

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

August 7, 2024

[Virtual Meeting via Zoom](#)

6:30 p.m.

1. **Written Comments:** You can send comments on agenda items to mpo@cityofmadison.com.
2. **Register for Public Comment:**
 - Register to speak at the meeting.
 - Register to answer questions.
 - Register in support or opposition of an agenda item (without speaking).

If you want to speak at this meeting, you must register. You can register at <https://www.cityofmadison.com/MeetingRegistration>. When you register, you will be sent an email with the information you will need to join the virtual meeting.
3. **Watch the Meeting:** If you would like to join the meeting as an observer, please visit <https://www.cityofmadison.com/clerk/meeting-schedule/watch-meetings-online>
4. **Listen to the Meeting by Phone:** You can call in to the **Greater Madison MPO** using the following number and meeting ID:
 - (877) 853-5257 (Toll Free)
Meeting ID: 839 9773 8478
 - 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 June 5, 2024 Meeting Minutes
- 3) Communications:
 - a. WisDOT approval of 2024 Res 8 Amendment of the 2024-2028 TIP. (see 6/17 email)

- b. WisDOT & FHWA Approval of the 2024 UPWP Amendment (see email dated x)
- 4) Public Comment (for items **not** on MPO Agenda)
- 5) Introduction to Capital Area Regional Planning Commission (CARPC) Executive Director Jason Valerius and CARPC work highlights (10 minutes)
- 6) Approval of change of scope and funding for Sun Prairie's Bird Street (STH 19 to USH 151) STBG-U Project (5 minutes)
- 7) Approval of Revised Draft 2025-2029 Surface Transportation Block Grant (STBG) Urban Program Priority Projects for FY 2025-2029 (10 minutes)
- 8) MPO 2024 Resolution No. 10 Approving Amendment No. 5 to the 2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County (10 Min)
 - a. I-39/90/94 (CTH I Bridge) Thin Polymer Overlay (Design in '24, NEW)
 - b. USH 18/151 (Main Street to CTH VV) Resurfacing (Design in '24, NEW)
 - c. USH 12/14/18/151 (USH 14 to I-39/90/94), I-94 (I-39/90/94 to CTH N), and USH 151 (East Spring Drive to CTH VV) Southwest Region Pavement Marking (Const. in '24, NEW)
 - d. Reconnecting Communities (USDOT) grant for the City of Madison (Design in '24, NEW)
 - e. Bird Street (STH 19 to USH 151) Pavement Rehabilitation (Const. in '25, STBG-U Project, Scope and Funding Change)
 - f. Thompson Road (West Main Street to St. Albert the Great Drive) and St. Albert the Great Drive (CTH C to N. Thompson Road) Pavement Replacement and Partial Reconstruction (Const. in '25, STBG-U Project; Funding Change)
 - g. Windsor Road (Charlie Grimm Road to CTH CV), Pavement Replacement (Const. in '25, STBG-U Project; Funding Change)
- 9) Approval to Release Draft 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County for Public Review and Comment (10 Min)
- 10) Approval to release MPO Public Participation Plan amendment (5 Min)
- 11) MPO 2024 Resolution No. 11 Amendment to the 2024 Unified Planning Work Program (UPWP)
- 12) Review and Approval of Greater Madison MPO 2024 Resolution No. 12 Authorizing the Greater Madison MPO To Submit A Grant Application To The United States Department Of Transportation For Up To \$1,250,000 For The Greater Madison MPO Regional Safe Streets- Community Safety Enhancement Partnership Project (5 minutes)
- 13) Approval of MPO 2024 Resolution No. 13 I-39/90/94 Draft Environmental Impact Statement (DEIS) Comments Regarding North-South Bus Rapid Transit (N-S BRT) (5 minutes)
- 14) Discussion of Potential Future MPO Work Program Planning Activities (5 Min)
- 15) Announcements and Staff Reports:
 - a. Community invoices sent
 - b. Staff changes
- 16) Adjournment

Next meeting: Wednesday, September 4th, 2024, Virtual

**Greater Madison Metropolitan Planning Organization (MPO)
June 5, 2024, DRAFT Meeting Minutes**

Virtual Meeting hosted via [Zoom](#)

Opitz called the meeting to order at 6:30 p.m.

1. Roll Call and Introductions

Members present: Mark Opitz, Kristi Williams, Liz Callin, Tom Lynch, Paul Esser, Doug Wood, Phil Caravello, Richelle Andrae, Barbara Harrington-McKinney, and Clement Abongwa

Members excused: Derek Field, Charles Myadze, Steve Flottmeyer, and John Duncan

MPO staff present: Alex Andros, Colleen Hoesly, David Kanning

Others present in an official capacity: None

2. Approval of May 1, 2024, Meeting Minutes

Andrae moved, Wood seconded, to approve the May 1, 2024, meeting minutes. Motion carried.

Following item #6, Andrae moved, Opitz seconded, to reconsider the approval of the May 1, 2024, meeting minutes. Motion carried.

Abongwa had noticed an error on item #5 of the May 1, 2024, meeting minutes, where it read, "The City of Madison was awarded over \$60 million in Safe Streets and Roads For All (SS4A) funding."

Williams moved, Wood seconded, to approve the May 1, 2024, meeting minutes with the erroneous sentence in item #5 corrected to read, "The City of Madison was awarded over \$6.0 million in Safe Streets and Roads For All (SS4A) funding." Motion carried.

3. Communications

None.

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

None.

5. Public Hearing on Proposed Major Amendment to the 2024-2028 Transportation Improvement Program to add a new federally funded Safe Streets and Roads for All (SS4A) Project

No comments were submitted for the public hearing.

6. MPO 2024 Resolution No. 8 Approving Amendment No. 4 to the 2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

- Bicycle Count Program, sponsored by the City of Madison (TAP Redistribution Project)
- Safe School Crossing Equipment Project, sponsored by the City of Madison (TAP Redistribution Project)
- Safe Routes to School Plan, sponsored by the City of Madison (Locally funded, not programmed)

- Traffic Signal Controllers, sponsored by the City of Madison (CRP Redistribution Project)
- LED Traffic Signals, sponsored by the City of Madison (CRP Redistribution Project)
- Electric Vehicle Charging Facility Project (Wisconsin Electric Vehicle Infrastructure Program) located in the Village of DeForest
- Safe Streets and Roads for All (SS4A) project, sponsored by the City of Madison

Kanning reviewed the projects and programs included in TIP Amendment No. 4. Hoesly noted that the TAP and CRP projects are being added as a result of the 2024 redistribution funds and are in addition to the TAP and CRP projects that were selected by the MPO with locally suballocated funding.

Abongwa noted that there appeared to be an error in the May 1, 2024, meeting minutes, which stated that the SS4A project would be receiving \$60 M in federal funding.

Wood asked if the SS4A money was one-time only. Kanning replied that the money is being awarded this year only but that it would be received over five years. Hoesly said that the money is coming from the last round of funding, but it can be used over several years. Wood clarified that he wanted to know if this money would be available in the future for future applications. Lynch said that the funding should be available in the future but that it is associated with the Bipartisan Infrastructure Law (BIL) so there might be two more opportunities under the BIL.

Abongwa said that it would be helpful if the MPO could educate staff from governments in the MPO on how to go about applying for SS4A funding. He also noted that he thought that applicants would need an approved safety action plan to become eligible for funding.

Andros said that later in the meeting the Board would be adopting a Regional Safety Action Plan, and that it was correct that you need to have a comprehensive safety plan adopted before you can apply for funding. She also said that she understands the interest in more information about how to go about applying for that funding.

Callin moved, Caravello seconded, to approve MPO 2024 Resolution No. 8 approving TIP Amendment No. 4 to the 2024-2024 TIP for the Madison Metropolitan Area and Dane County. Motion carried.

7. MPO 2024 Resolution No. 9 Adopting the Regional Safety Action Plan for the Greater Madison MPO

Andros said that staff is asking the Board to approve MPO 2024 Resolution No. 9 to Adopt the Regional Safety Action Plan for the Greater Madison MPO, and that this would formalize the MPO's Vision Zero by 2040 goal.

Hoesly added that there was a 30-day public comment period on the plan, no comments were received, and that staff is not proposing any changes to the draft plan. She noted that the Regional Safety Action Plan under consideration would meet the SS4A requirement for an adopted comprehensive safety action plan. To be eligible for SS4A funding, there needs to be an adopted plan of this type at the local or regional level, and that this plan would make all local governments in the MPO area eligible for funding. While the deadline for applications for implementation funding this year has passed, the deadline to apply for supplemental planning funding is August 29, so if this plan is adopted tonight, local governments in the area would still be able to apply for that supplemental planning funding this year.

Hoesly said that during the planning process, staff had learned that applicants for implementation funds tended to be more successful if they had already received a supplemental planning grant to develop

their projects prior to applying for implementation grant funding.

Callin added that another benefit of the plan is that it would allow MPO communities to coordinate a regional application for an implementation grant. It could be Dane County together with some local communities or just a group of communities working together. She said she thought the plan was strong and that she was excited to move it forward.

Wood moved, Williams seconded, to approve MPO 2024 Resolution No. 9 Adopting the Regional Safety Action Plan for the Greater Madison MPO.

8. Presentation on 2022-2023 Traffic Safety Snapshot and Dane County Traffic Safety Commission Initiative

Hoesly described the work of the Dane County Traffic Safety Commission (TSC) and noted that the data in her presentation had been previously presented at the TSC's biannual safety data review meeting that took place earlier this month. She noted that the 2022-2023 Annual Traffic Safety Report data that she was presenting focuses on behavioral issues, rather than the infrastructural and policy issues that are the focus of the Regional Safety Action Plan, and that the Regional Safety Action Plan includes the information in the Traffic Safety Report by reference.

She then presented on the findings from the 2022-2023 Annual Traffic Safety Report.

Caravello asked if there was data available on how many of the crashes involved people without valid driver's licenses and the potential impact of offering additional driver training. Hoesly replied that the TSC does not have access to the citation data, which would give us more information about that issue. She said that when the TSC talks with officers who have investigated motorcycle crashes, the officers often have reported that motorcycle drivers involved in these crashes often lack the required endorsements for the vehicles that they are operating. Hoesly noted that the TSC would like to get access to more of this type of data to better understand crash risk factors.

Andrae asked if there were any professionals from the legal system participating in the TSC. Hoesly replied that there are some judges and prosecutors who participate in the TSC.

Wood commented that he was struck by the fraction of crashes that are due to human factors and are not related to infrastructural or other types of issues.

Opitz asked where he could find the Traffic Safety Report online. Hoesly replied that it is not an actual report but rather just consists of the slides that she had shown. She said that the report had not been posted on the MPO website in the past but that it had been posted in the past on the sheriff's website and on the TSC website. Opitz asked if Hoesly could share the report and supporting information with the Board. Hoesly said that she would.

Callin said that these human factors are difficult to control but that the Vision Zero aim is not to necessarily eliminate all crashes but to get the number of fatalities down to zero, and that infrastructural and policy changes can reduce the severity of crashes that do occur.

Hoesly noted that law enforcement officials that participate on the TSC say that "we can't enforce our way out of our speeding issues," but that planners and engineers can design roads in ways that decrease speeds and improve safety.

9. Report on MPO Strategic Planning

Andros provided a brief description of the MPO's recent strategic planning efforts. She noted that MPO's greatest strength is the depth and range of its staff's skills and experiences and that staff value community, collaboration, and contribution, and want to build on that and continue to do good work.

10. Status Report on Capital Area RPC Activities

Andros said that she didn't have much to add beyond what was included in the meeting packet. She said that she had spoken to the new CARPC director (Jason Valerius), and they had discussed inviting him to an MPO Policy Board meeting to introduce himself to the board members. Andros then asked the Board if they would like to have him come to a meeting.

Board members indicated that they would like to invite the CARPC director to an upcoming Board meeting.

11. Staff Reports

Andros said that the City of Madison's budget situation is taking a lot of time and effort to deal with. She said that historically the City of Madison has been able to provide the MPO with whatever additional funding has been needed for our "local match" to maximize the amount of federal funds we receive. The tight budget may make it harder for the City offer this level of assistance in the future. Andros noted that other communities outside of Madison had provided more funding for the MPO over the past year than they previously had, and she expressed her hope that this trend will continue.

Andros also noted that WisDOT has released a solicitation for Carbon Reduction Program (CRP) funding. She said that, while applications go to WisDOT, she would appreciate it if communities would let the MPO know their plans for applying. The due date for applications is Sunday, June 30 at 5:00 p.m.

Andros also mentioned that the MPO had hired a new outreach specialist, Kayla Haas, who works jointly for both the MPO and CARPC, with her time divided 75% MPO/25% CARPC. She said that she will be working with Kayla to put together some public engagement performance measures to share with the Board. She said that the MPO has reached over 8,000 people via Facebook (up 77% since March) and had engaged over 300 people since April. Engagement is classified as any type of interaction with the MPO. Much of this engagement has been related to the MPO's RoundTrip program.

Opitz said that he had seen MPO staff at a table set up during Bike Week activities, and that a line had immediately formed at the table and that there seemed to be a great deal of engagement with the public. He thanked the staff for their good work.

12. Adjournment

The next Policy Board meeting would normally be held on July 3rd but given the inconvenient date and the lack of pressing business, it will be cancelled. The next meeting will be August 7th.

Abongwa motioned, Caravello seconded, to adjourn. Motion carried. Meeting adjourned at 7:47 p.m.



Wisconsin Department of Transportation
Office of the Secretary
4822 Madison Yards Way, S903
Madison, WI 53705

Governor Tony Evers
Secretary Craig Thompson
wisconsindot.gov
Telephone: (608) 266-1114
FAX: (608) 266-9912
Email: sec.exec@dot.wi.gov

June 17, 2024

Glenn Fulkerson
Division Administrator
Federal Highway Administration
U.S. Department of Transportation
525 Junction Rd., Suite 8000
Madison, Wisconsin 53717

Kelley Brookins
Regional Administrator
Federal Transit Administration
U.S. Department of Transportation
200 W. Adams Street, Suite 320
Chicago, Illinois 60606

Dear Mr. Fulkerson and Ms. Brookins:

Under the authority delegated to me by Governor Tony Evers, I am hereby approving the Greater Madison Metropolitan Planning Organization's (Madison MPO) amendment to the 2024-2028 Transportation Improvement Program (TIP) for the Dane County urbanized area. The amendment was approved and adopted by the Madison MPO on June 5, 2024. We will reflect by reference the 2024-2027 federal aid projects covered by this approval in our 2024-2027 Statewide Transportation Improvement Program (STIP).

Copies of the TIP Amendment and 2024 Resolution Number 8 for the Madison MPO are enclosed. This TIP amendment represents a comprehensive, continuous, and cooperative effort between the MPO, local communities, affected transit operators, and the Wisconsin Department of Transportation (WisDOT), and is designed to meet the objectives of Title 23 USC 134 and 135 and their implementing regulations 23 CFR 450 and the MPO regional transportation system plan.

We have determined that the proposed amendment: 1) is consistent with the adopted Long Range Transportation Plan for the MPO, 2) conforms to this state's approved implementation plan under the federal Clean Air Act and 42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR 93 (23 CFR 450.222(a)(7), and 3) ensures that the TIP remains fiscally constrained in that federal funding resources are sufficient to support the new or modified projects.

Sincerely,

A handwritten signature in blue ink, appearing to read "Craig Thompson".

Craig Thompson
Secretary

cc: Alexandra Andros, Greater Madison MPO
Mary Forlenza, FHWA
William Wheeler, FTA
Evan Gross, FTA
Steve Flottmeyer, WisDOT Southwest Region
Charles Wade, WisDOT Bureau of Planning and Economic Development

WisDOT Division of Transportation Investment
Bureau of Planning and Economic Development
4822 Madison Yards Way 6th Floor South
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Email: charles.wade@dot.wi.gov



Date: June 21, 2024

To: Mary Forlenza, Federal Highway Administration

From: Charles Wade, Wisconsin Department of Transportation

Subject: Amendment to the 2024 Unified Planning Work Program for the Greater Madison
Metropolitan Planning Organization (MPO)

In accordance with FHWA rules regarding the reporting of changes made to work programs, please accept the following as notification of such changes to the Greater Madison MPO's 2024 Unified Planning Work Program (UPWP).

The Bureau of Planning and Economic Development within the Division of Transportation Investment Management recommends approval of the enclosed request by the MPO for program funding adjustments to the UPWP. This amendment identifies the Areas of Persistent Poverty (AoPP) federal program as the planning study funding source for the north-south Bus Rapid Transit (BRT) prospective project in the Madison urbanized area.

The Wisconsin Department of Transportation asks for your approval to proceed with this request. Thank you for your prompt attention to this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Charles Wade".

Charles Wade, Director
Bureau of Planning and Economic Development
Division of Transportation Investment Management
Wisconsin Department of Transportation

Approved:

A handwritten signature in blue ink, appearing to read "Mary P. Forlenza".
MARY P FORLENZA
2024.06.26 14:33:49 -05'00'

FHWA Division

Date

cc via email: Alexandra Andros, Greater Madison MPO
William Wheeler, Federal Transit Administration
Evan Gross, Federal Transit Administration
Arthur Sommerfield, WisDOT Southwest Region
Matthew Sorensen, WisDOT Bureau of Planning and Economic Development

MPO Agenda Cover Sheet

August 7, 2024

Item No. 6

Re:

Approval of change of scope and funding for Sun Prairie's Bird Street (STH 19 to USH 151) STBG-U project

Staff Comments on Item:

The City of Sun Prairie has requested to down-scope the Bird Street (STH 19 to USH 161) project, scheduled for construction in 2025, from a reconstruction to a pavement rehabilitation. As a result, total construction cost will be reduced from 1,624,422 to \$952,592. If the federal cost share were to remain at 60%, the federal funding amount would decrease by \$403,098. ($\$974,653 - \$571,555 = \$403,098$).

In this situation, staff recommends increasing the federal cost share from 60% to 80%. With this change, the project would receive \$762,073 in federal STBG-U funding. This recommendation is consistent with the guidelines set forth in the "Selection Process for Surface Transportation Block Grant (STBG) – Urban document, dated May 2023, which state that the MPO may provide additional funding up to the federal maximum of 80% for approved projects in the same year as the funding is available.

That still leaves \$190,518 in available funding that needs to be allocated for FFY25. In addition, WisDOT has informed us that \$1,246,945 in carryover funding from FFY24 will be made available in FFY25. Staff's recommendation for using this surplus funding for other projects in FFY25 is addressed in Item No. 7 (Review Revised Surface Transportation Block Grant (STBG) Urban Program Priority Projects for FY 2024-2029) and Item No. 8 (TIP Amendment).

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

Staff recommends approval of the change and scope and funding for the Bird Street project. These changes will be codified in the 2024-2028 TIP in item No. 8 (TIP Amendment).

Materials Presented on Item:

1. Email from Sun Prairie Re: Bird Street Scope Change

Staff Recommendations/Rationale: Approval of change of scope and funding for Sun Prairie's Bird Street (STH 19 to USH 151) STBG-U project

From: [Tom Veith](#)
To: [Hoesly, Colleen](#); [Lyman, Benjamin](#)
Cc: bhuijbregtse@msa-ps.com; [Nathan Cook](#); [Todd Anderson](#)
Subject: FW: 3996-00-34/35 N Bird St
Date: Wednesday, June 26, 2024 2:59:21 PM
Attachments: [image003.png](#)
[39960035_pln_PRE_DSR.pdf](#)
[3996-00-34_35_3-23.pdf](#)

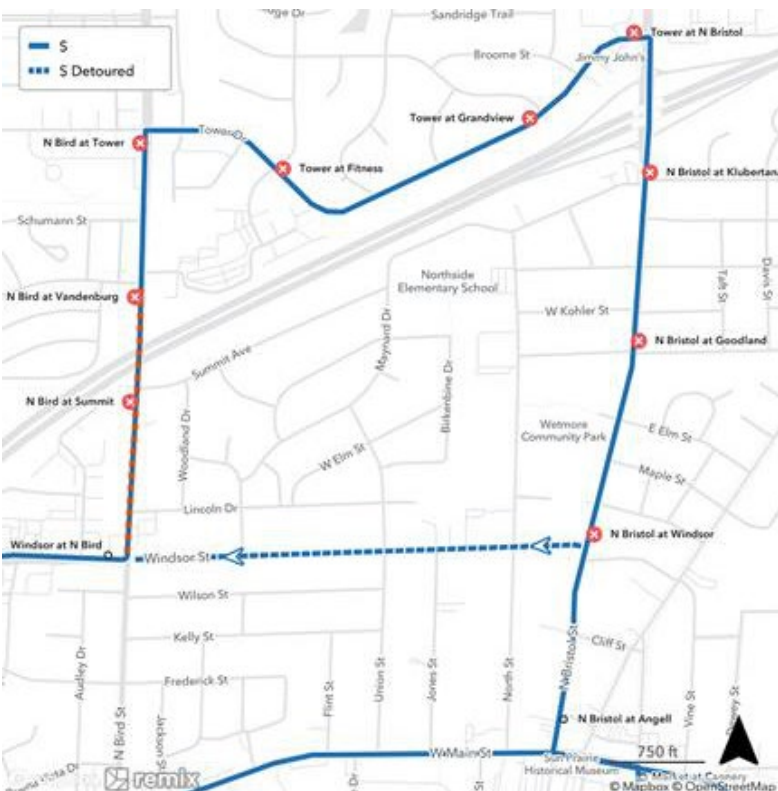
Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hi Colleen and Ben,

Not sure who at MPO this should be directed to, hopefully, you can forward it appropriately.

BACKGROUND: The city was awarded an STP grant for N. Bird Street (Windsor St/STH 19 to USH 151) for a multi-use path and road replacement. Originally billed as a reconstruction project with full-depth pavement and base course removal and replacement. Bird Street was previously reconstructed in 2003 with a 5" HMA over a 12" base.

ISSUE: With the final street design requiring traffic to be constricted to 1-way travel for a large duration of the project, this greatly affects businesses on the north side of the bridge as well as overall Metro service (currently runs 1-way in the opposite direction of the project proposal. Metro has stated this would result in the closure of 9 bus stops (see map below from Metro). Less than ideal for our City residents.



PROPOSAL: After working with MSA and exhausting all phasing options for construction, we feel that knowing that we have an adequate amount of CABC under the current conditions. See the snippet below from DSR:

2.5 Pavement Structure/Condition

Roadway	Pavement Types and Thicknesses	Physical Description
N Bird Street	4.5" HMA Pavement over 13" Base Aggregate	The roadway currently has a Pavement Surface Evaluation and Rating (PASER) score of 5 out of 10. The existing asphalt pavement along N Bird Street is deteriorating with longitudinal and transverse cracking and is in need of improvement.

Comments:

N Bird Street was reconstructed in 2003 with the above pavement structure. A PASER rating of 5 would typically indicate an improvement type of rehabilitation rather than a reconstruction. The underlying base layer is expected to be in good condition based on the PASER rating and type of deterioration the pavement is experiencing. Based on the traffic demand, the pavement design for the roadway was 5" HMA over 12" base aggregate, indicating there is adequate existing base to complete a pavement replacement.

We would like to pivot the project from a total reconstruction to a pavement rehabilitation to allow for a reduced construction timeline, the ability to keep 2-way traffic open at all times, the ability to maintain Metro routes and stops open, minimize disruptions to all modes of traffic and neighbors on this urban collector street. We know this will result in a reduction of overall cost, and this is why we are reaching out to MPO as DOT has requested MPO review of funding and ultimate approval. Here is a breakdown of cost impacts (fed cap at \$974,653, see attached SMA):

Comparison of Total Construction Cost		
SMA	Reconstruction	Pavement Replacement
\$1,491,665	\$1,123,065	\$846,695

I have attached the 60% plans for reference, recall that these plans show the full reconstruction and we would desire to change to pavement rehabilitation. So if approved these plans, including traffic control, would be updated.

We are more than happy to jump on a call to discuss, and of course, timing is of the essence as this is a 2025 construction project that is moving quickly towards PS&E.

Thanks and happy to answer any questions.

Tom

Tom Veith, PE
Engineering Director

MPO Agenda Cover Sheet

August 7, 2024

Item No. 7

Re:

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

Staff Comments on Item:

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

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

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

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

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

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

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

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

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

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

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

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

Materials Presented on Item:

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

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


STBG Urban Projects and Candidate New Projects

Existing Projects:







- University Ave. ('22-24)
- Pleasant View Rd. ('22-24)
- CTH M ('23—24)
- Exchange St. ('24)
- Autumn Ridge Path/Overpass ('24-'25)
- N. Bird St. ('25)
- N. Thompson Rd. and St. Albert the Great Dr. ('25)
- Windsor Rd. ('25)
- Mineral Point Rd. ('26)
- John Nolen Dr. Ph. 1 ('25-26)
- Nichols Rd. ('29)

New Projects:



- CTH MM/Rimrock Rd ('26)
- Glacial Drumlin Trail ('27)
- West Towne Path ('28)
- John Nolen Drive Ph. 2. ('28)
- O'Keefe Ave. ('28)
- John Nolen Drive Ph. 3 ('29)
- St. Albert the Great Dr. ('29)
- Windsor Road Path ('29)

 Final WisDOT Approval Required

Approved 2024 - 2029 Projects

-  2024
-  2025
-  2026
-  2027
-  2028
-  2029

Proposed 2024 - 2029 Projects

-  2026
-  Approved Madison Urban Boundary



2025 - 2029 Madison Area STBG Urban Program -- 8/1/24 DRAFT							
Project	Project ID	Score	Fed. Fiscal Year	Total Est. Cost ¹ (thousands)	Max. Percent (Fed \$)	Federal Funds Approved (thousands)	Comments
Programmed Priority Projects							
MPO Rideshare Program 2025-2029	5992-08-39,52-54	²	2024-2029	\$710	80	\$568	Ongoing support per MPO policy. 3% annual increase, with 4% annual increase starting in 2027
C. Madison Ped/Bike Safety Education Program 2025-2029	5992-08-49, 50, 60	²	2024-2029	\$611	80	\$489	Ongoing support per MPO policy. 3% annual increase.
Mineral Point Rd. (Beltline Hwy. to S. High Point Rd.)	5992-10-19, -20	68 ⁴	2026	\$4,835	80	\$3,868	Funding obligated in '25. Const. in '26. Separate HSIP project may be eligible for STBG-U funding. Proposing 80% Fed. funding.
John Nolen Drive (Lakeside St. to North Shore Dr.)	5992-11-20, -21-23	57 ⁴	2025	Unknown		\$1,250	
N. Bird Street (STH 19 to USH 151)	3996-00-35	50 ⁵	2025	\$953	80	\$762	Proposing 80% Fed. funding.
N. Thompson Rd. (Main St. to St. Albert the Great Dr.) & St. Albert the Great Dr. (CTH C to N. Thompson)	3996-00-31	43 ⁵	2025	\$3,349	80	\$2,009	Proposing 80% Fed. funding.
Windsor Road (Charlie Grimm Rd. to CTH CV)	6992-00-21	38 ⁵	2025	\$1,376	80	\$840	Proposing 80% Fed. funding.
Nichols Road (Winnequah Rd. to Maywood Rd.)	5994-00-02, -03	38 ⁵	2029	\$1,475	60	\$885	Project has been moved to FFY29.. Selected for funding as "small" project.
S. Fourth Street (Milwaukee St. to Isham St.)	5998-00-01, -02	34 ⁵	2025	\$0		\$0	No longer requires STBG-U funding.
						\$10,671	TOTAL
New Priority Projects Approved in October 2023							
West Towne Path (Zor Shrine Place to S. Gammon Road)		86	2028 ⁶	\$3,740	65%	\$2,431	New Path.
Glacial Drumlin Path (I-39/90 to CTH AB/Buckeye Road)		68	2027 ⁶	\$11,114	65%	\$7,224	New Path.
Windsor Road Path (Sunset Meadows Drive to N. Towne Road) New Path on South side of Roadway		65	2029 ⁶	\$620	76.41%	\$474	New Path. Qualifies for 76.41% federal share based on cost formula for projects less than \$1M from Selection Process Document.
Ph. 3 John Nolen Drive / CTH MC/ Olin Avenue (Wingra Creek to Beltline Highway on/off ramps) Pavement Replacement		62.6	2029 ⁶	\$11,750	65%	\$7,638	
Ph. 2 John Nolen Drive (Olin Avenue to Lakeside St.) Reconstruction		58	2028 ⁶	\$6,870	65%	\$4,466	New Path on west side of roadway may be constructed.
CTH MM/Rimrock Road (John Nolen Drive to Beltline Highway on/off ramps)		51	2026 ⁶	\$1,356	80%	\$1,085	Qualifies as a "small" project. Includes a New Path. Proposing 80% Fed. funding.
CTH MM / Rimrock Road (McCoy Rd to Beltline Highway on/off ramps) Pavement Replacement		45	2026 ⁶	\$2,156	80%	\$1,725	Qualifies as a "small" project. Includes a New Path. Proposing 80% Fed. funding.
O'Keefe Avenue (Reiner Road to Summerfield Way) Pavement Replacement		44	2028 ⁶	\$2,253	65%	\$1,464	Qualifies as a "small" project. Will convert two of four travel lanes to bike/bus lanes.
St. Albert the Great Drive (Broadway Drive to N. Bird Street) Pavement Replacement		42	2029 ⁶	\$1,241	65%	\$807	Qualifies as a "small" project. Includes bike lanes.
Vinburn Road (Main Street to N. Towne Road) Reconstruct to Urban Cross Section		37	2027 ⁶	\$2,764	65%	\$1,797	Qualifies as a "small" project. Includes bike lanes.
Holum Street (Railroad to N. Towne Road) Reconstruction		30	2028 ⁶	\$3,939	65%	\$2,560	
Bailey Road (CTH N to Forward Drive) Reconstruction w/ paved shoulders		30	2027 ⁶	\$1,791	65%	\$1,164	Qualifies as a "small" project. Includes bike lanes.
				\$49,594		\$32,834	TOTAL
¹ Includes participating cost only (excludes sanitary sewer and water and construction engineering)			⁴ Score from regular 2022-2026 program application cycle in 2021.				
² Funded annually per MPO policy			⁵ Score from supplemental funding 2022-2026 program application cycle in 2022.				
³ Score from 2020-2025 program application cycle under previous version of criteria.			⁶ Requested Project Scheduling. Needs to be finalized, working with WisDOT and project sponsor.				

2025 - 2029 Madison Area STBG Urban Program -- 8/1/24 DRAFT							
Project	Project ID	Score	Fed. Fiscal Year	Total Est. Cost ¹ (thousands)	Max. Percent (Fed \$)	Federal Funds Approved (thousands)	Comments
New Priority Projects Eligible for Funding							
South High Point Road (Mid Town Road to Raymond Road) Construct Roadway on New Alignment		29.1	2026 ⁶	\$3,000	80%	\$2,400	Proposed new project addition in CY24. Proposing 80% Fed. funding.
				\$3,000		\$2,400	TOTAL

MPO Agenda Cover Sheet

August 7, 2024

Item No. 8

Re:

MPO 2024 Resolution No. 10 Amending the 2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Staff Comments on Item:

This TIP amendment adds three new federally funded WisDOT projects and one new federally funded project sponsored by the City of Madison. In addition, it revises STBG-U federal funding for two roadway projects sponsored by the City of Sun Prairie and one roadway project sponsored by the Village of Windsor.

New WisDOT Projects:

- I-39/90/94 (CTH I Bridge) Thin Polymer Overlay, Design in 2024, Construction anticipated in 2032.
- USH 18/151 (Main Street to CTH VV) Resurfacing, Design in 2024, Construction anticipated in 2031.
- Southwest Region Pavement Marking: USH 12/14/18/151 (USH 14 to I-39/90/94), I-94 (I-39/90/94 to CTH N), and USH 151 (East Spring Drive to CTH VV), Construction in 2024.

New City of Madison Project:

- The City of Madison applied for and was awarded a \$1,000,000 Reconnecting Communities (USDOT) grant for the planning, community engagement, and design of an overpass of the Beltline in the vicinity of Perry Street. No local (non-federal) match is required for this grant. The City is currently pursuing federal funding for construction of the overpass.

Revisions to Sun Prairie STBG-U Projects:

- The City of Sun Prairie has requested to down-scope the Bird Street (STH 19 to USH 161) project, scheduled for construction in 2025, from a Reconstruction to a Pavement Rehabilitation (Item No. 6). As a result, total construction cost will be reduced from 1,624,422 to \$952,592. If the federal cost share were to remain at 60%, the federal funding amount would decrease by \$403,098. (\$974,653 -- \$571,555 = \$403,098). In this situation, staff recommends increasing the federal cost share from 60% to 80%. With this change, the project would receive \$762,073 in federal STBG-U funding.
- Staff is proposing to increase the federal share of the City of Sun Prairie's N. Thompson Road (West Main Street to St. Albert the Great Drive) and St. Albert the Great Drive (CTH C to N. Thompson Road) Reconstruction Project from 60% to 80%. With this change, the project would receive \$2,679,094 in federal STBG-U funding. (The previously awarded amount was \$2,009,321).

Revisions to Village of Windsor STBG-U Project:

- Staff is proposing to increase the federal share of the Village of Windsor's Vinburn Road (Charlie Grimm Road to CTH CV) Reconstruction project from 60% to 80%. With this change, the project would receive \$1,100,488 in federal STBG-U funding. (The previously awarded amount was \$825,366).

Materials Presented on Item:

1. MPO 2024 Resolution No. 10 (with attachments)

Staff Recommendation/Rationale: Staff recommend approval.

MPO 2024 Resolution No. 10

Amendment No. 5 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, the Greater Madison MPO adopted MPO 2024 Resolution No. 4 on April 3, 2024, approving Amendment No. 2; and

WHEREAS, the Greater Madison MPO adopted MPO 2024 Resolution No. 5 on May 1, 2024, approving Amendment No. 3; and

WHEREAS, the Greater Madison MPO adopted MPO 2024 Resolution No. 8 on June 5, 2024, approving Amendment No. 4; 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 add three new federally funded projects sponsored by WisDOT and one federally funded project sponsored by the City of Madison; and

WHEREAS, an amendment is needed to increase STBG-U federal funding for two roadway projects sponsored by the City of Sun Prairie and one roadway project sponsored by the Village of Windsor; 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 Amendment No. 5 to the *2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project additions and revisions as shown on the attached project listing table:

1. **ADD** the Interstate 39/90/94 (CTH I Bridge) Thin Polymer Overlay Project to page 31 of the of Streets/Roadway Projects section.
2. **ADD** the USH 151 (Main Street to CTH VV) Resurfacing Project to page 34 of the Streets/Roadway Projects section.
3. **ADD** the SW Region Pavement Marking (USH 12/14/18/151; USH 14 to I-39/90-94 and USH 151; CTH N to E. County Line) Project to page 36 of the of the Street/Roadway Projects section.
4. **ADD** the City of Madison's federally funded Restoring Communities USDOT grant (Perry Street grade separated crossing over Beltline Highway) to page 41 of the Streets/Roadway

Projects section.

5. **REVISE** the City of Sun Prairie's N. Bird Street (STH 19/Windsor Street to USH 151) Reconstruction Project on page 44 of the Streets/Roadway projects section, changing the project scope to a pavement rehabilitation project, moving STBG-U and local construction funding from 2025 to 2024. decreasing federal STBG-U funding and local funding, and decreasing total construction cost.
6. **REVISE** the City of Sun Prairie's N. Thompson Road (West Main Street to St. Albert the Great) and St. Albert the Great (CTH C to N. Thompson Road) project on page 46 of the Streets/Roadway projects section, advancing STBG-U and local funding from 2025 to 2024, increasing federal STBG-U construction funding, and decreasing local construction funding.
7. **REVISE** the Village of Windsor's Vinburn Road (Charlie Grimm Road to CTH CV) reconstruction project on page 50 of the Streets/Roadway projects section, increasing federal STBG-U construction funding, and decreasing local construction funding.

Date Adopted

Mark Opitz, Chair, Greater Madison MPO

PROJECT LISTINGS FOR AMENDMENT NO. 5 TO THE 2024-2028 TRANSPORTATION IMPROVEMENT PROGRAM

8/7/24

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	
STREET/ROADWAY PROJECTS																							
WISDOT NEW *	USH 151 Main Street to CTH VV Resurfacing	PE	633	158		791	Continuing				Continuing				Continuing				Continuing				1112-07-09, -79 Construction in 2031 \$9,673 Federal and \$2,418 State Total const. cost: \$12,091
		UTL CONST																					
111-24-029		TOTAL	633 NHPP	158 WI		791																	
NEW *	INTERSTATE 39/90/94 CTH I Bridge Thin Polymer Overlays	PE	38	4		42	Continuing				Continuing				Continuing				Continuing				1067-01-34, -64 B-13-0639 IH 39/90/94 near the north edge of DeForest. (CTH I). Construction in 2032.
		UTL CONST																					
111-24-030		TOTAL	38 NHPP	4 WI		42																	
NEW *	SW REGION PAVEMENT MARKING USH 12/14/18/151 (USH 14 to I-39/90/94) and USH 151 (CTH N to E. County Line)	PE	370	93		463	Continuing				Continuing				Continuing				Continuing				1009-13-91 TOPM - Traffic Operations Pavement Marking
		UTL CONST																					
111-24-031		TOTAL	370 FLX	93 WI		463																	
CITY OF MADISON NEW *	PERRY ST OVERPASS Community planning, engagement, and design of multi- modal overpass of the Beltline in the vicinity of Perry Street	PE	1,000			1,000	Continuing				Continuing												Reconnecting Communities grant (USDOT)
		UTL CONST																					
111-24-032		TOTAL	1,000 RC			1,000																	
CITY OF SUN PRAIRIE *	N. BIRD STREET STH 19/Windsor Street to USH 151 Reconstruction wit Cycle Track and Path	PE																					3996-00-35
		UTL CONST	762		191	953	976	Cont.	667	1,642													
111-23-011		TOTAL	762 URB		191 SP	953	976 URB		667 SP	1,642													
*	N THOMPSON ROAD & ST ALBERT THE GREAT DRIVE W. Main St. to St. Albert the Great CTH C to N Thompson Road Pavement Rehabilitation, expansion of Shared- Use Path and expansion of on-street bike lanes	PE																					3996-00-31
		UTIL CONST	2,679		55 670	55 3,349	2,009	Cont.	55 4,340	55 3,349													
111-23-012		TOTAL	2,679 URB		725 SP	3,404	2,009 URB		4,395 SP	3,404													
VILLAGE OF WINDSOR *	WINDSOR ROAD Charlie Grimm Road to CTH CV Reconstruction to urban cross-section w/ addition of side path	PE					Continuing																6992-00-21
		UTL CONST	1,100		276	1,376																	
111-23-013		TOTAL	1,100 URB		276 WIN	1,376																	

¹ Project programming shown in 2029 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	37,952	34,951	51,293	35,919	10,768	37,952	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	4,748	5,254	18,973	12,341	2,925	4,748	5,254	18,973	12,341	2,925
	Surface Transp. Block Grant Program - State Flexibility	2,570	4,545	3,352	0	5,956	2,570	4,545	3,352	0	5,956
	Surface Transp. Block Grant Program - Transp. Alternatives	2,516	1,437	1,191	1,802	1,402	2,516	1,437	1,191	1,802	1,402
	Highway Safety Improvement Program	2,969	3,130	0	1,999	0	2,969	3,130	0	1,999	0
	Safe Streets and Roads for All (Projects may be completed through 2029)	6,267	0	0	0	0	6,267	0	0	0	0
	Reconnecting Communities	1,000	0	0	0	0	1,000	0	0	0	0
	Wisconsin Electric Vehicle Infrastructure Program	533	0	0	0	0	533	0	0	0	0
	Carbon Reduction Program	6,002	unknown	unknown	unknown	unknown	6,002	unknown	unknown	unknown	unknown
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	15,090	14,071	14,419	14,777	15,144	15,090	14,071	14,419	14,777	15,144
	Sec. 5339 Bus & Bus Facilities	40,897	1,978	2,027	2,077	2,129	40,897	1,978	2,027	2,077	2,129
	Sec. 5337 State of Good Repair	1,325	922	945	969	993	1,325	922	945	969	993
	Sec. 5310 E/D Enhanced Mobility Program	410	0	0	0	0	410	489	499	509	519
	Sec. 5311 Rural Area Formula Program	1,477	1,514	1,551	1,590	1,629	1,477	1,514	1,551	1,590	1,629
	Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program	0	0	0	0	0	0	0	0	0	0
	Areas of Persistent Poverty	670	0	0	0	0	670	0	0	0	0
	CARES/ARPA	19,679	0	0	0	0	19,679	0	0	0	0

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

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

Note:

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

MPO Agenda Cover Sheet

August 7, 2024

Item No. 9

Re:

Approval to Release of Draft 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County for Public Review and Comment

Staff Comments on Item:

Staff has received TIP project submittals from WisDOT, Dane County, and local units of government and is compiling them into a complete, coordinated listing of projects programmed or planned for implementation over the next five-year period. Staff has reviewed the projects to ensure consistency with the MPO's long-range regional transportation plan. A meeting was held with WisDOT, Dane County, and City of Madison staff on 7/10/24 to review and work out discrepancies in joint projects or local projects with federal and/or state funds and discuss project scheduling issues.

The complete draft TIP with the appendices we typically include is expected to be ready to release for review and comment the week of August 19th. Draft maps of the major programmed pedestrian/bicycle and roadway projects are attached. MPO staff has yet to receive information from Metro Transit on transit operating or capital projects.

The revised STBG Urban priority projects schedule (item No. 7) is the main item that the board is approving for release for review and comment. If the board approves the revised schedule, staff will prepare an updated STBG Urban priority projects table to include in the draft TIP. The other TIP projects constitute a coordinated listing of projects submitted by the implementing agencies and projects already approved by the MPO for funding. Also, keep in mind, the board only approves the federally funded projects. Others are included in the TIP for informational purposes, though staff does the same check for consistency with the MPO's regional transportation plan.

A public hearing on the TIP will be held at the Board's next meeting on September 4. Action on the TIP is anticipated at the Board's October meeting.

Materials Presented on Item:

1. Maps of major pedestrian/bicycle and roadway projects in the Draft 2025-2029 TIP

Staff Recommendation/Rationale:

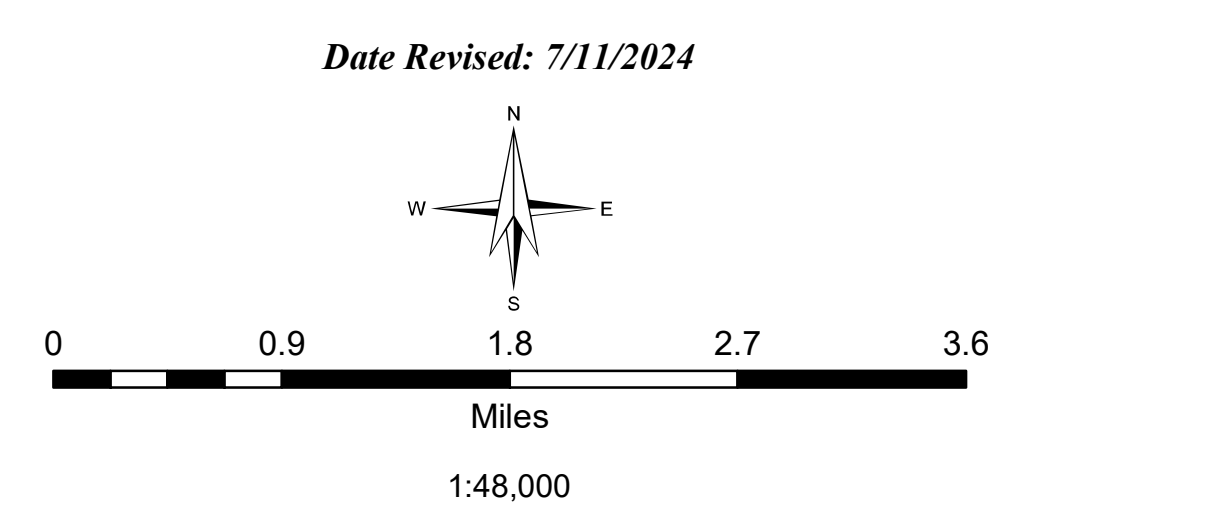
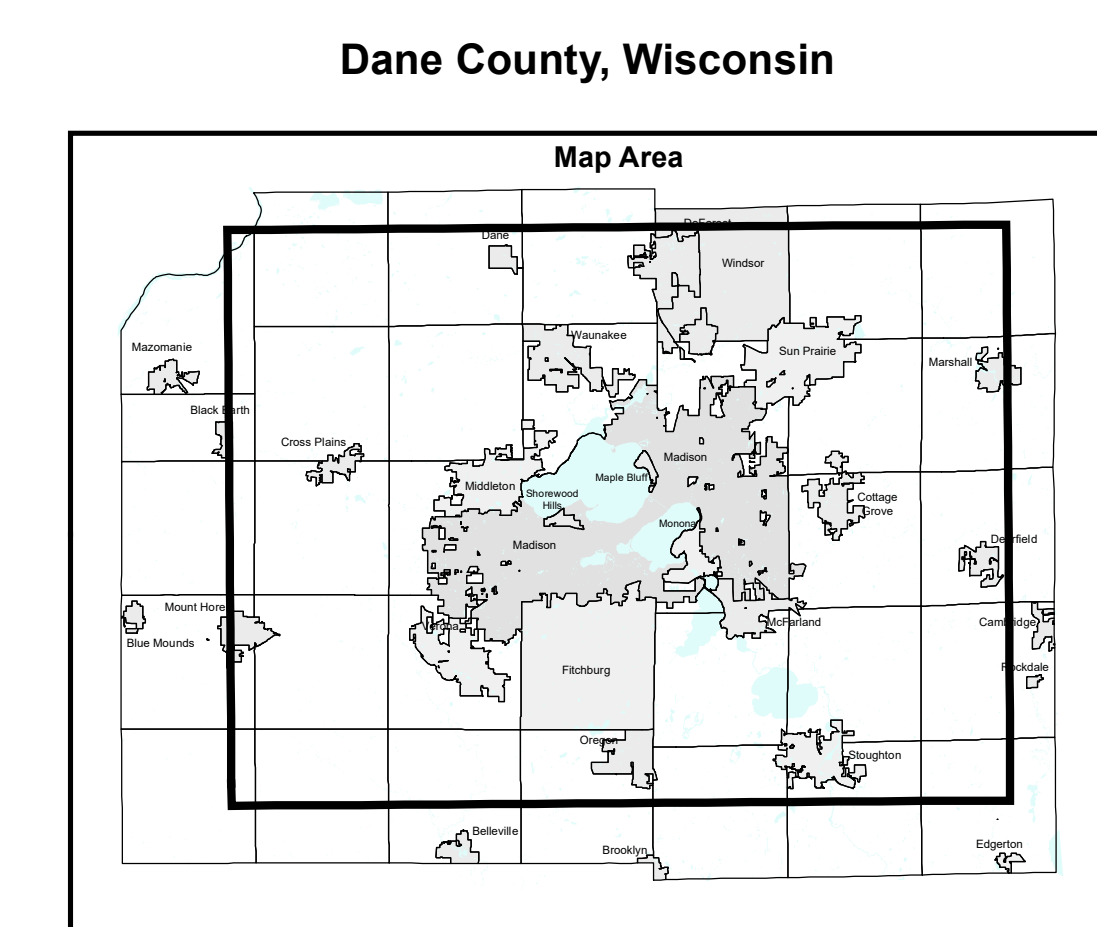
Staff recommends approval to release the draft TIP for public review and comment.

Draft
2025 - 2029
Transportation
Improvement
Program
(Major Pedestrian/Bicycle
Projects in the
Madison Metropolitan
Planning Area)

- Year Programmed**
- 2025
 - 2026
 - 2027
 - 2028
 - 2029
- ◆ Existing Bicycle Over/Underpass
- Existing Bike Path
- MPO Planning Boundary

- Reconstruction Programmed Federal Funding
- Reconstruction State and/or Local Funding Only

Note: Year of construction shown.
See project listings for information
on obligation of federal funding.



Coordinate System: NAD 1983 HARN WISCRS Dane County Feet
Projection: Lambert Conformal Conic

Source Info:
Street Base: 2023 (DCLIO)
Hydrography: 1200, 1:24,000 (WDNR)
Civil Division Limits: 2023, Annotation Records (DCLIO)
Transportation Improvement Program: 2025 - 2029 (MPO)

Unit: 2024
Date: 7/11/2024
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Year Programmed

- 2025
- 2026
- 2027
- 2028
- 2029
- Study
- MPO Planning Boundary

Note: Year of construction shown.
See project listings for information
on obligation of federal funding.

A map of the Lake Superior coastline area, showing various towns and regions. The map is titled "Map Area" and includes a grid. The coastline is highlighted in light blue. Towns labeled include Duluth, Superior, Soudan, and others. The map also shows the surrounding land areas and the lake itself.



GREATER MADISON
mpo

Source Info:
Street Base: 2023 (DCLIO).
Hydrography: 12/00, 1:24,000 (WIDNR).
Civil Division Limits: 2023, Annexation Records (DCLIO).
Transportation Improvement Program: 2025 - 2029 (MPO).

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Draft

2025 - 2029

Transportation Improvement Program

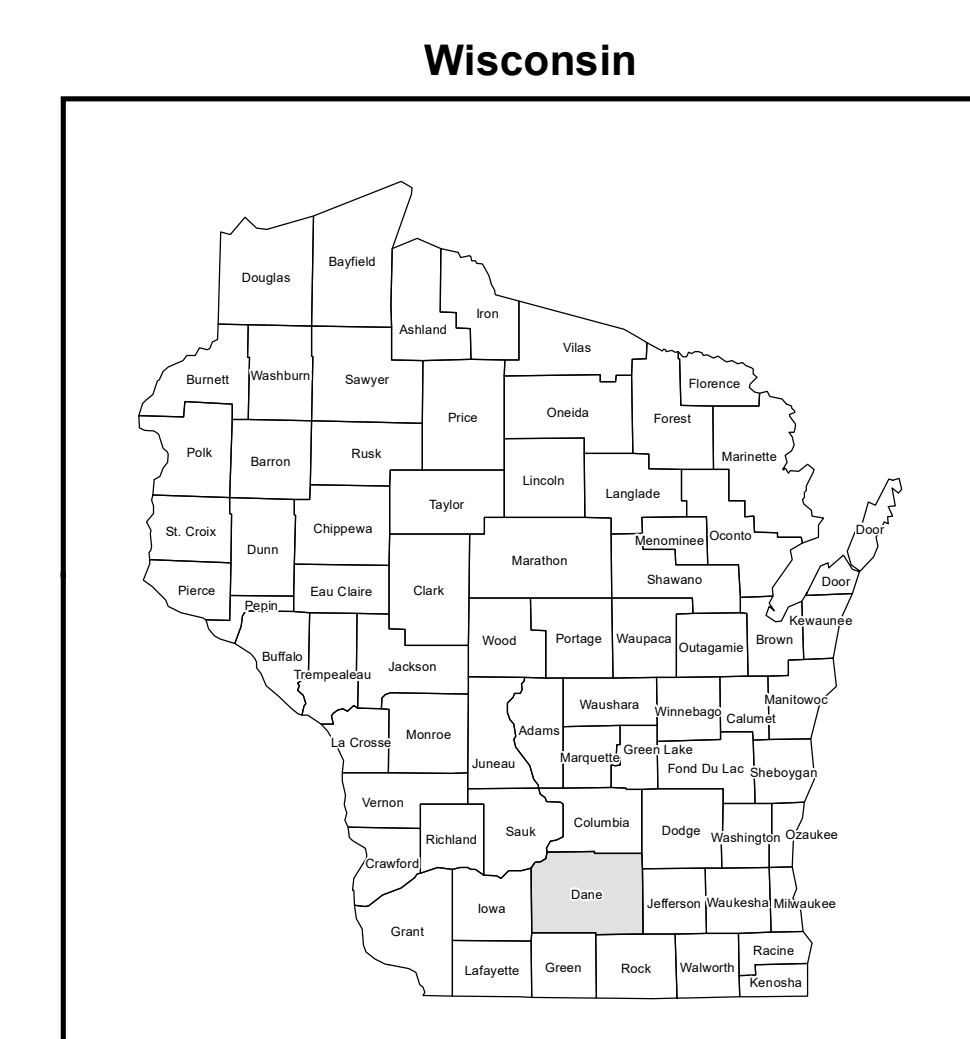
(Major Roadway Projects in the Outer Dane County Area)

- Year Programmed**
- 2025
 - 2026
 - 2027
 - 2028
 - 2029
 - Study
 - MPO Planning Boundary

- Programmed Federal Funding**
- State and/or Local Funding Only**
- Red Text Denotes Planned Major Capacity Expansion Project**

NOTE: Outer area projects shown for informational purposes. MPO approval not required.

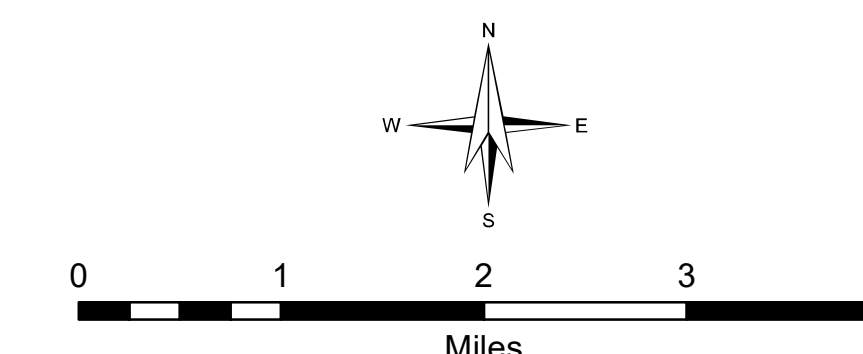
NOTE: Year of construction shown. See project listings for information on obligation of federal funding.



Prepared by staff to the:



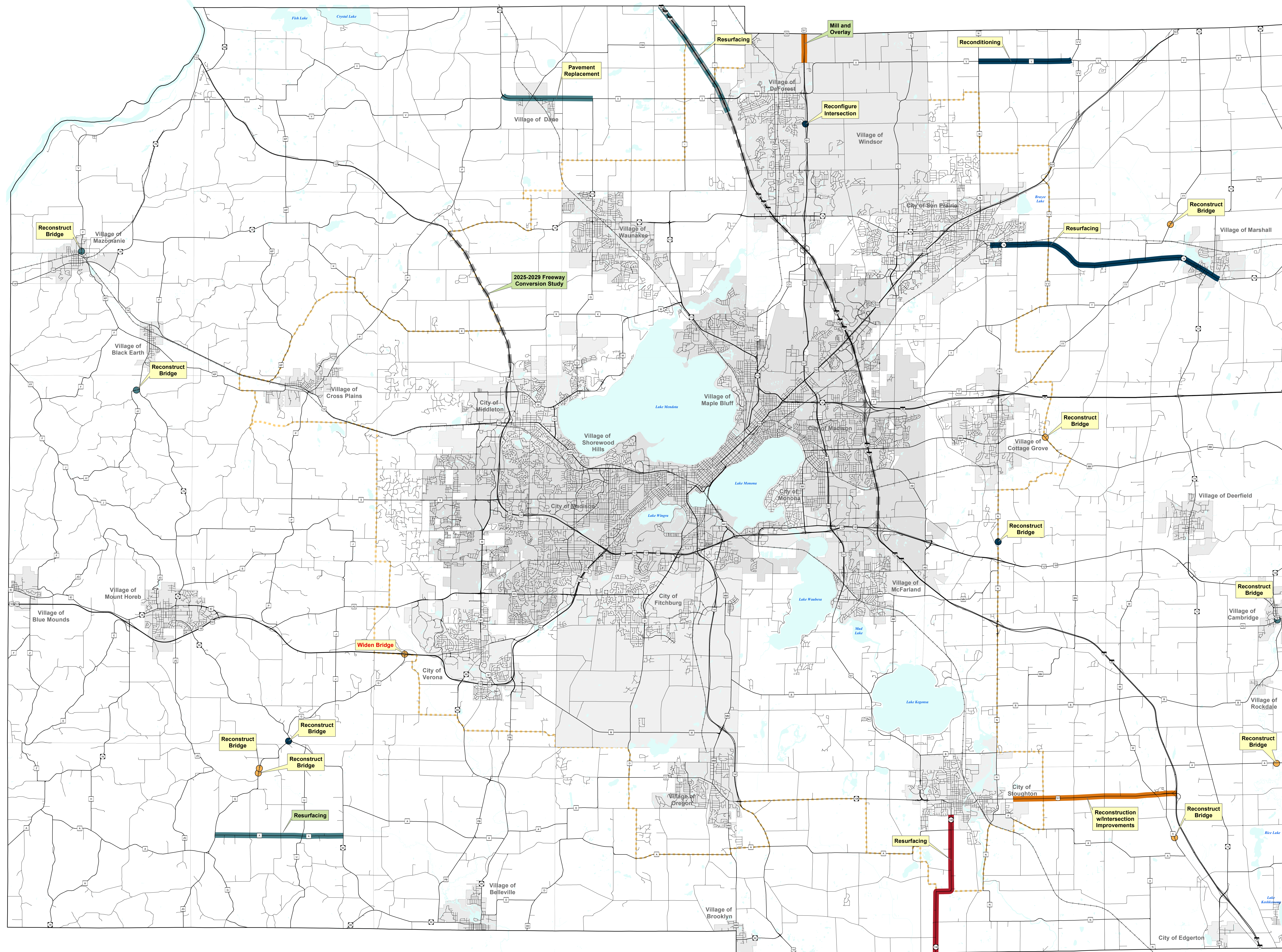
Date Revised: 7/10/2024



Coordinate System: NAD 1983 HARN WISCONSIN Dane County Feet
Projection: Lambert Conformal Conic

Source Info:
Street Base: 2023 (DCLIO)
Hydrography: 1200, 124,000 (WIDNR)
Civil Division Limits: 2023, Annotation Records (DCLIO)
Transportation Improvement Program: 2025 - 2029 (MPO)

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MPO Agenda Cover Sheet

August 7, 2024

Item No. 10

Re: Approval to Release MPO Public Participation Plan amendment

Staff Comments on Item:

Federal regulations require MPOs to adopt a Public Participation Plan (PPP) that establishes formal policies and strategies for ensuring the public is provided with, and properly notified of, opportunities to participate in the development of its plans, programs, and other activities. Public participation plans must be updated every 5 years. The MPO's current PPP was last updated and adopted in January 2021. The PPP includes the public notice requirements for major TIP amendments, which currently must be approved for a 30 day release by the MPO Policy Board. In recent years the MPO has seen an increase in the number of major TIP amendments to be processed, and the current public comment period has presented an obstacle to timely project initiation. After review of the public participation plans from the other MPOs in the state, staff are proposing to reduce the public comment period from 30-days to a minimum of 15-days. The other minor proposed change to the PPP is reflecting that the Policy Board and Technical Coordinating Committee will continue to meet virtually after the Covid-19 Pandemic.

Per Federal regulations, amendments to the PPP must include a 45-day public comment period.

Materials Presented on Item:

1. Excerpts from the 2021 Public Participation Plan. The full plan can be accessed at https://www.greatermadisonmpo.org/planning/documents/PPP2021_forWeb.pdf
2. Text of proposed changes to the 2021 Greater Madison MPO Public Participation Plan

Staff Recommendation/Rationale:

Staff recommends release of proposed changes for public comment

SECTION 5- ENSURING PUBLIC PARTICIPATION IN THE GREATER MADISON REGION

Proactive Public Involvement Process

The goals and various components of the public participation program, including the structure of special advisory committees, and the scheduling of public information meetings and hearings at key decision points in the TIP, RTP, and other planning processes, are designed to provide a public involvement process that is proactive. Efforts will be made to provide information in a timely manner with reasonable public access to technical and policy information. This includes those groups that are traditionally under-served by existing transportation systems.

When significant written and oral comments are received on the draft RTP, other major plans, or the TIP, a summary, analysis, and report on the disposition of comments will be prepared and made a part of the final document.

Whenever possible, MPO public involvement processes will be coordinated with statewide, county, and local planning and public involvement processes to enhance public consideration of the issues, plans, and programs.

Access to Technical and Policy Information and Planning Documents

MPO staff are available during business hours to discuss technical and policy information with interested members of the public. By prior arrangement, MPO staff are available to meet with or provide presentations to groups or organizations or local transportation related commissions after normal business hours. The MPO maintains a library of past and current area transportation planning studies and transportation-related information, maps, and materials that are available for review during normal business hours. Copies of studies, maps, and other materials are available from the MPO's website and/or from staff for the cost of reproduction and postage. Draft and final plans and TIPs are available for review on the MPO website and at the MPO office. Copies of the final RTP will also be available at selected libraries in the metropolitan area.

When requested from the public, efforts will be made to make available documents or portions of documents in alternative formats or languages, including Spanish, Hmong, and Traditional Chinese.

General Public Involvement Policies and Procedures

MPO Policy Board Meetings

The MPO Policy Board is the decision-making body for the organization. Action on matters such as official plans, projects, funding decisions, and other matters brought before it are discussed and voted on at MPO Policy Board meetings.

Public Notice, Accessibility, and Conduct

All meetings are publicly noticed with both the City of Madison and Dane County. Agenda and meeting packets are posted on the [MPO website](#). Meetings are located in a place that is accessible to all persons, and conducted in conformance with Sections 19.81 to 19.98 of the Wisconsin Statutes, which set forth the public policy and requirements for open meetings of governmental bodies. Accommodations will be made for persons with disabilities if the attendee gives advance notice of a need for an interpreter, materials in alternate forms, or other accommodations to access the meeting. With a minimum of 48 hours' notice prior to a public meeting the MPO can make a digital recording of the meeting available to those that request the recording.

Meeting Schedule

The MPO Policy Board generally meets monthly on the first Wednesday of the month, currently at the Madison Water Utility Building, located at 119 E. Olin Ave., Madison, WI 53713, beginning at 6:30 p.m.¹ When there are insufficient agenda items for a meeting, the meeting may be canceled at the discretion of the Chair. If the regular meeting date is on or near a holiday, the meeting will be rescheduled or canceled.

In order to improve coordination of MPO and local planning efforts, increase the visibility of the MPO, and improve access to the MPO for non-Madison residents, the MPO Policy Board will periodically hold its regular meeting in different communities around the metropolitan area. The agenda for these meetings will include presentations and discussion on MPO planning activities and local community plans and issues.

¹ Meetings have been held virtually during the COVID-19 pandemic and will continue to be until in-person meetings are determined to be safe by public health officials.

Special meetings may be held as needed and may be called at any time by the Chair. The public notice, accessibility, and conduct of the special meeting shall still meet state requirements for open meetings. *Joint meetings* may be held with other agencies, committees, or commissions on items of mutual interest.

Virtual Meetings

Virtual board meetings and public hearings are permissible where public health orders or guidance recommend against in-person meetings due to a pandemic or other health emergency.

Virtual board meetings may also be permissible in rare occurrences for a short, generally one item agenda meeting to address an urgent, non-controversial matter (e.g., minor TIP amendment).

In circumstances where virtual meetings are authorized and held, the meeting information will be posted on the MPO website at the time that the agenda is posted with details on how the public can access the meeting. Meeting information will also be distributed electronically.

Meeting Agenda

Meeting agendas shall be prepared by the MPO Planning Manager in consultation with the Chair. Items for the agenda, accompanying information, and written communications intended for consideration as part of an agenda item should be received by the MPO Planning Manager no later than ten (10) days prior to the scheduled meeting. However, written communications received after this deadline will be reported and provided to the board at the meeting or emailed to the board.

All agendas and accompanying information packets shall be mailed to Board members and posted on the MPO's website no later than five (5) days in advance of the scheduled meeting. An email list for the meeting notices with link to the meeting packet is maintained by the MPO. Individuals and agencies may request to be added to the email list to receive MPO Board meeting notices.

Public Comment

Persons wishing to speak on an agenda item must register and give the registration form to the MPO Chair, preferably, before the item comes up on the agenda. The agenda also includes a public comment

opportunity for items not on the agenda, such as introducing an issue that the person would like the MPO Policy Board to consider at a future meeting.

Public Hearings

Public Notice and Comments

Reasonable effort shall be made to notify affected local units of government, other stakeholders, and the general public of hearings through posting on the MPO website, emailing of notices, social media posts, through the news media, and by other means as necessary.

Persons wishing to speak at a hearing must register and give the registration form to the MPO Chair, preferably before the start of the hearing. The time limit for comments at a public hearing is five (5) minutes per person. Questions of the speaker may occur following the speaker's presentation. The board will not engage in discussion or debate with the speakers. Further questions will be held until after all public comments are completed.

Conduct and Record of Hearing

At the beginning of the hearing, the Chair shall briefly identify the subject(s) under consideration and instruct the public on how the hearing will proceed. MPO Staff may give a presentation on the subject, if deemed appropriate. Board members may then ask questions or pose questions during the presentation by permission of the Chair. Public comments will then be allowed. A record of the names, addresses, and positions (if relevant) of those appearing shall be made. If questions by the public are permitted, they shall be directed to the Chair. Any member of the Board may question a speaker on their statements.

SECTION 6- INDIVIDUAL PLAN REQUIREMENTS

Regional Transportation Plan

A key responsibility of MPOs is the preparation and maintenance of a long-range Regional Transportation Plan (RTP). The RTP includes long-range and short-range strategies or actions that lead to the development of an integrated, multi-modal transportation system to facilitate the safe and efficient movement of people and goods.

Federal law requires RTPs for air quality attainment areas such as the Madison area to be updated every five years. On April 5, 2017, the MPO adopted the **Regional Transportation Plan 2050 for the Madison Metropolitan Area**, the current RTP. RTP 2050 was amended on December 5, 2019 to add the West Beltline Dynamic Part-Time Shoulder Use project, and again on August 5, 2020 to add the East-West Bus Rapid Transit and Satellite Bus Garage projects to the fiscally constrained plan. The MPO has begun work on the next RTP update, which is due in April 2022. Public engagement activities for the RTP update will begin in early 2021.

Planning Process and Outreach

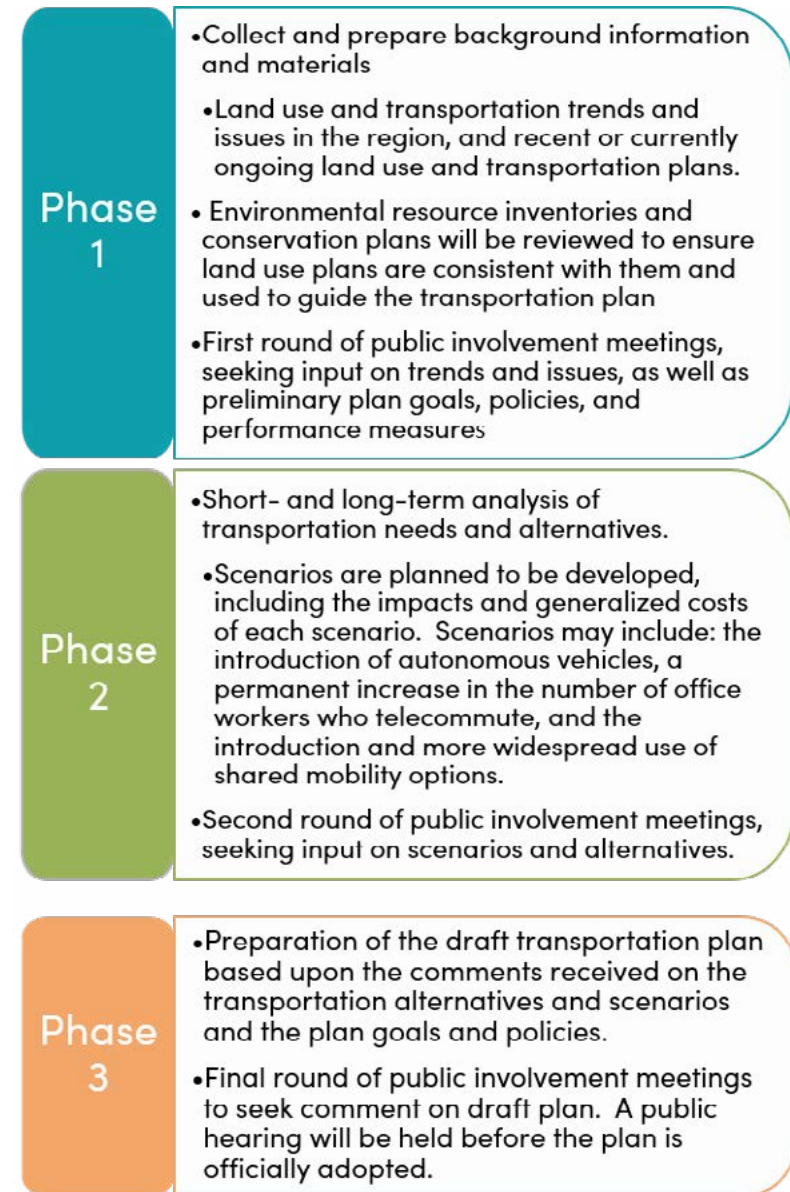
The full range of the public participation plan elements described in Section 3 to educate and involve the public will be utilized throughout the planning process for all regular plan updates.

A detailed program and generalized schedule of public participation activities for the RTP update will be developed by early 2021. The general process for preparation of RTP updates will generally involve the phases shown in Figure 3.

Consultation with Public Agencies

The MPO will consult with Federal, state, and county agencies responsible for planning activities affected by transportation throughout all phases of the planning process for the regional transportation plan, particularly starting with Phase II of the process consisting of analysis of transportation needs and alternatives. The MPO has developed a list of staff contacts for these agencies, which include those responsible for environmental protection, natural resource conservation, historic preservation, and agricultural resource preservation. Information on the draft plan and public

Fig. 3 RTP Development and Outreach Phases



involvement process will be provided to the agency staff contacts. An opportunity will also be provided for agency staff to meet with MPO staff as a group or individually either at the MPO office or virtually.

The consultation process will focus on the purpose and need for proposed transportation improvements and environmental or other resource impacts associated with them. As part of the environmental assessment and consultation process, a map of proposed capacity expansion transportation projects will be overlaid on maps of natural and historic resources. In addition, an assessment will be conducted using the MPO's geographic information systems (GIS) database to determine what environmental features or areas fall within the buffers. A table will be prepared identifying those resource features that fall within the buffer zones of each project. This early environmental screening will identify projects that have the potential to negatively impact the natural and built environment with the intent of preventing or minimizing the impacts and notifying implementing agencies of the possible impacts.

Public Notice and Comment

The following is the public notice and comment process for updates and amendments to the RTP:

1. A public notice will be distributed via e-mail to local units of government and contacts lists of stakeholders identified in Section 2.0 to begin a 30-day comment period.
2. The public notice and a copy of the draft RTP update or amendment will be posted on the MPO's website.
3. A public hearing notice will be posted on the MPO's website.
4. A public hearing will be held before the MPO Policy Board at the end of the comment period. Comments received on the plan prior to the hearing and any proposed revisions based on the comments will be communicated to the board. Any comments received at the hearing will be recorded in the minutes, which is standard practice for any public hearing.
5. The RTP update or amendment will be adopted by the MPO Policy Board with any revisions based upon all of the comments received.
6. The final RTP report will be published and posted on the MPO's web site.
7. A summary of all significant comments received and responses to them will be incorporated into the final RTP report.

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is the annual effort to specify a coordinated, multi-modal transportation program that includes the full range of transportation improvements scheduled for implementation during the next five-year period, and is the mechanism to list projects with committed Federal funding. This coordinated listing is prepared as a cooperative staff effort by the Wisconsin Department of Transportation (WisDOT), Dane County, and local implementing agencies and the staff of the MPO, and is primarily based upon capital improvement programs and budgets.

The TIP must be consistent with the MPO's long-range regional transportation plan (RTP), include all transportation projects in the metropolitan planning area that are proposed for Federal funding, all regionally significant projects regardless of funding source, and cover at least four years of programming.

Procedure, Schedule, and Outreach

For information and coordination purposes, the MPO lists projects within the entire Dane County area, and covers five years of programming. All major projects are listed regardless of whether Federal funding is being used. Projects being considered, but without committed funding at current time are also included for informational purposes.

Implementing agencies submit their listings of proposed projects to the MPO staff to coordinate into a comprehensive listing of proposed major transportation improvements, with indications of project limits, project type and scope, cost, timing, etc. MPO staff works with WisDOT Southwest Region, Dane County, municipal, and Metro Transit staff to clarify any questions about projects and review any discrepancies in the project listings submitted by these agencies for inter-jurisdictional and Federal and/or state funded projects. An annual meeting is held with WisDOT, county, and City of Madison staff to discuss any issues and resolve discrepancies.

The draft TIP with the project listings is then prepared. The draft TIP includes maps of the major transportation projects in the MPO planning area and outer county areas. Capacity expansion projects are highlighted. The draft TIP also includes an environmental justice

analysis and an analysis of the impact of programmed projects in helping achieve federal performance measure targets, a requirement of the federal transportation system management process.

The draft TIP is posted on the MPO's website. A notice regarding the availability of the draft TIP is emailed to the chief elected officials of local units of government and clerks, Dane County Executive and supervisors, county and local transportation committees, WisDOT, Metro Transit, staff of public agencies responsible for planning activities affected by transportation, the MPO's technical and citizen advisory committees, neighborhood organizations, and others for review and comment. Anticipated transit and specialized transportation projects are sent to private transit operators in the county for comment. A minimum 30-day public comment period is provided.

During the public comment period, MPO staff are available to meet with or answer questions from local staff or members of the public. A public hearing notice is posted on the MPO website at least seven days prior to the public hearing on the draft TIP. The notice indicates that the City of Madison (Metro Transit) relies on the public involvement process associated with the TIP to satisfy the public participation requirements for development of the Transit Program of Projects required under the Federal Transit Administration's Section 5307 Urbanized Area Formula Program.

MPO staff provides responses to comments received and the comments and responses are included as an appendix in the final TIP report. If the final TIP differs substantially from the version that was initially made available for public comment, a notice and additional reasonable opportunity for public comment will be provided. A substantial change includes any change that would be considered a "major amendment," including the addition or deletion of a regionally significant project or a substantial change in the cost or design concept or scope of such project.

Following action by the MPO Board, the final TIP document is submitted to appropriate state and Federal agencies as an indication of transportation improvement projects anticipated to be undertaken in this area. By following this process annually, an up-to-date program of transportation projects is assured.

A summary of the timetable and public review opportunities for the TIP is shown in Figure 4.

Consultation with Public Agencies

Appropriate staff of Federal, state, and county agencies responsible for planning activities affected by transportation are included on the list of those receiving the notice regarding the availability of the draft TIP for review and comment. If requested, a hard copy of the TIP will be sent. These agencies include those responsible for environmental protection, natural resource conservation, historic preservation, and agricultural resource preservation. MPO staff will add any agency staff that indicate an interest in reviewing the TIP to the MPO mailing list. MPO staff will meet with staff of these agencies upon request.

TIP Amendments

Revisions to the TIP often occur between the scheduled annual updates. There are two types of revisions: (1) administrative modifications; and (2) amendments. The definitions and procedures for each are outlined below:

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.

Fig. 4 Annual TIP Development Schedule

April	<ul style="list-style-type: none"> • Provide notice to local units of government and general public, including request for proposed projects and submittal deadline
June	<ul style="list-style-type: none"> • Project submittals due
July	<ul style="list-style-type: none"> • Preliminary review of scored project applications for STBG Urban funding (odd years)
August	<ul style="list-style-type: none"> • Draft TIP released, available on MPO website for review • Preliminary review of projects at MPO committee meetings
September	<ul style="list-style-type: none"> • Public hearing on Draft TIP
October	<ul style="list-style-type: none"> • TIP approved by Policy Board • Includes summary of public comments recieved

Provided such a revision does not necessitate redemonstration of fiscal constraint, the procedure for administrative modifications includes approval by the MPO Planning Manager/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.

Amendments are revisions to federally funded projects listed in the TIP that involve a major change, including:

- Addition of a project to the first four years of the TIP;
- Deletion of a project from the TIP or moving it out of the first four years of the TIP;
- Major change to the initiation date of a project or project phase; or
- Major change in the design concept or scope or limits of a project.

Amendments require provision for public review and comment, a resolution by the MPO Board, and submission to WisDOT and FHWA/FTA for approval and incorporation into the State TIP. Amendments also require a redemonstration of fiscal constraint. Amendments are categorized as minor or major with different procedures for each.

Minor amendments include:

- Addition or deletion¹ of system preservation projects (e.g., street resurfacing or reconstruction without additional travel lanes, replacement of buses) that do not involve a major capacity expansion, are not regionally significant, and do not exceed the cost threshold for major amendments outlined below;
- Substantial change in the design concept or scope or limits of a system preservation project such that the original project description is no longer reasonably accurate;
- Substantial change in funding for a project that impacts the funding for other projects within the first four years of the TIP, forcing any project out of the 4-year TIP window.²

The process for minor TIP amendments is to provide advance notice of the amendment action by including a listing of the project changes under the TIP amendment resolution agenda item for the upcoming

¹ Addition or deletion includes moving federal project funding in or out of the four-year project window of the TIP.

² The MPO prepares a five-year TIP, but the FHWA and FTA consider projects in the fifth year to be informational only.

MPO Policy Board meeting. An opportunity for public comment is provided prior to action by the board. The amendment is also included in the posted meeting packets and reviewed with the MPO's technical and citizen advisory committees prior to MPO Board action if the committee meeting schedules allow.

Major amendments include:

- Addition or deletion⁴ of a major capacity expansion project of a regionally significant project;
- Substantial change in the design concept or scope limits of a major capacity expansion project or regionally significant project such that the original project description is no longer reasonably accurate;
- Change in the funding of a project or project phase (including adding or deleting a project⁴) exceeding 10% of total Federal funding programmed in the MPO Planning area for the calendar year or \$7 million, whichever is less;
- Addition or deletion⁴ of a project involving STBG-Urban funding; and
- Change in the cost or implementation schedule of a project or project phase involving STBG-Urban funding that impacts the funding available for or timing of other STBG-Urban projects.

Major capacity expansion projects include:

- Construction of a new regional arterial or collector roadway on new alignment;
- Reconstruction of an existing regional arterial or collector roadway to provide additional general purpose travel lanes for a significant distance;
- Construction of new interchanges;
- Conversion of an expressway to a freeway; and
- Construction of fixed-guideway or other priority (rail, bus rapid transit, dedicated bus lanes) transit facilities.

Regionally significant projects include:

- Roadway capacity expansion projects on the designated regional arterial system;
- Transit projects involving a fixed-guideway or other priority transit facility; and
- Major projects directly serving a regional employment/activity center or an airport (e.g. new roadway construction).

The process for major amendments is to send out a notice to local officials and others included in the notice for the annual TIP update and post the memo and public hearing notice on the MPO website. A 30-day public comment period will be provided and a public hearing held before the MPO Policy Board prior to adoption.

Annual Listing of Obligated Federally Funded Projects

The MPO will annually make available to the public a listing of federally funded projects for which funding was obligated in the previous year. When the complete listing of obligated federally funded projects is available from FHWA and FTA, it will be posted on the MPO's website. This generally occurs by the end of the first quarter of the following year. In addition, the MPO includes an appendix to the final TIP, which lists the status of all major programmed projects scheduled for construction or implementation in the previous year.

Unified Planning Work Program (UPWP)

The Unified Planning Work Program outlines the transportation planning priorities and work tasks that will be performed by the MPO. This is an annual work program that is updated yearly.

Procedure, Schedule, and Outreach

The MPO receives notification from WisDOT in August announcing the federal, state, and local funding allocation available for the next year's eligible planning activities.

The MPO develops the UPWP in accordance with the [WisDOT UPWP Guidance document](#) (2017). The MPO Planning Manager notifies local agencies, and solicits input for program development. The draft UPWP is released in October following review and approval by the MPO Policy Board initiating a thirty (30) day public comment period. The draft UPWP is presented at the TCC and CAC meetings for their review and recommendation.

The final UPWP must be approved by the MPO Policy Board in November before submittal to WisDOT and USDOT for approval. FHWA and FTA are responsible for coordinating their review of the UPWP and issuing a joint concurrence for approval of the final UPWP.

Amendment Requirement Thresholds

If unanticipated changes in funding or work activities occur during the calendar year, the UPWP may need to be amended, which requires approval from the MPO Policy Board. The magnitude of the change determines the need for an amendment.

UPWP Amendments will be required if it becomes necessary to:

- Add additional funds to perform existing or additional work program activities;
- Reduce funds or delete work program activities;
- Transfer funds from one Work Program element to another, in an amount equal to or greater than 10% of the total work program budget;
- Request an extension of the period of availability of funds to complete activities and spend the funds in the following year.

Amendments are also required if there is a significant change in work activities. The following are examples:

- Change from having staff perform work program activities to hiring a consultant to perform work program activities; and
- Significant change in the scope of work activities within a specific work element (e.g. Short Range Planning).

Public Participation Plan (PPP)

Consultation with Interested Parties on the Public Participation Plan

The MPO will consult with interested parties in the development of the public participation plan. Typically, at the beginning of the process prior to preparation of the draft plan, a notice will be sent via e-mail to the MPO's lists of contacts of stakeholder groups. The notice will ask for their input and invite them to a meeting to discuss how best to inform them about the MPO's transportation planning and programming activities and include them in the process. Due to the COVID-19 pandemic in 2020, a different method was used to gather feedback to inform the recommended public engagement methods in this PPP. As part of the MPO agency rebranding process, in early 2020 a survey was sent out to the entire MPO email list that included questions about preferred methods of communication and public engagement, and received more than 600 responses. A series of focus group meetings with targeted stakeholder groups was also held as part of this process, which provided additional feedback. The information gathered from

Proposed Amendments to the 2021 Greater Madison MPO Public Participation Plan

Note: Proposed text additions underlined, proposed text deletions in ~~red strikethrough~~.

On Page 13: **Meeting Schedule**

The MPO Policy Board generally meets virtually monthly on the first Wednesday of the month, ~~currently at the Madison Water Utility Building, located at 119 E. Olin Ave., Madison, WI 53713,~~ beginning at 6:30 p.m.; at the discretion of the Chair, the Policy Board may meet in person at an accessible location with proper public notice. When there are insufficient agenda items for a meeting, the meeting may be canceled at the discretion of the Chair. If the regular meeting date is on or near a holiday, the meeting will be rescheduled or canceled.

On Page 14: **Virtual Meetings**

~~Virtual board meetings and public hearings are permissible where public health orders or guidance recommend against in-person meetings due to a pandemic or other health emergency.~~

~~Virtual board meetings may also be permissible in rare occurrences for a short, generally one item agenda meeting to address an urgent, non-controversial matter (e.g., minor TIP amendment).~~

~~In circumstances where virtual meetings are authorized and held, the meeting information will be posted on the MPO website at the time that the agenda is posted with details on how the public can access the meeting. Meeting information will also be distributed electronically.~~

During the Covid-19 pandemic, the MPO shifted from in-person meetings and public hearings to virtual meetings. The MPO Policy Board and Technical Coordinating Committee continue to meet and conduct official business, including hosting public hearings, virtually. Links and details on how the public can access the meeting and submit public comments will be posted on the MPO website at the time that the agenda is posted. Meeting information will also be distributed electronically.

Page 19: **Major TIP Amendments**

The process for major amendments is to send out a notice via email to chief elected officials of local units of government and clerks, MPO Policy Board Members, and individuals on the MPO Technical Coordinating Committee mailing list ~~local officials and others included in the notice for the annual TIP update .and (2) post the memo and public hearing notice on the MPO website.~~ If the amendment pertains to a transit project, the notice will also be sent to Metro Transit and private transit operators in the county. In addition, the memo and public hearing notice will be posted on the MPO website.

A ~~30~~ minimum 15-day public comment period will be provided, and a public hearing held before the MPO Policy Board prior to adoption.

MPO Agenda Cover Sheet
August 7, 2024

Item No. 11

Re:

MPO 2024 Resolution No. 11 Approving Amendment to 2024 Work Program

The City of Madison has applied for Reconnecting Communities grant funding. The USDOT requires that this specific funding source should be listed in the UPWP. The language currently in the UPWP was too general and this resolution is to amend the language in the 2024 UPWP to specifically refer to Reconnecting Communities grant funding.

Materials Presented on Item:

1. 2024 UPWP Change Sheet
2. Resolution No. 11 Amendment to the 2024 Unified Planning Work Program (UPWP)

Staff Recommendation/Rationale: Staff recommends approval.

Greater Madison MPO
2024 Unified Plan Work Program (UPWP)

Change Sheet

1. Under *Roadway and Transit Corridor & Special Area Studies*, on page 2, add the following language:
 - Continue to provide data and other support for City of Madison and interagency staff team planning for the *Reconnecting Communities* grant funded Perry Street Overpass project.

2. Under *Work Activities for 2024*, on pages 26 and 27, add the following language:
 - Additional 2024 work activities by city of Madison staff include supporting the *Reconnecting Communities* planning study for the Perry Street Overpass project, and other corridor planning efforts.

MPO 2024 Resolution No. 11
Approving Amendment to the 2024 Work Program

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

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

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

WHEREAS the City of Madison received a fiscal year 2024 (FY24) Reconnecting Communities grant award for the Perry Street Overpass project; and

WHEREAS the 2024 UPWP must reference the Reconnecting Communities grant specifically;

NOW, THEREFORE, BE IT RESOLVED the Greater Madison MPO is therefore requesting that the 2024 Unified Planning Work Program be amended to add language about the Reconnecting Communities grant to page 2, 26 & 27 as follows:

Under *Roadway and Transit Corridor & Special Area Studies*, on page 2, add the following language:

- Continue to provide data and other support for City of Madison and interagency staff team planning for the *Reconnecting Communities* grant funded Perry Street Overpass project.

Under *Work Activities for 2024*, on pages 26 and 27, add the following language:

- Additional 2024 work activities by city of Madison staff include supporting the *Reconnecting Communities* planning study for the Perry Street Overpass project, and other corridor planning efforts.

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

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

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
3. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Sections 11101(e) of the Infrastructure Investment & Jobs Act (Pub. L. 117-58, also known as the Bipartisan Infrastructure Bill) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;

5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

Mark Opitz, Chair
Greater Madison Area MPO

August 7, 2024
Date Adopted

MPO Agenda Cover Sheet

August 7, 2024

Item No. 12

Re:

Review and Approval of Greater Madison MPO 2024 Resolution No. 12 Authorizing The Greater Madison MPO To Submit A Grant Application To The United States Department Of Transportation For Up To \$1,250,000 For The Greater Madison MPO Regional Safe Streets- Community Safety Enhancement Partnership Project

Staff Comments on Item:

As part of the effort to develop the Regional Safety Action Plan, the MPO is leading a regional application to seek funding through the FY 2024 Safe Streets and Roads for All (SS4A) program to assist local agencies with developing supplemental safety action plans that can further support and inform the recommendations in the Regional Safety Action Plan, and help the local agencies identify implementation strategies and priorities at the local level. Interested local agencies are required to provide the required 20% local match for any projects they wish included, which will also cover MPO grant administration costs. Five local agencies are participating in the regional application, with a total grant request of \$1.25 million, including:

- 1) Up to \$300,000 to the City of Fitchburg to develop a Vision Zero Plan,
- 2) Up to \$150,000 to the City of Verona to develop a Safe Routes to School Plan,
- 3) Up to \$150,000 to the Village of Cottage Grove to develop an Active Transportation Plan,
- 4) Up to \$150,00 to the Village of Shorewood Hills to develop a Comprehensive Safety Action Plan,
- 5) Up to \$500,000 to Dane County to develop County Highway Comprehensive Safety Action Plan

The application deadline is August 29th. Awards are anticipated to be announced in November.

Materials Presented on Item:

1. Greater Madison MPO 2024 Resolution No. 12 Authorizing The Greater Madison MPO To Submit A Grant Application To The United States Department Of Transportation For Up To \$1,250,000 For The Greater Madison MPO Regional Safe Streets- Community Safety Enhancement Partnership Project
2. Memo Re: Greater Madison MPO Regional Safety Streets and Roads for All funding opportunity

Staff Recommendation/Rationale:

Staff recommend approval. All participating local agencies will submit resolutions of support prior to application submittal demonstrating financial commitment for the required local match. A similar resolution is also going through the Madison Common Council since the City is the MPO's fiscal and administrative agent and would be the entity assisting in the grant administration if funding is awarded.

Greater Madison MPO 2024 Resolution No. 12

Authorizing The Greater Madison MPO To Submit A Grant Application To The United States Department Of Transportation For Up To \$1,250,000 For The *Greater Madison MPO Regional Safe Streets- Community Safety Enhancement Partnership Project*

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

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

WHEREAS, one of the primary goals of the *Connect Greater Madison 2050 Regional Transportation Plan* is to ensure that the transportation system enables all people to get to where they need to go safely with an emphasis on enhanced protection for vulnerable roadway users through use of a safe systems approach, thereby helping to achieve the long-term goal of eliminating fatal and serious traffic injuries; and

WHEREAS, the MPO has adopted a Regional Safety Action Plan (RSAP) to provide a comprehensive framework using the Safe System Approach to reduce traffic fatalities and serious injuries on the regional transportation network with a goal of zero roadway fatalities and serious injuries by 2040; and

WHEREAS, the MPO will collaborate with local, regional, and state partners to implement the strategies and actions identified in the RSAP, leveraging available funding sources and seeking new opportunities to enhance transportation safety; and

WHEREAS, the MPO is interested in obtaining a FY 2024 Safe Streets and Roads for All Planning Grant from the USDOT for the purposes of assisting local agencies within the MPO's planning area to develop supplemental safety planning studies to support the MPO's Regional Safety Action Plan; and

WHEREAS, the grant will provide funding for the following roadway safety planning activities:

- 1) Up to \$300,000 to the City of Fitchburg to develop a Vision Zero Plan,
 - 2) Up to \$150,000 to the City of Verona to develop a Safe Routes to School Plan,
 - 3) Up to \$150,000 to the Village of Cottage Grove to develop an Active Transportation Plan,
 - 4) Up to \$150,00 to the Village of Shorewood Hills to develop a Comprehensive Safety Action Plan,
 - 5) Up to \$500,000 to Dane County to develop County Highway Comprehensive Safety Action Plan;
- and

WHEREAS, the MPO would be the designated recipient, and each participating local agency would be subrecipients, required to provide the 20% local match for their included project, and provide resolutions of support demonstrating financial commitment; and

WHEREAS, the participating subrecipients have or will have the ability to meet the financial obligations of the cost-sharing requirements, and the MPO as the lead applicant and/or participating subrecipients have the resources and capacity to complete the required tasks associated with the grant; and

WHEREAS, the MPO staff can attest to the validity and veracity of the statements and representations contained in the grant application:

NOW, THEREFORE, BE IT RESOLVED the Greater Madison MPO, through the City of Madison as fiscal and administrative agent for MPO, is authorized to apply for the USDOT Safe Streets and Roads for All grant for up to \$1,250,000 for *The Greater Madison Mpo Regional Safe Streets- Community Safety Enhancement Partnership* project

Mark Opitz, Board Chair
Greater Madison MPO

Date Adopted



May 1st, 2024

Safe Streets and Roads for All- Opportunity for Funding

The Bipartisan Infrastructure Law introduced the new Safe Streets and Roads for All (SS4A) grant program. SS4A will provide \$5 billion in competitive funding over 5 years to MPOs, counties/cities/towns, and tribal governments to support planning, infrastructure, behavioral, and operational initiatives to prevent roadway deaths and serious injuries.

In February, the USDOT released a Notice of Funding Opportunity (NOFO) for up to \$1.25 billion for Round 3 of funding through the SS4A program. Applications are due by August 29th, 2024. Two more future rounds of funding are expected (2025 and 2026).

Program Overview

The SS4A program provides funding for two type of grants: Action Planning grants, and Implementation grants. Both grant types require a 20% local match. Joint applications that engage multiple jurisdictions in the same region are encouraged, in order to ensure collaboration across multiple jurisdictions. The program places emphasis on vulnerable road users (bikes and pedestrians) and equity.

Action Planning Grants: Comprehensive safety actions plans are the heart of the SS4A program. Regional or local entities must have a safety action plan that meets the requirements of the program to be eligible to apply for an Implementation Grant under the SS4A program. Action plan grants can be awarded to either develop an action plan, or for supplemental action planning activities to help inform an existing eligible action plan.

Eligible supplemental action plan activities include:

- Active transportation plans, including pedestrian/bike risk assessments
- Safe Routes to School plans
- Comprehensive speed studies
- School zone signing evaluation to ensure MUTCD standards
- Corridor studies
- Lighting management studies
- Access management plans
- ADA transition plans
- Data collection to support safety analysis efforts

Two rounds of funding through the SS4A program have previously been awarded; all eligible planning grant applications have been at least partially funded.

Implementation Grants: provide Federal funds to implement projects and strategies identified in an Action Plan to address a roadway safety problem. Eligible projects and strategies can be infrastructure, behavioral, and/or operational activities.

In the previous two round of funding through the SS4A program, implementation grant applications have been extremely competitive, with only a small percentage of applicants receiving funding through the program. Madison was awarded \$6.3 million through the program in 2023 to fund project including filling in critical gaps in the sidewalk network, traffic calming and crosswalk improvements, and improvements to 21 intersections near transit stops.

Opportunity for Regional Supplemental Planning Grant Application Through SS4A

The Greater Madison MPO (Metropolitan Planning Organization) is in the process of finalized a draft Regional Safety Action Plan. Adoption of the plan is anticipated in June 2024. Once adopted, the plan will help make local communities in the MPO planning area eligible to apply for supplemental action planning funding through the SS4A program for the 3rd round of funding, which is currently open (the plan will not be adopted in time to be eligible for implementation planning funding through this round of funding). The MPO has hired a consultant to assist with putting together a regional application for this round of funding. As part of a regional application, interested communities within the MPO's planning area can identify any traffic safety related eligible supplemental planning and/or demonstration projects to include in the application. While the MPO would lead the regional application, planning projects identified by local agencies would require a 20% local match from the local agency if funding was awarded. A minimum of two communities would need to participate to be able to submit a regional application. The application deadline is August 29th; communities that wish to participate would need to express interest by June.

MPO Agenda Cover Sheet

August 7, 2024

Item No. 13

Re:

Greater Madison MPO 2024 Resolution No 13 I-39/90/94 Draft Environmental Impact Statement (DEIS)
Regarding North-South Bus Rapid Transit (N-S BRT)

Staff Comments on Item:

WisDOT has released a Draft Environmental Impact Statement for the I-39/90/94 project with comments due August 12.

Within that document WisDOT lists Bus Rapid Transit as a possible transportation demand management/Transportation Systems Management and Operations (TDM/TSMO) measure to reduce the impact of the Greenhouse Gas Emissions produced as a result of the project. WisDOT further states it will continue to coordinate with Metro Transit to support transit service implementation.

The City of Madison and WisDOT are still in negotiations on the amount of bus lanes North-South Bus Rapid Transit will be allowed to have on the Park Street and Packers Avenue Connecting Highways, as well as federal participation in the project.

This resolution specifically requests that mitigation for greenhouse gas emissions be specifically included in the Commitments to Mitigation as part of the Record of Decision. It further requests that as part of this mitigation, that WisDOT would approve key elements of the N-S BRT on Fish Hatchery Road, Park Street, and Packers Ave. It finally requests that WisDOT participate in reconstruction costs commensurate with the costs of reconstructing Park Street.

Materials Presented on Item: Greater Madison MPO 2024 Resolution No. 13

Staff Recommendation/Rationale:

Staff recommends approval.

Greater Madison MPO 2024 Resolution No. 13

I-39/90/94 Draft Environmental Impact Statement (DEIS) Comments Regarding North-South Bus Rapid Transit (N-S BRT)

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

WHEREAS, both the I-39/90/94 Preliminary Engineering and Environment Document and the North-South Bus Rapid Transit are incorporated in the Greater Madison MPO Transportation Improvement Program;

WHEREAS, both projects are needed to meet the mobility needs of the Greater Madison Metropolitan Area and key components of *Connect Greater Madison 2050*, the adopted long-range Regional Transportation Plan;

WHEREAS, the mission for the Greater Madison MPO is to lead the collaborative planning and funding of a sustainable, equitable transportation system;

WHEREAS, Goal 4 in *Connect Greater Madison 2050*, “Equity”, aims to “provide convenient, affordable transportation options that enable all people, regardless of age, ability, race, ethnicity, or income, to access jobs, services, and other destinations to meet their daily needs... and ensure that the benefits of the regional transportation system are fairly distributed, taking into consideration current inequities resulting from past decisions, and that environmental justice populations are not disproportionately impacted.”;

WHEREAS, Goal 5 in *Connect Greater Madison 2050*, “Environmental Sustainability”, seeks to “minimize transportation-related greenhouse gas emissions that contribute to global climate change; avoid, minimize, and mitigate the environmental impacts of the transportation system on the natural environment and historic and cultural resources...”;

WHEREAS, 18 percent of minority households and 31 percent of low-income households in the City of Madison do not have access to a car;

WHEREAS, the North-South Bus Rapid Transit fulfills an important equity role in area transportation, with the ridership shed consisting of 51% percent lower income families, 42% people of color, 19% car-free households and 8% people with disabilities;

WHEREAS, WisDOT has just released a Draft Environmental Impact Statement (DEIS) for the I-39/90/94 project with comments due August 12, 2024.

WHEREAS, the Preferred Alternative presented in the I-39/90/94 DEIS represents a considerable investment of \$2.5 billion dollars focused on motor vehicle mobility;

WHEREAS, in the Commitments to Mitigation portion of the DEIS, the document proposes mitigation for greenhouse gas emissions through the Transportation Demand Management (TDM) and Transportation

Systems Management and Operations Alternative (TSMO) measures anticipated as part of the Build Alternatives.

WHEREAS, the TSMO alternatives being considered include Madison’s Bus Rapid Transit;

WHEREAS, the DEIS further states “*WisDOT will . . . support transit service implementation. . .*” as part of the mitigations to offset greenhouse gas emissions.

WHEREAS, WisDOT and the City of Madison are in the process of determining if Bus Rapid Transit can travel on Connecting Highways and how much dedicated running way will be allowed;

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO requests that mitigation for greenhouse gas emissions be specifically included in the Commitments to Mitigation incorporated in the Record Of Decision.

The Greater Madison MPO further requests, underscoring the mission and vision of our region and organization, that as part of this mitigation WisDOT commit to approving key elements of the N-S BRT on Fish Hatchery Road, Park St, and Packers Ave reflecting our shared commitment to sustainable and equitable transportation.

The Greater Madison MPO requests that as WisDOT is recognizing BRT as a greenhouse gas mitigation measure, that WisDOT financially participate in BRT construction costs at levels commensurate with costs associated with Park St reconstruction. In doing so, the MPO is encouraging collaboration that will ensure a more sustainable and equitable future for the Greater Madison Region.

Mark Opitz, Board Chair
Greater Madison MPO

Date Adopted

MPO Agenda Cover Sheet

August 7, 2024

Item No. 14

Re:

Discussion of Potential Future MPO Work Program Activities

Staff Comments on Item:

MPOs will receive Unified Planning Work Program (UPWP) development guidance from WisDOT soon. Our UPWP will be due to WisDOT, FHWA and FTA sometime during the month of September. Much of what goes into the UPWP are activities that are ongoing. For instance, tracking Regional Transportation Plan performance measures, transportation demand management (TDM) intergovernmental coordination, and monitoring WisDOT corridor studies. As a refresher, this packet includes a page out of the 2024 UPWP.

In addition, there are specific projects and plans. The 2025 UPWP will include the Active Transportation Plan (ATP), the Transportation Systems Management and Operations (TSMO) plan, as well as others that may continue into the new year.

MPO staff has started the process of reaching out to communities for their input and will continue to do so throughout the month. This provides the opportunity for communities to identify projects that they are anticipating in 2025, including potential data needs. An example of a project is assisting with the transportation element of a comprehensive plan update, and an example of a data need is trip counts for a particular area.

Materials Presented on Item: Summary page from 2024 UPWP – transportation planning work activities mid-2024 through 2025.

Staff Recommendation/Rationale:

Informational purposes only.

Summary of Greater Madison MPO Transportation Planning Work Activities Mid-2024 Through 2025

	Last 6 mos. 2023	First 6 mos. 2024	Last 6 mos. 2024	Work Element
A. System-wide Multi-modal Transportation Planning				
1. Continue tracking and analyzing RTP performance measures. Coordinate with WisDOT and Metro Transit in establishment of state/MPO targets for federal measures. Complete online performance measures data dashboard.	-----	-----	-----	2200, 2250, 2300
2. Continue to implement planning related recommendations in RTP, including study to evaluate impact of technology and policy scenarios on traffic volumes and VMT and other studies and local planning assistance.	-----	-----	-----	2200, 2250, 2300
3. Make adjustments to Madison urbanized area boundary and create and approve new MPO planning boundary	-----	-----	-----	2200
4. Assist local governments with active transportation planning, including data and analysis to assist with project prioritization. Also provide information and assistance on ADA Transition Plans as needed.	-----	-----	-----	2250
5. Data collection and analysis to support system performance monitoring, MPO planning studies, congestion management process, and other studies, incl. use of StreetLight data. Complete update to Bicycle LTS methodology.	-----	-----	-----	2250, 2300
B. Transportation System Management (TSM) Planning				
1. Continue to implement the Regional Comprehensive Safety Action Continue to partner with local communities to develop a regional safety project implementation grant application under the SS4A program.	-----	-----	-----	2400
2. Initiate a Regional Transportation Systems Management and Operations (TSMO) Plan.	---	-----	-----	2400
3. Continue to implement the regional Electric Vehicle (EV) Charging Infrastructure Plan, providing coordinated support for public and private market partners in implementing policies and strategies from the plan.	-----	-----	-----	2400
4. Continue to implement Congestion Management Process (CMP), including monitoring CMP performance measures.	-----	-----	-----	2400
5. Begin development of a Regional Active Transportation Plan.		-----	-----	2250
6. Continue staffing support to Dane County Traffic Safety Commission, including leading preparation of traffic safety trends report and participation on emphasis area workgroups.	---	-----	---	2400
C. Short Range Transit and Specialized Transportation Planning				
1. Continue support for the Metro Transit Network Redesign Study Title Vi analysis, and assistance in implementing recommended service changes.	-----	-----	-----	2500
2. Resume work on the update to the Transit Development Plan (TDP) in cooperation with Metro staff.	-----	-----	-----	2500
3. Lead project, working with Metro staff, to hire consultant to conduct onboard passenger survey and analyze results.	-----	-----	-----	2500
4. Assist agencies in implementing the Coordinated Public Transit – Human Services Transportation Plan for Dane County and continue implementation of the Section 5310 Program Management & Recipient Coordination Plan.	-----	-----	-----	2500
D. Transportation Improvement Program (TIP)				
Annual update and amendments, including STBG Urban, TAP, CRP, and Section 5310 program priority projects.	-----	-----	-----	2600
E. Roadway and Transit Corridor and Area Studies				
1. Continue support for E-W BRT project design and assist with planning study for N-S BRT project.	-----	-----	-----	2700
2. Monitor, assist with WisDOT corridor studies, including Bellline, Stoughton Rd., and Interstate 39/90/94.	-----	-----	-----	2700
4. Provide planning assistance and plan and project level traffic forecasts for local units of government upon request.		Per request		2700
F. Rideshare/TDM and Other Transportation Planning				
1. TDM intergovernmental coordination, promotion of new TDM program brand and alternative transportation, TDM programs for major employers, and implement TDM program incentives. Assist Madison with TDM initiatives.	-----	-----	-----	2800
3. Work with CWE, the administrator of the WI Vanpool Program, to maintain routes in the rideshare platform and promote the program to workers and employers in Dane County	-----	-----	-----	2800
4. Explore new project opportunities, including preparation of TDM strategic plan and mini-grant pilot for employers.	--	-----	-----	2800
5. Transportation planning assistance to Capital Area RPC.		Per request		2900
----- = Major work effort				