidance in scoring projects. The changes were also made to better align the criteria with the MPO goals and policies in the Regional Transportation Plan.

Using a consistent framework of scoring categories, the project scoring system developed in 2015 uses different criteria tailored to the major types of potential projects (roadway, transit, bicycle/pedestrian, intelligent transportations systems or ITS). The scoring category weighting varies for some of the project types to reflect the relevance and significance of each category for those types of projects. Some revisions to the scoring categories and weights were made in 2021 to reflect experience with the new project scoring system, new information, and to again better align the criteria with revised [goals and policies in the Regional Transportation Plan 2050](#). The table included after section VI of this document shows the relationship between the RTP 2050 goals and policies and the scoring criteria categories.

The scoring system scale is the same for all projects, regardless of project type, with all capable of earning up to 100 points. This permits a general comparison of the strength of the different applications. However, because the criteria are different for the different types of projects the scoring system is not designed to permit a direct comparison of the scores for the different types of projects. The projects will only be ranked within the each project category. The decision on the mix of projects to fund will be based on the MPO's STBG – Urban Program objectives outlined in Section IV below and priorities of the MPO in any given application cycle.

The following sections of this document outline the MPO's STBG – Urban program objectives and policies, process for selecting projects, and project screening and scoring criteria for evaluating project applications. Some minor revisions were made to the policies in 2019 and again in 2021.

III. Regional Transportation Plan and FAST Act Goals

The following are the goals for the regional transportation system identified in the RTP:

1. Create Connected Livable Neighborhoods and Communities

Create interconnected livable places linked to jobs, services, schools, shops, and parks through a multi-modal transportation system that is integrated with the built environment and supports compact development patterns that increase the viability of walking, bicycling, and public transit.

2. Improve Public Health, Safety, and Security

Design, build, operate, and maintain a transportation system that enables people to get where they need to go safely and that, combined with supportive land use patterns and site design, facilitates and encourages active lifestyles while improving air quality.

3. Support Personal Prosperity and Enhance the Regional Economy

Build, operate, and maintain a transportation system that provides people with affordable access to jobs and enables the exchange of goods and services within the region and to/from other regions.

4. Improve Equity for Users of the Transportation System

Provide an equitable level of transportation facilities and services for all regardless of age, ability, race, ethnicity, or income.

5. Reduce the Environmental Impact of the Transportation System

Ensure that the transportation system is designed, built, operated, and maintained in a way that protects and preserves the natural environment and historic and cultural resources, and is supportive of energy conservation.

6. Advance System-wide Efficiency, Reliability, and Integration Across Modes

Design, build, operate, and maintain an efficient transportation system with supportive land use patterns that maximizes mobility, minimizes unexpected delays, and provides seamless transfers between all modes.

7. Establish Financial Viability of the Transportation System

Achieve and maintain a state of good repair for the existing transportation system, invest in cost-effective projects, and ensure adequate, reliable funding to meet current and future needs.

The federal transportation act, [MAP-21](#) (2012), set in motion the requirement to implement a performance-driven, outcomes-based, transportation planning and decision making process. The FAST Act carries over and builds upon the national performance goals established in MAP-21.

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase accessibility and mobility for people and freight
- Protect and enhance the environment, promote energy conservation, and improve the quality of life for the community
- Promote consistency between transportation improvements and planned State and local growth and economic development patterns
- Enhance the integration and connectivity of the transportation system for all modes
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Enhance travel and tourism
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of transportation

IV. STBG – Urban Program Objectives and Policies

A. Objectives

The MPO will accept applications for most types of eligible projects under the STBG – Urban program. However, in an effort to maximize federal funding to the region and balance the needs of the different modes of transportation, the availability of alternative federal sources of funding for certain types of projects (e.g., STBG – Transportation Alternatives Set Aside Program for bicycle/pedestrian projects, Bridge Program, Highway Safety Improvement Program (HSIP) for certain safety projects, and FTA transit formula and discretionary programs for transit projects) will be considered in making project funding decisions.

The specific MPO objectives for the STBG – Urban program are to:

- 1) Fund the highest priority projects that will help achieve the goals and policy objectives of the RTP as outlined in the *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area*, including sub-element plans, national performance goals specified in FAST Act, and other regional performance measure goals as identified in the MPO's annual Performance Measures Report.

- 2) Evaluate candidate projects fairly, using appropriate criteria reflective of these goals and policy objectives, which are consistently applied.
- 3) Use performance-based standards to evaluate projects, where feasible.
- 4) Utilize STBG-Urban funds for projects with the highest need considering availability of other federal and state funding sources.
- 5) Maximize the amount of discretionary federal and state funding to the Madison metropolitan area, including HSIP and Bridge funds for roadway projects and STBG Transportation Alternatives Set Aside funds for bicycle/pedestrian projects.
- 6) Utilize STBG-Urban funds on projects that have demonstrated local support and commitment and will likely be ready to proceed when scheduled for construction.
- 7) Utilize STBG-Urban funds generally on larger-sized projects with significant beneficial impacts to the regional transportation system to ensure efficient utilization of both local and state administrative resources given the extensive requirements for federally funded projects.
- 8) While recognizing the above objective, also strive to achieve equity in funding of projects over time from a geographic standpoint. In part to achieve this objective, the MPO will seek to utilize on average up to 10% of its funding allocation on smaller, relatively low cost projects over time (see Project Funding under Section B below). This percentage is likely to vary in any particular application cycle depending upon project applications received and prior project funding decisions.

B. Policies

Eligible Project Categories

The MPO will accept applications for most types of projects eligible for funding under the STBG-Urban program, as listed below:

1. Construction, reconstruction, rehabilitation, and operational improvements for roadways functionally classified as arterials or collectors, and bridges on roadways of all functional classifications, including improvements necessary to accommodate other modes of transportation and drainage systems for roadway runoff.
2. Capital costs for transit projects.
3. Construction or enhancement of multi-use paths and/or grade separated bicycle/pedestrian crossings of major barriers.
4. Roadway and transit safety infrastructure improvements, including projects related to intersections that have disproportionately high crash rates and/or high levels of congestion.
5. Capital and operating costs for traffic monitoring, management, and control facilities and programs.
6. Infrastructure-based intelligent transportation systems (ITS) capital improvements.
7. Surface transportation planning programs.
8. Transportation demand management (TDM) programs, including rideshare/carpool programs and establishment and provision of transportation services by Transportation Management Associations.

Federally eligible projects for which the MPO will not utilize its STBG-Urban funds include reconstruction of existing multi-use paths or recreational trails unless the project includes a substantial enhancement (e.g., paving, widening), independent sidewalk projects (e.g., to comply with ADA), and most “transportation enhancement” activities, including environmental mitigation, historic preservation, and scenic beautification (see 23 U.S.C. Section 133 (b) for the complete list of eligible project activities under federal law).

Eligible Cost Categories:

The following are eligible costs for roadway projects under federal law and MPO policy:

1. Street/roadway construction*
2. Drainage systems needed to carry storm water runoff from street/roadway**
3. Sidewalks***
4. Multi-use path, grade separated ped/bike crossing in corridor (where appropriate)
5. Transit facilities (e.g., bus priority treatment, bus pad, bus pull-out, bench or shelter, park-and-ride lot), including real estate cost for transit stops/stations.
6. Park-and-ride facilities in conjunction with roadway or transit projects, including real estate cost.
7. Standard streetscape items (lighting, colored crosswalks, etc.)
8. Signs and signals (where warrants are met)
9. Standard landscaping items (street trees, plants, etc.)

* The needs of bicyclists and pedestrians must be considered for all roadway projects per federal and MPO policy. Projects must comply with the MPO's "complete streets" policy.

** Expansion of storm water system for future/planned development is not an eligible cost, but the local unit of government can fund the difference with 100% local funds.

*** Local units of government may only assess for the local match.

Utilities (e.g., water, sewer) are not an eligible roadway project cost per federal law. Real estate acquisition, engineering/design, and compensable utility relocation are eligible costs per federal law, but not eligible under MPO policy in order to stretch the limited available federal funding. Exceptions: WisDOT design review costs and real estate costs for transit related and park-and-ride facilities, as stated herein

Minimum/Maximum Project Cost Amounts

In order to ensure efficient utilization of state and local administrative resources given the significant additional requirements for federal projects and to fund projects with significant beneficial impacts, the MPO will apply the following total project cost minimums to STBG-Urban projects:

- Roadway Infrastructure Projects: \$750,000
- Transit and Independent Pedestrian/Bicycle Infrastructure Projects: \$300,000
- Transit Vehicle, Intelligent Transportation Systems (ITS), and other Capital Purchase Projects: \$125,000
- Non-Infrastructure Projects (e.g., TDM programs): \$75,000

There is no maximum project cost amount, but segmentation of projects over \$10 million is strongly encouraged.

Project Funding

Per long-standing policy, the City of Madison's pedestrian/bicycle safety education program and the MPO Rideshare/TDM program will continue to receive an "off-the-top" allocation of total STBG-Urban funding. The allocations for these programs will be based on a 3% annual inflationary increase from previous year levels. No "off-the-top" allocation of funding will be provided for any other project at this time.

No set percentage or sub-allocation of funds will be directed toward particular types of projects (e.g., roadway preservation vs. capacity expansion or roadway vs. transit) in order to maintain maximum flexibility to fund the highest priority projects taking into account all other project funding sources and other program objectives.

The MPO will seek to allocate up to 10% of the available funds for projects with a total cost of no more than \$2.8 million and total federal funding amount of no more than \$1.4 million. The actual amount of funding allocated for small, lower cost projects will vary with each program cycle and will depend upon required funding for the highest scoring/priority projects, remaining funds available, number and strength of small project applications, and project funding in previous program cycles.

The MPO will utilize the project scores and ranking by project type and size as the primary basis for awarding project funding. Final decisions on the award of funding, including the distribution of funding between the different project types, will be based on the MPO's STBG-Urban program objectives outlined above.

Cost Share

In order to stretch the limited STBG-Urban funding available over a greater number of projects, the MPO requires more than the minimum 20% local match for federally funded projects. Under WisDOT local program policy guidance designed to comply with federal fiscal constraint requirements, the MPO is not able to maintain a "reserve or contingency" fund and therefore has little flexibility to increase funding for approved projects that increase in cost from the initial estimate. In order to mitigate the risk of cost increases and provide additional support for priority projects, the MPO reduced the required local share for projects from 50% to 40% for new projects programmed beginning with the 2016-2020 program cycle. The federal cost share is therefore 60%. This applies to all projects costing \$600,000 or more. The standard minimum 20% local cost share will be applied for small non-infrastructure projects not exceeding \$300,000. A sliding scale for cost share will be used for projects costing between \$300,000 and \$600,000 as outlined below.

Formula for computing the federal share:

$$\begin{aligned} P &= \text{Federal participation percentage (round to zero decimal places)} \\ X &= \text{Project cost} \end{aligned}$$

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

Conditional Project Approval

Major street construction projects involving capacity expansion, property acquisition, a railroad crossing, potential impacts to sensitive environmental areas or parkland, and/or other complicating factors can take five (5) years or more to complete the process from initial project concept to construction. Because of this and the limited flexibility under WisDOT policy for MPOs to modify the schedules and funding of approved projects, the MPO has adopted a policy providing for conditional approval of major projects beyond the current 5-year program cycle in limited cases for high scoring projects. By conditionally approving a project, the MPO is indicating that it will provide funding for the project in the subsequent program cycle if funding is available after funding already approved projects and any other higher priority projects that have also been conditionally approved (if more than one). New projects for which funding is applied for in the subsequent application cycle will not "bump" the conditionally approved project even if they have a higher score. Any conditional funding shall not exceed 75% of the anticipated funding available in the next program cycle.

The reason for this conditional approval policy is to provide assurances to a project sponsor that the project will eventually be funded so that the sponsor can feel comfortable investing local funds to begin the design and environmental study process for the project since per MPO policy such costs are not eligible for funding. The condition on which the project is approved is that the design process be far enough along at the time of the next funding cycle that it is reasonably certain the project will be able to be constructed in the year in which funding is programmed. The

conditional approval applies only to the scope of the project at the time of the initial project application. Any major changes to the scope of the project or large increases in project cost would render the conditional approval invalid.

Project Management

Once projects are initially approved by the MPO, the projects are scheduled through a collaborative process that includes input from the local project sponsor and WisDOT, which manages the statewide STBG program for MPOs. The local project sponsor shall provide a schedule update (Environmental document, RE, DSR, PS&E, LET) as part of the annual TIP update process. Subsequent schedule changes must be approved by the MPO and WisDOT per WisDOT's Local Program Guidelines. WisDOT SW Region's Local Program Manager will work with local project sponsors and MPO staff through the project development process to ensure that projects stay on schedule for construction, or in the event of delays or unforeseen circumstances, to make adjustments to the schedule well ahead of construction. Any schedule change must be approved by the MPO and WisDOT.

If a project sponsor is not meeting the schedule for delivering a project, the MPO reserves the authority to withdraw approval of STBG-Urban funding for the project in order to maximize the MPO's allocation of current and future allocations of federal funding and/or avoid the risk of losing federal funding under WisDOT's program guidance. The project sponsor may also decide to not move forward with a project for various reasons. In this event, written notice to the MPO shall be provided as soon as possible to allow the funds to be reallocated to another project. In the event federal funding is removed from an STBG-Urban project under either of these circumstances, the MPO will follow its procedures for major amendments to the TIP, which calls for notice and a 30-day public comment period and hearing before the MPO Policy Board.

Reallocation of STBG-Urban Funds in the Event of a Project Delay or Cancellation

In the event the MPO must reallocate funding from one project to another due to project delays or cancellation of a project, the general priority for use of the funds is:

- (a) Provide additional funding for already approved project(s) that are short of the maximum 60% federal funding share due to increases in the project cost estimate that are not the result of major changes in the scope of the project;
- (b) Provide funding for new project(s) from the list of candidate projects from previous STBG-Urban application cycles if the project(s) are far enough along in the design process that they are reasonably likely to be ready for construction in the same year(s) as the funding is available.
- (c) Provide additional funding up to the federal maximum of 80% for approved projects programmed in the year the funding is available.
- (d) Provide funding for a new project not on the candidate project list that is reasonably likely to be ready in the same year(s) as the funding is available (e.g., roadway maintenance, bus or ITS equipment purchase).

The ability to follow these general priorities will depend upon the ability to move the funding from one year to another, amount of funding to be reallocated, cost of potential projects to be added, and other factors. In general, funding programmed within the following 2-3 years must be spent in the same year, otherwise the funding will be lost. Given the possibility of project delays or cancellations it is desirable to have projects that are ready or close to ready for construction that can be substituted for cancelled projects. Project sponsors are encouraged to continue to move projects forward through the federally required environmental study and design process even if they are not funded in a given program cycle if they score reasonably well in order to maintain some "on the shelf" projects.

V. Process

MPO staff initiates the process of soliciting applications for STBG-Urban program projects biennially in the spring of odd numbered years in conjunction with the WisDOT Local Program process. A five- to six-year program of projects is maintained with this process. Typically, with each program cycle projects will already be scheduled for the first three

years and the biennial process will allow for any needed adjustment in the schedule for those projects. Funding will be available and awarded for the 4th and 5th (or in some cases 6th) year projects in the program.

The request for project applications typically goes out in April. Project applications are generally due in June. Project sponsors are strongly encouraged to meet with MPO and WisDOT SW Region staff well in advance of submitting an application to review the scope, timeline, potential complicating factors, cost estimate, etc.

MPO staff scores and ranks the projects by project type according to the criteria outlined below, and make a recommendation on the projects to be funded. Funding is allocated to projects based on the cost share policy outlined above. The actual cost share for each project will depend upon the cost of all programmed projects and the MPO's funding allocation. Per WisDOT policy², all available funding must be programmed in each program cycle. Funding may not be reserved for cost increases or carried over from one program cycle to another. In cases where there is not sufficient funding to cover the full federal cost share per MPO policy, the local project sponsor may agree to contribute greater than the minimum local cost share but in no case can the federal cost share be less than 50% when the project is first approved and brought into the program.

The MPO's Technical Coordinating Committee (TCC) and Citizen Advisory Committee (CAC) review the MPO staff's scoring of projects and recommendation regarding projects to be funded. The committees make an initial recommendation on the program of projects to the MPO Policy Board. The MPO Policy Board reviews and approves the preliminary program of projects, with any changes, for inclusion in the draft TIP distributed for public review and comment. Following the public review process, the TCC and CAC make a final recommendation on the STBG projects and funding to the MPO Policy Board. The MPO Policy Board reviews and approves the TIP, including the STBG-Urban projects, for submittal to WisDOT for approval and inclusion in the Statewide TIP.

VI. Project Selection Criteria

Two types of criteria are used in the STBG project selection process: (a) screening criteria; and (b) scoring criteria.

Screening criteria are first used to ensure that the proposed projects meet eligibility requirements, are consistent with the adopted *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area*, have local policy body commitment, and have a reasonable expectation of being implemented in the schedule outlined or at a minimum the required time frame. Per WisDOT sunset policy, projects must be constructed and in final acceptance within six and a half years from the start of the year following project approval. For example, 2020-2025 program cycle projects must be constructed by June 30, 2027.

Scoring criteria are used to evaluate the merits of the projects. The scoring criteria have been designed to incorporate the goals and policies of the *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area* and goals of the FAST Act. Performance-based criteria have been used to the extent feasible while providing necessary flexibility in the evaluation of projects.

A. Project Application Screening Criteria

1. All projects must be included in or consistent with the *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area*, including the *Congestion Management Process (CMP) for the Madison Metropolitan Area*, *Regional Intelligent Transportation Systems (ITS) Strategic Plan*, and other separate mode-specific elements of the plan such as the five-year Transit Development Plan and the Bicycle Transportation Plan.
2. All major roadway and transit capacity expansion projects must be listed by reference in the financially constrained *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area*.

² WisDOT administers the STBG-Urban funding program statewide for all MPOs and smaller urban areas.

3. All roadway projects must comply with the MPO's Complete Streets Policy. Sidewalks with ADA compliant curb ramps and appropriate bicycle accommodations are expected for projects in developed and developing areas with limited exceptions (e.g., real estate required and not feasible due to state law). The State of Wisconsin's Pedestrian and Bicycle Accommodations law and associated rules in effect on May 2015 will be used as a general guide in determining compliance with the policy.
4. Projects are expected to have a reasonable cost relative to benefit in terms of helping achieve the RTP goals and policies and number of people served. Given limited available funding, project cost is a factor in making project funding recommendations.
5. For bus purchase projects, the transit agency shall maintain a maximum spare ratio of 20% of vehicles operated in peak or maximum fixed-route service after acquisition of the new buses. Any new buses resulting in that ratio being exceeded would not be eligible for funding.
6. Bicycle projects must be located on the MPO defined primary or secondary bikeway route system, or in an essentially parallel and equivalent corridor, to be eligible for funding. See link to the currently planned future functional class map in the Regional Transportation Plan:
https://www.greatermadisonmpo.org/maps/documents/7_PlannedFutureBicycleNetwork.pdf

Note: The bikeway network has been classified into primary, secondary, and local routes according to the function they serve or are planned to serve within the overall network. Primary routes are typically high volume, direct, longer distances routes that are comfortable for the majority of bicyclists and serve major destinations. Secondary routes fill in the gaps between primary bikeways and provide neighborhood access. They typically consist of lower use routes. Local routes provide access to the secondary and primary network.

7. Projects shall not create significant adverse human health, environmental, social, or economic impacts on Title VI/environmental justice population groups or fail to avoid those impacts that could be avoided or mitigate unavoidable impacts on these groups.
8. Local Policy Body Commitment

The project must have the approval of the local policy body and a demonstrated commitment of financial resources to provide the required local funds for design and right of way (if needed) and local matching funds for construction in the schedule outlined. The commitment may be demonstrated by inclusion of the project in an approved capital budget plan or by local resolution approving the project application and committing local funds for the project. For multi-jurisdictional projects, an agreement in principle on cost sharing and future jurisdiction and maintenance must be reached within one year of approval of the project and demonstrated through a memorandum of understanding or similar document. Otherwise, approval of the project funded will be rescinded and the funding reallocated to other project(s) based on the policy outlined above.

9. Timely Implementation

In order to be considered for funding, projects must be fully scoped and applicants must demonstrate that the project has a high likelihood of being implemented within the proposed schedule. The WisDOT document at the following link, along with other factors such as the need for right of way acquisition, rail crossings, potential environmental issues, and the need for detailed traffic operations analysis, will be used as a general guide in determining whether or not the project is likely to be able to be implemented within the proposed schedule:

<https://wisconsindot.gov/Documents/doing-bus/local-gov/astnce-pgms/highway/tools/definitions.pdf>

According to this WisDOT guidance document, applicants should plan for up to two (2) years for design for simple resurfacing and pavement replacement projects and 4-5 years or more for reconstruction projects depending upon the scope and cost.

10. Financial Requirements

All projects must include reasonable, accurate cost estimates that are supported by an itemized project budget, which should be attached to the application. Cost estimates should be in current year dollars. The MPO will then use an annual inflation rate and the proposed year of construction to determine the funding award. The MPO will provide the contingency factor/percentage to use for projects depending upon the level of design completed. For projects that have not yet reached 30% design, this is typically 20-30% of construction cost. The purpose is to ensure consistency across applications and account for the uncertainty in cost estimates for projects at an early design phase.

For resources to aid in developing roadway project cost estimates, see local tools developed by WisDOT at the following link: <http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/tools.aspx>

Larger projects with construction proposed to be done in phases over multiple years must have a reasonable project phasing schedule. All sources of funding in addition to the requested STBG-Urban funds should be identified.

B. Project Scoring Criteria

The following tables (1) show the relationship between the RTP 2050 goals and policies and the scoring criteria categories and (2) provide the scoring criteria for the different potential major types of projects (roadway, transit infrastructure, bicycle/pedestrian, and ITS). Transit vehicle purchase projects are eligible for funding, but will not be evaluated with a scored application. Background information on the planned use of new or replacement vehicles and purchase prioritization shall be provided by the applicant. Such projects will then be considered for funding along with the scored projects.

The scoring categories for the different project criteria are identical. The percentage weight given to each category varies for some categories to reflect the importance of the categories for those types of projects. See the table below, which lists the project scoring categories and total points assigned to them for each of the project types. The maximum total score for all projects is 100 points.

Relationship of Regional Transportation Plan (RTP) Goals and Policies to STBG - Urban Project Evaluation Criteria

	RTP Goal	Relevant Supporting Policies	STBG-U Project Criteria Category
1	Create Connected Livable Neighborhoods and Communities	Promote walkable, mixed-use neighborhoods. Encourage growth in dev. Areas, activity centers, and along transit corridors. Build complete streets that are safe, convenient, and attractive for everyone. Utilize context sensitive transportation facility design.	Multi-Modal; Environment; Equity Regional Transp. System/Reg Dev. Framework Multi-Modal; Safety; Environment; Equity Multi-Modal; Environment; Equity
2	Improve Public Health, Safety, and Security	Address the safety and security of all users in planning, designing, building, and maintaining the transportation system. Retrofit existing transp. facilities that pose safety risks with safer, modern designs. Minimize conflicts between motorized and non-motorized traffic through lower roadway speeds where appropriate, safe crossings, and other means. Prioritize active transportation facility improvements that will improve access to jobs, schools, etc., and those located in areas with underserved populations. Promote and facilitate active transportation for short trips including maintenance of active transportation facilities. Manage access to the regional roadway system to preserve and improve safety and operational efficiency. Employ ITS to improve safety and system reliability Reduce vulnerability of transp. system to natural hazards.	Multi-Modal; Safety; Equity Safety; System Preservation Multi-Modal; Safety; Equity Multi-Modal; Environment; Equity Multi-Modal; System Preservation; Environment Congestion Mitigation. & TSM; Safety Congestion Mitigation. & TSM; Safety Environment
3	Support Personal Prosperity and Enhance the Regional Economy	Provide for efficient, reliable travel on regional roadways serving major employment centers and those critical to freight movement. Support downtown Madison as the region's largest, most important activity center through improvements to its accessibility by transit and other modes. Provide convenient, inexpensive transportation options that allow HHs to go car-light or car-free. Encourage redevelopment of established employment/activity centers and major transit corridors. Provide efficient freight access to regional roadways, railroad, and the airport. Integrate local public transit with intercity service and facilities such as the airport.	Regional Transp. System/Reg. Dev. Framework; Congestion Mitigation & TSM Regional Transp. System/Reg. Dev. Framework; Multi-Modal Multi-Modal; Environment Regional Transp. System/Reg. Dev. Framework Regional Transp. System/Reg. Dev. Framework; Congestion Mitigation & TSM Multi-Modal
4	Improve Equity for Users of the Transportation System	Provide convenient, affordable transportation options that enable people of all ages and abilities to access jobs, services, and other destinations. Improve transit accessibility to jobs, especially in transit dependent areas. Ensure interests of underrepresented groups are considered in transportation planning process. Ensure benefits of regional transportation system investments are fairly distributed and that environmental/health impacts do not disproportionately impact minority and low-income populations. Retrofit existing transportation facilities to make them ADA compliant.	Multi-Modal; Environment; Equity Multi-Modal; Environment; Equity Equity Equity; Environment; Equity Screening Criterion Equity; Multi-Modal Screening Criterion

RTP Goal (cont.)	Relevant Supporting Policies (cont.)	STBG-U Project Criteria Category (cont.)
5 Reduce the Environmental Impact of the Transportation System	Design and build sustainable transportation infrastructure.	Environment
	Incorporate green streets elements into street (re)construction where feasible.	Environment
	Pursue ITS technologies to improve traffic flow, make transit and bicycling easier and more convenient.	Congestion Mitigation & TSM; Multi-Modal
	Develop a transportation system resilient in the face of climate change and rising fuel prices in the future.	Environment; Multi-Modal
	Promote transition to low and no emission fuels for vehicles.	Environment
6 Advance System-Wide Efficiency, Reliability, and Integration Across Modes	Encourage development in identified transp./transit corridors and activity centers. Utilize transportation systems management and operations strategies to maximum efficiency and reliability for all modes.	Regional Transp. System/Reg. Dev. Framework Congestion Mitigation & TSM
	Manage access to the regional roadway system to preserve and improve operational efficiency.	Congestion Mitigation & TSM
	Seek to provide and maintain an acceptable level service for all travel modes.	Congestion Mitigation & TSM
	Utilize ITS to make travel by all modes more reliable and convenient.	Congestion Mitigation & TSM
	Prioritize capacity investment on critical bottlenecks and corridors that serve regional employment centers.	Regional Transp. System/Reg. Dev. Framework; Congestion Mitigation & TSM
7 Establish Financial Viability of the Transportation System	Make most efficient use of limited public resources.	Combined Set of Criteria
	Prioritize maintenance of existing transportation facilities, strategies to manage travel demand, and improvements to transportation operations over new facilities and capacity expansion projects.	System Preservation; Congestion Mitigation & TSM; Environment
	Leverage federal/state funding for large-scale projects that provide significant benefits to the regional transportation system.	Regional Transp. System/Reg. Dev. Framework; Combined Criteria

STBG-Urban Project Scoring System

Category	Scoring System			
	Roadway	Transit (Infrast.)	ITS	Bike
1 Importance to Regional Transportation System and Supports Regional Development Framework	18	25	15	25
2 System Preservation	20	15	5	5
3 Congestion Mitigation/TSM	12	15	20	5
4 Safety Enhancement	20	5	20	20
5 Enhancement of Multi-modal Options/Service	12	15	15	25
6 Environment	8	10	15	5
7 Equity	10	15	10	15
Total	100	100	100	100

Note: The Transit (Bus Purchase) project type was removed as a scored project type.

Applications requesting bus purchase funding will be evaluated but not scored.

1. Importance to Regional Transportation System and Supports Regional Development Framework – 18 Points Total		
Criteria	Points	Scoring Guidelines
<ul style="list-style-type: none"> <u>Roadway Functional Class:</u> The Greater Madison MPO Functional Classification System map assigns the following functional classifications to roadways within the urban area: Principal Arterial, Minor Arterial, and Collector. The functional classification defines the role the roadway plays (mobility, connectivity, accessibility) in serving travel needs through the regional network. See link to map below: http://www.madisonareampo.org/maps/documents/FunctionalClassesDaneCountyCurrentRds.pdf 	3 – 9	Principal Arterial: 9 Points Minor Arterial: 6 Points Collector: 3 Points
<ul style="list-style-type: none"> <u>Freight Route:</u> The project is located on a freight route as identified on the Truck Routes and Truck Volume map below: https://www.greatermadisonmpo.org/maps/documents/Truck_Vol_2019_Percent.pdf <p>[Note: "Key" locations are those with higher truck volumes and/or serving industrial parks.]</p>	0 – 3	Freight Route: 3 Points if key location, 1-2 point otherwise Non-Freight Route: 0 Points
<u>Supports Employment or Mixed-Use Center and/or Serves Mixed-Use Corridor:</u> <ul style="list-style-type: none"> The project is located within or serves an existing or planned employment or mixed-use center or corridor. [Note: See map of existing and planned centers, page 2-11 of the Regional Transportation Plan 2050. Will update with map from Regional Development Framework being prepared.] The project improves multi-modal accessibility and connectivity to employment and/or mixed-use center or corridor. 	0 – 6	Project serves an existing regional employment center or mixed-use center or corridor: 6 Points Project serves an existing local employment or mixed-use center or community corridor: 4 Points Project serves a planned regional employment or mixed-use center: 2 Points Project does not serve an existing or planned center or corridor: 0 Points

2. System Preservation – 20 Points Total		
Criteria	Points	Scoring Guidelines
<ul style="list-style-type: none"> <u>Pavement Condition:</u> The current weighted average (by segment length) pavement condition for the candidate roadway project. [Note: Calculation: (The PASER rating for segment "s") * (length of segment "s" / total project length) for all segments. Sum all figures to obtain a weighted PASER rating average.] 	0 – 20	See table below.

Rating/Points Table	
Avg. PASER Rating	Points
1 - 3	20
4 - 5	18-16
6 - 7	12-10
8 - 10	0

3. Congestion Mitigation & Transportation System Management (TSM) – 12 Points Total

Criteria	Points	Scoring Guidelines
<u>Congestion Mitigation/TSM:</u> <ul style="list-style-type: none"> Level of existing traffic congestion and extent to which the project improves travel times or traffic flow conditions by (a) providing additional motor vehicle capacity; and/or (b) providing transit and/or non-motorized facility improvements, increasing the attractiveness of those modes of transportation. The extent to which the project reduces intersection delay through improved traffic signal operations (better coordination and/or signal equipment upgrades, including responsive signal controls) and/or through intersection design changes (e.g., addition or lengthening of turn bays). The project provides or improves an alternative or parallel route to an existing congested roadway or intersection, thereby improving the operational performance/efficiency of that congested facility. The project improves roadway access management (e.g., addition of a median) in a manner that improves the capacity of the roadway. <p>Note: Project that do not include capacity expansion or TSM component will not receive points under this criteria.</p>	0 – 12	(See tables below, which show the points that will be awarded based on the existing and near-term future projected traffic congestion and the extent to which the project will reduce congestion/ improve traffic operations.)

Estimated Planning Level Arterial/Collector Roadway Design Capacity

Roadway Facility Type (Signalized Arterial)	Design Capacity (vehicles per 24 hours)
Two Lane Undivided	16,000
Two Lane Divided	17,500
Four Lane Undivided	31,000
Four Lane Divided	34,000
Six Lane Divided	48,000

Source – WisDOT. “Capacity” is Level of Service E threshold for signalized urban street. Calculations based on *TRB Highway Capacity Manual (6th edition)*.

V/C Ratio Points Table for Corridor Projects	
V/C Ratio	Points
<0.70	0
0.70 – 0.79	Up to 8
0.8 – 0.99	Up to 10
1.0 or greater	Up to 12

Roadway Projects

LOS Points Table for Intersection Projects		
Control Delay (s/veh)	LOS	Points
≤20	A – B	0
>20-35	C	0
>35-55	D	Up to 8
>55-80	E	Up to 10
>80	F	Up to 12

4. Safety Enhancement – 20 Points Total

Criteria	Points	Scoring Guidelines												
<p><u>Project Tier:</u></p> <ul style="list-style-type: none"> Tier 1-Project includes a high severity crash segment or intersection (Using 5-year crash history) <ul style="list-style-type: none"> ○ A crash history with 1 or more fatalities; or ○ 3 or more Type A crashes; or ○ 1 or more Type B or higher bike/ped crash Tier 2- Project does not include a high severity crash segment or intersection but has a documented crash history or safety problem. <p>Crash history will be weighted by the EPDO Index developed for the Intersection Safety Screening Analysis</p>	-	<p>Severity:</p> <table> <thead> <tr> <th data-bbox="988 758 1240 792"></th> <th data-bbox="1240 758 1405 792">Weight-EPDO Index</th> </tr> </thead> <tbody> <tr> <td data-bbox="988 792 1240 827">K: Fatal</td> <td data-bbox="1240 792 1405 827">155.5</td> </tr> <tr> <td data-bbox="988 827 1240 863">A: Incapacitating</td> <td data-bbox="1240 827 1405 863">16.0</td> </tr> <tr> <td data-bbox="988 863 1240 897">B: Non-Incapacitating</td> <td data-bbox="1240 863 1405 897">4.4</td> </tr> <tr> <td data-bbox="988 897 1240 933">C: Possible Injury</td> <td data-bbox="1240 897 1405 933">2.3</td> </tr> <tr> <td data-bbox="988 933 1240 967">O:Property Damage</td> <td data-bbox="1240 933 1405 967">1.0</td> </tr> </tbody> </table>		Weight-EPDO Index	K: Fatal	155.5	A: Incapacitating	16.0	B: Non-Incapacitating	4.4	C: Possible Injury	2.3	O:Property Damage	1.0
	Weight-EPDO Index													
K: Fatal	155.5													
A: Incapacitating	16.0													
B: Non-Incapacitating	4.4													
C: Possible Injury	2.3													
O:Property Damage	1.0													
<p><u>Potential Crash Reduction Impact of the Proposed Roadway Improvement(s):</u></p> <ul style="list-style-type: none"> Extent to which the project addresses documented safety concerns and the estimated impact the improvement(s) will have in reducing motorist, bicyclist, and/or pedestrian crashes based on crash modification factor (CMF) of the countermeasure(s). <p>[Note: See http://www.cmfclearinghouse.org/. The CMF Clearinghouse presents both CMFs and CRFs, or Crash Reduction Factors. The difference is that CRF provides an estimate of the percentage reduction in crashes, while CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given improvement. Mathematically, CMF = 1 - (CRF/100).]</p>	0 – 20	<p>High-Impact Safety Improvements: Tier 1: Up to 20 Points Tier 2: Up to 15 points</p> <p>Medium-Impact Safety Improvements: Tier 1: Up to 15 points Tier 2: Up to 10 points</p> <p>Minimal-Impact Safety Improvements Tier 1: Up to 10 points Tier 2: Up to 5 points</p> <p>Project does not include a safety countermeasure: 0 Points</p>												

5. Enhancement of Multi-Modal Options – 12 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Pedestrian Facilities:</u></p> <ul style="list-style-type: none"> Extent to which the project enhances pedestrian street crossing facilities (e.g., pedestrian refuge islands, mid-block crossing), and/or traffic signals (e.g., pedestrian countdown, HAWK beacon, RRFB beacon). <p>[Note: Projects are generally expected to provide sidewalks and ADA compliant curb ramps in compliance with the MPO's complete streets policy.]</p>	0 – 2	<p>Project incorporates significant pedestrian street crossing improvements: 2 Points</p> <p>Project incorporates minor pedestrian street crossing improvements: 1 Point</p> <p>Project incorporates no pedestrian facility improvements: 0 Points</p>
<p><u>Bicycle Facilities – Level of Traffic Stress (LTS):</u></p> <ul style="list-style-type: none"> The project provides a new link (segment, grade-separated crossing) in the low-stress bikeway system, connecting residential neighborhoods, employment centers, or other destinations to the existing low-stress network, where other reasonably direct, low-stress route alternatives do not exist. <p>[Note: See Low Stress Bike Route Finder or .pdf of LTS Map at https://www.greatermadisonmpo.org/maps/documents/Low_Stress_Bike_Network_2021.pdf]</p>	0 – 6	<p>Up to 4 points for new links of LTS 2 and up to 6 points for new links of LTS 1, depending on length and impact on regional low-stress network connectivity. 2 points for reducing LTS on roadway from 4 to 3.</p>
<p><u>Transit Facilities/Route:</u></p> <ul style="list-style-type: none"> The project includes a bus lane or other transit priority improvement(s) (e.g., bus queue jump at intersection, transit signal priority), bus stop improvements and/or amenities (e.g., in lane bus stop, improvements, ADA compliant bus pads), and/or, new sidewalk connection to route) to improve transit travel time, reliability, and/or attractiveness, and/or accessibility. The project is located on a bus route and will improve transit as well as motor vehicle operations. 	0 – 4	<p>Project accommodates and provides significant benefits to transit (e.g., bus lanes or other priority treatment): 4 Points</p> <p>Project provides new or improved bus stops and/or new sidewalk connection to route: 2 Points</p>

		Project is located on a bus route and provides some benefits (e.g., improved traffic flow, relocated bus stop or enhanced bus stops): 1 Point Project is not located on a bus route: 0 Points
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6. Environment– 8 Points Total

Criteria		Scoring Guidelines
<u>Use of Alternative Modes:</u> <ul style="list-style-type: none"> Extent to which project enhancements to alternative transportation options are likely to be used based on existing and estimated future transit ridership and bicycling and walking levels, and extent to which this is likely to result in a shift to these modes and reduced vehicle trips/VMT. 	0 – 4	High transit, bicycling, walking levels which project will increase: 3 - 4 Points High levels, but modest impact from project; Moderate existing or projected levels which project will increase: 1 - 2 Points Minimal or no impact on use of alternative modes: 0 Points
<ul style="list-style-type: none"> The extent to which the project is anticipated to improve storm water control through rain garden, infiltration, TSS, or catch basin. 	0 – 4	Maximum points for projects that have high potential/plans to significantly improve storm water control.

7. Equity– 10 Points Total

Criteria	Points	Scoring Guidelines
<u>Environmental Justice:</u> <ul style="list-style-type: none"> The project is located within or directly benefits an MPO-defined Tier 1 or Tier 2 Environmental Justice (EJ) Area, providing improved multi-modal access/mobility and/or otherwise improving the area's livability. [Note: See maps of Tier 1 and Tier 2 EJ Areas at the following link: https://www.greatermadisonmpo.org/maps/list.cfm#EJ 	0 – 10	Maximum points will be awarded for projects located in/connecting to and directly benefiting a Tier 1 EJ Area. Up to 6 points will be awarded for projects located in/connecting to and directly benefiting a Tier 2 EJ Area.

Transit Infrastructure Projects (Excluding Bus Purchases)

STBG-Urban Evaluation Criteria & Scoring Guidelines

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1. Importance to Regional Transportation System and Regional Development Framework– 25 Points Total		
Criteria	Points	Scoring
<u>Category of Bus Route(s) Served:</u> <ul style="list-style-type: none"> Metro's fixed routes can be categorized according to the function they serve within the overall transit system. "Core" routes operate in high volume corridors through the central area and form the backbone of the system. This includes the planned BRT system; "commuter" routes serve major employer centers, adding service frequency during commute periods and often providing faster service; "peripheral" routes connect outlying areas to the transfer points; and "circulator" routes serve short trips within activity centers or between nearby neighborhoods and the centers. 	1 – 5	Project affects planned BRT routes: 5 points. Project affects other core routes or network segments with all day service: 3 points. Project affects route segment with only commuter or peripheral route service part of the day: 1 Point
<u>Transit Level of Service:</u> <ul style="list-style-type: none"> Number of daily bus trips (peak and off-peak) affected by the project (both current and anticipated future, if new service planned). 	1 – 5	10+ buses/hour during weekday peak, 5+ off-peak, and 2+ weekends: 5 Points 6+ buses peak, 3+ off-peak, and 2+ weekends: 4 Points 4+ peak, 2+ off-peak, 1+ weekends: 3 Points 2+ peak, 1+ off-peak/weekend: 1 Point Weekday peak period service only: 0 Points
<u>Passenger Boardings:</u> <ul style="list-style-type: none"> Number of passenger boardings per day on all route(s) affected by the project (both current and anticipated future boardings, if new service planned). 	0 – 5	>6,000: 5 Points 1 Point per 1,000 rounded up (after 1,000) to 6,000 < 1,000: 0 Points
<u>Supports Employment or Mixed Use Center or Corridor:</u> <ul style="list-style-type: none"> The project is located within or serves an existing or planned employment center or mixed-use center or corridor. <p>[Note: See map of existing and planned centers, page 2-11 of the Regional Transportation Plan 2050. Will update with map from Regional Development Framework being prepared.]</p> <ul style="list-style-type: none"> The project improves multi-modal accessibility and connectivity to employment center or mixed-use center or corridor. 	0 – 10	Project serves an existing regional employment or mixed-use center or corridor: 8-10 Points Project serves an existing local employment or mixed-use center or corridor: 5-7 Points Project serves a developing/planned regional employment or mixed-use center or corridor: 3-4 Points

Transit Infrastructure Projects (Excluding Bus Purchases)

STBG-Urban Evaluation Criteria & Scoring Guidelines

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		Project serves a developing/planned local employment or mixed use center or corridor: 1-2 Points
		Project does not serve an employment or mixed-use center or corridor: 0 Points

2. System Preservation – 15 Points Total		
Criteria	Points	Scoring
<ul style="list-style-type: none"> The project will help maintain the reliability of transit service or address facility maintenance or expansion needs (e.g., bus queue jump(s), bus shelter replacement, transfer center or PNR lot construction/expansion). The project will preserve the viability of existing transit facilities. 	0 – 15	Maximum points awarded for projects that significantly improve transit reliability/schedule adherence and/or replace, improve, or expand facilities that are past their useful life, in disrepair, under capacity, and/or do not meet current design standards.

3. Congestion Mitigation & Transportation System Management (TSM) – 15 Points Total		
Criteria	Points	Scoring
<u>Congestion Mitigation/TSM:</u> <ul style="list-style-type: none"> Level of existing traffic congestion in the affected corridor(s) and the extent to which the project mitigates that congestion by enhancing the attractiveness of transit service. Capacity issues with facilities or service(s) and the extent to which the project addresses the issue(s) by expanding the capacity or operational efficiency of them. The project improves the operational performance/efficiency of existing transit route(s) in congested corridors (e.g., decrease in travel times, increase in on-time performance). Examples include transit runningway improvements, consolidation and/or relocation of bus stops, and construction or removal (to create dedicated bus lanes) of bus bulb-outs. The project implements ITS strategies that improve the operational efficiency and/or attractiveness of transit service. Examples include transit signal priority, dynamic message signs that display real-time bus schedule information, fare collection systems, passenger counting systems, and other data and reporting mechanisms that make or can be used to make the transit system more efficient. 	0 – 15	Maximum points for projects in congested corridors that increase the attractiveness of transit by providing facilities, amenities, or information and/or improving the operational performance (travel time, schedule adherence) of transit service.

Transit Infrastructure Projects (Excluding Bus Purchases)

STBG-Urban Evaluation Criteria & Scoring Guidelines

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4. Safety Enhancement – 5 Points Total		
Criteria		Scoring
<u>Safety Enhancements:</u> <ul style="list-style-type: none"> Extent to which the project addresses passenger, driver, or maintenance staff safety or security concerns (e.g., moving bus stops, adding cameras to transit facilities, improving bus communications/safety monitoring, modifying maintenance facilities to improve safety). 	0 – 5	Maximum points for project that significantly improve passenger safety on vehicles or at high ridership locations, or address documented driver or maintenance staff safety issues.

5. Enhancement of Multi-Modal Options/Service – 15 Points Total		
Criteria	Points	Scoring
<u>Transit Connections:</u> <ul style="list-style-type: none"> The project improves connections between transit and other modes of transportation (e.g., increases opportunities for bicycle storage at major bus stops/stations, park-and-ride lot/facility). The project enhances transfer station or bus stop facilities/amenities. 	0 – 5	Maximum points for projects that accommodate and provide significant improvements to multi-modal transit connections
<u>Transit Facilities:</u> <ul style="list-style-type: none"> The project includes transit runningway improvements or other transit improvements (e.g., in-lane bus stops, bus queue jump, transit signal priority) and/or amenities that reduce transit travel times, improve on-time performance, and/or otherwise increase the attractiveness of transit. 	0 – 10	Maximum points for projects that accommodate and provide significant benefits to transit operations

6. Environment–10 Points Total		
Criteria		Scoring
<u>Existing/Projected Use of Transit:</u> <ul style="list-style-type: none"> Extent to which project is likely to result in increased transit ridership and reduced vehicle trips/VMT. 	0 – 10	High transit levels in corridor(s)/area(s) which project will increase: 7-10 Points High levels, but modest impact from project; Moderate existing or projected levels which project will increase: 4-6 Points; Low levels, but project will increase: 1-3 Points

Transit Infrastructure Projects (Excluding Bus Purchases)

STBG-Urban Evaluation Criteria & Scoring Guidelines

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7. Equity – 15 Points Total		
Criterion	Points	Scoring
<p><u>Environmental Justice & Accessibility:</u></p> <ul style="list-style-type: none"> The project improves accessibility of the transit system for persons with disabilities through upgrades to existing fixed-route buses or bus stops. The project is located within or directly benefits a Tier 1 or Tier 2 MPO-defined Environmental Justice (EJ) Area and provides improved transit access and mobility and/or otherwise improves the attractiveness of transit service. <p>[Note: See maps of Tier 1 and Tier 2 EJ Areas at the following link: https://www.greatermadisonmpo.org/maps/list.cfm#EJ]</p>	0 – 10	Maximum points will be awarded for projects located in/connecting to and directly benefiting a Tier 1 EJ Area. Up to 6 points will be awarded for projects located in/connecting to and directly benefiting a Tier 2 EJ Area.
<p><u>Public Health:</u></p> <ul style="list-style-type: none"> The project provides public health benefits (e.g., provides community/social space or improved access to parks/open space, improves access to health care or other services, healthy food resources, etc., provides opportunities for physical activity, improves safety, etc.). 	0 – 5	Maximum points awarded to projects that provide public health benefits.

1. Importance to Regional Transportation System and Supports Regional Development Framework – 25 Points Total		
Criteria	Points	Scoring Guidelines
<ul style="list-style-type: none"> System Connectivity and Continuity: The project provides a new link (segment, grade-separated crossing) in the low-stress bikeway system, connecting residential neighborhoods, employment centers, or other destinations to the existing low-stress network, where other reasonably direct, low-stress route alternatives do not exist. [Note: See <u>Low Stress Bike Route Finder</u> or .pdf of LTS Map at https://www.greatermadisonmpo.org/maps/documents/Low_Stress_Bike_Network_2021.pdf] 	0 – 20	Up to 17 points for new links of LTS 2 and up to 20 points for new links of LTS 1, depending on length and impact on regional low-stress network connectivity.
<ul style="list-style-type: none"> The project provides bicycling and walking opportunities in areas of natural, cultural, or historic interest, enhancing use of the facility for recreational as well as transportation purposes. 	0 – 5	Maximum points for projects that utilize natural etc. areas, providing high quality recreational opportunities

2. System Preservation – 5 Points Total		
Criteria	Points	Scoring Guidelines
<p>Facility Maintenance:</p> <ul style="list-style-type: none"> The project sponsor has a bicycle facility pavement condition monitoring and maintenance program. The project sponsor has a winter bike facility maintenance program and the facility will be maintained year round. 	0 – 5	Maximum points for projects with sponsors with an effective pavement/facility monitoring and maintenance program, and a high-quality year-round maintenance program

3. Congestion Mitigation/TSM – 5 Points Total		
Criteria	Points	Scoring Guidelines
<ul style="list-style-type: none"> The project will increase the attractiveness of bicycle/pedestrian travel in a corridor or area with significant existing peak period traffic congestion. The project will improve access to transit stops in a corridor or area with significant existing peak period traffic congestion. 	0 – 5	

Bicycle/Pedestrian Facility Projects

STBG-Urban Evaluation Criteria & Scoring Guidelines

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4. Safety Enhancement – 20 Points Total		
Criteria		Scoring Guidelines
<ul style="list-style-type: none"> The project is located in a corridor or area with a history of bicycle/pedestrian crashes, and the project addresses the safety problem(s) or issue(s). The project addresses a documented hazardous condition that discourages bicyclists from using the facility or corridor. The project addresses perceived hazardous condition that discourages bicyclists from using the facility or corridor. The project addresses a network deficiency identified in a Safe Routes to School Plan. 	0 – 10	Maximum points for projects that address an existing major safety problem based on number of crashes relative to use and/or a documented safety issue.
<ul style="list-style-type: none"> The project provides a facility that is suitable for less experienced, skilled bicyclists. 	0 – 10	Maximum points for projects providing an off-street facility in a corridor without an existing low-stress alternative.

5. Enhancement of Multi-modal Options – 25 Points Total		
Criteria	Points	Scoring Guidelines
<u>Population Served:</u> <ul style="list-style-type: none"> The project serves a large number of people based on population within 0.5 to 1 mile of the facility, location of the facility within the overall bikeway network, and location within the region and community. 	0 – 13	Maximum points for projects with a large population within a relatively short distance of the facility or likely to make use of the facility due to its location.
<u>Destinations Served:</u> <ul style="list-style-type: none"> The project serves to increase bicycling and walking access to jobs, services, schools, shopping, parks/recreational facilities, and/or entertainment. 	0 – 12	Maximum points for projects providing access to regional or local mixed-use or employment/activity centers, community facilities, and services.

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

7. Equity – 15 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Environmental Justice & Accessibility:</u></p> <ul style="list-style-type: none">The project is located within or improves bicycle/pedestrian access/mobility for an MPO-defined Tier 1 or Tier 2 Environmental Justice (EJ) Area. <p>[Note: See maps of Tier 1 and Tier 2 EJ Areas at the following link: https://www.greatermadisonmpo.org/maps/list.cfm#EJ]</p>	0–12	Maximum points will be awarded for projects located in/connecting to and directly benefiting a Tier 1 EJ Area. Up to 7 points will be awarded for projects located in/connecting to and directly benefiting a Tier 2 EJ Area.
<p><u>Public Health:</u></p> <ul style="list-style-type: none">The project improves bicycle/pedestrian/transit access to parks/open space, health care or other services, healthy food resources, etc.	0 – 3	Maximum points awarded to projects that will provide improved access to healthy food resources, health care, and active recreation opportunities.

1. Importance to Regional Transportation System and Supports Regional Development Framework– 15 Points Total

Criteria	Points	Scoring Guidelines
<ul style="list-style-type: none"> <u>Roadway Functional Class:</u> The Greater Madison MPO Functional Classification System map assigns the following functional classifications to roadways within the urban area: Principal Arterial, Minor Arterial, and Collector. The functional classification defines the role the roadway plays (mobility, connectivity, accessibility) in serving travel needs through the regional network. See link to map below. <p>http://www.madisonareampo.org/maps/documents/FunctionalClassesDaneCountyCurrentRds.pdf</p>	3 – 6	Principal Arterial: 6 Points Minor Arterial: 3 Points Collector: 0 Points
<ul style="list-style-type: none"> <u>Freight Route:</u> The project is located on or would benefit a freight route, or would otherwise improve the reliability of truck or rail movements. For routes, see link to Truck Routes and Truck Volume map below: <p>https://www.greatermadisonmpo.org/maps/documents/Truck_Vol_2019_Percent.pdf</p> <p>[Note: “Key” routes include those serving industrial parks or other locations with relatively high truck volumes.]</p>	0 – 3	Project located on or benefits key freight route location(s): 3 Points Project provides minor improvements to freight system/freight movements: 1-2 Points Non-freight route or no freight-related improvements: 0 Points
<u>Supports Employment or Mixed-Use Center, and/or Serves Mixed-Use Corridor:</u> <ul style="list-style-type: none"> The project is located within or serves an existing or planned employment or mixed-use center or corridor. <p>[Note: See map of existing and planned centers, page 2-11 of the Regional Transportation Plan 2050. Will update with map from Regional Development Framework being prepared.]</p> <ul style="list-style-type: none"> The project improves multi-modal accessibility and connectivity to employment and/or mixed-use center or corridor. 	0 – 6	Project serves an existing regional employment center or mixed-use center or corridor: 6 Points Project serves an existing local employment or mixed-use center or corridor: 4 Points Project serves a planned regional employment or mixed-use center: 2 Points Project does not serve an existing or planned employment or mixed-use corridor: 0 Points

2. System Preservation – 5 Points Total

Criterion	Points	Scoring Guidelines
<ul style="list-style-type: none"> The project will help preserve the viability of existing transportation infrastructure. The project improves ability to maintain the roadway (e.g., winter snow/ice clearing) or transit system/vehicles. 	0 – 5	

3. Congestion Mitigation & Transportation System Management – 20 Points Total

Criteria	Points	Scoring Guidelines
<p><u>Congestion Mitigation/TSM:</u></p> <ul style="list-style-type: none"> Overall level of existing recurring and non-recurring traffic congestion and extent to which the project mitigates it, improving travel times or traffic flow conditions. <p>[Note: The level of traffic congestion will be measured based on the best data available, including volume-to-capacity ratio (using AAWT and planning level capacities in the regional travel model – see tables in Roadway Projects criteria), intersection Level of Service during the peak periods, and congested travel speeds.]</p> <ul style="list-style-type: none"> The project will reduce intersection delay through improved traffic signal operations (better coordination and/or signal equipment upgrades, including responsive signal controls). The project will reduce congestion caused by incidents and special events through improved traffic control operations, real-time information systems (travel time, transit service, parking availability, etc.), improved incident response/management, or other strategies. The project will increase the attractiveness of transit, ridesharing, bicycling, and/or walking in congested areas or corridors through enhanced signal operations (e.g., transit signal priority, adding detection for bicyclists, etc.), real-time information systems, or other strategies. The project will provide data that will assist in identifying and addressing problem congestion areas or intersections for all transportation modes. 	0 – 20	Maximum points for projects that significantly mitigate recurring and non-recurring congestion in one or more of the most congested local arterial corridors.

4. Safety Enhancement – 20 Points Total

Criteria		Scoring Guidelines												
<p><u>Project Tier:</u></p> <ul style="list-style-type: none"> Tier 1-Project includes a high severity crash segment or intersection (Using 5-year crash history) <ul style="list-style-type: none"> ○ A crash history with 1 or more fatalities; or ○ 3 or more Type A crashes; or ○ 1 or more Type B or higher bike/ped crash Tier 2- Project does not include a high severity crash segment or intersection but has a documented crash history or safety problem. <p>Crash history will be weighted by the EPDO Index developed for the Intersection Safety Screening Analysis</p>	-	<table> <tr> <td>Severity:</td> <td>Weight-EPDO Index</td> </tr> <tr> <td>K: Fatal</td> <td>155.5</td> </tr> <tr> <td>A: Incapacitating</td> <td>16.0</td> </tr> <tr> <td>B: Non-Incapacitating</td> <td>4.4</td> </tr> <tr> <td>C: Possible Injury</td> <td>2.3</td> </tr> <tr> <td>O:Property Damage</td> <td>1.0</td> </tr> </table>	Severity:	Weight-EPDO Index	K: Fatal	155.5	A: Incapacitating	16.0	B: Non-Incapacitating	4.4	C: Possible Injury	2.3	O:Property Damage	1.0
Severity:	Weight-EPDO Index													
K: Fatal	155.5													
A: Incapacitating	16.0													
B: Non-Incapacitating	4.4													
C: Possible Injury	2.3													
O:Property Damage	1.0													

<p><u>Potential Crash Reduction Impact of the Proposed Roadway Improvement(s):</u></p> <ul style="list-style-type: none"> • Extent to which the project addresses documented safety concerns and the estimated impact the improvement(s) will have in reducing motorist, bicyclist, and/or pedestrian crashes based on crash modification factor (CMF) of the countermeasure(s). <p>[Note: See http://www.cmfclearinghouse.org. The CMF Clearinghouse presents both CMFs and CRFs, or Crash Reduction Factors. The difference is that CRF provides an estimate of the percentage reduction in crashes, while CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given improvement. Mathematically, CMF = 1 - (CRF/100).]</p>	<p>0 – 20</p>	<p>High-Impact Safety Improvements: Tier 1: Up to 20 Points Tier 2: Up to 15 points</p> <p>Medium-Impact Safety Improvements: Tier 1: Up to 15 points Tier 2: Up to 10 points</p> <p>Minimal-Impact Safety Improvements Tier 1: Up to 10 points Tier 2: Up to 5 points</p> <p>Project does not include a safety countermeasure: 0 Points</p>
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5. Enhancement of Multi-Modal Options –15 Points Total

Criteria	Points	Scoring Guidelines
<p><u>Pedestrian and Bicycle Facilities:</u></p> <ul style="list-style-type: none"> • The project includes ITS infrastructure that will increase the convenience and attractiveness of bicycling and walking (e.g., pedestrian signals or warning lights, pedestrian and bicyclist detection devices, etc.). 	0 – 4	<p>Project accommodates and provides significant benefits to pedestrians and bicyclists: 3-4 Points</p> <p>Project accommodates and provides limited benefits to pedestrian and bicyclists: 2 Points</p> <p>Project accommodates, provides limited benefits to pedestrians only: 1 Points</p> <p>No additional or improved accommodations for pedestrians or bicyclists: 0 Points</p>
<p><u>Transit Facilities:</u></p> <ul style="list-style-type: none"> • The project includes ITS infrastructure (e.g., transit signal priority, real time information systems, fare collection systems, etc.) that will improve transit travel time, reliability, and/or attractiveness. 	0 – 8	<p>Project accommodates and provides significant benefits to transit (e.g., transit signal priority): 8 Points</p> <p>Project provides some benefits (e.g., fare collection systems): 4 Points</p> <p>Project is located on a bus route and thus benefits transit to limited</p>

		degree (e.g., improving traffic flow): 2 Points Project is not located on a bus route: 0 Points
<u>Data Collection:</u> <ul style="list-style-type: none">The project includes ITS infrastructure that will improve data collection for alternative transportation modes needed for planning and project design purposes.	0 – 3	Project provides significant benefits in terms of archived data: 3 Points Project provides some benefits (e.g., fare collection systems): 2 Points Project is located on a bus route and thus benefits transit to limited degree (e.g., improving traffic flow): 1 Point Project is not located on a bus route: 0 Points

6. Environment – 15 Points Total		
Criteria		Scoring Guidelines
<u>Impact on Use of Alternative Modes:</u> <ul style="list-style-type: none">Extent to which project is likely to result in increased transit ridership and bicycling and walking levels and therefore reduced vehicle trips/VMT.	0 – 10	Significant impact on transit, bicycling, and walking levels: 7-10 Points Modest impact: 4-6 Points Limited or no impact: 0-3 Points
<u>Impact on Fuel Use/Emissions and Groundwater Quality:</u> <ul style="list-style-type: none">Extent to which the project will reduce fuel consumption and vehicle emissions through improved traffic flow (e.g., less stop/start conditions) and/or reduced non-recurring congestion caused by incidents and special events.Extent to which project will reduce salt and other chemical usage for winter maintenance, improving ground water quality and roadside vegetation.	0 – 5	Significant estimated impact on fuel use/vehicle emissions and/or salt/chemical usage based on studies: 4-5 Points Modest impact: 1-3 Points No impact: 0 Points

7. Equity – 10 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Environmental Justice:</u></p> <ul style="list-style-type: none">The project is located within or directly benefits a MPO-defined Tier 1 or Tier 2 Environmental Justice (EJ) area, providing improved multi-modal access/mobility and/or otherwise improving or maintaining the area's livability. <p>[Note: See maps of Tier 1 and Tier 2 EJ Areas at the following link: https://www.greatermadisonmpo.org/maps/list.cfm#EJ]</p>	0 – 10	Maximum points will be awarded for projects located in/connecting to and directly benefiting a Tier 1 EJ Area. Up to 6 points will be awarded for projects located in/connecting to and directly benefiting a Tier 2 EJ Area.

MPO Agenda Cover Sheet

May 5, 2021

Item No. 6

Re:

Approval of Grant Projects for Section 5310 (Enhanced Mobility for Seniors and Persons with Disabilities) Program Supplemental 2021 Funding (CRRSAA and ARPA)

Staff Comments on Item:

Supplemental funding provided through Coronavirus-relief acts (CRRSAA and ARPA) apportions \$108,736 to the Madison area for projects. The MPO Policy Board approved project selection criteria and scoring metrics at their March 3, 2021 meeting. Applications were released and eligible organizations were notified of the funding availability on March 20, 2021. Two complete applications were received for eligible projects by the April 12, 2021 deadline. Both applicants have been awarded Section 5310 Funding in the past; thus the receipt of these funds will not place a new administrative or reporting burden on either applicant.

- Dane County Department of Human Services – Transportation to Dane County Vaccination Sites - \$30,000
- Capitol Express – Operation Assistance (Payroll) - \$38,919

Materials Presented on Item:

1. Draft Program of Projects for the Madison Urbanized Area – 2021 Supplemental Funding (CRRSAA and ARPA)
2. Draft MPO Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) Program Descriptions of Projects Selected for 2021 CRRSA and ARPA Supplemental Funding

Staff Recommendation/Rationale: Staff recommends approval of the two Section 5310 supplemental grant funding applications.

DRAFT - Section 5310 Program of Projects for the Madison Urbanized Area - 2021 Supplemental Funding (CRRSAA and ARPA)										
Subrecipient	Service Area	Service Area Urban/Rural	Sub Type ¹	Project Type	Project Description/AI	FTA Amount	Local Amount	Total Amount	Coordination Plan Page	Project Type ²
<u>Category A Projects</u> - Certified as having met federal requirements and approved for funding.										
Dane County DHS	Dane County	Urban/Rural	LG	Operating	Transportation to Dane County Vaccination Sites	\$30,000	\$0	\$30,000	25, 27-30, 33, 34	14e
Capitol Express	Dane County and Surrounding Areas	Urban/Rural	PO	Operating	Capitol Express Operation Assistance (Payroll)	\$38,919	\$0	\$38,919	33	15a
City of Madison - Metro Transit		DR		Grant Administration		\$6,892		\$6,892		12
Total						\$75,811	\$0	\$75,811		
<u>Category B Projects</u> - Pending federal requirements and/or pending approval for funding.										
Total						\$0	\$0	\$0		

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

² Project type defined in FTA C 9070.1G:

12 - Administration expenses

14a - Rolling stock and related activities (meeting the 55% requirement)

14b - Passenger facilities (meeting the 55% requirement)

14c - Support facilities and equipment (meeting the 55% requirement)

14d - Lease of equipment (meeting the 55% requirement)

14e - Acquisition of transportation services under a contract, lease, or other arrangement, including user-side subsidies (meeting the 55% requirement)

14f - Support for mobility management and coordination programs (meeting the 55% requirement)

15a - Public transportation projects (capital and operating) planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities

15b - Public transportation projects that exceed the requirements of the ADA

15c - Public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on ADA complementary paratransit service

15d - Alternatives to public transportation that assist seniors and individuals with disabilities with transportation

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

Greater Madison MPO

Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) Program Descriptions of Projects Selected for 2021 CRRSA and ARPA Supplemental Funding

Subrecipient:	Dane County Department of Human Services
Project:	Transportation to Dane County Vaccination Sites
FTA Amount:	\$30,000

Transportation to Dane County Vaccination Sites is a project designed to transport seniors, people with disabilities and veterans to COVID-19 (COVID) vaccination sites throughout Dane County. It is a short-term program to manage and coordinate transportation for mass vaccination. In mid-March 2020 the COVID pandemic resulted in the closure of transportation services such as the Retired Senior and Volunteer Program, Vets Helping Vets, Road to Recovery and others; these services provided transportation to medical appointments for hundreds of seniors and veterans. Call requests for these rides were forwarded to the Dane County Transportation Call Center (CC1). By April 2020 the CC1 was overwhelmed with calls for medical rides and the center was stressed. Once Dane County opened vaccination eligibility to elderly 65+, calls from frantic seniors, people with disabilities and veterans seeking ride assistance flooded the already overwhelmed CC1. It was quickly determined an addition satellite Call Center (CC2) was required to field and transport individuals to vaccination sites. Transportation vaccination eligibility will include ages 50+ starting April 1, 2021. The request for funding is to provide transportation to vaccination sites for Dane County seniors, people with disabilities and veterans.

Subrecipient:	Capitol Express Transportation
Project:	Capitol Express Operation Assistance (Payroll)
FTA Amount:	\$38,919

Capitol Express Transportation provides shared-ride transportation services for seniors and people with disabilities. We provide ambulatory, wheel chair and stretcher rides. With the pandemic our collected revenues went from 1.986 million in 2019 to 1.207 million in 2020. This is a decrease of approximately 40%. Prior to the pandemic we utilized four full time office employees and we maintained this level even with the drop in production in 2020. We are looking for payroll relief for one of these employees. We could have moved forward without all four staff in 2020 due to a reduction in revenue but wanted to maintain our staff and our service level for this business segment. We are looking for reimbursement for the fourth staff person.

MPO Agenda Cover Sheet

May 5, 2021

Item No. 7

Re:

Discussion on and Potential Action to Disband the MPO Citizen Advisory Committee for Use in Public and Stakeholder Engagement

Staff Comments on Item:

The MPO has had a Citizen Advisory Committee for many years dating back to prior to 2000 when the MPO was separated from the former Regional Planning Commission. The committee is intended to consist of local officials and committee members, representatives of stakeholder groups, and other local residents. It is intended to provide a “sounding board” on policy issues and liaison with stakeholder groups.

Following the questions and comments about the committee raised at the March board meeting, staff conducted some research on MPO citizen committees across the country and gave more thought to the committee. We are the only MPO in Wisconsin with an active CAC, and the only other TMA in the surrounding states with a CAC is Kalamazoo MI. Several MPOs across the country have recently disbanded their CACs due to challenges of recruiting members and lack of a clearly defined role.

While staff has enjoyed the good discussions that have taken place at meetings and gained some valuable insight at times, staff has recognized for some time that the committee has not been as effective as it could perhaps be in serving its intended purpose. This was noted in the Public Participation Evaluation conducted in 2017, which recommended efforts be made to make the committee more diverse and define more clear roles for the committee. While staff could have invested more time in recent years to recruiting, it has been difficult to recruit persons from under-represented groups to the committee. Part of this stems from the longer range, regional, diverse, and more technical nature of the MPO’s planning work.

There are two paths forward. One is to more clearly define its role, increase efforts to obtain a more diverse committee membership, and develop strategies to make it a more effective public engagement tool for the purposes identified. The second is to disband out the committee and use that time for other public engagement. Based on comments at the last meeting, the board appears inclined to disband the committee and replace with other engagement activities.

Materials Presented on Item:

1. Document outlining the purpose and intended makeup of the MPO Citizen Advisory Committee

Staff Recommendation/Rationale: Staff is conflicted on the issue. While staff has benefited from discussions and insights gained at times from the committee, staff also recognizes the lack of clearly defined role, especially with respect to the board, and concerns about the ability to achieve and sustain a diverse membership on the committee. Staff will follow whatever direction the board provides.

MPO Citizen Advisory Committee

A. General Purpose

1. To provide advice to the MPO Policy Board and its staff in matters related to MPO planning activities.
2. To provide advice to the MPO, in particular, on: (a) preparation and implementation of the Long-Range Transportation Plan for the Madison Metropolitan Area; (b) transportation project priorities as part of the Transportation Improvement Program; and (c) other transportation studies and programs.
3. To provide a “sounding board” for reactions to possible transportation planning policy issues.
4. To provide liaison with various other public and/or private interest groups.
5. To provide for a means of feedback on citizen relations to MPO planning issues, and to relate this to possible future shifts in planning policy directions.

B. Committee Authority

The committee is advisory to the MPO Policy Board.

C. Member Appointments and Terms

The MPO Policy Board shall approve all appointments to the committee. The Board shall reaffirm appointments every two years.

D. Committee Membership

1. The committee is to be broad-based with representatives of various public and/or private interest groups (e.g., the various transportation modes, environment, business/economic development, and minority, low-income, and elderly populations), the transportation industry, persons with transportation planning expertise, elected and non-elected local officials, and local citizens.
2. The number of committee members shall not exceed the number of persons on the MPO Policy Board (currently 14).
3. A change in the membership on the committee can only be made with the approval of the MPO Policy Board.

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4. Members shall identify their relevant affiliations and this information shall be provided to the MPO Policy Board and posted on the MPO's website.

E. Interaction with the MPO Policy Board

1. Committee meeting minutes will be provided to the MPO Policy Board as part of its meeting packet, if available. MPO Policy Board meeting minutes will be provided to the committee as part of its meeting packet, if available.
2. The committee may provide written and/or oral reports to the MPO Policy Board on the discussions and recommendations of the committee, as needed. The committee shall select a member to provide the report, which will be placed on the MPO Board's meeting agenda.
3. The MPO Policy Board may select one of its members to serve as a liaison between the Board and the committee. This Board member may attend committee meetings and will otherwise facilitate communications between the committee and the Board.

MPO Agenda Cover Sheet

May 5, 2021

Item No. 8

Re:

Appointment of MPO Representative to the Dane County Specialized Transportation Commission

Staff Comments on Item:

The Dane County Specialized Transportation Commission (DCSTC) was created by Res. 12, 1996-97 to oversee and coordinate the specialized transportation services in the county across agencies and funding sources. The DCSTC consists of eleven (11) members (five representing areas outside the city of Madison): two citizen members representing local specialized transportation providers appointed by the County Executive; three citizen members representing three consumer groups (member of Dane County Commission on Aging, person with disability, and low income citizen) appointed by the County Executive; one City of Madison Transportation Commission member appointed by its Chair; one MPO Policy Board member appointed by its Chair; and four County Board Supervisors appointed by the County Executive.

Per county resolution, the MPO appointment to the commission is by the chair. The current MPO representative is staff transportation planner Ben Lyman. He was appointed in 2019 when no policy board members expressed an interest in serving on the commission. In his two years on the commission, Lyman has applied his knowledge of transportation options and network of service and transportation providers to support various initiatives, notably response to the Coronavirus pandemic and sharing information on best practices and service availability with area organizations and providers. Prior to joining the MPO, Lyman staffed the Juneau Coordinated Transportation Coalition, the corollary to the DCSTC in Juneau, Alaska. In Portland, Oregon, Lyman worked directly with adults with developmental disabilities as a Community Inclusion Specialist, facilitating group outings by transit and on foot. Lyman's experience with specialized transportation and the needs of individuals experiencing disabilities enable him to make a strong contribution to the DCSTC, collaborating with agencies throughout Dane County. Because the DCSTC is more of a services oversight committee than a policy body, having a staff representative with Ben's background makes sense. That said, if there is an MPO board member who is interested, Ben would be happy to work with that person to provide background information and consult on agenda items as needed.

Materials Presented on Item:

None

Staff Recommendation/Rationale: Staff recommends that staff planner Ben Lyman continue to serve on the commission unless there is a board member with a strong interest in serving on the commission.

MPO Agenda Cover Sheet

May 5, 2021

Item No. 9

Re:

MPO 2021 Resolution No. 5 Approving Amendment #2 to the 2020 Unified Planning Work Program

Staff Comments on Item:

Per amendment #1 to the 2020 Work Program adopted last fall, the MPO carried over some work activities and funding into 2021. This included work by our travel model consultant to complete the update and enhancements to the regional travel forecast model. The consultant has delivered a working model, but is still completing the final refinements to the calibration, validation of the model, and documentation. The carryover activities also included work by UW TOPS Lab staff to update the intersection safety analysis using crash data from 2017-2019. It has taken much longer than expected to put together all of the data for UW TOPS Lab, so this work was delayed. Finally, the scope of work by UW TOPS Lab has also been modified to add development and mapping of a High Injury Network for the portion of the MPO Planning Area outside the city of Madison, building off of work the TOPS Lab is doing for the city.

As a result, a second work program amendment is needed to extend the date for completion of the travel model work and the UW TOPS Lab work from May 31 to July 30 with the remaining carryover funds to be invoiced to WisDOT by that date. The resolution approves this extension and authorizes staff to submit the work program amendment to WisDOT and FHWA for approval.

Materials Presented on Item:

1. MPO 2021 Resolution No. 5

Staff Recommendation/Rationale: Staff recommends approval.

MPO 2021 Resolution No. 5
Approving Amendment #2 to the 2020 Unified Planning 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 (formerly named the Madison Area Transportation Planning Board) 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 2020 Work Program dated November 2019 was approved on November 6, 2019 and then amended on October 7, 2020 to carry over some planning activities and budget into calendar year 2021; and

WHEREAS planning grants for 2020 planning activities were received, including funds from the Federal Transit Administration, Federal Highway Administration (FHWA), Wisconsin Department of Transportation (WisDOT), and several local governmental units; and

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

WHEREAS the MPO included a work activity and funding in the 2020 Work Program for a consultant to complete work on the update and enhancements to the regional travel forecast model, and that work will likely not be completely finished by the end of May 2021, the date by which this carryover activity was supposed to be done and expenses invoiced per amendment #1 to the work program; and

WHEREAS the 2020 Work Program also included a miscellaneous consulting services project, which included funds to hire UW TOPS Lab staff to update the intersection safety analysis using crash data from 2017-2019, and this work will not be completely finished by May 2021 either; and

WHEREAS the scope of work by UW TOPS Lab has also been modified to add development and mapping of a High Injury Network for the portion of the MPO Planning Area outside the city of Madison, building off of work the TOPS Lab is doing for the city; and

WHEREAS the Greater Madison MPO is therefore requesting that the date within which to complete the travel model work and other miscellaneous consulting services work, primarily the work by the TOPS Lab, be extended from May 31, 2021 to July 30, 2021 with the remaining carryover 2020 funding to be spent and invoiced by that date:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves Amendment #2 to the 2020 Unified Planning Work Program extending the date to complete the aforementioned work and spend the funding until July 30, 2021 with the carryover funding to be spent and invoiced by that date; and

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

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

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

Date Adopted

Mark Opitz, Chair

MPO Agenda Cover Sheet

May 5, 2021

Item No. 10

Re:

Summary of Local Staff Responses to Questions Asked to Inform Update to the Regional Transportation Plan

Staff Comments on Item:

Earlier this year MPO staff sent a survey to technical committee members and other municipal planning/transportation staff to gather early feedback for the development of the RTP, with the intention of ensuring the RTP is useful and consistent with local land use/transportation planning and decision making, and that the plan reflects communities' priorities and concerns in the context of MPO regional goals and policies. The following questions were asked:

1. What are your community's:
 - Top (up to 5) short- to medium-range (5-10 years) transportation project, policy, and/or planning priorities?
 - Top (up to 5) long-range (more than 10 years) priorities?
 - Biggest transportation related concerns or challenges?
2. Does your community anticipate undertaking any area or corridor land use/transportation related planning processes within the next five years? If yes, please describe.
3. Do you refer to any of the information in the Regional Transportation Plan 2050 or component plans (e.g., Bicycle Transportation Plan, ITS Strategic Plan) in any of your planning work or documents? If so, please specify if possible.
4. Are there any additional maps or data that would be helpful to you if included in the new RTP?
5. Do you have any planned public engagement activities that we might be able to piggyback on for the RTP? Would you be interested in having MPO staff present on the RTP at a council/board or committee meeting or provide a brief overview presentation yourself (e.g., early in process)?

We received responses from the majority of larger communities in our planning area. We received some very valuable responses not only in regards to the development of the RTP, but also opportunities for the MPO to further engage with communities on other projects or issues as well. MPO staff also plans to set up meetings with WisDOT, county, and municipal staff later in the RTP development process to discuss and review future projects and issues and get feedback on analysis and draft recommendations in the plan.

Materials Presented on Item:

1. Summary of local staff responses to questions to inform the RTP update

Staff Recommendation/Rationale: For information and discussion purposes only.

TECHNICAL ADVISORY COMMITTEE RTP SURVEY RESPONSES

Top short- to medium-range (5-10 years) transportation project, policy, and/or planning priorities

Project-Roadway

- Cottage Grove
 - Potential improvements needed to roundabouts and N/TT north of I-94 in conjunction with business park development at NW corner of N & TT
- DeForest
 - Hwy V & Hwy CV Reconstruction with Trail extensions
 - River Rd reconstruction & realignment
 - Windsor Rd Bridge
- Fitchburg
 - Fish Hatchery Road reconstruction
 - CTH MM & McCoy intersection signalization
 - Lacy Rd (Fitchrona Rd to Seminole Hwy) - Reconstruction with curb and gutter, path and bike lanes
 - Syene Rd (McCoy Rd to Lacy Rd) - Reconstruction with curb and gutter, median, bike lanes, and intersection changes
 - Fitchrona Rd - (Lacy Rd to Nesbitt Rd) - Reconstruction
 - Seminole Hwy (Lacy to Schumann) - Reconstruction
 - Lacy Rd (Seminole to Savannah Oaks School) - Reconstruction
 - Syene Rd (McCoy Rd to City Boundary) - Reconstruction
 - S. FHR reconstruction
- Madison
 - John Nolen Drive (North Shore to Olin) Bridge replacement
 - Projects that implement Vision Zero and Complete Streets, such as: USH 12/CTH AB, University Ave, Twenty is Plenty.
- McFarland
 - CTH MN reconstruction (Holscher to N. Peninsula Way)
 - US 51 reconstruction
 - Exchange Street Reconstruction (US 51 to Farwell)
 - CTH MN reconstruction (N. Peninsula Way to CTH AB)
- Middleton
 - Reconstruct Pleasant View Road into a multi-modal transportation corridor.
- Sun Prairie
 - Improving safety on corridors with a high-frequency of crashes
- Stoughton
 - Coordination with DOT and Community regarding USH 51 construction projects including three new roundabouts and complete reconstruction of USH 51 through Stoughton in the next 5 to 10 years.
 - Prioritize and fund the resurfacing of our main collector level roadways.
- Verona
 - Pavement rehabilitation
 - Legion Street and West Verona Avenue
 - East View and Elm Street
 - Lucille Street
 - CTH PB & M intersection
 - Other improvements in this region as development occurs
 - Mark Drive

Project-Bike/Ped

- Cottage Grove
 - Continuation of Glacial Drumlin Trail to connect to Capital Trail in Madison.
Village portion will soon be complete.
- DeForest
 - Connectivity - Trails/sidewalks
- Madison
 - Developing a Low Stress Bike Network, which includes Bike/Ped Projects such as, Autumn Ridge Path, West Towne Path, Cannonball Path, extension of the Glacial Drumlin; Reallocating space on existing streets to create a low stress network.
- McFarland
 - Continued development of bicycle trail network and completion of Lower Yahara River Trail.
- Stoughton
 - Ped/Bike trail connection to Madison Area
 - Improving off-road trail connectivity to parks, schools, and other points of interests within the City.
- Verona
 - Sidewalk improvements
 - Pedestrian and bicycle trail construction:
 - Military Ridge Reserve Trail extension
 - Ice Age Junction Path extension
 - Reddan Park Trail extension
 - Military Ridge State Trail paving
 - RRFB various locations as needed

Project- Transit

- DeForest
 - Workforce transit
- Madison
 - Bus Rapid Transit Implementation, East West corridor followed by North South Corridor
 - Intercity Bus Terminal
- Middleton
 - Restructure Middleton transit routes to integrate with BRT and regional transit network redesign.
- Sun Prairie
 - Local BRT Expansion into the City AND the addition of local bus service / transition away from Shared-Ride Taxi

Policy/Planning

- Fitchburg
 - The City will work to ensure all users of its transportation network, whether walking, biking, or driving, or riding, have a basic level of comfort in using the network.
 - The City will work to ensure its residents have various viable transportation options, including walking, biking, driving, and riding (public transit and taxi services)
 - Continue to participate in regional transit system
 - Work closely with the Wisconsin Department of Transportation, Greater Madison MPO, Capital Area Regional Planning Commission, Dane County

- Highway, and neighboring communities to ensure that regional transportation plans follow a coherent regional design
- Develop a data driven program, including crash data, which identifies intersections with the highest potential for safety improvements.
- Develop or support improvements to Rideshare operations and Park n' Ride infrastructure to enhance multi-modal connections.
- Madison
 - Complete Green Streets Policy Development and Implementation- Special focus on traditionally under-served neighborhoods
 - Vision Zero Implementation- Special focus on traditionally under-served neighborhoods
 - Transportation Demand Management Ordinance (2021)
 - Implementing a Transit Oriented District overlay zone
- Middleton
 - Create a University Avenue Corridor Plan to encourage increased densities, increase walkability, and establish cross access and parking agreements, with the outcome being the corridor having a less auto-centric focus.
 - Update Middleton's Bicycle & Pedestrian Plan.
 - Overhaul the City's off-street parking regulations, including the adoption of bicycle parking standards.
- Sun Prairie
 - Restructuring of transportation-related committees to have a more integrated planning process
 - Creation of a dedicated transportation division (ongoing process)
 - Gap Filling in Bike and Ped Networks via the creation of an Active Transportation Plan
- Verona
 - Evaluate design standards for roads
 - Overhaul of the Comprehensive Plan for the City
 - Review of East Verona Avenue connection towards the east past US 18/151 to connect to Grandview Road and Whalen Road at some point
 - Reapply for the Bicycle Friendly Communities designation

Top Long-Range Priorities

- Cottage Grove
 - The Village is encouraging denser nodes of development at strategic areas in the Village that would be suitably spaced for public transit if/when it could become available.
 - Other bike trail connections to the regional system (perhaps north to Sun Prairie or south to Lake Kegonsa/Stoughton)
- DeForest
 - North Mendota Parkway
 - HWY 51 Reconstruction South of 19
 - Regional Trail Connectivity
 - Additional River crossing projects for emergency and community access
- Fitchburg
 - New existing or potential initiatives including Bus Rapid Transit and passenger rail
 - Facilitate TOD along rail corridor
 - FHR BRT - support infrastructure design that accommodate future BRT on corridor

- Building a comprehensive multi-modal transportation system
 - Plan a pattern of streets, sidewalks, bicycle facilities, and public transit facilities in new neighborhoods that maximizes the connectivity of land uses within the neighborhood.
- Madison
 - Bus Rapid Transit Expansion to adjacent cities
 - Interstate access to American Center
 - Local Street crossings of the Beltline
 - Measureable VMT decrease, spurred by increases in transit use and active transportation
 - Transportation Equity
 - Improving Energy Efficiency of the Transportation System
 - Making our infrastructure smarter and more efficient through use of technology and operational strategies
 - Continue Special Area Plans and Neighborhood Development Plans
 - Work toward keeping up Street, Path & Bridge Ratings
- McFarland
 - Reconstruction of Siggelkow Road (Catalina Parkway to CTH AB)
 - Reconstruction of CTH AB (Elvehjem Road to US 12/18)
 - New north-south collector from CTH MN/AB to Siggelkow Road
 - Expansion of Madison Metro route into McFarland
 - Development of light rail from downtown McFarland to downtown Madison
 - Development of an Interstate access ramps.
- Middleton
 - Complete construction of Belle Fontaine Blvd. connecting Parmenter Street with CTH Q.
 - Reduce long gaps between marked crosswalks so that major streets present less of a barrier to non-motorists (e.g., along Century Avenue).
 - Complete a network of bicycle lanes and paths linking all city neighborhoods to accommodate all types of bicyclists.
 - Restore passenger rail service through Middleton.
 - Implement recommendations of the airport master plan (currently under development).
- Stoughton
 - Potential Bus service to Madison Area.
- Sun Prairie
 - Addition of additional north/south roadway connections
 - Connections of existing gaps through difficult to build places (wetlands without development potential)
 - Retrofitting of rural roads that are seeing urban development pressures
 - Working with neighboring jurisdictions to create seamless connections between communities (examples – Bird Street to Town of Bristol, Bailey Road, Grand/Riener/C)
 - Expansion of high-capacity transit into the City
- Verona
 - Main Street and Verona Avenue intersection improvements and corridors leading to the intersection

Biggest Transportation Challenges/Concerns

- Cottage Grove
 - The Glacial Drumlin Trail connections has been particularly challenging. It is very much in demand and the Village planned its portion of the trail based on timelines proposed by Dane County for their portion of the connections. Unfortunately, Dane County discovered that portions of the trail route secured by the WDNR were completely unsuitable for a trail. As a result the County has not yet been able to secure an alternate route and we have no idea if/when the completion will occur (other than assurances from Dane County that it's a priority).
- DeForest
 - Mass transit
- Fitchburg
 - Geographically dispersed population
 - Low - medium density
 - Environmental/preservation areas restrict connectivity between areas of the City
 - Lack of east/west arterials connecting the City's neighborhoods
 - Lack of coordinated regional transit services
 - Low prioritization of alternate transportation at state level
 - Funding
 - Eminent domain for bike/ped projects removed
 - Complete streets law repealed
 - CAV coordination efforts
- Madison
 - Additional funding source for transit service
 - Town of Madison Annexation
 - Assessment burden associated with infrastructure projects.
- McFarland
 - Funding for transportation projects of all modes.
- Middleton
 - Filling gaps in the sidewalk network (barriers include the City's current assessment methodology and concern about impacts on trees and other landscaping).
 - Overcoming the barriers to pedestrians and bicyclists presented by increased auto and truck traffic along arterial and collector streets.
- Stoughton
 - USH 51 safety west side of City and to McFarland
- Sun Prairie
 - Pedestrian safety has risen to be our biggest issue right now. We have had 3 fatalities on Main Street in the last year.
 - Transit Expansion and related infrastructure costs
 - Retrofitting pedestrian facilities
 - Creation of a more pedestrian-oriented environment in Downtown Sun Prairie, which is in conflict with its designation as a State Highway
 - Retrofitting connectivity into areas without adequate roadway connections.
- Verona
 - Extension of East Verona Avenue for connectivity to potential development lands east of USH 18/151. Many constructability and environmental challenges.

Known challenges are environmental constraints, DNR bicycle trail, narrow bridge underpass, and funding of this endeavor.

Does your community anticipate undertaking any area or corridor land use/transportation related planning processes within the next five years?

- DeForest
 - The Village is already engaged in somewhat of a corridor land/use transportation along River Road, between Windsor Road and County Highway V. Upon completion, this will include the eastern realignment of River Road and adjoining mixed use development in Conservancy Place, reconstruction of remaining rural sections to its north and adjoining mixed-density residential development, and further commercial and mixed use development closer to Highway V. Safe bike and ped crossings are also a component of that effort.
 - The Village may also want to undertake a similar effort around the reconstruction of Highway V, and the development and redevelopment of adjoining lands, including the north edge of the Village's downtown near the CV intersection and the large farm north of V between River Road and Lexington/Brule Parkway.
- Fitchburg
 - We recently completed a Fish Hatchery Road corridor update, but do not anticipate new corridor planning aside from neighborhood plans.
- Madison
 - Corridor Study for Winnebago St. Area/Schenks Corners
 - BRT North-South corridor study
 - Finishing the East Towne, Odana Area, and South Madison Plans in 2021
 - Stretch of E Wash from Hwy 30 to East Towne – 2021/2022
 - Reiner NDP – 2022
 - Shady Wood NDP - 2022
 - I-39 Interstate access study by American Center (also I-94 Milwaukee St?)
 - Others TBD
 - TOD-Planning – 2021-2023. Multi-agency Transit-Oriented Development Planning effort we were recently awarded an FTA grant for.
- McFarland
 - The Village intends to update its Comprehensive Plan and East Side Neighborhood Growth Area Plan, focused primarily on the Siggelkow Road/CTH MN/CTH AB corridor. This may include development of a new business park.
- Middleton
 - University Avenue Corridor Plan
- Stoughton
 - We anticipate growth pressure on west side of the City to continue. This may involve Comprehensive Plan refinements along the USH 51 corridor.
- Sun Prairie
 - We just launched a pedestrian safety task force (this week actually), which may lead to three projects – Vision Zero Plan, Active Transportation Plan or City Transportation Plan, and/or Main Street Corridor Study
- Verona
 - Comprehensive Plan is required to be done. There is a potential that at some point Fitchrona Road will need to be evaluated due to the amount of development that is proposed by Fitchburg and the possible impacts the development is creating on this small road.

Other Comments

- McFarland
 - Assistance with traffic and land use modeling as the Village considers amending its East Side Neighborhood Plan.
 - The maps in the RTP are understandably scaled to the MPO boundaries; however, the content can be difficult to read at the McFarland regional scale. The growth of online interactive mapping helps to alleviate this issue. Creating a separate mapbook with a series of maps scaled to each municipality would be a nice as well. Perhaps the mapbook could be supported by a short summary document tailored to each community to explain where they fit within the RTP/summary of key actions/recommendations impacting the community, etc. Understanding that creates more work for your staff but I think takes what is a very large document and breaks it down into something more useable/meaningful for the local community staff/elected officials.
 -
- Middleton
 - Beef up the policies supporting Goal 4 (improving equity), and include pedestrian-oriented policies in the performance measures
 - Work with each municipality to update TAZ data
 - Note the role (albeit relatively minor) of Middleton Municipal Airport in the region.
- Verona
 - On a side note, the MPO could help facilitate a corridor study for Fitchrona Road as Fitchburg has lots of proposed development creeping closer to Fitchrona Road, the Verona Area School District purchased property in the vicinity, the Town of Verona has potential development, and the City of Verona will expand to that road in the future. At some point, a study will need to be done to determine what type of facility is needed to handle all of the proposed land uses as well as the amount of right-of-way needed from development. I don't foresee City Staff (Fitchburg and Verona) having the time to do this type of a study.

MPO Agenda Cover Sheet

May 5, 2021

Item No. 11

Re:

Review of U.S. Census Bureau's Proposed Revised Criteria for Defining Urban Areas, its Impact on Madison Urban Area, and Consideration of Submission of Comments

Staff Comments on Item:

The U.S. Census Bureau has proposed revisions to the criteria to be used to determine urban areas using the 2020 Census data. The significance of the urban area for the Greater Madison MPO is that it determines the amount of funding the MPO receives (both planning funds and project funds) and is also the basis for determining the MPO's planning area boundary, which establishes the official jurisdictional area of the MPO. Also, currently the MPO has a policy to only fund projects within the urban area, not the larger planning area. See [link](#) to current urban and planning area map.

The most significant proposed changes that will impact the Greater Madison MPO are:

1. Defining Criterion: Shifting to housing density (units per sq. mile) as the primary criterion for determining whether a census block is urban, rather than population.
2. Jumps: A reduction is proposed in the distances that defined urban area boundaries can "jump" along road corridors through non-qualifying census blocks as they connect otherwise non-contiguous qualifying urban census blocks. The current distance for "jumps" is 2.5 miles and that is proposed to be reduced to 1.5 miles.

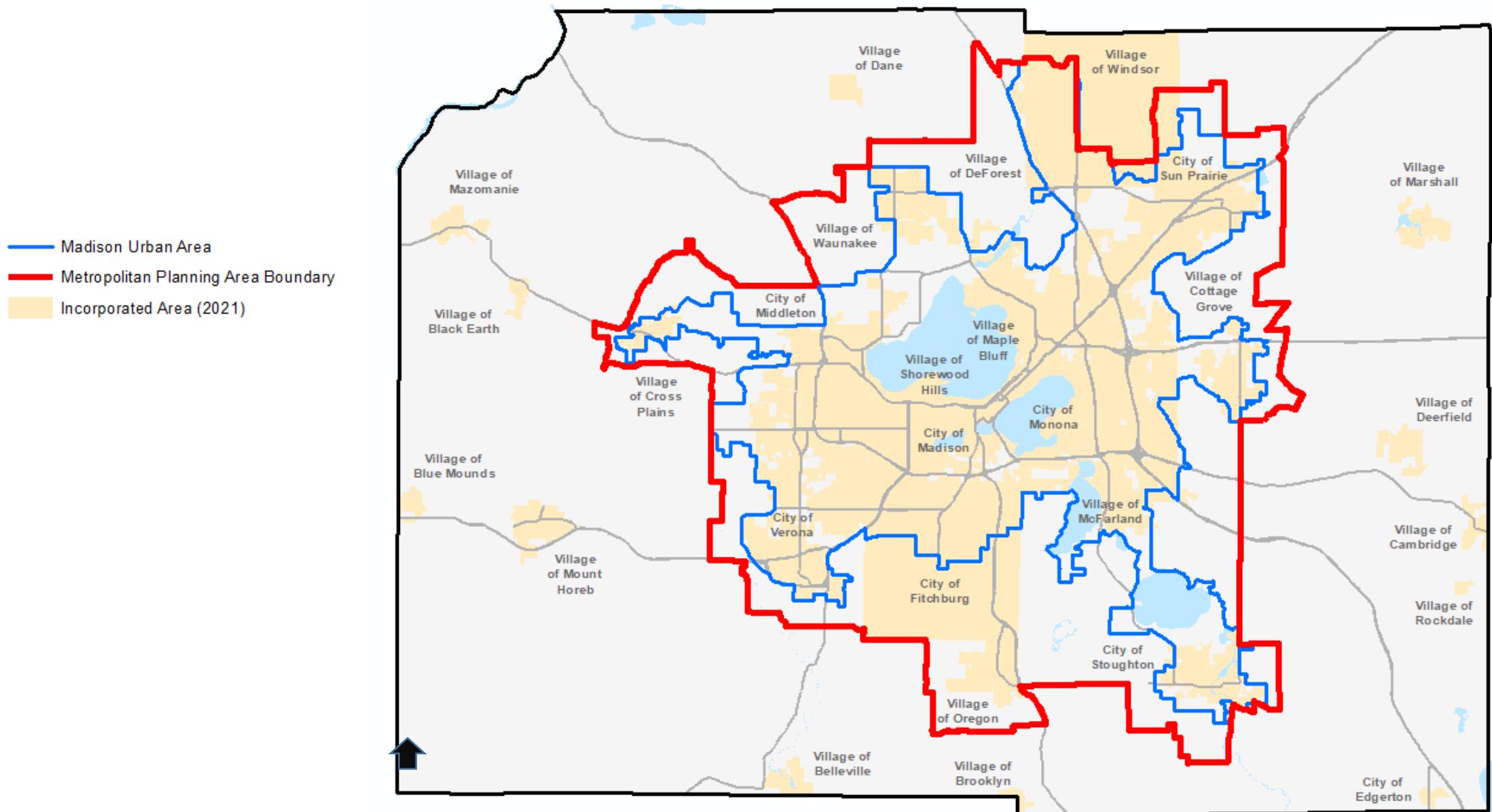
Based on an analysis done by our GIS Specialist, the reduction in the "jump" distance could result in Stoughton, Cottage Grove, DeForest, Windsor, and Cross Plains being removed from the Madison Urban Area with Cross Plains and Stoughton the most likely. The Census Bureau doesn't consider commuting data for this particular set of criteria, but 36-48% of residents in these communities work in the city of Madison, reinforcing that they are part of the Madison metro area. Staff has communicated our concerns to Association of MPOs (AMPO) staff. AMPO will be submitting comments on the proposed changes.

Materials Presented on Item:

1. Three PowerPoint presentation slides with maps and summary information

Staff Recommendation/Rationale: Primarily for information purposes only. The MPO could submit letter of comment if AMPO or other national organizations aren't providing a comment on the jump criterion change issue.

Planning Boundaries of the Greater Madison MPO



2020 Urban Area Criteria

Proposed Changes:

- **Urban Area minimum threshold to qualify:**
 - Old Criteria: 2,500 Population.
 - New Criteria: 10,000 Population or 4,000 Housing Units.
- **Census Block minimum threshold to qualify:**
 - Old Criteria: Population Density (1,000/sq. mi.).
 - New Criteria: Housing Unit Density (385/sq. mi.).
- **Jumps**
 - Old Criteria: 2.5 miles.
 - New Criteria: 1.5 miles.



Qualifying Census Blocks based on 2016 Households

