

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

**April 3, 2024**

[Virtual Meeting via Zoom](#)

**6:30 p.m.**

This meeting is being held virtually.

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

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

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

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

- (877) 853-5257 (Toll Free)  
Meeting ID: 831 5009 4005
- If you need an interpreter, materials in alternate formats, or other accommodations to access this meeting, contact the Madison Planning Dept. at (608) 266-4635 or TTY/TEXTNET (866) 704-2318.  
*Please do so at least 72 hours prior to the meeting so that proper arrangements can be made.*

Si usted necesita un interprete, materiales en un formato alternativo u otro tipo de acomodaciones para tener acceso a esta reunión, contacte al Departamento de Desarrollo Comunitario de la ciudad al (608) 266-4635 o TTY/TEXTNET (866) 704-2318.

*Por favor contáctenos con al menos 72 horas de anticipación a la reunión, con el fin de hacer a tiempo, los arreglos necesarios.*

Yog tias koj xav tau ib tug neeg txhais lus, xav tau cov ntaub ntawv ua lwm hom ntawv, los sis lwm yam kev pab kom koom tau rau lub rooj sib tham no, hu rau Madison Lub Tuam Tsev Xyuas Txog Kev Npaj, Lub Zej Zos thiab Kev Txhim Kho (Madison Planning, Community & Economic Development Dept.) ntawm (608) 266-4635 los sis TTY/TEXTNET (866) 704-2318.

*Thov ua qhov no yam tsawg 72 teev ua ntej lub rooj sib tham kom thiaj li npaj tau.*

如果您出席会议需要一名口译人员、不同格式的材料，或者其他的方便设施，请与 Madison Planning, Community & Economic Development Dept. 联系，电话是 (608) 266-4635 或 TTY/TEXTNET (866) 704-2318。  
*请在会议开始前至少 72 小时提出请求，以便我们做出安排。*

**AGENDA**

1. Roll Call and Introductions
2. Approval of February 7, 2024 Meeting Minutes
3. Communications

- City of Madison and Village of DeForest Sewer Service Amendment review letters
4. Public Comment (for items **not** on MPO Agenda)
  5. MPO 2024 Resolution No. 2 Approving Amendment to the 2024 Work Program (5 minutes)
  6. MPO 2024 Resolution No. 3 Metro Transit Asset Management (TAM) Performance Measures (5 minutes)
  7. MPO 2024 Resolution No. 4 Approving Transportation Improvement Program (TIP) Amendment No. 2 to the 2024-2028 TIP for the Madison Metropolitan Area & Dane County
    - Revisions to Attachment E, Analysis of Anticipated Effect of TIP Toward Achieving Federal Performance Measure Targets
    - Increase federal Section 5310 funding for Dane County Travel Buddy Program
    - Add five new federally funded Carbon Reduction Program (CRP) projects located in Fitchburg, Madison, Middleton, Monona, and Sun Prairie
  8. Presentation on the Transportation Demand Management (TDM) & RoundTrip Platform (15 Min)
  9. Update on Senate Bill 791 regarding electric vehicle charging stations (5 minutes or less)
  10. Section 5310 2024 Program of Projects Amendment 2 (5 minutes)
  11. Discussion and potential action on Wisconsin Department of Transportation (WisDOT) Memorandum of Understanding (5 minutes)
  12. Discussion on potential Greater Madison MPO comments on I-39/90/94 Interstate Study (5 minutes)
  13. Status Report on Capital Area Regional Planning Commission (CARPC) Activities (5 minutes or less)
  14. Announcements
    - 2023 Annual Report
    - MPO Strategic Plan
    - Board Member Appointments
    - Regional Safety Action Plan update
    - MPO Social Media

14. Adjournment

Next MPO Board Meeting: **Wednesday, May 1, 2024 at 6:30 p.m.**

**Greater Madison Metropolitan Planning Organization (MPO)  
February 7, 2024 *DRAFT* Meeting Minutes**

[Virtual Meeting hosted via Zoom](#)

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Opitz called the meeting to order at 6:17 PM.

**1. Roll Call and Introductions**

**Members present:** Richelle Andrae, Liz Callin, Phil Caravello, John Duncan, Pam Dunphy, Paul Esser, Derek Field, Steve Flottmeyer, Barbara Harrington-McKinney (arrived at item #7), Tom Lynch, Charles Myadze, Mark Opitz, Kristi Williams, Doug Wood

**Members excused:** none

**MPO staff present:** Alex Andros, Colleen Hoesly, Bill Holloway, David Kanning

**Others present in an official capacity:** none

**2. Approval of December 6, 2023 Meeting Minutes**

Williams moved, Andrae seconded, to approve the December 6, 2023 meeting minutes. Motion carried with Field abstaining.

**3. Communications**

- Letter to elected officials regarding transit-related surveys
- WisDOT approval of 2023 RES 16 Amendment to the 2024-2028 TIP

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

None.

**5. Review and potential approval of *Dane County Electric Vehicle Charging Infrastructure Plan***

Andros stated that staff has received additional comments on the plan since the December Policy Board meeting. Proposed additions and changes to the draft plan are reflected in the Change Sheet in the board packet and are based on comments received from Dane County communities and members of the plan steering team, as well as ongoing research by MPO staff. The MPO Technical Coordinating Committee recommended approval of the plan at their January meeting. Staff recommends that the Policy Board approve the *Dane County Electric Vehicle (EV) Charging Infrastructure Plan* for adoption with the recommended additions and changes detailed in the Change Sheet.

Holloway reviewed some of the more significant changes reflected in the change sheet. McFarland is recommended to be added to the Priority Charging Locations map due to the recent removal of a nearby level 3 charging station. References to state legislation enabling charging fees based on energy use are revised, as the legislation is expected to be signed into law soon. A vehicle weight table is added to show a comparison of the weight of EVs to similar ICE vehicles. Details of WPPI Energy's programs and policies are added. A link and maps related to the new U.S. Department of Energy 30C Tax Credit Eligibility Locator are added. Details about policies in other cities that allow EV owners to charge in public on-street parking spaces via an extension cord across the sidewalk are added. A section explaining Right-to-Charge laws is added.

Andrae asked if, regarding local ordinances that allow extension cords across the sidewalk for EV charging, whether we know if all municipalities in Dane County need to change their ordinances, or if some have supportive policies already in place already. Holloway stated that the need for this type of policy depends on the local housing stock, and whether people have off-street parking spaces they can use to charge. It could also be a stop gap in cases where a community is working to add additional EV charging locations. Andrae asked whether the plan is stating that communities should adopt requirements for providing EV charging in new development. Holloway stated that the plans recommends that communities consider this. He noted that the “right to charge” laws apply to existing housing stock, by giving residents subject to oversight by homeowners’ associations the right to install charging infrastructure for their individual use.

Myadze moved, Field seconded, to approve the *Dane County Electric Vehicle Charging Infrastructure Plan*. Motion carried.

#### **6. Presentation and possible approval of Greater Madison MPO 2024 Res. #1 MPO 2020 Urban Area Boundary**

Hoesly shared a presentation on the background of the process and noted that staff is recommending board approval at this meeting. This process typically occurs every ten years after the decennial Census. The U.S. Census Bureau defines the Urban Area Boundary, and MPOs can then develop an Adjusted Urban Area Boundary (UAB) that adds areas to more accurately reflect local conditions. The Adjusted UAB defines where Surface Transportation Block Grant-Urban (STBG-U) funding can be awarded. After the Adjusted UAB is adopted, the MPO will define its Planning Area Boundary (PAB), which is a larger area with a 20-year planning horizon. The PAB is the area analyzed in the Regional Transportation Plan. During the process to create the Adjusted UAB, staff met with the majority of affected communities and received helpful feedback that was incorporated into the proposed draft. Staff worked to maximize federal funding eligibilities for local jurisdictions where possible when defining the Adjusted UAB. The City of Stoughton and Village of Cross Plains are the two largest areas no longer included in the UAB, however, they will continue to be part of the PAB.

Wood asked whether the MPO could extend the Adjusted UAB to include the Village of Cross Plains. Hoesly said yes, but give the level of interaction that staff has had with the village in the past, and the desire to maximize both urban and rural funding opportunities, it makes sense to remove it; however, the village does desire to stay within the PAB, so it will continue to be considered for planning purposes. Wood expressed a general curiosity in the flexibility of the boundary and asked whether it could be extended to the City of Stoughton. Hoesly stated that Stoughton cannot be included because it became its own defined Urban Area after the last census. Wood asked what the consequences are of being within the UAB versus the PAB. Hoesly stated that STBG-U funding can only be spent within the UAB per current policy of the MPO; rural program funding may not be spent within the UAB. She noted that the MPO could revise its policy to allow the spending of STBG-U funding *beyond* the UAB, but rural funding may never be spent *within* the UAB. Caravello asked about thoughts on Mount Horeb. Hoesly stated that staff has been discussing that and it will be included in the next agenda item. She noted that the UAB cannot contain multiple urban areas, but the PAB can.

Williams moved, Wood seconded, to approve Greater Madison MPO 2024 Resolution No. 1, Approving the 2020 Urban Area Boundary for the Madison Urban Area of Dane County, Wisconsin, as amended per email to the policy board on 2/15/24. Motion carried.



## **7. Discussion on Planning Area Boundary**

Hoesly stated that some MPOs adopt their Urban Area Boundary (UAB) and Planning Area Boundary (PAB) at the same time, but staff decided to focus on the adjusted UAB first in this case due to the complexity of the funding implications related to the UAB and desire to make both discussions easier. She noted that the PAB has a 20-year planning horizon; that it must encompass the adopted Adjusted UAB; and that it can include other census-defined urban areas. Andros noted that the PAB is the area within which the Federal metropolitan transportation planning and programming requirements apply, and that federally funded or regionally significant transportation projects within the PAB must be included in the MPO's regional transportation plan (RTP) and Transportation Improvement Program. The MPO's next RTP will focus on the land within the PAB, so staff is looking to the board for comments and direction regarding areas that should or should not be included.

Hoesly noted that during the last update to the PAB, the Board directed staff to initiate discussions with the Village of Oregon about adding them, after which they were added. Mount Horeb is the only remaining census-defined urban area in Dane County that is not part of the PAB, and it shares similar commuting characteristics to Oregon and Stoughton. Staff has not spoken with Mount Horeb yet and is looking for Board feedback on whether Mount Horeb should be approached about possibly being added to the PAB.

Opitz said that he thinks it is important to talk with Mount Horeb about the advantages of being added. Commuting patterns make it clear that Mount Horeb is part of the larger connected region. Field stated that he also supports approaching Mount Horeb. It is growing rapidly and commuting will only increase. Wood agreed that Mount Horeb should be included. Caravello also agreed.

Opitz asked how Oregon has felt about being included in the PAB since they were added. Andros stated that despite initial resistance they now seem to appreciate it, and noted that staff recently provided transit planning assistance to the Oregon per their request that led to a successful grant application for additional consultant assistance.

Opitz stated that given board feedback, staff should reach out to Mount Horeb about the potential to be added to the Planning Area Boundary.

## **8. Recommendation on MPO Comments on the I-39/90/94 Study**

Hoesly stated that staff is looking for Board feedback and guidance. The MPO is a "participating agency" on the I-39/90/94 Interstate Study per WisDOT invitation. Participating agencies have added opportunities for comment on the project. WisDOT held a coordination meeting for participating agencies on 1/31/2024 as part of the NEPA process. At this meeting, the study team reviewed the coordination plan outlining all participation opportunities over the course of the study, and requested concurrence from participating agencies on "Concurrence Point #1," the project purpose and need and range of alternatives, which the study team presented on to the MPO Policy Board at two meetings in 2023. This concurrence point is primarily aimed at federal agencies with more formal sign-off roles, but the MPO could submit comments. Comments would be due by February 14. Given that the Board did not express strong critiques on these two items when they were presented in 2023, staff believes the more beneficial opportunity for the MPO to comment will be on "Concurrence Point #2," which is the identification of the preferred alternative for the main line and interchanges that will move forward. WisDOT is on a very condensed timeline, so it will be important for the MPO to keep track of comment windows. Comments on Concurrent Point #2 are due May 1, so staff proposes bringing draft comments

to the March or April Board meeting. In the past, the MPO has not consistently provided comments on major studies like this, so staff would like board feedback on standardizing a process for when and how the MPO will comment on studies like this moving forward, including whether comments should be submitted by staff or brought to the Board for review.

Opitz stated that the MPO has knowledgeable and professional staff that the Board trusts to facilitate input on projects, and that the best time to involve the Board would be for policy guidance on preferred alternatives. Esser agreed with Opitz in support of staff's judgement, and added that he agrees that the Board does not need to submit comments on Concurrence Point #1, but should weigh in on Concurrence Point #2. Lynch stated that the approach to large projects like this by WisDOT southwest region staff recently has felt very collaborative and the City of Madison is very appreciative of this. He noted that the proposed alternatives flow from the project purpose and need, so based on the wording of the purpose and need, he wants to note that there is not a main line alternative that does not involve increasing capacity. Instead, WisDOT is bringing forward a managed lane alternative, similar to the Beltline flex lane, as well as a full capacity expansion. Multimodal connections are not included in the alternatives, but WisDOT has been active in asking the city for its priorities, more as a mitigation measure rather than part of the main alternative. The Board can concur, not concur, remain silent, or offer comments. Because the turnaround for comments on Concurrence Point #1 is so quick, the city will not have time to review draft comments with committees and is still figuring out how to approach this. Lynch added that he wants to emphasize that there is not an alternative that involves no capacity expansion, and also wants to emphasize that the WisDOT project team has been very collaborative and he appreciates the tone they have taken with the communities this project will affect.

Lynch moved, Wood seconded, to allow staff to submit comments as staff sees fit, without stating concurrence or non-concurrence. Wood asked for clarification as to whether this motion applies only to Concurrence Point #1, so that staff may still bring draft comments to the board before the May 1 deadline for Concurrence Point #2. Hoesly stated that the WisDOT project team is anticipating the comment period for Concurrent Point #2 to be open April 1-May 1, and there is a board meeting scheduled for May 1, so the board would have time to provide comment on the preferred alternative before that deadline if desired. She added that depending on how much information is available on the preferred alternative, there could potentially be an initial discussion at the March board meeting, and certainly a discussion at the April board meeting. Andros added that she would like the MPO to be consistent in its approach to commenting on major projects moving forward. Lynch noted that this is the first of four major WisDOT studies coming up and agreed that the MPO should have an accepted protocol moving forward. Opitz added his perspective that the board is a high-level policy body that provides direction and can rely on staff to make professional judgements in situations like this without having to run everything by the board. Motion carried.

## **9. Presentation and discussion of potential spending on "E-TIP" [on-line Transportation Improvement Program] software**

Andros explained that staff has been exploring the possibility of spending money on an e-TIP pilot project that would streamline the TIP compilation process, and wanted to share the idea and potential cost with the board for discussion purposes only. Andros then reviewed the potential benefits highlighted in the board packet. She emphasized that compiling the TIP is a time-consuming process, and that an e-TIP would increase staff efficiency as well as transparency for the public project sponsors. Staff has spoken with other MPOs who use e-TIP platforms, including others who use the EcoInteractive platform under consideration. EcoInteractive was recently hired by Southeastern Wisconsin Regional Planning Commission (SEWRPC), and the East Central Wisconsin Regional Planning Commission

(ECWRPC) is considering it as well. Hoesly added that the FHWA has said the subscription cost cannot be paid for with MPO "PL" or Planning funding; it could be considered a "pilot" project paid for with PL funding for the first three years, but after that the MPO would need to pay for it with local funding.

Esser noted that the 2024 MPO budget was fully committed when the board approved it last year and asked what is not being done if the MPO commits \$30,000 for this project in 2024. Andros stated that the approved budget includes funding for a pilot project, but at the time, staff did not know the specific cost of the platform. If approved, the UPWP would need to be amended to include the specific project and dollar amount. Hoesly added that there was quite a bit of carryover funding from last year, so there is flexibility in the budget, given that this pilot portion can be covered by Planning funding; however, if approved, the bigger consideration moving forward would be finding the local match to cover the cost after the initial three years. One possibility is that if all the large MPOs in the state move to this platform, it appears likely that WisDOT could decide to make it a statewide contract to standardize the process, which would then not need to be covered by local dollars. Andros added that covering the long-term cost is an important consideration, but she believes it is worth getting something started now, given how the funding landscape may change with the participation of other large MPOs and WisDOT. Wood asked how the MPO pays for its Streetlight subscription. Andros said it is paid for with PL funding, due to the way the FHWA defines "maintenance," which is an eligible expense under PL funding; big data is constantly updated. Hoesly added that big data, such as that provided by Streetlight, is considered a necessary product that informs the MPO's plans, so it is considered eligible for PL funding, whereas e-TIP software is considered an administrative tool. Wood stated that it sounds like a great idea, but staff is smart to be wary of future ongoing maintenance costs.

#### **10. Update and Discussion of Local Programs (STBG-U, TAP and CRP)**

Andros stated that the major issue right now is that the MPO has a shortfall in its STBG-U funding due to awarding nearly \$4 million more in STBG-U funds than were available for the 2025-2029 allocation cycle. This was due to miscommunications with WisDOT surrounding new state processes. Staff has developed two scenarios to address this, outlined in the board packet, and is thankful for the flexibility of the City of Madison in considering opportunities to phase the John Nolen Drive reconstruction. Staff learned from WisDOT today that the MPO has \$1 million more than anticipated available, due to a project within the city of Stoughton being moved to another funding program based on the changing Urban Area Boundary discussed under agenda item 6. Staff wanted to make the board aware of these changes.

Andros stated that the state Joint Finance Committee just approved the federal expenditure plan for SFY 2024, so projects selected for Carbon Reduction Program (CRP) funding can now be programmed, and the MPO will need to amend its TIP to add those projects.

Lynch stated that he recently learned there is excess funding available in different pots, so there may be an opportunity to change the TIP to address the shortfall. He added that because of this, he would ask that the board be open to flexibility in the coming months, to shift projects to take advantage of other sources of funding that may be available. Hoesly added that there have been a lot of changes recently to the funding pots that are available and the traditional role of the MPO in programming STBG projects. Prior to the Bipartisan Infrastructure Law (BIL), there was less STBG funding at the state level and the MPO would select projects and send them on to WisDOT region staff to program; now, due to the large increase in funding and WisDOT having less ability to use state flex funding to accommodate project sponsors' preferred timing within a four-year funding cycle, this is the first year that the large MPOs have had to work with WisDOT region staff to make sure that projects are programmed so that funding is used only within the year it is available.

## **11. Staff Reports and Announcements**

- Update on new greenhouse gas performance measures: Hoesly stated that a new performance measure for greenhouse gas emissions has been added to the list of performance measures that MPOs nationwide must report on annually. Initially, state DOTs were supposed to set an emissions baseline for the national highway system and a declining emissions target by February 1, 2024, after which MPOs would have 180 days to develop baselines and set their own declining targets. This has been a contentious measure and many states have filed lawsuits, so the FHWA extended the deadline to March 1, however that is still subject to change. In the meantime, MPO staff is looking at a variety of methodologies for establishing an emissions baseline so that the MPO can be ready.
- Update on Regional Safety Action Plan: Work continues. Staff sent another recap of data and discussions to local communities for review. Staff should have a draft ready for the board to review at the March or April board meeting.

## **12. Status Report on Capital Area RPC Activities**

No discussion on Capital Area RPC Activities.

## **13. Adjournment**

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

Williams moved, Lynch seconded, to adjourn. Motion carried. Meeting adjourned at 7:43 p.m.

March 7, 2024

Bill Chang  
Village of DeForest Administrator  
120 S. Stevenson St.  
DeForest, WI 53532

Re: Sewer Service Area Amendment Request

Dear Bill Chang,

In the interest of facilitating greater planning integration with the Capital Area Regional Planning Commission (CARPC), Greater Madison MPO (Metropolitan Planning Organization) staff have reviewed the approximately 175-acre Sewer Service Area Amendment application primarily affecting property located south of STH 19 and West of USH 51.

Capital Area Regional Planning Commission (CARPC) staff review all development proposals that are submitted as Sewer Service Area Amendment requests for consistency with the *Dane County Water Quality Plan*. In the interest of greater regional planning integration, Greater Madison MPO staff review the proposals for consistency with the MPO's *Connect Greater Madison: Regional Transportation Plan 2050* and other regional documents. Preparation of regional plans and their updates are carried out by the respective agencies independently of the Sewer Service Area Amendment process.

The proposed amendment is generally consistent with the goals and policies of the Greater Madison MPO's *Connect Greater Madison: Regional Transportation Plan 2050*. For example, the proposed active transportation facilities along North Towne Road and Pepsi Way will enhance the active transportation network in this area. In addition, the proposal supports the RTP goal of creating connected, livable places linked to jobs, services, etc. through a multimodal transportation system by placing new growth in areas adjacent to existing development, which places new housing and jobs closer together.

During our review of the draft application dated November 10, 2023, MPO staff provided the following comments:

- “Page 6 of the draft application states that there is an existing shared-use path along North Towne Road, north STH 19, and an existing shared-use path along Williamsburg Way, east of USH 51. It then states that the Village anticipates similar improvements along North Towne Road in the proposed expansion area.



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Can you clarify if the intent is to connect the two shared-use paths? Our Bicycle Transportation Plan recommends this connection. Staff would also recommend planning for construction of the path along Pepsi Way, so that it would eventually connect North Towne Road to the Interstate overpass if it were ever built.

See attached map which shows the proposed route. We acknowledge that the section of Williamsburg Way east of USH 51 is outside of the amendment area, but still offer our recommendation for Village planning purposes.”

MPO staff have reviewed final application dated February 9, 2024. Page 6 of the final application has been revised to state that a shared-use path will be constructed not only along North Towne Road, but also along Pepsi Way. However, new text has been added stating that it may not be feasible or advisable to add a pedestrian crossing across USH 51 at the USH 51/Williamsburg Way/Metro Drive intersection, due to the width of the intersection and USH 51’s high volume and high-speed condition.

This is a critical crossing for not only the DeForest network, but also for the regional network. If a safe at-grade crossing (traffic signals or roundabout) is not possible, then staff would recommend that the Village plan for a grade-separated crossing, which would require coordination with WisDOT.

DeForest’s future bike system map, as well as our Bicycle Transportation Plan Priority Paths map available at [https://greatermadisonmpo.org/maps/documents/Bike\\_Priority\\_Paths.pdf](https://greatermadisonmpo.org/maps/documents/Bike_Priority_Paths.pdf), recommend a crossing at USH 51.

A future crossing at this location would allow the proposed path along North Towne Road and Pepsi Way, located west of USH 51, to connect to the existing path along Williamsburg Way, located east of USH 51.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alexandra Andros", with a long horizontal flourish extending to the right.

Alexandra Andros, AICP  
Director/Planning Manager

March 7, 2024

Breana Collins, Planner  
City of Madison Planning Division  
215 Martin Luther King Jr. Blvd, Ste. 017  
Madison, WI 53703

Re: Felland Road Sewer Service Area Amendment Request

Dear Breana Collins,

In the interest of facilitating greater planning integration with the Capital Area Regional Planning Commission (CARPC), Greater Madison MPO (Metropolitan Planning Organization) staff have reviewed the approximately 77.3-acre Sewer Service Area Amendment request affecting property generally located south of Burke Road and east of Felland Road in the Reiner Neighborhood.

Capital Area Regional Planning Commission (CARPC) staff review all development proposals that are submitted as Sewer Service Area Amendment requests for consistency with the *Dane County Water Quality Plan*. In the interest of greater regional planning integration, Greater Madison MPO staff review the proposals for consistency with the MPO's *Connect Greater Madison: Regional Transportation Plan 2050* and other regional documents. Preparation of regional plans and their updates are carried out by the respective agencies independently of the Sewer Service Area Amendment process.

The proposed amendment is generally consistent with the goals and policies of the Greater Madison MPO's *Connect Greater Madison: Regional Transportation Plan 2050*. For example, the proposal supports the RTP goal of creating connected, livable places linked to jobs, services, etc. through a multimodal transportation system by placing new growth in areas adjacent to existing development, which places new housing and jobs closer together. We do offer the following comments for consideration pertaining to future transit and ped/bike facilities to further support this goal within the amendment area.

Page 13, Transit Service:

- Add underlined text in red font: "The lots in the northwest corner of the expansion area are near and inside the transit network service area with a route along the regular A1 bus route along High Crossing Boulevard less than ¾ of a mile away."
- Most of the area is located more than ¾ mile from regular fixed-route bus service and therefore outside the paratransit service area. This is significant in relation to land use as it means that uses such as senior



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living and assisted living facilities should be discouraged in this area unless the Metro service area is expanded to serve this area.

Map 4, Bicycle and Pedestrian Facilities:

- There are two very long blocks on the east and west sides of the amendment area, both of which back onto the central environmental corridor. Per MGO 16.23(8)(c)3, we recommend that 10-foot wide pedestrian ways be provided to break up blocks longer than 900 feet and to provide access to and across the Environmental Corridor. The pedestrian way should connect Felland Rd on the west with the north-south road on the east side of the environmental corridor. The pedestrian way should be designed to avoid steep slopes.
- It appears that blocks along the north and south edges of the amendment area may also be long enough to warrant pedestrian ways. We suggest providing north-south pedestrian ways through the block in the northwest corner of the development area running north through the central environmental corridor from the road on the southeast corner of the development area. The pedestrian ways should be designed to avoid steep slopes.
- The off-street bicycle facilities on Felland Rd, discussed in the Pedestrian-Bicycle Facilities section on page 13, should be shown on Map 4.
- The Town Center path and the East-West path, discussed in the Pedestrian-Bicycle Facilities section on page 13, should be shown on Map 4.

Sincerely,

A handwritten signature in blue ink, reading "Alexandra Andros".

Alexandra Andros, AICP  
Director/Planning Manager



March 7, 2024

Breana Collins, Planner  
City of Madison Planning Division  
215 Martin Luther King Jr. Blvd, Ste. 017  
Madison, WI 53703

Re: S. High Point Road-Raymond Road Sewer Service Area Amendment Request

Dear Breana Collins,

In the interest of facilitating greater planning integration with the Capital Area Regional Planning Commission (CARPC), Greater Madison MPO (Metropolitan Planning Organization) staff have reviewed the approximately 239-acre Sewer Service Area Amendment request affecting property generally located east of S. Pleasant View Road, north of CTH PD, south of Midtown Road, and west of Marty Road.

Capital Area Regional Planning Commission (CARPC) staff review all development proposals that are submitted as Sewer Service Area Amendment requests for consistency with the *Dane County Water Quality Plan*. In the interest of greater regional planning integration, Greater Madison MPO staff review the proposals for consistency with the MPO's *Connect Greater Madison: Regional Transportation Plan 2050* and other regional documents. Preparation of regional plans and their updates are carried out by the respective agencies independently of the Sewer Service Area Amendment process.

The proposed amendment is generally consistent with the goals and policies of the Greater Madison MPO's *Connect Greater Madison: Regional Transportation Plan 2050*. For example, the proposal supports the RTP goal of creating connected, livable places linked to jobs, services, etc. through a multimodal transportation system by placing new growth in areas adjacent to existing development, which places new housing and jobs closer together. We do offer the following comments for consideration pertaining to future transit and ped/bike facilities to further support this goal within the amendment area.

Page 15, Transit Service:

- The expansion area is located more than ¼ mile from regular fixed-route bus service and therefore outside the paratransit service area. This is significant in relation to land use as it means that uses such as



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senior living and assisted living facilities should be discouraged in this area unless the Metro service area is expanded to serve this area.

Page 15, Bicycle and Pedestrian Facilities:

- Given the City of Madison's desire to build out the All Ages and Abilities (AAA) bike network and to achieve Vision Zero, on-street bicycle facilities on the proposed Mid Town Road/Raymond Road arterial should be reconsidered, and replaced with a separated path or cycletrack.

Map 4/Map 4A, Bicycle and Pedestrian Facilities:

- It would be helpful to show the planned bike facilities, discussed on page 15, on Map 4/Map 4A. As previously noted, MPO staff recommend a separated path or cycletrack on the Mid Town Road/Raymond Road arterial.
- There are some blocks in the northern section of the CUSA expansion area that appear to be longer than 900 feet. Per MGO 16.23(8)(c)3, the addition of a 10-foot wide pedestrian way extending north through the environmental corridor from Hickory Ridge Road should be considered.

Page 16, Public Schools:

- Typo in the second sentence of the Public Schools section: "Once properties are annexed..."

Sincerely,

A handwritten signature in blue ink, reading "Alexandra Andros".

Alexandra Andros, AICP  
Director/Planning Manager

# MPO Agenda Cover Sheet

## April 3, 2024

Item No. 5

**Re:**

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

We are requesting to carry forward unspent 2023 funds into 2024. 2023 was a year of transition for the Greater Madison MPO. This transition resulting in disruptions to spending related to staffing, work activities, and spending on consultant services and other direct costs.

The total sum of funds of the 2023 budget proposed to be extended in this request is \$128,380 (80% Federal, 3.75% State & 16.25% Local). These funds will be used to pay for the vast majority of the StreetLight Data Analytics Platform Subscription (work element 4030). That allows reallocation of \$128,380 from work element 4030 to work element 4050 Consulting Services (focused on TSMO plan and elements of the Active Transportation Plan). The reason for this approach is the simplicity and clear accounting of applying the full carry forward request amount to one transaction.

It should be noted that while this adjustment was made, we also reallocated some indirect to direct costs. In response to needs identified by the Marketing & Communications Specialist, \$5,400 of Public Participation Activities (work element 2150) indirect costs were moved to direct costs. \$3,600 of Long-Range System Wide Transportation Planning (work element 2200) indirect costs moved to direct costs. Also, in response to the use of staff time noted at the end of the year and taking into consideration the existing 2023 carry forward and high consultant costs associated with planning efforts identified in 2024, staff time in three work elements were reallocated to the consultant line (work element 4050). \$3,000 from work element 2200, \$3,000 from 2150 and \$9,000 from 2300 totaling \$15,000 moved to work element 4050.

The consultant cost of TSMO planning is substantial, and data and analysis anticipated from the TOPS Lab at UW Engineering will provide useful enhancements to the Regional Safety Action planning effort (Vulnerable Road Users Crash Reporting), as well as useful new information for the Active Transportation Plan (Trail Count Estimation).

**Materials Presented on Item:**

1. 2024 Greater Madison MPO Budget and Work Program Elements

**Staff Recommendation/Rationale:** Staff recommends approval.

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

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

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

**WHEREAS** the Unified Planning Work Program for the Greater Madison MPO is annually updated, and the 2023 Work Program dated November 2022 was approved on November 2, 2022; and

**WHEREAS** planning grants for 2023 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** it is estimated that \$128,380 of the 2023 budget will be available to carry over into 2024 due to retirement of the MPO Director/Transportation Manager, a delay in hiring the new Director and the transition to the new Director;

**WHEREAS** \$128,380 is made up of \$102,704 (80%) Federal, \$4,816.82 (3.752%) State and \$20,859.18 (16.248%) Local funds; and

**WHEREAS** the 2024 Work Program includes funding for the StreetLight Data Analytics Platform Subscription under Work Element 4030; and

**WHEREAS** the 2024 Work Program includes funding for Miscellaneous Consultant Services and Data/Software under Work Element 4050; and

**WHEREAS** it is estimated that \$128,380 of the 2023 budget will be available to carry over into 2024 to pay for a significant portion of the StreetLight 2024 subscription; and

**WHEREAS** it is estimated that \$128,380 originally included in the 2024 UPWP budget table, will be available to be reallocated to Miscellaneous Consultant Services and Data/Software under Work Element 4050; and

**WHEREAS** the Greater Madison MPO is also requesting that the invoice deadline be extended to November 30, 2024 with all of the carryover 2023 funding to be spent and invoiced by that date;

**NOW, THEREFORE, BE IT RESOLVED** the Greater Madison MPO is therefore requesting that the work program be amended to carry over into 2024 the estimated \$128,380 (\$102,704 federal, \$6,419 state, \$19,257 local) in 2023 funding for these continued planning activities under Work Elements 4030 and 4050 (as reflected in the attached modified draft 2024 work program budget table);

**BE IT FURTHER RESOLVED** that the Greater Madison MPO approves an amendment to the 2024 Unified Planning Work Program extending the date to complete the aforementioned work and spend the funding until November 30, 2024 with the carryover funding to be spent and invoiced by November 30, 2024; 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 11101(e) of the Infrastructure Investment & Jobs Act (Pub. L. 117-58, also known as the Bipartisan Infrastructure Bill) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

4/3/2024  
Date Adopted

\_\_\_\_\_  
Mark Opitz, Chair

# MPO Agenda Cover Sheet

## April 3, 2024

Item No. 6

**Re:**

MPO 2024 Resolution No. 3 Adopting Annual Transit Asset Management Performance Measure Targets

**Staff Comments on Item:**

As part of the performance management framework established and continued in the last three federal transportation bills, including the current Infrastructure Investment & Jobs Act (IIJA), the Federal Transit Administration (FTA) has adopted rules with requirements and performance measures related to transit asset management and safety. The rule on transit asset management requires transit agencies that receive FTA grant funds to develop transit asset management (TAM) plans and adhere to specified asset management practices, including establishing and reporting results on the federal TAM performance measures. The Public Transportation Agency Safety Plan (PTASP) rule requires transit agencies to develop safety plans that include processes and procedures necessary for implementing Safety Management Systems (SMS). Metro Transit completed its TAM plan in late 2018. Metro completed its required safety plan in 2020. Federal planning rules require MPOs to integrate the transit performance measures into their planning processes. This includes setting performance targets for the measures in coordination with transit agencies.

Metro conducted a review of the PTASP in 2021, with only changes being staff listed in the plan. Metro continues to collect data and conducted another review in 2022 to determine if adjustments to targets were needed. In addition to adding a new staff position for the plan's chief safety officer, Metro created a new safety team in response to IIJA requirements, adjusted the System Reliability/State of Good Repair target to be more realistic, increased the Safety Performance Targets for Bus Transit, and revised the system reliability target to be consistent with other targets. These targets were unchanged and adopted with the 2024-2028 TIP on October 4, 2023.

Metro is proposing no changes to their TAM vehicle targets but did not meet their TAM revenue vehicle target in 2023 due to delayed vehicle deliveries. Metro will meet or exceed their target later in 2024, after delivery of 62 fully electric sixty-foot articulated buses. In 2022, Metro changed the ULB for non-revenue trucks to 10 years due to their usage and longevity but are still not meeting their TAM target due to vehicle replacements being postponed due to COVID-19 budget constraints, and delivery of subsequent purchases being postponed due to supply chain issues. Facility upgrades to the Metro South Ingersoll St (formerly East Washington Ave) facility are underway, and the new satellite facility is under construction; both facilities currently exceed the State of Good Repair policy of 0% of facilities rated under 3.0 on the TERM scale, and when complete these projects will be rated 4.0.

Staff recommend that the MPO adopt Metro Transit's annual TAM performance measure targets.

**Materials Presented on Item:**

1. MPO 2024 Resolution No. 3
2. Metro Transit memo regarding TAM targets

**Staff Recommendation/Rationale:** Staff recommends approval.



Department of Transportation

## Metro Transit

1245 East Washington Avenue, Suite 201  
Madison, Wisconsin 53703  
Administration: (608) 266-4904  
Fax: (608) 267-8778  
Customer Service: (608) 266-4466  
[mymetrobus@cityofmadison.com](mailto:mymetrobus@cityofmadison.com)  
[www.mymetrobus.com](http://www.mymetrobus.com)

### MEMORANDUM

**TO:** FTA, MPO and other stakeholders

**FROM:** Rachel Johnson, Chief Administrative Officer

**DATE:** February 19, 2024

**SUBJECT:** 2023 TAM Performance Measure Targets

This memorandum is to document the current conditions of our assets and explain the 2023 Transit Asset Management (TAM) Performance Measure Targets.

#### Revenue Vehicles Current Status as of December 2023

Item	Inventory	Condition	Useful Life	Number Past	Percentage Past	Average Age
			Benchmark	Useful Life Benchmark	Useful Life Benchmark	
Rolling Stock (Buses)	192	3.17	14 years	29	15%	8.43

Metro Transit has incorporated a long-range strategic replacement plan for its transit buses. The plan calls for the annual replacement of 15 buses based on age and condition. On average, the buses replaced are between 14 and 15 years old and have about 400,000 miles. This is accomplished by rotating older buses into less rigid service and maximizing the newest buses to their full capacity on more strenuous routes. **The Performance Measure Target for this category in order to comply with our State of Good Repair policy is 11% of our bus inventory exceed our useful life benchmark (ULB) of 14 years.** With BRT and the Route Redesign projects, a fleet analysis was conducted and Metro will require less 40' buses in the future so the inventory reduction process has continued this year with the disposal of 23 buses. The new bus delivery was delayed until 2024, so even with these disposals, the performance measure target was not met this year. The inventory will change dramatically later this year as 62 fully electric 60' articulated buses will be delivered by September.

#### NonRevenue Vehicles Current Status as of December 2023

Item	Inventory	Condition	Useful Life	Number Past	Percentage Past	Average Age
			Benchmark	Useful Life Benchmark	Useful Life Benchmark	
Sedans	19	2.32	8 years	14	74%	10.16
Trucks	16	3.63	10 years	11	69%	11.56
SUVs	10	4.4	8 years	1	10%	2.1
Vans	0		8 years		0%	
Totals	45	3.45		26	58%	7.94



Metro Transit developed a long range strategic replacement plan for non-revenue vehicles. This was accomplished with an inventory analysis that was conducted by Planning, Maintenance and Operations staff to calculate the appropriate amount of driver relief, road supervisor and B&G vehicles. Based on this analysis, there will be at least 2 vehicles replaced annually, which will aid in complying with the performance targets. The replacement of non-revenue vehicles occurred in 2023 with the addition of 16 vehicles and due to the late deliveries, the 4 vehicles scheduled for disposal will happen in early 2024. The increase in vehicles was necessary due to the 2023 route redesign. During the 2022 TAM Plan update, the Useful Life Benchmark for Trucks was increased to 10 years based on their usage and longevity. **The Performance Measure Target for this category in order to comply with our State of Good Repair policy is 38% of inventory exceed our useful life benchmark (ULB) of 8 years for most vehicles and 10 years for Trucks.**

Bus Garage and Maintenance Facilities		
Location	Current Condition	TAM Target
1 South Ingersoll (formerly 1101 East Washington Avenue)*	3.7	4
3829/3901 Hanson Road	3.8	4

In order to improve the facility and reach the desired performance target, Metro Transit conducted a thorough facility study in 2017. This process assessed the most pressing needs and developed a six-phase strategy in order to address each one. The phases include roof replacement, electrical, HVAC, plumbing and work area renovations. Phasing strategies were evaluated for system failure, life safety, operational efficiencies and construction effect and prioritized accordingly. This strategy was chosen to help mitigate the budget impact of the total anticipated cost of over \$55 million. This strategy began in 2018 with the roof replacement project and will continue through 2024. As such, it was incorporated in our 2023 Capital Improvement Plan (CIP) for capital budget planning over the next six years that includes ongoing maintenance. In July 2021 Metro purchased a satellite facility located in North-East Madison on Hanson Road and is in the process of construction to remodel it for transit purposes. The facility is in inventory and had its second condition assessment. The structure is in good shape but needs to be outfitted for transit. **The Performance Measure Target for this category in order to comply with our State of Good Repair policy is 0% of facilities rated under 3.0 on the TERM scale. Since the plan for the facilities is to be in operation 20+ more years, our target goal for both facilities is to exceed the minimum 3.0 rating of Adequate and achieve a rating of 4.0 to the rating of Good.** It is anticipated that this will be accomplished after the six-phase facility renovations and satellite facility remodel are complete.

If you have any questions regarding this matter, please contact me at 608-261-9976, [rjohnson5@cityofmadison.com](mailto:rjohnson5@cityofmadison.com) or Scott Korth at 608-266-6538, [skorth@cityofmadison.com](mailto:skorth@cityofmadison.com).

Sincerely,



Rachel Johnson  
Chief Administrative Officer

CC: Justin Stuehrenberg, Transit General Manager  
Scott Korth, Transit Grants Administrator

**MPO 2024 Resolution No. 3**  
**Adopting Annual Transit Asset Management Performance Measure Targets**

**WHEREAS**, the Greater Madison MPO (Metropolitan Planning Organization) is the designated MPO responsible, together with the state and Metro Transit, for comprehensive, continuing, and cooperative metropolitan transportation planning and project programming for the Madison, WI metropolitan planning area; and

**WHEREAS**, federal transportation legislation (IIJA, also known as BIL) and associated federal rules (Title 23, Section 134 U.S.C.) requires that each MPO undertake a transportation planning process that provides for the establishment and use of a performance-based approach to transportation decision making to support national goals while also establishing performance targets that address the performance measures to use in tracking progress toward attainment of critical outcomes for the region; and

**WHEREAS**, the Federal Transit Administration's (FTA) regulation on Transit Asset Management (TAM) (49 CFR Part 625) establishes a required transit agency plan and system to monitor and manage public transportation assets to improve safety and increase reliability and performance, under which public transit providers receiving federal funds are required to set annual asset management targets; and

**WHEREAS**, federal transportation planning rules require MPOs and transit providers to coordinate on setting TAM performance targets, and require MPOs to establish TAM performance targets within 180 days of the transit agency setting targets and to integrate those performance targets into their planning documents and transportation improvement programs; and

**WHEREAS**, the FTA TAM regulation requires transit operators to develop and adopt a TAM Plan that addresses state of good repair for rolling stock (buses), infrastructure, equipment, and facilities, and Metro Transit, the major transit operator for the region, has completed this required TAM Plan; and

**WHEREAS**, Metro Transit has established the following 2023 TAM performance measure targets:

- Percentage of rolling stock (buses) that have met or exceeded their Useful Life Benchmark (USB) – 11% [Currently at 15%]
- Percentage of non-revenue service vehicles that have met or exceeded their USB – 38% [Currently at 58%]
- Percentage of facilities with a condition rating below 3.0 ("adequate") on the FTA Transit Economic Requirement Model (TERM) scale – 0% [Currently at 0% as the main admin/maintenance facility and new satellite facility are rated 3.7 and 3.8 respectively. The facilities will exceed a target goal of 4.0 after the 6-phase main facility renovation and satellite facility remodel are completed.]

**WHEREAS**, the Greater Madison MPO, in consultation with Metro Transit, has decided to adopt Metro Transit's TAM performance measure targets, and to work with Metro to plan and program projects that contribute toward the accomplishment of these targets; and

**WHEREAS**, the Greater Madison MPO intends to track the TAM performance measures and report on them annually as part of its Performance Measures monitoring process:

**NOW, THEREFORE, BE IT RESOLVED** that the Greater Madison MPO adopts the 2023 TAM performance measure targets described above established by Metro Transit and agrees to work with Metro Transit to plan and program projects within the Madison Metropolitan Planning Area that contribute toward the accomplishment of these targets.

April 3, 2023

Date Adopted

\_\_\_\_\_  
Mark Opitz, Chair, Greater Madison MPO

# MPO Agenda Cover Sheet

## April 3, 2024

Item No. 7

**Re:**

MPO 2024 Resolution No. 4 Amending the 2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

**Staff Comments on Item:**

This TIP amendment (1) revises Attachment E to incorporate reference to the updated annual Transit Asset Management (TAM) performance measure targets, (2) increases federal section 5310 funding for Dane County's Travel Training program, and (3) and adds five new federally funded carbon reduction projects:

**TAM Performance Measure Targets:**

Federal planning rules related to the required performance-based planning approach to decision making require that TIPs and long-range regional transportation plans, when updated, must include a discussion of the anticipated effect of the TIP and plan in meeting the adopted federal performance measure targets.

Attachment E of the 2024-2028 TIP approved by the board at the October 2023 meeting includes this required analysis, however some of the 2023 annual transit asset management (TAM) performance measure targets had not been established yet since performance data for that year was not available. Adoption of targets for this federal measure is on the agenda for this meeting prior to this item. Staff has updated Attachment E to incorporate the new targets and has updated the required analysis accordingly.

**Dane County Travel Training Program:**

The amendment increases the federal share of the Dane County Travel Training program from \$7,000 to \$11,200. The local share will be reduced from \$7,000 to \$2,800.

**Carbon Reduction Program:**

The amendment adds five Carbon Reduction Program (CRP) LED streetlight conversion projects to the 2024-2028 TIP. The projects are sponsored by Fitchburg, Madison, Middleton, Monona, and Sun Prairie, and will be constructed in 2024. The LED streetlight conversion projects were originally approved by the Policy Board at their meeting on May 3, 2023. However, they were never officially scheduled because the SFY 2024 federal expenditure plan was not approved by the Wisconsin Joint Committee on Finance until January 2, 2024.

**Materials Presented on Item:**

1. MPO 2024 Resolution No. 4 (with attachments)

**Staff Recommendation/Rationale:** Staff recommend approval.

## **MPO 2024 Resolution No. 4**

### ***Amendment No. 2 to the 2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County***

**WHEREAS**, the Greater Madison MPO (Metropolitan Planning Organization) approved the *2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County* on October 4, 2023; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2023 Resolution No. 16 on December 6, 2023, approving Amendment No. 1; and

**WHEREAS**, federal transportation legislation (IIJA, also known as BIL) and associated federal rules (Title 23, Section 134 U.S.C.) requires that each MPO undertake a transportation planning process that provides for the establishment and use of a performance-based approach to transportation decision making to support national goals while also establishing performance targets that address the performance measures to use in tracking progress toward attainment of critical outcomes for the region; and

**WHEREAS**, the MPO has now established the annual performance targets related to Transit Asset Management (TAM) through MPO 2024 Resolution 3, adopted on April 3, 2024; and

**WHEREAS**, the performance management elements of the federal planning rules require a discussion in the TIP and long-range Regional Transportation Plan (RTP) as to the effect of programmed and planned investments toward achieving the performance targets; and

**WHEREAS**, the approved 2024-2028 TIP included the required analysis of the anticipated effect of the TIP toward achieving the federal performance measure targets in Attachment E, but the analysis needs to now be revised to include the new annual TAM performance targets adopted by the MPO; and

**WHEREAS**, the Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2024–2027 must be included in the effective TIP; and

**WHEREAS**, an amendment is needed to increase federal Section 5310 Small Starts program funding for Dane County's Travel Training Program; and

**WHEREAS**, an amendment is needed to add the approved Carbon Reduction Program (CRP) LED streetlight fixture conversion projects sponsored by the cities of Fitchburg, Madison, Monona, Middleton, and Sun Prairie; and

**WHEREAS**, the MPO's public participation procedures for minor TIP amendments such as this have been followed; and

**WHEREAS**, the new and revised projects are consistent with *Connect Greater Madison: Regional Transportation Plan 2050*, the long-range regional transportation plan for the Madison Metropolitan Planning Area as adopted on May 11, 2022:

**NOW, THEREFORE, BE IT RESOLVED** that the Greater Madison MPO approves an amendment to the *2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, revising Attachment E to the TIP (attached to this resolution) modifying the required discussion of the anticipated effect of the TIP in meeting the required federal performance measure targets to include the adopted annual targets for TAM measures, and making the following project additions and revisions as shown on the attached project listing table:

1. **REVISE** the Dane County Travel Training Program on page 28 of the Transit Operating Projects section, increasing federal Section 5310 funding.
2. **ADD** the City of Fitchburg's LED Streetlight Fixture Conversion project to page 39 of the Street/Roadway Projects section.
3. **ADD** the City of Madison's LED Streetlight Fixture Conversion project to page 41 of the Street/Roadway Projects section.
4. **ADD** the City of Middleton's LED Streetlight Fixture Conversion project to page 43 of the Street/Roadway Projects section.
5. **ADD** the City of Monona's LED Streetlight Fixture Conversion project to page 43 of the Street/Roadway Projects section.
6. **ADD** the City of Sun Prairie's LED Streetlight Fixture Conversion project to page 46 of the Street/Roadway Projects section.

April 3, 2023

Date Adopted

Mark Opitz, Chair, Greater Madison MPO

PROJECT LISTINGS FOR AMENDMENT NO. 3 TO THE 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Jan.-Dec. 2028				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
TRANSIT CAPITAL																							
DANE COUNTY	TRAVEL TRAINING																						
	RSVP volunteer Bus Buddy program	TOTAL	113																				
			5310DC5310																				
STREET/ROADWAY PROJECTS																							
CITY OF FITCHBURG NEW *	STREETLIGHT FIXTURE CONVERSION	PE																					5849-00-21
	Convert approximately 105 streetlight fixtures to LED fixtures.	UTL																					
		CONST	681785																				
		TOTAL	681785																				
			CRPF																				
CITY OF MADISON NEW *	STREETLIGHT FIXTURE CONVERSION	PE																					5992-11-34, -35
	Complete the conversion of the City's streetlight fixtures to LED fixtures.	UTL																					
		CONST	7076661373																				
		TOTAL	7076731380																				
			CRPMM																				
CITY OF MIDDLETON NEW *	STREETLIGHT FIXTURE CONVERSION	PE																					5993-02-08
	Convert approximately 394 streetlight fixtures to LED fixtures.	UTL																					
		CONST	12575200																				
		TOTAL	12575200																				
			CRPML																				
CITY OF MONONA NEW *	STREETLIGHT FIXTURE CONVERSION	PE																					5994-02-18
	Convert approximately 250 residential streetlight fixtures to LED fixtures.	UTL																					
		CONST	8020100																				
		TOTAL	8020100																				
			CRPMO																				
CITY OF SUN PRAIRIE NEW *	STREETLIGHT FIXTURE CONVERSION	PE																					3996-00-20
	Convert approximately 297 streetlight fixtures to LED fixtures.	UTL																					
		CONST	12030150																				
		TOTAL	12030150																				
			CRPSP																				

<sup>1</sup> Project programming shown in 2027 is for informational purposes only.  
(x) = Major project with capacity expansion. (\*) = MPO action required. Shading denotes those projects programmed for Federal funding.  
NOTE: Funds Key page 9.

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

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2024	2025	2026	2027	2028	2024	2025	2026	2027	2028
Federal Highway Administration	National Highway Performance Program	37,281	34,951	51,293	35,919	10,768	37,281	34,951	51,293	35,919	10,768
	Bridge Replacement and Rehabilitation	777	1,304	4,067	0	0	777	1,304	4,067	0	0
	Surface Transp. Block Grant Program - Madison Urban Area	1,032	8,238	18,973	12,341	2,925	1,032	8,238	18,973	12,341	2,925
	Surface Transp. Block Grant Program - State Flexibility	2,200	4,545	3,352	0	5,956	2,200	4,545	3,352	0	5,956
	Surface Transp. Block Grant Program - Transp. Alternatives	2,368	1,437	1,191	183	4,036	2,368	1,437	1,191	0	0
	Highway Safety Improvement Program	2,969	3,130	0	1,999	0	2,969	3,130	0	1,999	0
	<b>Carbon Reduction Program</b>	<b>1,100</b>	<b>unknown</b>	<b>unknown</b>	<b>unknown</b>	<b>unknown</b>	<b>1,100</b>	<b>unknown</b>	<b>unknown</b>	<b>unknown</b>	<b>unknown</b>
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	15,090	14,071	14,419	14,777	15,144	15,090	14,071	14,419	14,777	15,144
	Sec. 5339 Bus & Bus Facilities	40,897	1,978	2,027	2,077	2,129	40,897	1,978	2,027	2,077	2,129
	Sec. 5337 State of Good Repair	1,325	922	945	969	993	1,325	922	945	969	993
	<b>Sec. 5310 E/D Enhanced Mobility Program</b>	<b>410</b>	0	0	0	0	<b>410</b>	489	499	509	519
	Sec. 5311 Rural Area Formula Program	1,477	1,514	1,551	1,590	1,629	1,477	1,514	1,551	1,590	1,629
	Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program	0	0	0	0	0	0	0	0	0	0
	Areas of Persistent Poverty	670	0	0	0	0	670	0	0	0	0
	CARES/ARPA	19,679	0	0	0	0	19,679	0	0	0	0

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

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

Note:

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



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

## Introduction

### Performance-Based Planning and Programming

The most recent three federal transportation bills, MAP-21, FAST ACT, and now Infrastructure Investment & Jobs Act (IIJA), require incorporation of performance-based planning and programming into the development of Metropolitan Planning Organization (MPO) Long-Range Regional Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). The goals of the new performance management process are to make the most efficient use of federal transportation funds, refocus on national goals, increase accountability and transparency, and improve decision-making.

Federal performance measures have been established to track progress in achieving national goals, which include the following:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System (NHS)
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment

The Greater Madison MPO (Metropolitan Planning Organization), the MPO for the Madison Metropolitan Area, has made significant progress in the transition to performance-based planning and programming. The MPO has tracked transportation system performance measures for many years and included its first official list of measures in its 2035 Regional Transportation Plan (RTP) Update adopted in 2012. The MPO also developed a list of congestion and reliability measures in its [Congestion Management Process](#) (CMP) adopted in 2011, and tracked those for which data was readily available. That CMP has now been replaced by an updated one with a scaled back list of measures that was included as part of the [Connect Greater Madison: 2050 Regional Transportation Plan](#), adopted in May 2022. The *Connect Greater Madison Plan* maintains the same core six goals from the previous RTP, which are consistent with the national goals above, and a revised set of performance measures tied to these goals. Based on both quantitative and qualitative analyses, the multi-modal set of recommended transportation facility and service investments in the *Connect Greater Madison Plan* were selected based on

these goals and measures. These performance measures will also be used to track progress in achieving the goals over time. See Appendix B: System Performance Report in the plan.

The MPO began publishing an annual Performance Measures report in 2016 for 2015 baseline data to gauge progress in achieving the RTP goals and fulfill federal performance management requirements. A link to the 2020 report for 2019 data is at [https://www.greatermadisonmpo.org/trends/documents/2019PMR\\_FinalWeb.pdf](https://www.greatermadisonmpo.org/trends/documents/2019PMR_FinalWeb.pdf). The report for 2019 incorporates the federal measures along with numerous other regional measures tied to RTP 2050 goals. Due to the impacts of the COVID-19 pandemic in 2020, the MPO collected and reported required data for the federal performance measures, but did not produce a Performance Measures Report for 2020. The MPO transitioned to publishing an [online interactive performance measures dashboard](#) in 2023.

The MPO revised its set of project scoring criteria for the Surface Transportation Block Grant (STBG) – Urban program in 2023 (see Appendix A of the TIP) and for the Transportation Alternatives Program (TAP) in 2021 for use in evaluating and prioritizing projects for funding the MPO receives from those federal programs. Both sets of criteria rely heavily on quantitative scoring guidelines that are tied to RTP goals.

The performance measures established by FHWA and FTA were developed to measure the effectiveness of the following federal funding programs:

Federal Transportation Performance Measures	
Performance Measure Area	Performance Measures
FHWA Highway Safety Improvement Program (HSIP)	
Number of Fatalities and Serious Injuries	Number of Fatalities
	Number of Serious Injuries
	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries
Rate of Fatalities and Serious Injuries	Rate of Fatalities per 100 Million Vehicle Miles Travelled (MVMT)
	Rate of Serious Injuries per 100 Million Vehicle Miles Travelled (MVMT)
FHWA National Highway Performance (NHPP) and Surface Transportation Block Grant (STBG) Programs	
Condition of Pavements on the Interstate System	Percentage of Pavement of the Interstate System in Good Condition
	Percentage of Pavement on the Interstate System in Poor Condition
Condition of Pavements on the National Highway System (NHS) Excluding the Interstate	Percentage of Pavement of the Non-Interstate NHS System in Good Condition
	Percentage of Pavement of the Non-Interstate NHS System in Poor Condition
Condition of Bridges on the NHS	Percentage of NHS Bridges Classified as in Good Condition
	Percentage of NHS Bridges Classified as in Poor Condition

Performance of the Interstate System	Percentage of the Person-Miles Traveled on the Interstate that are Reliable
Performance of the NHS Excluding the Interstate	Percentage of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable
FHWA National Highway Freight Program (NHFP)	
Freight Movement on the Interstate System	Truck Travel Time Reliability Index
FTA Section 53 Funding (5307, 5310, 5311, 5337, 5339)	
Transit Asset Management (TAM)	Percentage of Revenue Vehicles Exceeding Useful Life
	Percentage of Non-Revenue Service Vehicles Exceeding Useful Life
	Percentage of Facilities Exceeding the Transit Economic Requirements Model (TERM) Scale
	Percentage of Track Segments Having Performance Restrictions
Public Transportation Agency Safety Program (PTASP)	Number of Reportable Fatalities
	Rate of Reportable Fatalities Per Vehicle Revenue Miles
	Number of Reportable Injuries
	Rate of Reportable Injuries per Vehicle Revenue Miles
	Number of Reportable Safety Events
	Rate of Reportable Safety Events Per Vehicle Revenue Miles
	Mean Distance Between Major Mechanical Failures

### Setting Targets for Performance Measures

Under the federally required performance management process, targets must be set for each of the federal performance measures. States must then report to the U.S. Department of Transportation (USDOT) on progress in achieving the targets on a schedule specific to each measure. At the state level, there are funding implications in cases where progress is not being made on a particular measure. State departments of transportation (DOTs) and transit agencies are to first set their performance measure targets in coordination with MPOs. In the case of DOT targets, MPOs may either choose to support the state targets or establish their own targets. In the case of the transit agency targets, MPOs may adopt the same targets or establish their own.

Given the limited amount of historical data for most of the measures, impact of COVID-19 on travel and uncertainty in what trends the data may show moving forward, and the limited amount of funding the MPO controls, the Greater Madison MPO has elected to support the state/transit agency targets for these measures, and to plan and program projects to contribute towards meeting these targets. The MPO adopted WisDOT's 2023 safety targets on February 1<sup>st</sup>, 2023 through Greater Madison MPO 2023 Resolution No. 3, in addition to also adopting WisDOT's 2023 and 2025 targets for interstate pavement condition, non-interstate NHS pavement condition, bridge condition, Interstate Reliability, non-interstate NHS

reliability, and freight reliability measures through Greater Madison MPO 2023 Resolution No. 4. The MPO will likely adopt its own safety targets in early 2024 as part of developing a Regional Safety Action Plan. While the MPO supports the state targets, the MPO reports annually the Madison Metropolitan Area or Dane County data for all of the federal measures and the prior year performance and overall trend as part of its annual Performance Measures monitoring process.

The MPO intends to continue to support the Metro Transit targets for transit asset management (TAM) and for the Public Transportation Agency Safety Plan (PTASP) since Metro is the agency with expertise to best manage its assets in light of funding challenges and addressing safety. The MPO adopted the 2023 TAM and PTASP targets in November 2022 through Greater Madison MPO 2022 Resolution No. 13, and will adopt updated targets after Metro updates theirs.

#### Linkage of Investments to Performance Measures

The federal rules for metropolitan transportation planning require that the RTP and TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the RTP and TIP toward achieving the federal transportation system performance measure (see 23 CFR 490) targets established, thereby linking investment priorities to those performance targets (23 CFR 450.326(d)).

The following section outlines the federal performance measures and current performance at the state and Madison Metropolitan Area/Dane County level, and then discusses how the projects programmed in the TIP and supporting regional transportation planning activities will assist in achieving the federal measure targets. It is anticipated that this analysis will evolve over time as methods are developed to better quantify the impacts of projects on the federal performance measures.

## **Federal Performance Measures and TIP Analysis**

### *Safety*

#### Performance Measures and Data

The safety measures and the WisDOT/MPO targets for 2024 are identified in the table below.

Performance Measure	2024 Target	Dane County	
		2018-2022 Average	% Change from 2017-2022
Number of Fatalities	Reduce by 2% (600.8 or less)	36.0	3.%
Fatality Rate*	Reduce by 2% (.934 or less)	Data Not Yet Available	Data Not Yet Available
Number of Serious Injuries	Reduce by 2% (3095.6 or less)	196.0	-3.4%

Serious Injury Rate*	Reduce by 2% (4.822 or less)	Data Not Yet Available	Data Not Yet Available
Number of Non-Motorized Fatalities and Serious Injuries	Reduce by 2% (379.4 or less)	40.4	-7.4%
* Per 100 Million Vehicle Miles Traveled			

#### Highway Safety Improvement Program (HSIP) Project Prioritization

WisDOT evaluates potential HSIP projects by comparing the estimated crash reduction benefits expected from the project with the cost of that project. Crash reduction benefits are estimated by multiplying up to two crash modification factors (CMFs) by five years of observed crash data. CMFs and target crashes are identified by the Safety Analyst software and a spreadsheet tool developed by WisDOT to calculate the estimated crash reduction benefits. The projects approved for HSIP funding are reviewed and prioritized based on their ability to reduce crashes and their achievement of the goals of the State's Strategic Highway Safety Plan. WisDOT is responsible for all HSIP project programming.

#### HSIP Project Analysis

Eleven (11) projects in the MPO Planning Area will receive Highway Safety Improvement Program (HSIP) funding, including:

- A new roundabout at STH 19 and Westmount Drive in Sun Prairie
- A new roundabout at CTH B/CTH AB as part of the USH 51 project
- S. Syene Road Intersection reconfiguration and Reconstruction
- Monotube traffic signals and left turn lane extension on STH 19 and the USH 151 interchange
- Gammon Road and Watts Road intersection improvements
- Mineral Point Road and S. High Point Road intersection improvements
- S. Whitney Way and Odana Road intersection improvements
- Three intersection improvements along Main Street in Sun Prairie
- Two intersection improvements along Winsor Street in Sun Prairie
- Vinburn Road and N. Towne Road Intersection improvements in DeForest
- Two (2) HSIP-funded rail warning device projects, at CTH AB/Buckeye Road in Madison and East South Street in Stoughton

#### Non-HSIP Projects

Safety is an important consideration in the scoping process of all projects included in the TIP. Resurfacing, recondition, and reconstruction projects can include elements that improve the safety performance of roadways, such as correcting geometric design deficiencies, improved pavement traction, improved traffic flow and improved pavement markings and signage. Pedestrian and bicycle infrastructure improvements help to separate vulnerable roadway users from automobile traffic. FHWA's [Crash Modification Factors \(CMF\) Clearinghouse](#) can provide a comprehensive overview of the potential safety benefit of any roadway improvement.

There are four major infrastructure projects that will add capacity and improve safety:

- USH 51 (Stoughton to McFarland) (Jackson Street to Roby Road) – This portion of Segment 2, Section 2 of the USH 51 (Stoughton to McFarland) project will be expanded to a four-lane cross-section with a ten-foot wide path on both sides of the highway.
- USH 51 (Stoughton to McFarland) (Roby Road to CTH B) -- This portion of Segment 3, Section 1 of the USH 51 (Stoughton to McFarland) project will be expanded to a four-lane cross-section with a ten-foot wide path on both sides of the highway.
- CTH M (Oncken Rd. to Willow Rd.) – This section of CTH M, which is heavily congested during weekday commute periods, will be expanded to a four-lane cross-section with bike lanes, an off-street trail, intersection improvements (including at CTH K), and driveway consolidation. Rear-end crashes at the intersections is the predominant crash type, which will be addressed with the project.
- Pleasant View Rd. (USH 14 to Timber Wolf Trail) – The first phase of this roadway reconstruction project will expand the road to a four-lane divided cross-section with bike lanes, an off-street path and ped/bike bridge crossing at an existing path, and correct vertical and horizontal curve deficiencies that create safety problems.

There are multiple other programmed roadway projects, which will improve safety through intersection improvements such as addition of turn lanes and signalization, addition of bike facilities, improved pedestrian crossings, and/or other safety enhancements.

The 2024-2028 TIP contains three federally funded pedestrian/bicycle education programs: Transportation Alternatives program funded Dane County Safe Routes to School (SRTS) program and separate City of Madison SRTS program and the STBG-Urban funded City of Madison Pedestrian & Bicycle Safety Education program. In addition to education, the City of Madison funds a Safe Routes to School infrastructure program.

Safe Streets Madison/Safe Streets for All Grant Projects– Safe Streets Madison is a locally funded project sponsored by the City of Madison with the goal of eliminating fatal crashes. Madison was also awarded a planning grant through the Safe Streets and Roads for All program, and is seeking additional federal funding through the program for infrastructure improvements.

### Planning Analysis

The MPO completed a Phase 1 intersection safety analysis with the help of the UW-TOPs Lab for all arterial and collector intersections in Dane County. The safety analysis ranked intersections by frequency, rate, and severity of crashes. This analysis flagged intersections with over-represented crash histories for further detailed study and potential safety improvements. A second phase of this analysis was completed in 2021 with an updated, expanded crash prediction model and use of 2017-'19 data, which resulted in an updated ranking of intersections. The Phase 2 analysis also included intersections of two state highways, which had been excluded from the Phase 1 analysis. The TOPS Lab also developed a diagnostics tool to prioritize intersections based on available funding and other inputs. The MPO also worked with the TOPS lab to develop a regional High Injury Network (HIN).

The MPO is working with a consultant team to develop a Regional Safety Action Plan, building on the work to date with the UW TOPS Lab and the work of the Dane County Traffic Safety Commission (TSC). This will allow preparation of a regional implementation grant application under the new federal Safe Streets for All program. The MPO plans to work with its consultant for the regional plan and area communities to submit a regional grant application under that program next year.

The City of Madison has added safety as a major factor in prioritizing street projects along with pavement and utility condition, using data from the MPO's study. The city also hired a firm to identify potential HSIP projects, evaluating its high crash severity intersections. The city has also completed a Vision Zero Action Plan, which includes multiple strategies and identifies safety projects. Project implementation has already begun, including reducing speed limits on arterial streets and improving pedestrian crossing facilities at select intersections. The MPO awarded Transportation Alternatives program funding to the City of Sun Prairie to develop its own comprehensive Vision Zero Action Plan.

The MPO is an active member of the Dane County TSC. The TSC meets quarterly to review traffic crash data in order to enhance the level of safety on all public roadways in Dane County for all roadway users. The TSC is comprised of representatives including planners and engineers, law enforcement, medical professionals and other interested community participants to foster a coordinated effort to address the "4 E's" of road safety: Education, Enforcement, Engineering, and Emergency Care. The MPO assists with compiling crash statistics and facilitating the crash incidence review. The MPO is currently assisting with a project to implement recommendations for how the TSC reviews and acts on crash trends and to develop a coordinated 4 E program to address regionally identified data-driven traffic safety concerns, including impaired driving, risky driving behaviors, vulnerable roadway users, and equity.

## *Bridge Condition*

### Performance Measures and Conditions Data

The table below shows the current WisDOT/MPO targets and current conditions in the Madison Metro Area for NHS bridges in good and poor condition.

Performance Measure	2- Year Target (2023)	4-Year Target (2025)	Madison Metro Area (2022)
Percentage of NHS Bridges in Good Condition	>49%	> 48%	45%
Percentage of NHS Bridges in Poor Condition	< 3%	< 3%	<1%

## Project Analysis

The 2024-2028 TIP contains 9 projects in the MPO planning area that will repair or replace bridges or bridge decks as part of their scope, including:

- STH 113 (Knutson Drive to STH 19) – Bridge repairs.
- CTH M (Pheasant Branch Creek – B-13-0046) -- Replace bridge and construct bike underpass.
- John Nolen Drive (North Shore Drive to Olin Avenue) – Replace or rehab eight bridges as part of two-phase reconstruction project.

## *Pavement Condition*

### Performance Measures and Conditions Data

The table below shows the current WisDOT/MPO targets and percentage of Interstate and non-Interstate NHS lane-miles in good and poor condition. “Good condition” suggests no major investment is needed. “Poor condition” suggests major reconstruction investment is needed.

Performance Measure	2- and 4- Year (2023 and 2025) Target*	Madison Metro Area (2021)
Percentage of Interstate Pavement in Good Condition	> 60%	51%
Percentage of Interstate Pavement in Poor Condition	< 4%	0%
Percentage of Non-Interstate NHS Pavement in Good Condition	> 30%	23%
Percentage of Non-Interstate NHS Pavement in Poor Condition	< 10%	6%
*Same target for two- and four-year target		

## Project Analysis

The Madison MPO Planning Area (MPA) contains a total of 158 NHS Interstate Highway lane miles, 472 non-Interstate NHS US/State highway lane miles, and 238 local road/CTH NHS lane miles. The 2024-2028 TIP contains 40 projects that will be reconstructed (and in some cases expanded or extended) in the planning area, and 55 projects that will be resurfaced or reconditioned in the planning area.



## *Travel Time Reliability and Freight Movement*

### Performance Measures and Conditions Data

The table below shows the current WisDOT/MPO target level of travel time reliability for both the Interstate and non-Interstate NHS system.

Performance Measure	2- Year Target (2023)	4-Year Target (2025)	Madison Metro Area (2021)
Percentage of Person-Miles Traveled on the Interstate that are Reliable	92.5%	93%	100%
Percentage of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	91%	89.5%	91%

The percent of person-miles traveled with unreliable travel times in the Madison Metro area on the non-Interstate NHS system exceeds the four-year target. Even still, the relatively high percentage of the Madison area system that meets the reliability measure is skewed by the 4-hour peak periods used for the federal measure. The AM and PM peak periods in Madison are 60 or 90 minutes at most.

The table below shows the existing WisDOT/MPO target truck travel time reliability index (on the Interstate system) targets.

Performance Measure	2- Year Target (2023)	4-Year Target (2025)	Madison Metro Area (2021)
Truck Travel Time Reliability Index	1.3	1.3	1.2

The 2021 data shows that the Madison Metro area currently meets the two-and four-year targets for freight travel time reliability on the Interstate system. An index of 1.2 indicates a high reliability of system performance. The Interstate typically only experiences heavy congestion and slower travel times on summer Friday nights and Sundays due to tourist traffic.

### Project Analysis

Six projects comprising approximately 27 lane miles of roadway in the Madison Metropolitan Area will add travel lanes and therefore improve travel time reliability. The most significant programmed projects in terms of improving travel time reliability are the CTH M (STH 113 to Oncken Rd.) expansion project including improvements to the CTH K intersection, and the Pleasant View Road (USH 14 to Timber Wolf Trail) expansion project.

The 2024-2028 TIP contains 30 projects that will include a transportation systems management (TSM) component. The goal of these projects is to maximize the efficiency, safety, and utility of the transportation infrastructure. TSM considers the full range of options for maximizing the performance of existing transportation infrastructure without expanding the infrastructure itself

(e.g., adding general purpose lanes, etc.). TSM strategies can include physical changes to the roadway, changes to how the roadway is used, and efforts aimed at reducing demand for use of the roadway (travel demand management). Most of the TSM projects listed in the 2024-2028 TIP are intended to increase vehicle throughput at intersections and reduce average delay along with improving safety. The following are examples of TSM projects in the 2024-2028 TIP:

- USH 51 roundabout to be added at CTH B intersection in Stoughton;
- S. Syene Road/McCoy Road Intersection Reconfiguration and Reconstruction from W. Clayton Road to McCoy Road;
- STH 19 improvement at USH 151 Interchange; and
- MPO TDM program (“RoundTrip”), which includes employer based programs and an online transportation matching service that allows commuters to quickly find carpool partners, vanpool options, bike buddies, transit routes, and park and ride lots based on their specific circumstances.

### Planning Activities

The MPO completed an update to its Congestion Management Process (CMP) in conjunction with the RTP Update. Part of the analysis for the update included purchase of StreetLight Analytics travel time data used to help identify bottlenecks that might be alleviated through lower cost intersection improvements and TSM strategies. StreetLight data will be used moving forward to assess the impacts of major TSM projects.

## *Transit Asset Management*

### Performance Measures and Conditions Data

Metro Transit completed and certified its initial Transit Asset Management (TAM) Plan in December 2018. The plan is considered a “living document” with reviews and revisions planned on an annual basis. The initial plan incorporated Metro’s initial 2019 TAM performance measure targets for the applicable measures, which relate to the different assets, including equipment (non-revenue vehicles), rolling stock (revenue vehicles), and facilities. Metro’s TAM targets did not change for 2020-’21 or 2021-’22; Metro updated TAM targets for 2023. The MPO adopted the same 2021-’22 targets that Metro adopted via the resolution referenced above. The MPO adopted the updated 2023 targets in November 2022 via Resolution No. 13.

The table below shows the 2023 Metro/~~Draft~~ MPO targets, ~~2022-2023~~ performance, and 2020 baseline conditions for Metro Transit for the three TAM performance measures related to buses, non-revenue service vehicles, and facilities, which for purposes of the TAM plan are Metro’s bus maintenance facilities at 1 South Ingersoll (formerly 1101 E. Washington Avenue) and 3829/3901 Hanson Road. ~~Metro has adopted a TAM target of having a TERM rating for the Hanson Road facility of 4.~~

Performance Measure	Baseline (2020)	Performance (202 <del>32</del> )	Target (2023)
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Percentage of Rolling Stock (Buses) that Have Met or Exceeded their Useful Life	14%	<del>15</del> 8%	11%
Percentage of Non-Revenue Service Vehicles that Have Met or Exceeded their Useful Life	55%	<del>69</del> 58%	38%
Percentage of Facilities with a Condition Rating Below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale.	100%	0%	0%
<u>TERM rating for Ingersoll Street facility</u>	<u>2.0</u>	<u>3.7</u>	<u>4.0</u>
TERM rating for Hanson Road facility	NA	<del>3.9</del> 3.8	4.0

For buses, a 2023 target was set of having 11% of Metro's inventory exceed the useful life benchmark (ULB) of 14 years. As of ~~September 2022~~December 2023, ~~81~~5% of Metro's bus fleet exceeded the ULB. Metro uses 14 years as the ULB rather than the federal minimum of 12 years because Metro uses the oldest buses for school and other peak period only service and as reserves, thus limiting the number of miles on buses as they age. ULB performance improved from 2020-'21 because fleet transition to include new 60' articulated buses involves disposing of five additional 40' buses each year. The bus replacement plan calls for the annual replacement of 15 buses based on age and condition. With BRT and the Route Redesign projects, a fleet analysis was conducted and Metro will require fewer 40' buses in the future so the inventory reduction process continued in 2023 with the disposal of 23 buses. The new bus delivery was delayed until 2024, so even with these disposals, the performance measure target was not met. The inventory will change dramatically later in 2024 as 62 fully electric 60' articulated buses will be delivered by September 2024.~~These factors resulted in decreased fleet size and a younger average vehicle age.~~

~~2023 TAM targets for revenue vehicles did not change, and with changing inventory for BRT and Network Redesign projects five additional vehicles were disposed of, which lowered the percentage of vehicles past the Useful Life Benchmark (ULB) of 14 years to 8%, well below the 11% target.~~ Metro lengthened the ULB for non-revenue trucks from eight years to ten based on historic use and longevity of this vehicle type in 2022. Although two new vehicles were purchased in 2022, they were not delivered that year, and Metro did not meet their 38% of vehicles beyond their ULB target in 2022. Based on a 2023 inventory analysis, there will be at least two non-revenue vehicles replaced annually, which will aid in complying with the performance targets. The replacement of non-revenue vehicles occurred in 2023 with the addition of 16 vehicles and due to late deliveries, the four vehicles scheduled for disposal in 2023 were delayed until early 2024. The increase in vehicles was necessary due to the 2023 route redesign.

~~Facility TAM targets will not change in 2023, but the addition of the new Hanson Road facility and continued upgrades at the Ingersoll facility (formerly East Washington) improved Metro's performance to better than 3.0 (Adequate) on the TERM scale, but they do not yet meet the goal of 4.0 on the TERM scale. They will once the ongoing work on both facilities is completed.~~

~~For non-revenue service vehicles, a 2023 target was set of having 38% of Metro's inventory exceed the ULB of 8 years. As of September 2022, 69% of Metro's inventory of cars, trucks, and vans exceeded their ULB. Metro developed a long-range strategic replacement plan for non-~~

~~revenue vehicles in 2019, with the intention of replacing two vehicles each year; however, due to the COVID-19 pandemic, Metro did not replace any non-revenue service vehicles in 2020, which resulted in an increase in the percentage of vehicles over their useful life. Two vehicles, including a very old van, were disposed of in 2021; two vehicles are on order in September 2022, but until they are delivered later this year or in 2023 they will decrease the average age of the fleet. Metro also increased the ULB for trucks in 2022 from 8 to 10 years due to their use and longevity.~~

For TAM performance measure purposes, Metro's maintenance facilities are located at 1 South Ingersoll (formerly 1101 East Washington Avenue) and at 3829/3901 Hanson Road. Metro has adopted a TAM target of a TERM rating of 4, with 0% of facilities rated under 3. Facility TAM targets did not change in 2023, but the addition of the new Hanson Road facility and continued upgrades at the Ingersoll facility (formerly East Washington) improved Metro's performance to better than 3.0 (Adequate) on the TERM scale, although they do not yet meet the goal of 4.0 on the TERM scale. They will achieve this target once the ongoing work on both facilities is completed.

~~The target is to have 0% of facilities rated under 3.0 (Adequate) on the TERM scale.~~ In 2020, the Metro facility at South Ingersoll (then their only facility) was rated 2.5. It had been rated 1.0 (Poor), but repairs and upgrades have recently been made, including roof repairs in 2018 and a new wash bay in 2019. Construction on phased upgrades continue, with the fall 2022 TERM rating at 3.6. ~~Metro has purchased a new satellite facility on Hanson Road, which is under construction and has a current TERM rating of 3.9. Since the facility will be in operation for at least 20 years, Metro adopted a target goal of a 4.0 TERM rating for this facility. It is anticipated that the ongoing remodel of this facility will result in meeting this goal.~~

### Project Analysis

Metro Transit has programmed funds to continue adhering to its current bus replacement schedule of 15 buses per year. If Metro had been able to maintain this schedule, the percentage of buses at or past their ULB would have met or dropped below the 11% target by 2021; however, Metro was not able to add new electric buses as scheduled in 2020 and retained a bus scheduled for disposal to use in the interim. Increasing the fleet size by retaining a vehicle past its ULB negatively affected this performance measure in 2020 and exacerbated the measure in 2021 as the entire fleet aged, but the 2022 bus replacement brought this measure under the 11% target to 8%. The fleet transition plan to prepare for BRT and the Network Redesign will result in reducing the number of older 40' buses, and replace them with 60' articulated buses, which will further reduce the percentage of the fleet beyond their ULB.

Metro's replacement plan for service vehicles is more flexible with funding allocated each year and a decision made annually on which vehicles to replace based on age, repair history, and any anticipated major repairs. It is less certain whether Metro will be able to meet its performance target for service vehicles based on the funding currently programmed. Due to the combined need to make facility repairs and the unexpected costs associated with the COVID-19 pandemic, these purchases did not take place in 2020.

Metro’s maintenance facility at 1 South Ingersoll (formerly 1101 E. Washington Avenue) has been in need of major renovation. It is also over capacity, having been designed to serve 140 buses, but servicing as many as 220 buses in 2021. The facility has had no significant upgrades since it was built 40 years ago, until renovations began in 2018. Investment in the facility was delayed for years in anticipation of a relocation, but a full relocation of the facility is no longer being considered. Facility and functional issues included: inadequate ventilation, heating, and cooling; an open-air wash line creating air quality problems; needed upgrades to emergency egress lighting; confined number of work bays and poor space layout; and right-turn vs. desired left-turn circulation for buses.

A facility renovation plan was developed with the assistance of an engineering firm, Mead & Hunt, with improvements to be implemented in four phases starting in 2019 through 2025. Roof repairs were already made. Because of the need to use its federal formula funding for buses and capital maintenance, the facility renovation will be 100% locally funded.

Implementation of the programmed facility renovation plan will allow the facility to meet the federal performance measure target. An inventory and condition assessment completed in 2022 reflects the impact of ongoing repairs and upgrades on meeting the facility TAM performance target, with the TERM rating increasing from 1.0 to 2.0 in 2019, to 2.5 in 2020, ~~and~~ to 3.6 in 2022, and 3.7 in 2023.

## *Public Transportation Agency Safety Plan*

### Performance Measures and Conditions Data

Metro Transit completed and certified its initial Public Transportation Agency Safety Plan (PTASP) in July 2020. The plan is considered a “living document” with reviews and revisions planned on an annual basis. The initial plan incorporated Metro’s initial 2020 PTASP performance measure targets for the applicable measures. The MPO adopted the same 2020 targets that Metro adopted in the above referenced resolution, which remained unchanged in 2021. Metro updated its PTASP performance measure targets for 2022 in July, 2022; the MPO adopted the updated 2022 targets via MPO 2022 Resolution No. 13 in November.

The Metro/MPO Safety Performance Targets for 2022 included reductions in the Bus Transit targets for Injuries and Safety Events, as well as modifying the way the System Reliability/State of Good Repair measurement is reported to improve consistency with other measures. The 2022 targets are shown in the table below, with actual performance. 2023 PTASP targets are unchanged from 2022 targets. 2024 targets will be updated following FTA’s adoption of new performance measures consistent with the IIJA/BIL. The seven proposed performance measures are: Collision Rate, Pedestrian Collision Rate, Vehicular Collision Rate, Transit Worker Fatality Rate, Transit Worker Injury Rate, Assaults on Transit Workers, and Rate of Assaults on Transit Workers. These additions are consistent with the Bipartisan Infrastructure Law’s increased focus on bus collisions and transit worker safety. Additionally, BRT will have its own targets, as a separate mode of transit in addition to Bus Transit and Paratransit.

<b>Transit Safety Performance Targets 2022 – Actual vs Target</b>
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<b>Mode of Service</b>	<b>Fatalities (total)</b>	<b>Fatalities (per 100,000 VRM)</b>	<b>Injuries (total)</b>	<b>Injuries (per 100,000 VRM)</b>	<b>Safety Events (total)</b>	<b>Safety Events (per 100,000 VRM)</b>	<b>System Reliability/ State of Good Repair (per 100,000 VRM)</b>
Bus Transit Actual	0	0	6	.12	293	5.77	6.05
Bus Transit Targets	0	0	10	.15	300	5.91	4
Paratransit Actual	0	0	0	0	8	.97	0
Paratransit Targets	0	0	1	.15	20	3.07	1.82

*Fatalities = Any fatal accident involving a Metro Transit vehicle regardless of fault*

*Injuries = Any occurrence resulting in a person transported from the bus via ambulance*

*Safety Events = any accident, incident, or occurrence*

*VRM = vehicle revenue miles*

*System Reliability = VRM between on-road, mechanical failure*

In addition to updating safety-related performance measure targets, Metro's 2022 PTASP Annual Review addressed new requirements included in the BIL/IJJA.

As a result of these new requirements, Metro's safety planning team, management team and the Teamsters Union Local No. 695 created a new safety committee composed of frontline employees and management. The new team is responsible for identifying, recommending, and analyzing the effectiveness of risk-based mitigations or strategies to reduce consequences identified in the agencies' safety risk assessment.

Metro's safety coordinator developed safety training for Maintenance employees which includes the required topic of de-escalation. Metro already has a comprehensive new hire and refresher staff training program for its bus operators. De-escalation training was added to this program in November of 2021.

The FTA plans to update the National Public Transportation Safety Plan to provide additional information on how agencies can meet the new requirement for safety performance targets. However, performance targets for a risk reduction program are not required to be in place until FTA has updated the National Public Transportation Safety Plan to include additional performance measures required by the BIL/IJJA.

Due to supply change issues and problems with the new 2022 fleet, Metro had a large number of newer buses that had to sit waiting for parts and repairs, therefore they were running older buses on main routes at times, which contributed to the higher number of break downs that caused service interruptions. Metro added fifteen new buses to its fleet in 2022, and retired fifteen older buses.

### Project Analysis

Safety-related projects in the Transit Capital and Transit Operating categories include preventative maintenance of transit vehicles, which is fundamental to meeting the System Reliability target, and facility renovations at Metro's maintenance facility at 1 South Ingersoll (formerly 1101 E. Washington Avenue), which has been in need of major renovation. It is over capacity, having been designed to serve 140 buses, but servicing as many as 220 buses in recent years. Until 2019, the facility had no significant upgrades since it was built 40 years previously. Investment in the facility was delayed for years in anticipation of a relocation, but that is no longer anticipated. Prior to recent upgrades, facility and functional issues included: inadequate ventilation, heating, and cooling; an open-air wash line creating air quality problems; needed upgrades to emergency egress lighting; confined number of work bays and poor space layout; and right-turn vs. desired left-turn circulation for buses.

A facility renovation plan was developed with the assistance of an engineering firm, Mead & Hunt, with improvements to be implemented in 6 phases starting in 2019 through at least 2024. Because of the need to use its federal formula funding for buses and capital maintenance, the facility renovation will be 100% locally funded. Metro determined that final phases needed to be delayed due to funding needed to implement the planned east-west BRT route and other needs. Implementation of the programmed facility renovation plan will improve safety for Metro staff, and will help Metro continue to meet or exceed the performance targets for Fatalities, Safety Events, and System Reliability; the performance targets for Injuries relate to riders of vehicles in service, and will not be impacted by safety improvements at the maintenance facility.

The renovation will have positive impacts on system reliability. Employees will be provided a better, more modern, and healthier place to work. A new, proper, environment will enable employees to be more productive without compromising their safety. This could improve the number of vehicles inspected on a daily basis which would improve the spare ratio and overall road failure rate.

The 3B phase includes the operations unit areas. The biggest impact will be new driver amenities, including a break room that is the proper size to accommodate all drivers, quiet spaces and rooms to rest, kitchen amenities, and new furniture. Well-rested drivers are safe drivers. The current environment for them is sub-optimal. Operations will have a larger dispatch office and supervisor amenities to improve their working environment. This will have positive impacts to service delivery and safety. A more organized and properly sized work space will enable supervisors to work with a lower rate of error. If an operations supervisor makes a mistake, it often has an impact on service delivery. For example, when a supervisor takes a sick call from a driver but forgets to assign the work to a standby driver. That bus doesn't run or is heavily delayed which has a domino effect on the system with passenger overloads, potential safety issues with passengers or students waiting outdoors for a longer period of time, etc. A better work environment will reduce the likelihood of this type of mistake.

The federal 5307/5337/5339-funded annual bus purchases in this TIP will help reduce the age of the Metro transit revenue vehicle fleet, and should result in a lower number of System Reliability/State of Good Repair incidents. The 2024 "Articulated bus safety equipment for VRU protection" project will provide feedback to both drivers and vulnerable road users

(VRUs) outside the vehicles if there are potential conflicts between the bus and any VRUs, improving safety for VRUs.



# MPO Agenda Cover Sheet

## April 3, 2024

Item No. 8

**Re:**

Update on the RoundTrip transportation demand management (TDM) program.

**Staff Comments on Item:**

Staff last presented on the RoundTrip program in April 2023, which was the first year using the new rideshare software launched in partnership with WisDOT and the Southeastern Wisconsin Regional Planning Commission. Staff will present an overview of accomplishments within the past year, including partnerships, outreach activities, and performance measures used to track engagement with the online platform. Staff will also share activities planned for 2024 and program development opportunities under consideration.

**Materials Presented on Item:**

1. None

**Staff Recommendation/Rationale:** For informational and commenting purposes.

# MPO Agenda Cover Sheet

## April 3, 2024

Item No. 9

**Re:**

Update on Senate Bill 791 Regarding Electric Vehicle Charging

**Staff Comments on Item:**

SB 791, which allows entities other than publicly regulated utilities to set EV charging fees based on kWh (kilowatt-hours) of energy used instead of time spent charging, passed the legislature on March 12. The governor is expected to sign it into law.

The legislation will:

1. Allow entities other than publicly regulated utilities to base EV charging fees on the amount of energy consumed, rather than time spent charging. This change will improve equity and will unlock the state's \$78 million allocation in NEVI (National Electric Vehicle Infrastructure Formula Program) funding for high-speed chargers along major highways.
2. Impose an excise tax of \$0.03 per kilowatt-hour for public charging (other than free charging) but eliminates sales tax on charging. Revenues from the new tax will go into the state transportation fund.
3. Prohibit local governments from owning/operating any public charging infrastructure unless it is free to use.
4. Prohibit local governments from requiring private developers to install, or allow the installation, of EV charging stations on the developer's property as a condition of granting a building permit, conditional use permit, or other approval. This will preempt local ordinances in Madison and Verona that require certain new or reconstructed parking facilities to include parking spaces with EV charging infrastructure installed. It is unclear whether this will also prohibit local governments from requiring EV-ready\* parking spaces.

\*As defined by City of Madison [Ordinance](#), an "EV Ready Space means a designated parking space which is provided with electrical panel capacity and space to support a minimum 40-ampere, 208/240-volt branch circuit, and the installation of raceways, both underground and surface mounted, to support the future installation of [a level 2 charger] to serve the parking space."

**Materials Presented on Item:**

1. Wisconsin Legislative Council, Amendment Memo, Senate Bill 791 and Assembly Amendment 1: <https://docs.legis.wisconsin.gov/2023/related/lcamendmemo/sb791.pdf>

**Staff Recommendation/Rationale:** NA

# MPO Agenda Cover Sheet

## April 3, 2024

Item No. 10

**Re:**

Section 5310 2024 Program of Projects Amendment 2

**Staff Comments on Item:**

The FTA has informed Metro and MPO staff that Dane County's Travel Training Program (Bus Buddy Program) is considered a traditional Mobility Management (capital) cost, and not a non-traditional operating expense. This means that the \$14,000 project is eligible to be funded at 80% federal with a 20% local match, instead of the 50%/50% split in the adopted Program of Projects. Additionally, language in the project description is amended to reflect the fact that Dane County no longer operates a separate Mobility Training Program in addition to the Bus Buddy program.

This amendment will require an administrative modification to the Transportation Improvement Program.

Administrative modifications are minor revisions, including:

- Minor change (less than 5%) in project or project phase costs;
- Minor change in funding sources of programmed project(s); or
- Minor change to project or project phase initiation dates.

Provided such a revision does not necessitate redemonstration of fiscal constraint, the procedure for administrative modifications includes approval by the MPO Director who then sends a letter to appropriate FHWA/FTA, WisDOT Bureau of Planning, WisDOT SW Region, and project sponsor staff notifying them of the TIP modification, with a copy included in the TIP file.

**Materials Presented on Item:**

1. Amended Section 5310 2024 Program of Projects
2. Amended Section 5310 2024 Project Descriptions

**Staff Recommendation/Rationale:** Staff recommends approval of the amendment to the Section 5310 2024 Program of Projects and Project Descriptions.

## Greater Madison MPO

### Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) Program Descriptions of Projects Applying for 2024 Funding and Funding Recommendations

<b>Subrecipient:</b>	<b>Madison Metro</b>
<b>Project:</b>	<b>Paratransit Eligibility &amp; Mobility Coordinator [Mobility Management Project] (Traditional)</b>
<b>Requested FTA Amount:</b>	<b>\$87,040</b>
<b>Recommended FTA Amount:</b>	<b>\$87,040</b>

Metro's Mobility Management project is for the funding of a Paratransit Eligibility & Mobility Coordinator (PE/MC position). The activities of the position include paratransit application processing and eligibility determination, transit orientation for paratransit applicants and others interested in using paratransit or fixed route bus service, and referral of candidates to travel training programs offered by Dane County.

Typical activities of the PE/MC also include: maintain and update client physical and electronic files; document and process visitor eligibility for visitors to Madison and assist with Metro documentation for visitors to other communities; update knowledge on community and transportation resources; continue to work toward completion of Mobility Manager certification; provide information and assistance by phone, email, mail and during eligibility assessments, and; assist with research, resolution and documentation regarding customer feedback.

Staff recommends that this project be fully funded.

<b>Subrecipient:</b>	<b>Dane County Department of Human Services</b>
<b>Project:</b>	<b>One-Call Center, <del>Mobility Training, and Bus Buddy Program</del> [Mobility Management Project] (Traditional)</b>
<b>Requested FTA Amount:</b>	<b>\$113,332</b>
<b>Recommended FTA Amount:</b>	<b>\$113,332</b>

The Dane County Mobility Management Project consists of the Dane County Transportation Call Center (CC). The CC is a transportation resource center staffed by a Mobility Manager. It is a single point-of-entry to transportation information in Dane County and provides information on all modes of available transportation including public transit, human services programs, vehicle acquisition and repair loans, ride sharing and other programs. Personalized services include identification of transportation availability; options counseling; introduction and referral to public transit; individual and group ride services, assessment and eligibility determination to authorize rides for specialized transportation and related programs; enrollment in travel training programs and follow up assistance in maintaining mobility. The service is free and open to everyone.

Staff recommends that this project be fully funded.

<b>Subrecipient:</b>	<b>Dane County Department of Human Services</b>
<b>Project:</b>	<b>Travel Training Bus Buddy Program [<del>Operating Mobility Management</del>] (<del>Non-Traditional</del>)</b>
<b>Requested FTA Amount:</b>	<b><del>\$7,000</del> \$11,200</b>
<b>Recommended FTA Amount:</b>	<b><del>\$7,000</del> \$2,800</b>

The Travel Training project consists of the RSVP volunteer Bus Buddy program. Bus Buddy trains passengers how to use Metro transit fixed route buses. Bus Buddy Program participants receive accompanied training to familiarize them with mainline transit. Both individualized and group BB training is available. Training is provided by volunteers.

Staff recommends that this project be fully funded.

<b>Subrecipient:</b>	<b>Madison Area Rehabilitation Centers (MARC)</b>
<b>Project:</b>	<b>Purchase Accessible Vehicles [Vehicle Capital Project] (Traditional)</b>
<b>Requested FTA Amount:</b>	<b>\$105,600</b>
<b>Recommended FTA Amount:</b>	<b>\$105,600</b>
<b>Vehicle Description:</b>	<b>Minivan – Rear Entry (3/2) (two)</b>

MARC, Inc. works with approximately 325 individuals with developmental and intellectual disabilities in the Dane County area. Services are provided at five locations throughout the county and at 150 businesses, volunteer agencies, and recreational sites.

This project would support the purchase of two wheelchair accessible vehicles that would be used to transport individuals to and from work, to volunteer in the community, and to cultivate community relationships that enrich their lives in the greater Madison and Stoughton communities.

Staff recommends that this project be fully funded.

<b>Subrecipient:</b>	<b>NewBridge Madison</b>
<b>Project:</b>	<b>Purchase Accessible Vehicle [Vehicle Capital Project] (Traditional)</b>
<b>Requested FTA Amount:</b>	<b>\$115,200</b>
<b>Recommended FTA Amount:</b>	<b>\$115,200</b>
<b>Vehicle Description:</b>	<b>Medium Bus – Accessible (10/2 or 8/3)</b>

This project would support the purchase a second 12-passenger van to provide free transportation to NewBridge Madison programs for low-income older adults in the Madison Metropolitan area. NewBridge provides services for 7,500 older adults, aged 60+, in Madison and the surrounding area. 85% are low-income and over half need regular access to transportation. In 2021, two surveys were conducted to identify unmet needs of older adults. The top issues were lack of transportation and a desire for more activities, especially among those in Black and Hispanic communities. Many older adults no longer drive and are isolated in their homes. They suffer from chronic health issues, insufficient exercise or lack of socialization. For the frail elderly, physical limitations or cognitive issues make it challenging to take a city bus. NewBridge provides 30+ weekly opportunities for older adults to be engaged in the community. Attendance ranges from 8-60 participants.

NewBridge receives \$30,000 to provide transportation, this year they have spent 80% of that on cab rides in just six months. The need for another van has been exacerbated as participant numbers grow and the cab companies can't adequately accommodate requests for 20+ rides to one location at the same time. NewBridge has been forced to limit the number of activities older adults in rural communities can attend because of the excessive cost. A second van will help transport older adults in Madison more efficiently and will allow the use of other transportation funds to provide cab rides for those living in rural communities.

Staff recommends that this project be fully funded.

<b>Subrecipient:</b>	<b>Fico Skye Transportation</b>
<b>Project:</b>	<b>Transfer Ownership of Accessible Vehicle [Vehicle Capital Project] (Traditional)</b>
<b>Requested FTA Amount:</b>	<b>\$0</b>
<b>Recommended FTA Amount:</b>	<b>\$0</b>
<b>Vehicle Description:</b>	<b>Accessible Mini-Van</b>

This project transfers ownership of an accessible min-van purchased with Section 5310 funding under a previous award to Capitol Express. Capitol Express was sold to a third party which subsequently closed and the vehicle was no longer in service. This project allows the vehicle to be used for Section 5310 eligible shared-ride transportation of seniors and people with disabilities.

No funding is required for this project.

**2024 Section 5310 Program of Projects for the Madison Urbanized Area - Amended**

Subrecipient	Service Area	Service Area Urban/Rural	Sub Type <sup>1</sup>	Project Type	Project Description/ALI	FTA Amount	Local Amount	Total Amount	Coordination Plan Page	Project Type <sup>2</sup>
Category A Projects - Certified as having met federal requirements and approved for funding.										
City of Madison - Metro Transit	Madison Area	Urban	DR	Capital	Patatransit Eligibility & Mobility Coordinator (Traditional)	\$87,040	\$21,760	\$108,800	33	14f
Dane County DHS	Dane County	Urban/Rural	LG	Capital	One-Call Center (Mobility Management)(Traditional)	\$90,666	\$22,666	\$113,332	33	14f
Dane County DHS	Dane County	Urban/Rural	LG	Capital	Mobility Training and Bus Buddy Program (Operating Mobility Management)(Non-Traditional)	<del>\$7000</del> \$11,200	<del>\$7000</del> \$2,800	\$14,000	33	15c
Madison Area Rehabilitation Centers (MARC)	Madison Area	Urban	PNP	Capital	Two Accessible Vehicles (Traditional)	\$105,600	\$26,400	\$132,000	33	14a
NewBridge Madison	Madison Area	Urban	PNP	Capital	Accessible Vehicle (Traditional)	\$115,200	\$28,800	\$144,000	33	14a
Fico Skye Transportation	Madison Area	Urban	PO	Capital	Accessible Vehicle (Traditional)	\$0	\$0	\$0	33	14a
City of Madison - Metro Transit			DR		Grant Administration	\$47,982		\$47,982		12
Total						\$446,488	\$99,626	\$560,114		
Category B Projects - Pending federal requirements and/or pending approval for funding.										
Total						\$0	\$0	\$0		

# MPO Agenda Cover Sheet

## April 3, 2024

Item No. 11

**Re:**

Wisconsin Department of Transportation (WisDOT) MOU

**Staff Comments on Item:**

The MPO develops, to the extent practicable, annual schedules of projects that align with our annual suballocated amounts for STBG, TA, and CRP program funds. This is often difficult given the size, cost, and duration of some projects. WisDOT, when unscheduled state budget authority allows, provides flexible STBG, TAP, or CRP Contract Authority to the MPO, allowing the MPO to exceed the amount of annual suballocated and carryover Contract Authority available to the MPO. In exchange, the MPO will provide an equal amount of suballocated Contract Authority to WisDOT for a state-owned system project in a different year.

It has been normal practice for funding to be “swapped” from one region to another in a cooperative effort to fund projects statewide. This is a good practice, however, there was a lack of documentation that would ensure that funding offered would be returned in the future. This MOU essentially formalized a process that had already been in existence.

**Materials Presented on Item:**

1. Draft MOU provided by WisDOT

**Staff Recommendation/Rationale:** Staff believes that a n MOU and appropriate documentation is an improvement over current practice that will help encourage cooperation with WisDOT and other regions, therefore staff recommends signing the MOU.

MEMORANDUM OF UNDERSTANDING  
among the  
FEDERAL HIGHWAY ADMINISTRATION-WISCONSIN DIVISION  
and the

WISCONSIN DEPARTMENT OF TRANSPORTATION  
and the following Metropolitan Planning Organizations:

APPLETON METROPOLITAN PLANNING ORGANIZATION (EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION), GREATER MADISON METROPOLITAN PLANNING ORGANIZATION (CITY OF MADISON), GREEN BAY METROPOLITAN PLANNING ORGANIZATION (BROWN COUNTY PLANNING COMMISSION), AND THE MILWAUKEE AND ROUND LAKE BEACH METROPOLITAN PLANNING ORGANIZATIONS (SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION)

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Authority

This Memorandum of Understanding (“MOU”) is entered into by the signatory agencies under the authority established in Wis. Stats. §§ 84.011 and 84.015. The signatory agencies include: the Wisconsin Department of Transportation (“WISDOT”), the Federal Highway Administration (“FHWA”), and the following Metropolitan Planning Organizations, hereafter referred to collectively as (“MPOs”)—Appleton Metropolitan Planning Organization (“APPLETON MPO”), Greater Madison Metropolitan Planning Organization (“MADISON MPO”), Green Bay Metropolitan Planning Organization (“GREEN BAY MPO”), and the Milwaukee and Round Lake Beach Metropolitan Planning Organizations (“MIL/RLB MPO”)—(with WISDOT, FHWA, and the MPOs referred to collectively as the “PARTIES”). The roles and responsibilities listed below satisfy, in part, the requirements for Cooperation and Consultation outlined in 23 U.S.C. §§ 133, 134, and 175.

Purpose

This MOU is entered into by the PARTIES to establish roles and responsibilities related to funds Apportioned to the State of Wisconsin (“STATE”) under 23 U.S.C. § 133 or 23 U.S.C. § 175 and suballocated for use in areas in the state with populations greater than 200,000, as well as funds Apportioned to the STATE through supplementary appropriation acts stating the funds provided to the STATE shall be suballocated for use in population areas greater than 200,000 in a manner consistent with either 23 U.S.C. § 133 and 23 U.S.C. § 175.

**Whereas**, 23 U.S.C. § 134 and 23 C.F.R. § 450 identify certain roles and responsibilities for the STATE and the MPOs as they relate to the planning and programming of funds Apportioned to the STATE, and the PARTIES share a joint responsibility to ensure compliance with the requirements therein; and

**Whereas**, 23 C.F.R. § 450.104 defines Transportation Management Area (TMA) as an urbanized area having population over 200,000. The urbanized areas designated as TMAs in Wisconsin, along with the organizations designated as their MPO, covered under this MOU are as follows:

- Green Bay Urbanized Area (Brown County Planning Commission)



- Appleton Urbanized Area (East Central Wisconsin Regional Planning Commission)
- Madison Urbanized Area (Greater Madison MPO)
- Milwaukee Urbanized Area (Southeastern Wisconsin Regional Planning Commission)
- Wisconsin Portion of the Round Lake Beach Urbanized Area (Southeastern Wisconsin Regional Planning Commission); and

**Whereas,** 23 U.S.C. § 134(k)(5) states that federally funded projects carried out within the Metropolitan Planning Area (“MPA”) serving a TMA on facilities not on the National Highway System (“NHS”) shall be selected by the MPO, in Consultation with the state, from the MPO’s approved Transportation Improvement Program (“TIP”); it further states that federally funded projects carried out within the MPA serving a TMA on facilities on the NHS shall be selected by the state, in Cooperation with the MPO, from the MPO’s approved TIP; and

**Whereas,** 23 U.S.C. § 133(e) and 23 U.S.C. § 175(e)(6) require states with TMAs to make available within those TMAs an amount equal to the state’s aggregate Obligation Limitation distributed to the state over the period between federal fiscal years 2022 through 2026; and

**Whereas,** STATE law and STATE legislative actions (e.g., the STATE biennial budget) provide direction for the STATE and to WISDOT regarding the use of federal transportation aid and the PARTIES recognize these actions may impact their ability to deliver planned projects in the timeframe originally scheduled.

**NOW THEREFORE,** the PARTIES agree to the following roles and responsibilities related to making available, within TMAs, federal suballocated funds provided to the STATE through the federal Carbon Reduction Program (“CRP”), Surface Transportation Block Grant (“STBG”), Transportation Alternatives Set-Aside (“TA”), and supplemental federal appropriation acts stating the funds provided to the STATE shall be suballocated for use in population areas greater than 200,000 in a manner consistent with CRP, STBG, or TA.

### Definitions

The following terms are defined under United States Code (“U.S.C.”) or the Code of Federal Regulations (“C.F.R.”) and the PARTIES to this MOU agree to them as follows:

**Apportionment, or Apportioned:** A distribution of Contract Authority to states prescribed by a statutory formula.

**CRP:** The federal aid program created through 23 U.S.C. § 175. This program provides for a Suballocation for use in areas of the state with populations greater than 50,000.

**Carryover Balance:** Accumulated unused federal Contract Authority from previous fiscal years. Carryover authority does not apply to federal Obligation Limitation or state budget authority. Federal Obligation Limitation and state budget authority must be used in the year in which it is received or else it lapses.

**Consultation:** One or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken. 23 C.F.R. § 450.104

**Contract Authority:** A type of federal budget authority used to fund individual federal-aid programs that have specific eligibilities. A state's ability to fully utilize its Contract Authority is limited by federal Obligation Limitation.

**Cooperation:** The parties involved in carrying out the transportation planning processes work together to achieve a common goal or objective. 23 C.F.R. § 450.104

**Coordination, or Coordinate:** The cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate. 23 C.F.R. § 450.104

**MPA:** The geographic area determined by agreement between the metropolitan planning organization for the area and the Governor of the state. 23 U.S.C. § 134(b)(3) and 23 C.F.R. § 450.104

**MPO:** The policy board of an organization created and designated to carry out the metropolitan transportation planning process for a metropolitan planning area. 23 U.S.C. § 134(b)(2) and 23 C.F.R. § 450.104

**NHS:** The Federal-aid highway system described in 23 U.S.C. § 103(b). 23 U.S.C. § 101(a)(16)

**Obligation Limitation:** An upper "cap" that limits the total amount of federal Contract Authority (independent of federal-aid program) a state can use in a given federal fiscal year.

**Suballocation:** Reservations of funds Apportioned to a State by formula for use in specific areas within the State. Specific percentages of STBG, TA, and CRP are suballocated to be used in areas of the state based on their relative share of a state's most recent U.S. Census population. There are four Census-defined population areas:

1. Urbanized areas of the State with an urbanized area population of over 200,000;
2. Urbanized areas of the State with an urbanized area population of not less than 50,000 and not more than 200,000;
3. Urban areas of the State with a population of not less than 5,000 and not more than 49,999;
4. Areas of the State with a population of less than 5,000.

Some federal-aid programs further subdivide the Suballocation to provide specific population-based amounts to be used in individually defined urbanized areas. Usage in this MOU refers to the Suballocation made to areas of the state with populations greater than 200,000 and further suballocated to individual urbanized areas. See specific program guidance for more information.

**STBG:** The federal aid program created through 23 U.S.C. § 133. This program provides for Suballocation to be used in individual TMAs.

**TA:** The federal aid program created through 23 U.S.C. § 133(h). This program provides for Suballocation to be used in individual TMAs.

**TIP:** A program of scheduled federally funded projects developed by a MPO under 23 U.S.C. § 134(j). 23 U.S.C. § 134.

**TMA:** An urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of Transportation, or any additional area where TMA designation is requested by the Governor and the MPO and designated by the Secretary of Transportation. 23 U.S.C. § 134(k) and 23 C.F.R. § 450.104

**Urbanized Area:** An area with a population of 50,000 or more designated by the Bureau of the Census, within boundaries to be fixed by responsible State and local officials in Cooperation with each other. 23 U.S.C. § 101(a)(36) -- *Please note that for the 2020 Decennial Census, the Census Bureau designated all qualifying areas as "urban areas" and did not distinguish any urban areas as "urbanized areas." At this time, FHWA still uses the term "urbanized areas" for areas with a population of 50,000 or more.*

## Roles and Responsibilities

- A. Availability of Federal Funds**—To ensure the PARTIES employ the necessary Consultation and Cooperation to plan the availability and use of federal funding for local government projects in areas of Wisconsin identified as TMAs, the PARTIES agree to complete or engage in the following actions:
- i. FHWA, upon request by WISDOT or the MPOs, will provide a reporting of the current annual suballocated amount for use within each TMA from the STATE's CRP, STBG, and TA Apportionments and any suballocated balances remaining from previous Apportionments.
  - ii. Upon receiving formal confirmation of the STATE's annual Apportionment from FHWA, WISDOT will provide, annually, to the MPOs a reporting of each MPO's annual Suballocation amount for the reporting year.
  - iii. WISDOT, during the STATE's biennial budget process or any supplemental federal expenditure plan, will Coordinate with the MPOs when developing a

request for the STATE Surface Transportation Program, STATE Transportation Alternatives Program, or STATE CRP.

- iv. WISDOT will provide, on a biennial basis, the MPOs a proposed biennial program level that is consistent with the amount the STATE must make available within TMAs.
- v. MPOs will select a program of projects up to an amount equal to the proposed biennial program levels.
- vi. Upon passage of the STATE's biennial budget, WISDOT will Coordinate with MPOs to plan a multi-year schedule of projects that is consistent with approved and anticipated annual STATE budget authority limits but also provides flexibility across multiple years to recognize project readiness and to maximize the use of available funding. Because each annual Suballocation can be spent over four (4) years before lapsing, funding availability and scheduling includes, but isn't limited to:
  - a. *Year 1:* Making available annually to MPOs an amount of federal Obligation Limitation equal to the total amount of Contract Authority suballocated for use within their TMA for that year and consistent with 23 U.S.C. § 133(e).
  - b. *Year 2 and Year 3:* Providing carryover of unscheduled suballocated TMA Contract Authority that can be used to schedule projects for up to two years after the initial year of Apportionment, so long as the total program level does not exceed the STATE budget authority appropriated for the program in the given fiscal year.
  - c. *Year 4:* Coordinating with individual MPOs to fully utilize unscheduled Contract Authority prior to lapsing, which may mean using the unscheduled suballocated Contract Authority for a state system project and may be substituted with flexible Contract Authority in a later MPO program year.

**B. Scheduling Federal Funds**—The PARTIES recognize the development of a successful multi-year improvement program requires each agency to balance the availability of federal Contract Authority, federal obligation authority, and STATE budget authority across the multi-year improvement program. In doing so, the PARTIES agree to complete or engage in the following program scheduling actions:

- i. WISDOT will Coordinate with the MPOs when developing program solicitations to ensure MPOs have a reasonable time to review proposed program levels and plan activities needed to carry out their portion of the program development process.
- ii. WISDOT and the MPOs will cooperatively establish agreed program levels for the individual MPOs where the total amount scheduled for the MPOs does not exceed the estimated Suballocation total for all TMAs.
- iii. MPOs will, to the extent practicable, develop planned annual schedules of projects that align with their individual annual suballocated amounts for STBG, TA, and CRP.

- iv. WISDOT may, when unscheduled state budget authority allows, provide flexible STBG, TAP, or CRP Contract Authority to an MPO, allowing the MPO to exceed the amount of annual suballocated and carryover Contract Authority available to the MPO. In exchange, the MPO will provide an equal amount of suballocated Contract Authority to WisDOT for a state-owned system project in a different year.
- v. WISDOT will cooperatively work with the MPOs to ensure annual Suballocations that cannot be scheduled in their initial year are scheduled in the second or third year such that it does not impact overall STATE program levels.
- vi. The MPOs and WISDOT will work cooperatively to rebalance any years of the multi-year program that exceed planned STATE program levels.

**C. Monitoring the Scheduled Programs—**The PARTIES recognize ongoing and regular Coordination and communication are critical to maintaining a successful multi-year improvement program. In doing so, the PARTIES agree to complete or engage in the following program monitoring actions:

- i. WISDOT Division of Transportation Investment Management and regional Division of Transportation System Development staff will Coordinate quarterly meetings with the individual MPOs that are a party to this MOU to review the current status of the scheduled multi-year program and provide updates on federal suballocated funding balances.
- ii. At least one (1) week prior to each quarterly meeting, WISDOT will provide the MPOs with updated worksheets detailing the following items:
  - a. Estimated annual Suballocation totals for each year in the multi-year program.
  - b. The approved program level for the current year and estimates for out years.
  - c. Suballocation Carryover Balances from previous years.
  - d. The total scheduled estimated project/program level.
  - e. The balances (+/-) between the approved program level and the scheduled estimated project/program level.
  - f. Any amount scheduled to lapse in the current year.
  - g. Any annual amounts that WISDOT and the individual MPO have agreed to use for state-owned projects.
  - h. Any annual amounts that WISDOT and the individual MPO have agreed to utilize non-suballocated Contract Authority.
  - i. Other such items as WisDOT deems necessary.
- iii. WISDOT will provide estimates on possible funding lapse in the current year and two following years to ensure MPOs plan appropriately.

**D. General Provisions—**

- i. This MOU may be terminated at any time by any of the PARTIES by sending written notice of termination of the MOU to all other PARTIES.
- ii. This MOU shall be reviewed at least every three (3) years by the PARTIES.
- iii. Any amendments to the MOU shall be in writing and signed by all PARTIES.

- iv. Each individual agency of the PARTIES is responsible for following applicable state and federal laws and regulations.

FEDERAL HIGHWAY ADMINISTRATION:

\_\_\_\_\_  
Glenn Fulkerson, Administrator  
Federal Highway Administration – Wisconsin Division

\_\_\_\_\_  
Date

WISCONSIN DEPARTMENT OF TRANSPORTATION:

\_\_\_\_\_  
Craig Thompson, Secretary  
Wisconsin Department of Transportation

\_\_\_\_\_  
Date

METROPOLITAN PLANNING ORGANIZATIONS:

\_\_\_\_\_  
Norbert Dantine Jr., President  
Brown County Planning Commission/ Green  
Green Bay MPO

\_\_\_\_\_  
Cole Runge, Planning Director/ MPO  
Director, Brown County/Green Bay MPO

\_\_\_\_\_  
Jeff Nooyen, Chair  
East Central Wisconsin Regional Planning  
Commission

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Melissa Kraemer Badtke,  
Executive Director/MPO Director  
East Central Wisconsin Regional Planning  
Commission

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Mark Opitz, Chair  
Greater Madison MPO

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Alexandra Andros, MPO Director  
Greater Madison MPO

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Charles L. Colman, Chair  
Southeastern Wisconsin Regional Planning  
Commission

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Stephanie Hacker, Executive Director  
Southeastern Wisconsin Regional Planning  
Commission

DRAFT

# MPO Agenda Cover Sheet

## April 3, 2024

Item No. 12

**Re:**

Discussion on I-39/90/94 Interstate Study Comments

**Staff Comments on Item:**

It is anticipated that WisDOT will share their official preferred alternative and conceptual mitigation for the I-39/90/94 study with cooperating agencies on April 1<sup>st</sup>, with comments due by May 1<sup>st</sup>. Staff have been reviewing study documents to start compiling comments, although there will likely be more once we receive additional information from the study team. Staff have also been reviewing comments that local agencies have submitted on the study. We anticipate that the MPO's comments will primarily be focused around consistency with our Regional Transportation Plan, congestion management process, and other planning documents, and recommendations/comments on mitigation strategies, such as travel demand management (TDM), transportation systems management and operations (TSMO) strategies, noise walls, etc.

It is our understanding that within the Madison planning area the preferred alternative for the mainline will be an additional general purpose lane in each direction. Looking at the differences between a managed lane (like the Beltline flex lane) and a general purpose lane, MPO staff agrees that a general purpose lane offers a better safety and operations benefits over a managed lane in this corridor; however, during the previous Interstate EIS study, the MPO Policy Board was opposed to capacity expansion, primarily focusing comments on the traffic operations analysis. Staff have reviewed the traffic operations analysis for this study, and feels that the Interstate study team has better addressed MPO concerns with the analysis this time around- for instance, in the previous study Level of Service (LOS) C was the desired threshold (degree of design year congestion), however for this study they are using LOS D as the desired threshold in the Madison planning area, which is consistent with the LOS target for interstates established in the MPO's adopted congestion management process. However, concerns still remain around the impacts of induced traffic, community impacts, and environmental impacts.

**Materials Presented on Item:**

- I-39/90/94 Study Website with recording and exhibits:  
<https://wisconsindot.gov/Pages/projects/by-region/sw/399094/public.aspx>
- The MPO's Adopted Congestion Management Process:  
<https://www.greatermadisonmpo.org/planning/documents/Appendix-F-RTP-CMP.pdf>



<p><b>Staff Recommendation/Rationale:</b> For information and discussion at this time. Given the short turn around time to review all the documents and provide comments by the May deadline, staff want to ensure that the Policy Board agrees with our approach to developing comments to minimize any changes to the letter that will be drafted for the May meeting and due shortly after.</p>