

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

February 7, 2024

Virtual Meeting via Zoom

6:30 p.m.

This meeting is being held virtually.

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

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

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

3. **Watch the Meeting:** If you would like to join the meeting as an observer, please visit <https://www.cityofmadison.com/clerk/meeting-schedule/watch-meetings-online>
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- (877) 853-5257 (Toll Free)
Meeting ID: 890 7444 4803
Passcode: 475481
- 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 December 6, 2023 Meeting Minutes
3. Communications
 - Letter to elected officials regarding transit-related surveys
 - WisDOT approval of 2023 RES 16 Amendment to the 2024-2028 TIP
4. Public Comment (for items **not** on MPO Agenda)
5. Review and potential approval of *Dane County Electric Vehicle Charging Infrastructure Plan*
6. Presentation and possible approval of Greater Madison MPO 2024 Res. #1 MPO 2020 Urban Area Boundary
7. Discussion on Planning Area Boundary
8. Update and Possible Comments on the I-39/90/94 Study
9. Presentation and discussion of potential spending on “E-TIP” [on-line Transportation Improvement Program] software.
10. Update and Discussion of Local Programs (STBG-U, TAP and CRP)
11. Staff Reports and Announcements
 - Update on new green house gas performance measures
 - Update on Regional Safety Action Plan
12. Capital Area Regional Planning Commission (CARPC) update
13. Adjournment
14. Next MPO Board Meeting:

Wednesday, March 6, 2024 at 6:30 p.m.

Greater Madison Metropolitan Planning Organization (MPO)
December 6, 2023 *DRAFT* Meeting Minutes

[Virtual Meeting hosted via Zoom](#)

Opitz called the meeting to order at 6:31 PM.

1. Roll Call and Introductions

Members present: Richelle Andrae, Liz Callin, Phil Caravello, John Duncan, Pam Dunphy, Paul Esser (arrived during item #8), Steve Flottmeyer, Barbara Harrington-McKinney (arrived at item #7), Tom Lynch, Charles Myadze, Mark Opitz, Kristi Williams, Doug Wood

Members excused: Derek Field

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

Others present in an official capacity: Colleen Harris (WisDOT), Jennifer Kobryn (WisDOT), David Schmidt (WisDOT), Jerry Shadewald (HNTB)

2. Approval of November 1, 2023 Meeting Minutes

Williams moved, Wood seconded, to approve the November 1, 2023 meeting minutes with the following revisions:

- Wood called the meeting to order.
- Time of adjournment was 7:37 p.m.

Motion carried.

3. Communications

- None.

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

None.

5. Approval of Award of Supplemental ARPA and CRRSAA Section 5310 Funding

Williams moved, Wood seconded, to approve the award of Supplemental ARPA and CRRSSAA Section 5310 Funding.

6. MPO 2023 Resolution No. 16 Approving Amendment No. 1 to the 2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Lyman explained that this is the TIP amendment needed to award the supplemental ARPA and CRRSSAA Section 5310 funding approved in item #5.

Duncan moved, Myadze seconded, to approve MPO 2023 Resolution No. 16 approving Amendment No. 1 to the 2024-2028 Transportation Improvement Program for the Madison Metropolitan Area and Dane County.

7. Wisconsin Department of Transportation (WisDOT) I-39/90 Corridor Study Update

Kobryn presented an update on the status of WisDOT's I-39/90 Corridor Study. She noted that WisDOT is currently studying the project and working on the environmental impact statement but does not have funding for construction yet. The project is 67 miles in length, running from the Beltline (US 12/18) Interchange in Madison to Wisconsin Dells. WisDOT is currently examining alternatives for the project and considering traffic demand, safety, pavement and bridge condition, corridor resiliency, and other factors.

Kobryn discussed the potential for additional general purpose lanes throughout the corridor and the possibility of flex lanes, instead of additional general purpose lanes, between the Beltline Interchange and Wis 19. She noted that by 2050, flex lanes in this corridor would need to be open between 43 and 100 hours per week. She also said that the flex lane alternative would be anticipated to result in additional traffic diversion and crashes relative to the general purpose lane alternative. She added that flex lanes would have a lower initial cost than general purpose lanes but that the higher operations and maintenance costs for flex lanes would, after about 10 years, make general purpose lanes the lower cost option.

Lynch thanked Kobryn for maintaining flex lanes as an alternative in the draft environmental impact statement (DEIS) and suggested that the study needs to find a way to account for induced demand, which cannot be predicted using the MPO travel model, and resulting greenhouse gas (GHG) emissions.

Shadewald said that their team's analysis has indicated that the traffic volumes and GHG emissions would be virtually identical with flex or general purpose lanes, since flex lanes would be open whenever they are needed. He said the team would look further into other ways to estimate induced demand.

Kobryn then discussed the potential design changes to existing interchanges in Dane County, and potential new interchanges in the City of Madison at Hoepker Road and Milwaukee Street.

Lynch asked about the construction of multimodal crossings, including tunnels under the highway, would be endorsed in the EIS. Kobryn said that WisDOT's goal is to include multimodal accommodations but that it would have to abide by state law, which limits WisDOT's ability to take land for new bike and pedestrian facilities using eminent domain.

Wood asked Kobryn whether she was confident that a new Milwaukee Street interchange would not negatively impact the functioning of the Badger Interchange (Wis-30, I-39/90, I-94). Kobryn said that WisDOT's analysis of similarly spaced interchange-system interchange pairs shows that the rate of merging crashes at these types of locations is equivalent to the rate of merging crashes prior to the construction of the second interchange of the pair. Shadewald added that the proposed design of the Milwaukee Street Interchange was adjusted to maximize the distance between westbound on-ramps and the Badger Interchange.

8. Electric Vehicle (EV) Plan Presentation and Approval to Release

Holloway gave a brief presentation on the purpose and scope of the plan and detailed Dane County's top charging needs, priority locations for charging infrastructure, and recommendations for local governments and the state that are included in the plan.

Opitz asked that a copy of the presentation be sent out to the MPO Board.

Andrae asked about the issue of changing state law to allow entities other than public utilities to sell energy by the kWh, and where other states are with respect to that issue. Holloway replied that Wisconsin is one of only a few states that have a law like this and that he is unaware of how the process is unfolding in states other than Wisconsin.

Myadze asked, with regard to the Charging and Fueling Infrastructure Grant submitted in June 2023, whether the funds, if received, would go towards expanding the charging network or reducing charging fees for low-income people. Holloway replied that the primary purpose of the grant funding would be to provide funding for level 2 chargers located in residential areas where people currently lack the ability to charge their vehicles at home—this would both increase residential accessibility to charging infrastructure and offer much lower charging costs than if EV owners in those areas were to charge their vehicles using level 3 fast chargers elsewhere.

Esser moved, Williams seconded, to approve the release of the draft Dane County Electric Vehicle Charging Infrastructure Plan for public comment. Motion carried.

9. Regional Safety Plan Goal Setting Discussion and Planned Next Steps

Hoesly presented on the development of the Regional Safety Plan. She noted that the Plan must include a goal and timeline for eliminating roadway fatalities and serious injuries by setting a target date for achieving zero roadway fatalities and/or an ambitious percentage reduction in roadway fatalities and serious injuries by a specific date, with the goal of eliminating all roadway fatalities and serious injuries. The reduction and elimination of roadway injuries and fatalities goes hand in hand with increasing active transportation modes and creating healthier communities.

Hoesly stated that the goal for this agenda item was to reach consensus among Board member on a Vision Zero goal so that it can be included in the draft plan. It will become official once the plan is adopted.

She noted that the City of Madison has already adopted a Vision Zero Plan that set a goal of eliminating all traffic deaths and serious injuries. The MPO currently supports the goals identified in the Wisconsin Strategic Highway Safety Plan (2023-2027). She then provided an overview of the safety goals that have been adopted by MPOs elsewhere in the U.S. and traffic safety statistics in Dane County and across the U.S.

Hoesly then provided an overview of goal setting considerations.

Lynch asked whether you can be a part of Vision Zero if your goal is not zero. Hoesly replied that she thought the Vision Zero Network would require a goal of eliminating traffic deaths and injuries but that the Safe Streets and Roads for All Grant Program is somewhat less rigid, requiring a goal of an ambitious reduction with an eventual goal of reaching zero.

Lynch commented that “Vision Ten” and “Vision Twenty” don’t sound right and that they imply an acceptance of these deaths. While “Vision Zero” may sound overly aspirational, if we don’t say “Vision Zero,” it means we accept a certain number of deaths.

Wood asked if the MPO would set interim benchmark goals as it worked towards the ultimate goal of zero. Hoesly said that the MPO would be required to report on its progress towards zero and to identify the incremental steps being taken to reach that goal. Wood said he saw a risk in setting a goal that is so

aspirational that it strains credibility. He said that there has not been much improvement in traffic safety over the last ten years and, with the Madison area expected to grow by almost 200,000 people by 2050 and by probably 100,000 by 2040, he wondered how achievable a goal of zero is by 2040, when much of the infrastructure will be unchanged from what it is today. He asked how a Vision Zero goal would affect the work of the MPO Board. Hoesly said that the MPO could direct more of the funding it controls to safety-focused projects but that another big part of setting a Vision Zero goal is being able to set an example for communities in the area and working with local governments to implement Vision Zero plans at a local level.

Duncan asked if there are other communities in the MPO area besides Madison that have set Vision Zero goals. Hoesly replied that Sun Prairie working on a Vision Zero initiative, for which they received funding from the MPO, and that Fitchburg is also looking into a Vision Zero plan. Beyond those, Hoesly noted that the MPO has met with staff from many communities in the area during work on the MPO's high injury network maps, and that planning and engineering staff have remarked that the maps will make it easier for them to make the case for adopting a safety initiative to their communities' policymakers.

Duncan asked whether there is a possibility of setting a goal of eliminating all traffic deaths and injuries by 2035. He noted that Madison has set a goal of 2030 to eliminate traffic deaths and fatalities. He also suggested that, if the MPO wanted to set a goal based on a percent reduction, it should be 75% rather than 50% by 2035. Hoesly said that the City of Madison's goal is for the year 2035, rather than 2030. Duncan said he thought it would be good for the MPO to match Madison's 2035 goal.

Hoesly said that, because Madison has set their Vision Zero goal at 2035 and makes up the lion's share of fatalities and serious injuries in the Madison area, if the City can achieve that goal, the MPO will be that much closer to meeting a similar goal of its own.

Callin said she thought it would make sense to set an overall goal, and that the next step would be breaking that down and figuring out what to do to achieve that goal.

Myadze said it seemed like putting the cart before the horse to set the goal before you know how you can achieve it. He said he would like to hear more about the strategies for achieving the goals.

Hoesly said she thought that it would be appropriate for the Board to go either way—to start with the goal and figure out the strategies needed to achieve it or to look at the strategies available and then set the goal.

Esser noted that since the City of Madison, representing half of the County's population and more than half of the County's traffic injuries and fatalities, has set 2035 as their Vision Zero goal, it would make sense for the Board to follow suit. He drew a comparison to the effort to send a man to the moon—at the time those who set the goal did not know how it would be achieved but they set the goal and then worked to figure out ways to achieve it.

Lynch said that U.S. traffic fatalities have climbed 70% since 2010 and that the U.S. now has three to four times the traffic fatalities of our peer countries elsewhere in the world. He noted that these other countries are no smarter than the U.S. but they have a different culture and that we need to change our culture to start figuring out how to reduce these crashes. He noted that 47,000 people died in crashes last year and that the public would be appalled if that number of people had died in a drug trial or military action, but that we have just been conditioned to accept that level of traffic deaths as the cost

of doing business. These other countries have figured it out, why can't we?

Andrae said that she would support either the elimination of traffic deaths and serious injuries by 2040 or a 50% reduction by 2035. She noted that the benefit of more ambitious goals is that they necessitate harder conversations about tradeoffs. She also said she thought an ambitious goal of zero would resonate more with the public than a smaller reduction that would require more explaining.

Myadze said that he would be in favor of setting a goal of a 50% reduction by 2035.

Opitz suggested the goal could also be something like a 50% reduction by 2030.

Wood said that he had been persuaded to "shoot for the moon" and support a goal of zero rather than a 50% or 75% reduction.

Duncan said he would support zero by 2040.

Caravello said he supported setting a goal of zero deaths and injuries.

Opitz and Williams both said that they supported setting a goal of zero as well. Opitz noted that the goal of zero deaths and serious injuries by 2040 appeared to be the consensus of the Board.

Hoesly then reviewed the Regional Safety Plan and Safe Streets for All (SS4A) grant application schedule. She said that MPO staff recommended not applying for round three of the SS4A grants but continuing to work with the consultant to get background information to build consensus with local communities and be ready to submit for round 4 in 2025.

Duncan said he agreed with staff that focusing on getting the plan in the best possible shape over the coming year and working with area communities to build consensus before applying for a round 4 grant in 2025 was the best approach.

10. Status Report on Capital Area RPC Activities

No discussion on Capital Area RPC Activities.

11. Announcements and Schedule of Future Meetings

Opitz asked Callen to introduce herself to the Board since some members were absent at the last meeting. Callen introduced herself as a planner with the City of Madison, working primarily on BRT and the passenger rail study, and as a City of Madison appointee to the MPO Board.

Andros told the Board that the MPO had recently hired Kayla Haas as a marketing and communications specialist. Haas introduced herself and explained that she will be splitting her time, 75% MPO/25% CARPC.

Andros and Hoesly explained that the MPO had recently submitted a preliminary draft MPO boundary to WisDOT and received comments back. MPO staff will be meeting with communities to ensure that the boundary is acceptable to them. The boundary will come before the Board at their February meeting.

Wood announced that Monona's Transit Committee has recommended that Monona join Madison Metro, and the City Council appears ready to support that.

Next MPO Board Meetings:

- Wednesday, January 3rd, 2024 at 6:30 p.m. (Remote meeting via Zoom)

12. Adjournment

Esser moved, Williams seconded, to adjourn. The motion carried. Meeting adjourned at 8:21 p.m.



Greater Madison MPO
100 State St. Suite 400
Madison, WI 53703

Jan. 4, 2024

Alexandra Andros
Director & Transportation Manager
Greater Madison MPO
100 State St. #400
Madison, WI 53703

Greetings,

The Greater Madison Metropolitan Planning Organization (MPO) and Madison Metro are conducting several different surveys related to transit in the first half of 2024. Your constituents may contact you with questions about these surveys. They may inquire about the purpose of the surveys, how they differ from each other and if they are legitimate. In this letter, you will find a description of each survey and an explanation of how the results will be used.

- Metro Transit Development Plan—Disability Community Survey
- Metro Transit Development Plan—Public Survey
- Metro On-Board (Rider) Survey
- Coordinated Public Transit – Human Services Transportation Plan for Dane County (Coordinated Plan)
 - Community Transportation Resource Inventory Survey
 - Health and Human Service Agency Survey

Metro Transit Development Plan—Disability Community Survey: The Greater Madison MPO is conducting focus groups with historically underrepresented communities. The language- and neighborhood-specific focus groups have been well-attended. However, despite overwhelming initial interest from people with disabilities, the focus groups organized for disabled participants had low attendance. In response, an online survey will be offered and promoted through disability advocacy and resource organizations. This survey will be available in mid-to-late January and early February 2024 (dates subject to change).

Metro Transit Development Plan—Public Survey: After analyzing the results of the focus groups and disability community survey, a public survey will help collect feedback on draft recommendations in the Transit Development Plan. This survey will be available in February and early March 2024 (dates subject to change). This survey will also be used as the public survey of riders and non-riders for the Coordinated Plan.

Metro On-Board (Rider) Survey: The first on-board survey of Metro riders since 2018 will occur in the spring of 2024. Trained surveyors on Metro bus routes will pass out and collect paper surveys to as many riders as possible. The Greater Madison MPO and Metro are working with independent contractors Cambridge Systematics and Canete Medina Consulting Group, who will administer the survey. This survey will not be available online without a unique code to ensure surveys relate to a particular bus route and day. A short pilot survey will take place in February 2024. If adjustments to the survey instrument or methodology are needed, they will be made during UW-Madison's spring break. The survey will be conducted in April 2024.

The survey will consist of three distinct survey instruments: a two-sided 8-inch by 14-inch paper survey, a short-form single-sided survey for UW-Madison routes (80, 81, 82, and 84) and a survey for paratransit riders. Surveys will be available in English, Spanish, Hmong, Chinese, Korean, Tibetan, Nepali, Swahili, and Pashto.

This survey will collect information about specific trips, travel patterns and rider demographic information. The results will be used both for future service planning and to ensure Title VI requirements are met.

Coordinated Plan Community Transportation Resource Inventory Survey: This survey will seek to identify and create an inventory of transportation resources and programs funding or providing transportation services in the community. The inventory will encompass public transit systems, community non-profits, churches, schools, and private providers, such as taxis and non-emergency medical transportation providers. This survey will be available on a regular basis to ensure the ongoing value of the resource inventory.

Coordinated Plan Health and Human Service Agency Survey: This targeted survey will collect feedback from health providers and service agencies as to how their clients' transportation for their clients can be improved and more efficiently coordinated.

If you have any questions about these transit-related surveys, please email Transportation Planner [Ben Lyman](#) or call him at (608) 243-0182. If Ben misses your call and you leave a message, he will likely call you back from a (907) cell phone number.

Sincerely,

Alexandra Andros

Alexandra Andros, AICP
Director & Transportation Manager

CC: Ben Lyman

Equal Opportunity Employer



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

Governor Tony Evers
Secretary Craig Thompson
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Email: sec.exec@dot.wi.gov

January 24, 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 December 6, 2023. 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 2023 Resolution Number 16 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
Charles Wade, WisDOT Bureau of Planning and Economic Development
Alexander Gramovot, WisDOT Bureau of Planning and Economic Development
Steve Flottmeyer, WisDOT Southwest Region

MPO Agenda Cover Sheet

February 7, 2024

Item No. 5

Re:

Review and potential approval of the *Dane County Electric Vehicle (EV) Charging Infrastructure Plan*.

Staff Comments on Item:

An overview of the draft Dane County Electric Vehicle Charging Infrastructure Plan was presented at the December 2023 Policy Board meeting. Proposed additions and changes to the draft plan are based on comments received from Dane County communities and members of the plan steering team, as well as ongoing research by MPO staff. The MPO Technical Coordinating Committee recommended approval of the plan at their January meeting.

Materials Presented on Item:

1. Dane County Electric Vehicle Charging Infrastructure Plan Addition/Change Sheet
2. Email comments received from the Village of Windsor

Staff Recommendation/Rationale:

Staff recommends that the Policy Board approve the *Dane County Electric Vehicle (EV) Charging Infrastructure Plan* for adoption with the recommended additions and changes detailed in the Change Sheet.

Greater Madison MPO

Dane County Draft Electric Vehicle Charging Infrastructure Plan

Change Sheet

1. Under Networking, on page 21, add the following description of Plug and Charge protocol:

In order to simplify and automate payment for EV charging, some vehicles and chargers feature plug-and-charge capability. This enables the charger to automatically determine the vehicle's make, model, ownership, and other relevant information, and to bill users using a linked credit or debit card—eliminating the need for drivers to log onto an app prior to charging. Tesla EVs and Tesla's level 3 charging network already have plug-and-charge capability. While standards ([ISO 15118](#)) have been developed to enable plug-and-charge across vehicle types and charging networks, they have not yet been widely implemented.

2. Under EV Charging Infrastructure, on page 14, replace the following sentence:

~~In 2023, Ford, GM, Honda, Mercedes-Benz, Jaguar, Nissan, Volvo, Polestar, and Rivian announced that they would begin incorporating the NACS plug in their vehicles within the next few years and a number of charging network companies said that they would begin incorporating the new plug in their charging stations.~~

With:

Since then, most major automakers have announced plans to incorporate the NACS plug in their vehicles during the 2024 and 2025 model years and several major charging network companies have announced plans to begin incorporating the new plug in their charging stations.

3. Under Priority Charging Locations, on pages 56-58, add zone 43 in McFarland as a priority level 3 charging zone. Revise the map (Figure 28), text, and appendix materials accordingly. Also revise Figure 2 and text on page 4 of the Executive Summary and Figure 37 and Figure 38/Figure 39 in Appendix A, to include zone 43 as a priority level 3 charging zone.
4. Revise or remove the recommendation that the State *Revise Wisconsin State Statutes to Enable Charging Fees Based on Energy Use* on pages 6 and 60 to reflect the status of legislation to make this change, which has passed the State Senate ([SB 791](#)) and is expected to be passed by the Assembly ([AB 846](#)) and signed into law by the Governor soon. Also revise or remove other references to this issue that are included in the discussions of Pricing (page 25) and Fees (pages 30-31).

5. Add the following table comparing the weight of EVs to similar ICE vehicles in the Vehicle Weight section on page 23:

| Make | ICE Model | ICE Weight (lbs) | EV Model | EV Weight (lbs) | Difference |
|-----------|-----------|------------------|-----------------|-----------------|------------|
| Ford | F-150 | 4,275 | F-150 Lightning | 6,015 | 1,740 |
| Chevrolet | Blazer | 3,918 | Blazer EV 2LT | 5,337 | 1,419 |
| Audi | Q8 | 5,049 | Q8 e-tron | 5,798 | 749 |
| Hyundai | Kona | 3,005 | Kona SE | 3,571 | 566 |
| Mini | Cooper | 2,769 | Cooper SE | 3,143 | 374 |

*Weight shown is the lightest version of each model

6. Under Electricity Generation, on page 33, add that WPPI Energy is on track for a 45% reduction in CO₂ emissions by 2025 when compared to 2005, and has a target to become carbon-neutral by 2050.¹
7. Under Local Programs and Policies, on page 34, include the City of Sun Prairie in the third paragraph along with Fitchburg, Monona and Middleton.
8. Under Utility-driven Programs and Policies, on pages 35-36, add:

WPPI Energy

WPPI Energy member utilities in Dane County—Sun Prairie Utilities, Waunakee Utilities, Stoughton Utilities and Mount Horeb Utilities—all provide customers with educational resources, rate plans, and financial incentives to help customers transition to EVs.

Each utility has dedicated web content that provides information on the benefits of EV ownership, potential cost savings, and different types of EVs. They also provide resources to help users locate EV charging stations.

They also offer special rate plans to help EV customers lower their monthly bills by charging during off-peak times—after 8 p.m. on weekdays and anytime on weekends. In 2023, Waunakee Utilities implemented a new Nighttime EV charging plan for EV owners to charge at a reduced rate during the hours of 12am to 5am every day.

In addition, the WPPI member utilities offer rebates of up to 50% of the cost of installing level 2 charging infrastructure. Residential customers are eligible for rebates of up to \$250. Commercial customers can receive up to \$1,500 for the installation of a dual port level 2 charger.

¹ <https://wppienergy.org/wp-content/uploads/resources/2022-Annual-Report.pdf>

And, remove:

~~Sun Prairie Utilities and Waunakee Utilities, the locally-owned non-profit municipal electric and water utilities in Sun Prairie and Waunakee, offer rebates of up to 50% of the cost of installing level 2 charging infrastructure. Residential customers are eligible for rebates of up to \$250. Commercial customers can receive up to \$1,500 for the installation of a dual port level 2 charger.~~

9. Under Alternative Fuel Infrastructure Tax Credit, on page 38, add a link to U.S. Department of Energy's 30C Tax Credit Eligibility Locator (<https://experience.arcgis.com/experience/3f67d5e82dc64d1589714d5499196d4f/page/Page/>).

Also, add:

- A map showing tax credit eligibility areas with Multifamily EV Charging Zones and explanatory text, under Residential Areas (pages 55-56).
- A map showing tax credit eligibility areas with Priority Level 3 Charging Zones and explanatory text, under Level 3 (pages 56-58).
- Full-page versions of both maps in Appendix A.

10. Under Parking Regulations and Enforcement, on page 27, add the following:

Some communities, including [Washington, D.C.](#), [Portland, OR](#), and [Cambridge, MA](#), allow EV owners to charge their vehicles in public on-street parking spaces adjacent to their homes using an extension cord across the sidewalk. Charging is limited to level 1 and cords must be covered with ADA-accessible ramps where they cross the sidewalk. Residents are required to move charging cords when not in use and comply with other rules regarding safety and accessibility. Enabling residents to charge their vehicles on the street using extension cords offers an immediate charging solution that may be particularly effective in older neighborhoods consisting of single-family homes and small apartment buildings with limited off-street parking.

11. In Policy and Planning Tools chapter, on page 27, add the following section:

Right-to-Charge Laws

Right-to-charge laws give residents of condominiums, rental apartments, and homes subject to oversight by homeowners' associations the right to install charging infrastructure for their individual use. Residents are responsible for all installation costs and must comply with reasonable restrictions set by owners or governing associations on the number, size, placement, and manner of charger installation. Right-to-charge laws most commonly apply to residents of owner-occupied residential units, but some also apply to renter-occupied housing and commercial properties.

Normally, the right-to-charge extends only to designated parking spaces, but some laws allow residents to install charging infrastructure in common parking areas as well.

Right-to-charge laws generally include:

1. A prohibition against provisions in leases, contracts, or other agreements that prohibit or unreasonably restrict the installation and use of charging infrastructure.
2. Exceptions to the prohibition, such as dimensions or placement.
3. Conditions with which the resident tenant or homeowner must comply or that the condominium association, homeowners' association, or landlord may require.

States have taken the lead in implementing right-to-charge policies, with [at least 12 states](#) having enacted some version of right to charge legislation. While the [City of Chicago](#) and other local governments have considered right-to-charge ordinances, no local right-to-charge laws have been implemented.

12. Under Increase Residential Access to Charging, on page 59, replace the following:

~~Policies that require the installation of charging infrastructure and/or EV-ready parking spaces in newly constructed parking lots, such as those enacted by the City of Madison and the City of Verona, are one way to increase charging access for residents of new apartments buildings. Residents of existing apartments and of homes lacking off-street parking can be afforded access with the installation of new charging stations nearby and potentially through on-street charging infrastructure. Nearby businesses, houses of worship, and community organizations may be willing to host charging infrastructure to allow residents to charge vehicles in their parking lots overnight.~~

With:

To increase the ability of people in these types of living situations to charge their cars while they are at home, communities should consider:

- Requiring the installation of charging infrastructure and EV-ready parking spaces in new or reconstructed parking facilities.
- Installing or supporting the installation of new public charging infrastructure in residential areas where residents cannot charge at home.
- Revising ordinances to allow residents to use extension cords to charge their vehicles in public on-street parking spaces in front of their homes.
- Implementing local right-to-charge ordinances or advocating for right-to-charge legislation at the state level to give residents of condominiums, rental apartments, and homes subject to oversight by homeowners' associations the right to install charging infrastructure for their personal use.
- Engaging with businesses, houses of worship, and community organizations that may be willing to host charging infrastructure where nearby residents can charge their vehicles overnight.

Andros, Alexandra

From: mpo
Sent: Wednesday, January 24, 2024 10:09 AM
To: Andros, Alexandra
Subject: FW: Dane County Electric Vehicle Charging Infrastructure Plan

From: Jamie Rybarczyk <jamie@windsorwi.gov>
Sent: Monday, January 22, 2024 2:29 PM
To: mpo <mpo@cityofmadison.com>
Cc: Robert Wipperfurth <rwipperfurth@windsorwi.gov>; Tina Butteris <tbutteris@windsorwi.gov>; Davis Clark <DClark@windsorwi.gov>
Subject: Dane County Electric Vehicle Charging Infrastructure Plan

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

Hello,

On Thursday, January 18, 2024 the Windsor Village Board reviewed and discussed the Dane County Electric Vehicle Charging Infrastructure Plan (the "Plan"). The Village Board supports the purpose and scope of the Plan. The Village Board would like to state for public record that the charging station charging fees be paid for by user and not the local jurisdiction.

Sincerely,

Jamie Rybarczyk
Community Development Director | Deputy Administrator
Village of Windsor
4084 Mueller Rd., DeForest, WI 53532
Phone: 608-888-0066 | Fax: 608-846-2328
www.windsorwi.gov

MPO Agenda Cover Sheet

February 7, 2024

Item No. 6

Re:

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

Staff Comments on Item:

Federal law requires that MPOs and State and local officials cooperatively set new urban area and planning area boundaries following the decennial Census and release of the Census-defined urban areas. These boundaries must then be submitted to the State and FHWA for approval.

Urban Areas are defined by the US Census as individual municipalities or groups of nearby municipalities with a total population of 5,000 or higher. MPOs with populations of 200,000 and higher, including the Greater Madison MPO, are federally designated as Transportation Management Areas (TMAs). The US Census Bureau releases updated urbanized area boundaries (UABs) following each decennial census. The criteria used by the Census Bureau for defining urban areas do not align well with transportation planning needs. Census-defined urban areas often do not correspond to known geographic or municipal boundaries and can be irregularly shaped. For this reason, FHWA allows states to adjust the Census-defined urban boundaries in creating the official urban boundary for planning and funding purposes. Adjustment of these boundaries (called the adjusted urban area boundary, adjusted UAB) allows states and MPOs to smooth out the irregularities, ensure administrative continuity, and encompass fringe areas with residential, commercial, industrial, recreational, and/or national defense significance. The adjusted UAB is important because the location of the boundary affects roadway eligibility for federal Surface Transportation Block Grant (STBG) funding, dividing STBG funds into STP-Urban and STP-Rural. The UAB is also a factor for Federal Highway Administration (FHWA) Highway Performance Monitoring System (HPMS) reporting.

MPO staff has worked closely with WisDOT and local staff to create the final draft proposed map of the 2020 Madison urban area. The most notable changes between our current urban area boundary and the 2020 census-defined UAB are the loss of Stoughton and Cross Plains from the UAB. Since Stoughton has a population of over 5,000, it is now considered its own urban area, and cannot be including in the MPO's adjusted UAB, and Cross Plains opted out, although both are still interested in remaining in the planning area boundary.. A number of changes have been made to the urban area, incorporating comments received by local staff. The Town of Burke expressed concern that the inclusion of the Daentl Road area would negatively impact their ability to apply for funding through the STP-Local program, however this area is part of the 2020 census-defined urban area, and therefore under federal regulations must be included in the adjusted urban area.

A memo, dated 1/29/24, regarding the proposed draft MPO urban boundary was emailed to the chief elected officials of affected municipalities seeking review and comment, and also posted on the MPO website. The MPO Technical Coordinating voted to recommend approval of the proposed final draft map.

Once the draft urban area boundary is approved, staff will begin updates to the planning area boundary and roadway functional classification.

[Please note- WisDOT is still finishing their final review of the proposed draft urban area boundary to ensure all requirements are met. While not anticipated, any recommended revisions to the draft boundary as a result of their final review would be expected to be minor, and a final map will be sent out to the Policy Board prior to the February 7th meeting]

Materials Presented on Item:

1. MPO 2024 Resolution No 1. The final map attachment to accompany the resolution will be emailed to the Board prior to the Feb. 7th meeting.
2. Map of the proposed draft boundary A zoomable, interactive map of the draft urban area boundary can also be viewed at <https://experience.arcgis.com/experience/c31d659b6b2c41878be91a0cc4b6d24b>.
3. Memo, dated 1/29/24, to local officials and staff regarding the draft proposed map of MPO urban area boundary

Staff Recommendation/Rationale:

Approve MPO 2024 Resolution No 1.

Greater Madison MPO 2024 Resolution No. 1
Approving the 2020 Urban Area Boundary
For the Madison Urban Area of Dane County, Wisconsin

WHEREAS, the Greater Madison MPO is the designated Metropolitan Planning Organization (MPO) for the Madison, WI Metropolitan Area with responsibilities to perform metropolitan transportation planning and programming activities; and

WHEREAS, Federal law requires that MPOs and State and local officials cooperatively set new urban area and metropolitan planning area boundaries following the decennial Census and release of the urbanized area boundaries by the U.S. Census Bureau; and

WHEREAS, the urban area boundary is to represent an adjustment or revision of the Census-defined urbanized area to smooth out geographic irregularities, maintain continuity of roadways, and encompass areas that could develop within the next ten-year period; and

WHEREAS, the urban area and planning area boundaries have important transportation planning and funding implications, including the urban area's relationship to the functional classification of the roadway system, which has been considered in setting the urban area boundary; and

WHEREAS, the MPO has worked closely with WisDOT staff and local staff and officials to set the new urban area boundary; and

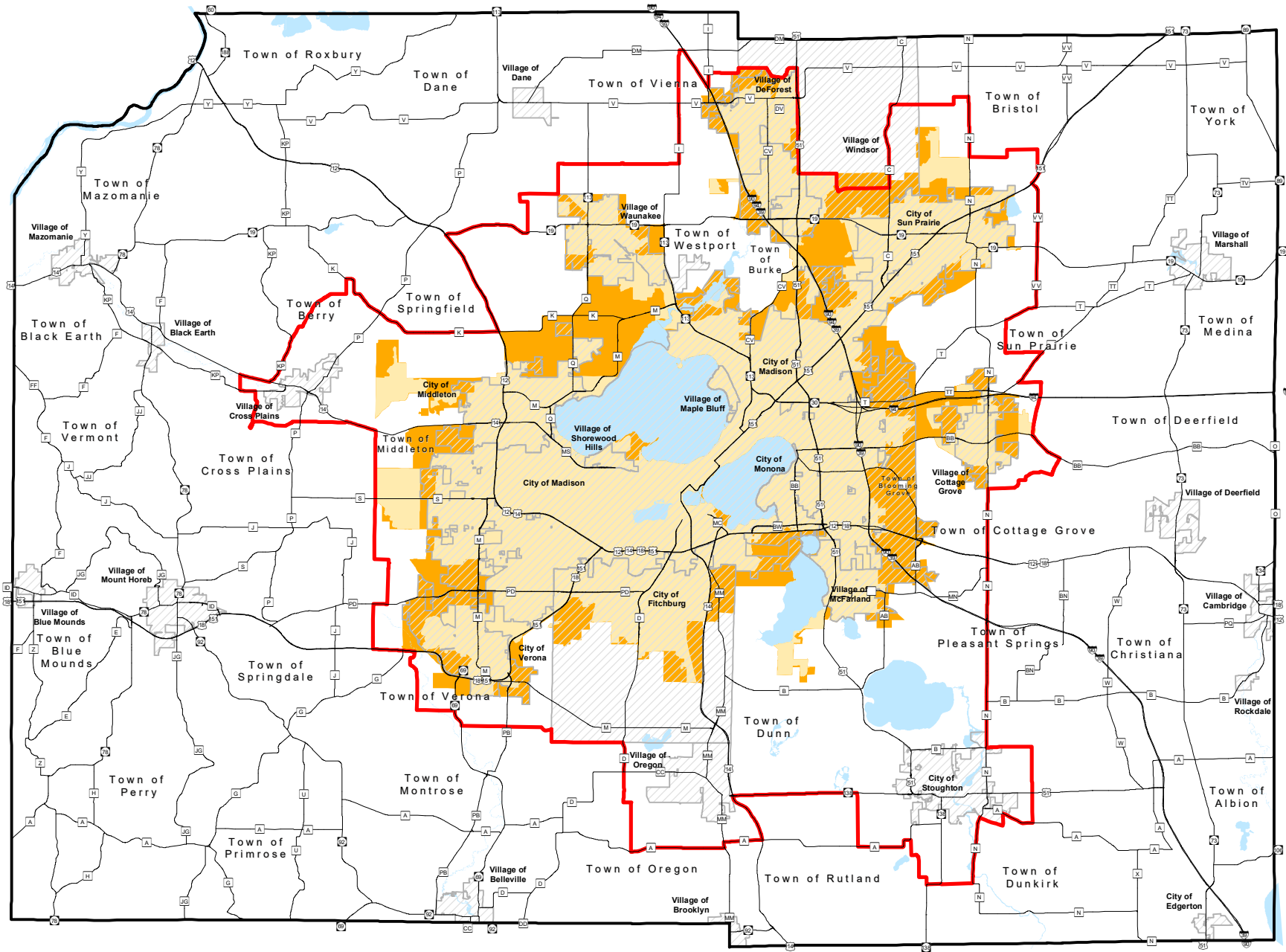
WHEREAS, the MPO has also provided notice and opportunity for all local agencies to comment on the proposed boundaries, and has incorporated comments received into the final map of the boundaries; and

WHEREAS, the MPO's Technical Coordinating Committee recommended the new urban area boundary;

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves the new Urban Area boundary as shown on **the attached WisDOT Bureau of Planning and Economic Development map, dated 2/XX/2024,** and authorizes submittal of the new boundaries to WisDOT and the Federal Highway Administration for approval.

Date Adopted

Mark Opitz, Chair, Greater Madison MPO



**Madison Urban Area (Draft)
and
Planning Area Boundary
Greater Madison MPO**

Madison Census Urban Area (2020)
Added to Madison Urban Area

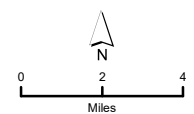
Metropolitan Planning Area Boundary (2013)*
Incorporated Area (2024)

*Planning Area Boundary to be updated spring, 2024

Prepared by staff to the:



Date Revised: 1/17/2024





January 29th, 2024

Alexandra Andros
Director and Transportation Manager
Greater Madison MPO
100 State St. #400
Madison, WI 53703

TO: Mayors, Village Presidents, and Town Chairs of Affected Municipalities and Joe Parisi, Dane County Executive

RE: Draft Map of the Adjusted 2020 Census Madison Urban Area Boundary

The Greater Madison MPO is in the process of establishing adjusted 2020 Census Madison Urban Area and Madison Metropolitan Planning Area boundaries for transportation planning and funding purposes, in accordance with Federal law and Federal Highway Administration (FHWA) and Wisconsin Department of Transportation (WisDOT) guidelines. Federal law requires that MPOs and State and local officials cooperatively set new urban area and planning area boundaries following the decennial Census and release of the urbanized areas defined by the U.S. Census Bureau. The urban and planning area boundaries must then be submitted to the State and FHWA for approval.

The urban area and metropolitan planning area boundaries have important transportation funding and planning implications. The urban area boundary determines or affects:

- The eligibility of areas for Federal Surface Transportation Program (STP) - Urban and other FHWA and Federal Transit Administration (FTA) funding;
- The functional classification of roadways; and
- Roadway levels of service and access management standards.

According to Federal and state guidelines, the urban area must include the Census-defined urban area (based primarily on 2020 population and population density), but should also include other areas in order to smooth out irregularities, maintain continuity of peripheral transportation routes, and encompass areas anticipated to potentially develop within the next 10 years. WisDOT guidelines called for including incorporated areas with limited exceptions. A notable change from our current urban area boundary is that the City of Stoughton and Village of Cross Plains are not included in our draft adjusted urban area boundary due to a US Census Bureau methodology change.

A page-size draft map of the 2020 Census-defined Urbanized Area, the area proposed to be added to that for the Adjusted Madison Urban Area is enclosed. An interactive online map can be found at <https://experience.arcgis.com/experience/c31d659b6b2c41878be91a0cc4b6d24b> and also on our website (the

draft adjusted urban area boundary is shown by default, but viewers can toggle the 2020 Census-defined Madison urban area, our current (2013) urban area boundary, and our current (2013) planning area boundary on and off). The draft map reflects input received thus far from WisDOT and local staff, was recommended for approval by the MPO Technical Coordinating Committee (TCC) at their January 24th, 2024 meeting.

MPO staff will be presenting the proposed draft Madison Urban Area to the MPO Policy Board at its next meeting on Wednesday, February 7th, 2024 at 6:30 p.m., which will be held virtually. The MPO Board may take action on the proposed boundaries at this meeting.

Next Steps- Updating the Planning Area Boundary

After the adjusted Urban Area Boundary is adopted, MPO staff will begin revising the metropolitan planning area boundary. The metropolitan planning area boundary must encompass both the urban area and the contiguous geographic area likely to develop or become urbanized within the 20+ year planning forecast period covered by the regional long-range transportation plan. The planning area boundary should also include other areas that are important from a transportation planning perspective, such as corridors where potential or planned roadway improvements are located that may have significant impacts on regional travel patterns. For ease of data collection, Census geography and MPO traffic analysis zones (TAZ) (consisting of one or more Census Blocks) will be used for that boundary.

Feel free to contact me (PH: 266-9115; E-mail: pandros@cityofmadison.com) with any questions or comments.

Sincerely,

Alexandra Andros

Alexandra Andros, AICP
Director & Transportation Manager

Equal Opportunity Employer

MPO Agenda Cover Sheet

February 7, 2024

Item No. 7

Re:

Discussion of MPO Metropolitan Planning Area Boundary Update

Staff Comments on Item:

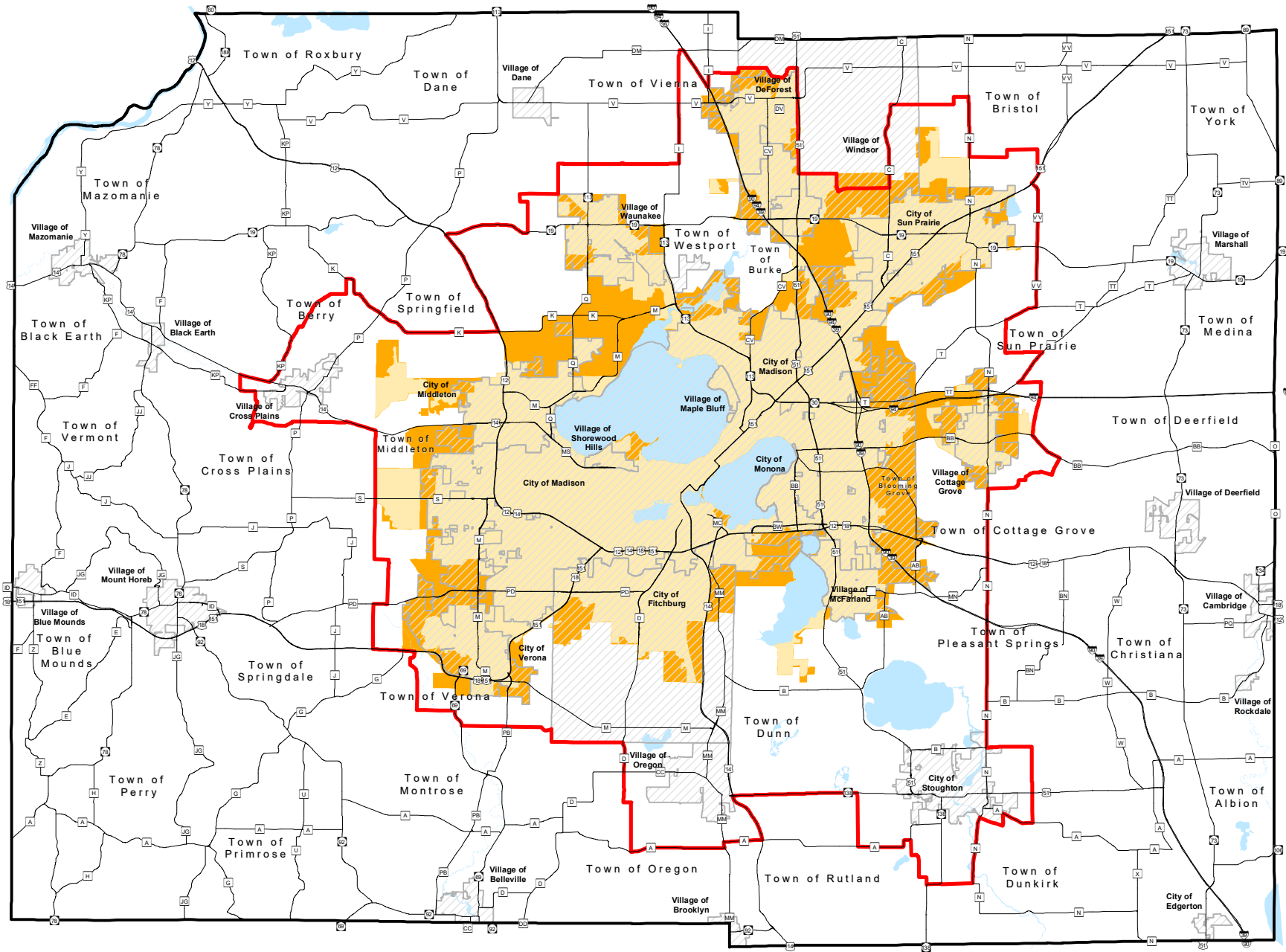
Following the approval of the MPO's adjusted 2020 urban area boundary (UAB), staff will begin working on adjustments to the MPO's metropolitan planning area boundary. The planning area boundary is the area within which the Federal metropolitan transportation planning and programming requirements apply. Within this area, federally funded or regionally significant transportation projects must be included in the MPO's long-range regional transportation and Transportation Improvement Program. The metropolitan planning area boundary must encompass both the urban area and the contiguous geographic area likely to develop or become urbanized within the 20+ year planning forecast period covered by the regional long-range transportation plan. The planning area boundary should also include other areas that are important from a transportation planning perspective, such as corridors where potential or planned roadway improvements are located that may have significant impacts on regional travel patterns. For ease of data collection, Census geography and MPO traffic analysis zones (TAZ) (consisting of one or more Census Blocks) will be used for the boundary. During the last update to the planning area boundary, the Board directed staff to initiate discussions with Oregon about adding them to the planning area boundary. Mount Horeb is the only remaining census-defined urban area in Dane County that is not part of the MPO planning area boundary, and shares similar commuting characteristics to Oregon and Stoughton. Staff is looking for Policy Board feedback on if Mount Horeb should be approached to gauge their interest in possibly being added to the MPO planning area boundary.

Materials Presented on Item:

1. Map of current MPO planning area boundary

Staff Recommendation/Rationale:

For review/discussion



**Madison Urban Area (Draft)
and
Planning Area Boundary
Greater Madison MPO**

Madison Census Urban Area (2020)
Added to Madison Urban Area

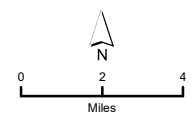
Metropolitan Planning Area Boundary (2013)*
Incorporated Area (2024)

*Planning Area Boundary to be updated spring, 2024

Prepared by staff to the:



Date Revised: 1/17/2024



MPO Agenda Cover Sheet

February 7, 2024

Item No. 8

Re:

Update and Possible Comments on the I-39/90/94 Study

Staff Comments on Item:

In January 2023, the MPO accepted an invitation from WisDOT to become a “participating agency” for the I-39/90/94 Interstate Study. Such agencies participate in coordination meetings and have added opportunities for comment on the project purpose and need, alternatives to be considered, and impacts. Staff participated in a coordination meeting held 1/31/2024, where the Interstate study team reviewed the coordination plan and requested concurrence from the NEPA/Section 404 Merger Agreement process participating agencies (USACE, USFWS, EPA and WDNR) on the project purpose and need, range of alternatives, and schedule by February 14th.

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

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

- Concurrence Point #1: Purpose and Need statement for the study and alternatives to be carried forward for detailed study
 - While this concurrence point is primarily aimed at USACE, USFWS, EPA, and WDNR, the MPO could submit comments under this concurrence point. Comments would be due by February 14th.
- Concurrence Point #2: Identification of the Preferred Alternative for addressing study purpose and need
 - The MPO is encouraged to submit comments on the preferred alternative and conceptual mitigation under this concurrence point. Comments on this concurrence point is expected to be due by May 1st.

Other opportunities for comment: A series of Public Involvement Meetings (PIM) were held January 30th-Feb 1st 2024, detailing alternatives screening and identifying alternatives recommended for further study in the EIS. A recording of the presentation and meeting exhibits can be found at <https://wisconsin.gov/Pages/projects/by-region/sw/399094/public.aspx>. Public comments on the PIM are due March 1st.

Materials Presented on Item:

- Meeting slides from the April 2023 Public Involvement Meeting including the project purpose and need and full range of alternatives. (The presentation given to the Board

at the December 2023 meetings details the alternatives being carried forward for consideration).

Staff Recommendation/Rationale:

This agenda item is primarily to update the Board on the study schedule and opportunities for the MPO to provide comment. The project purpose and need and range of alternatives were presented to the Policy Board at the May and December 2023 Policy Board meetings. The Policy Board could direct staff to submit comments under concurrence point 1 outlined above, which would be due February 14th.

MPO staff will provide an update on the preferred alternative at a future Policy Board meeting and prepare comments for the Board's review.



I-39/90/94 Corridor Study

Frank Pritzlaff, PE
WisDOT Project Manager
Public Involvement Meeting #2

April 2023



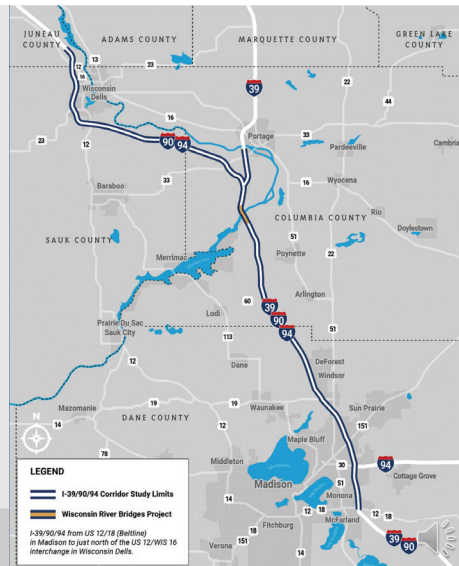
Presentation Topics

1. Study Overview
2. Study Purpose & Corridor Needs
3. Study Schedule
4. Interstate Alternatives
5. Interchange Alternatives
6. Next Steps
7. Contact Information



Study Overview

- 67 miles of I-39/90/94
 - From US 12/18 (Madison) to US 12/WIS 16 (Wisconsin Dells)
 - Spans Dane, Columbia, Sauk and Juneau counties
- Does **not** include:
 - Wisconsin River Bridges Project
 - WIS 60 interchange reconstruction
- Limited to on- and near-alignment alternatives (no bypass)

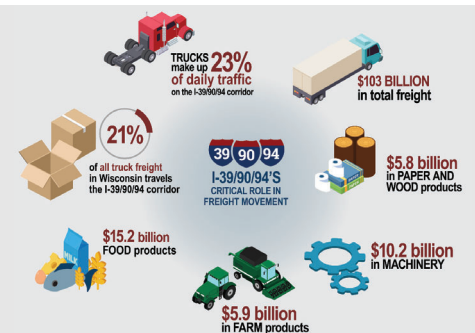


Study Overview

- Primary long-haul truck route and regional vehicle corridor through state
- Vitally important to economic health of the state and region



- Acts as a gateway from major population centers – Chicago, Milwaukee, Madison, Minneapolis – to popular outdoor recreation and tourist destinations



Study Overview – Project Team

- WisDOT Southwest Region
 - Dan Schave, P.E. – Supervisor
 - Frank Pritzlaff, P.E. – Project Manager
 - Brian Taylor – Environmental Coordinator
- WisDOT Central Office – Bureau of Technical Services
 - Mike Helmrick – NEPA compliance
- Federal Highway Administration (FHWA)
 - Bethaney Bacher-Gresock– Environmental Program Manager
 - Dave Platz, P.E. – Major Projects Oversight Engineer
 - Michelle Gehrke, P.E. – Transportation Engineer



Study Purpose and Corridor Needs

Study Purpose:

Address existing and future **traffic** demands, **safety** issues, aging and **outdated** corridor **infrastructure**, and corridor **resiliency**.



Study Purpose and Corridor Needs

Corridor Needs:

TRAFFIC



Traffic volumes along the study corridor are increasing, causing vehicle congestion and backups on the Interstate and decreasing travel time reliability

SAFETY



Crash rates along the study corridor, especially at interchanges, exceed the statewide average crash rate



Study Purpose and Corridor Needs

Corridor Needs:

PAVEMENT



Pavement maintenance projects are anticipated in 24 of the next 30 years somewhere in the study corridor

BRIDGES



84 of 113 structures in the study corridor will be over 50 years old by 2030 and many bridges do not meet current design standards

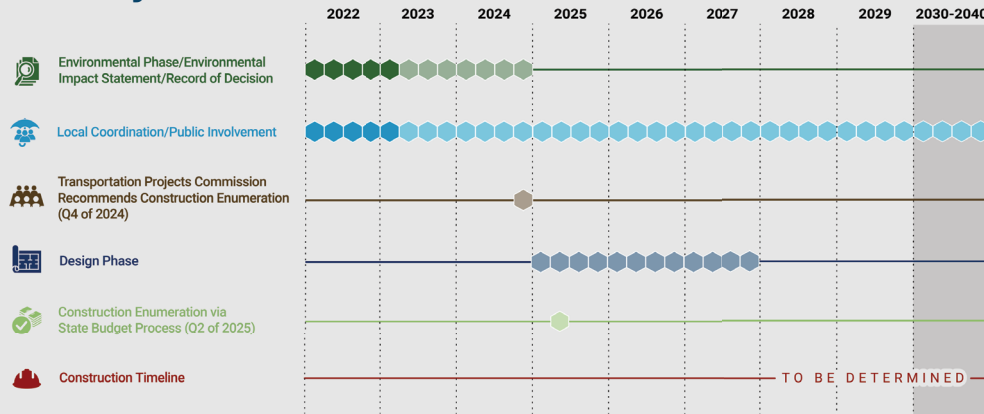
FLOODING



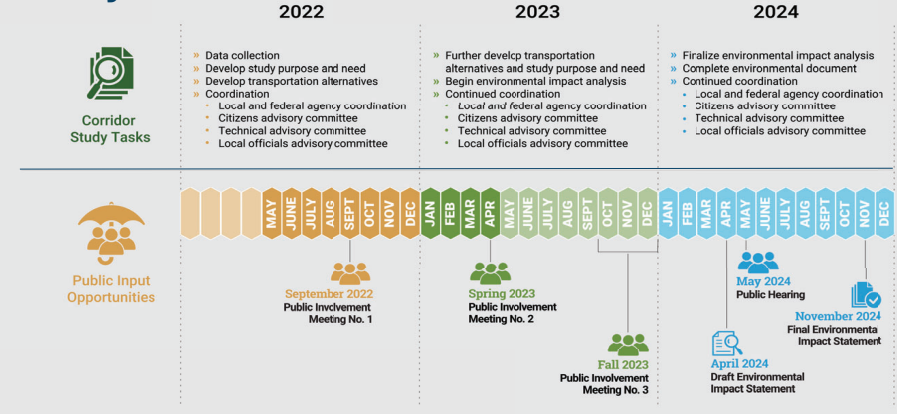
Floods causing Interstate closures impact corridor resilience and disrupt vital commerce and emergency services connections



Study Schedule



Study Schedule



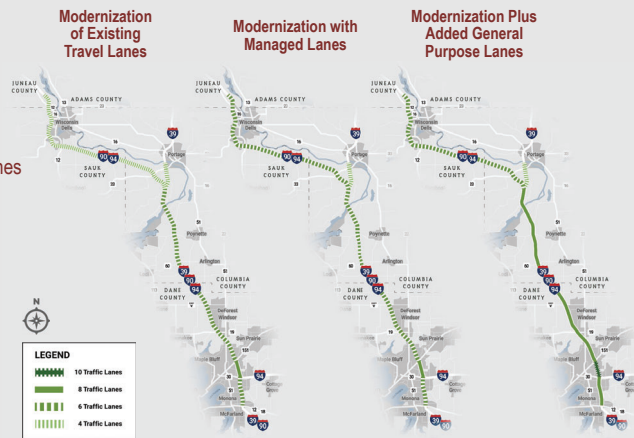
Interstate Alternatives

- No Build *[used as baseline]*
 - No improvements
- Traffic Demand Management/Traffic Systems Management & Operations *[partially eliminated]*
 - Public transportation, ramp metering, park and ride lots, traffic detectors, variable message signs, crash investigation sites, part-time hard shoulder running, reversible lanes
- Off Alignment – East Reliever *[eliminated]*
- Spot Improvements *[eliminated]*
 - Spot safety and operational improvements
- Interstate Modernization *[three alternatives – see next slide]*
 - Existing interchange reconstruction
 - Potential new interchange access



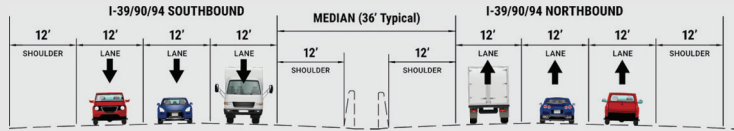
Interstate Alternatives

- Mainline build alternatives:
 - Modernization of Existing Travel Lanes
 - Modernization with Managed Lanes
 - Modernization Plus Added General Purpose Lanes
- Modernization:
 - Definition
 - Other Potential Operational Improvements
- Not a “one or the other” choice

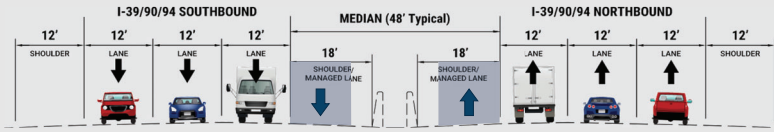


I-39/90/94 from US 12/18 to I-39 I-90/94 Split

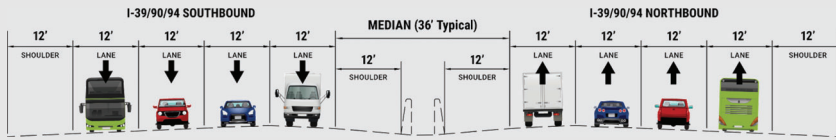
Modernization of Existing Travel Lanes



Modernization with Added General Purpose Lanes

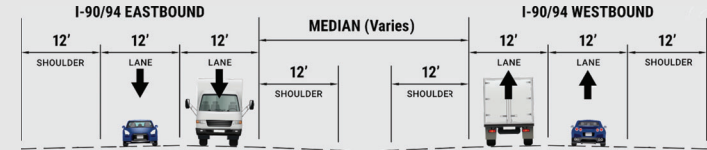


Modernization Plus Added General Purpose Lanes

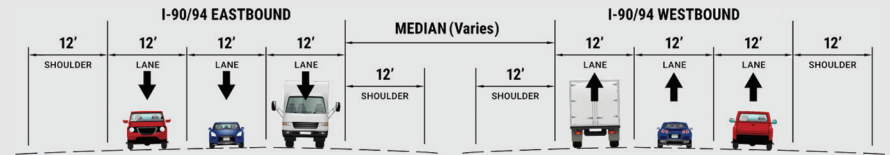


I-90/94 from I-39 I-90/94 Split to US 12/WIS 16

Modernization of Existing Travel Lanes

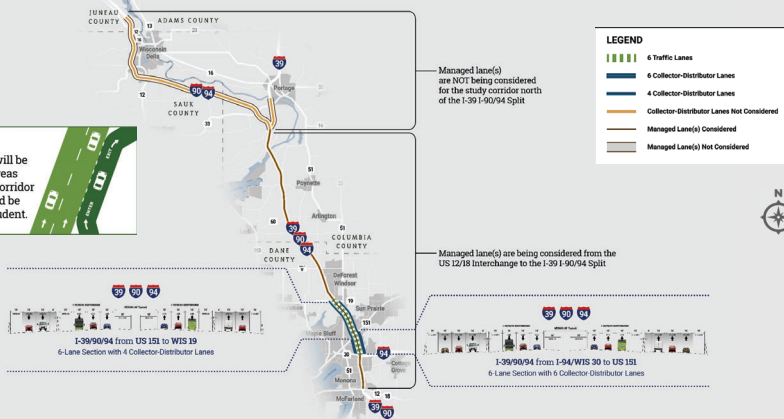


Modernization Plus Added General Purpose Lanes



Potential Collector-Distributor, Managed and Auxiliary Lanes

Note: Auxiliary lanes will be considered for areas throughout the corridor where they would be operationally prudent.



US 12/18 Interchange

- Will not be reconstructed as part of any future project from this study
- This study will tie into recently reconstructed I-39/90 project



Interchange Alternatives

Existing Interchanges

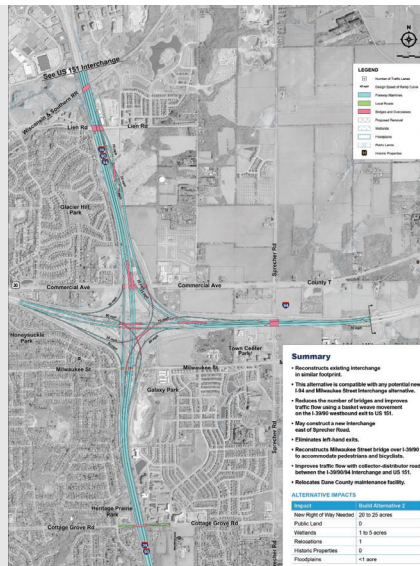
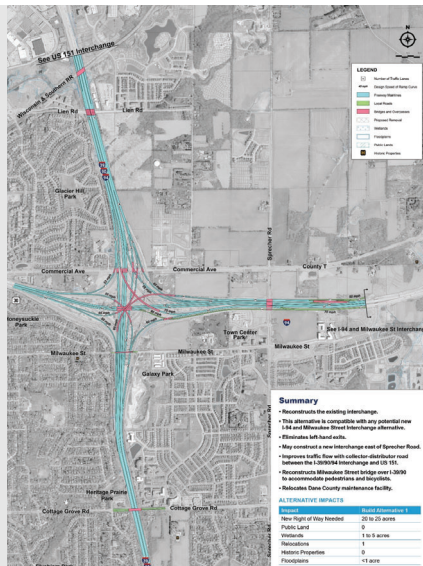
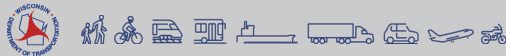
- I-94/WIS 30
- US 151
- WIS 19
- County CS
- WIS 33 @ I-39
- WIS 33 @ I-90/94
- WIS 23
- US 12/WIS 16
- High Crossing Blvd
- US 51
- County V
- I-39 I-90/94 Split
- Cascade Mountain Rd
- US 12
- WIS 13

Potential New Interchanges

- Hoepker Rd
- Milwaukee Street

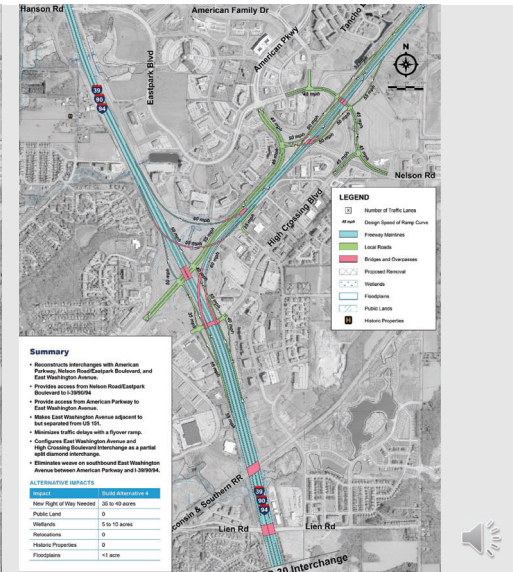
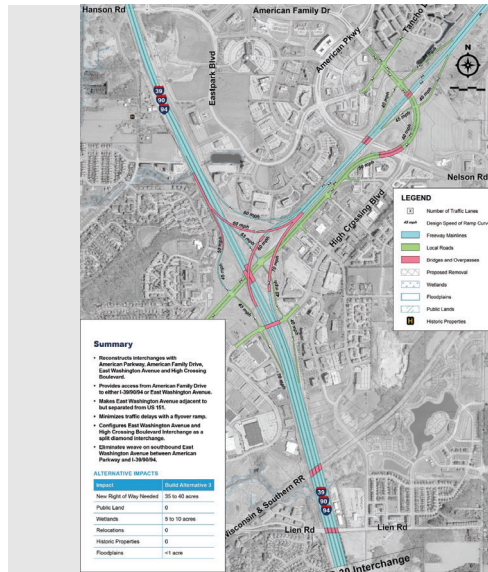
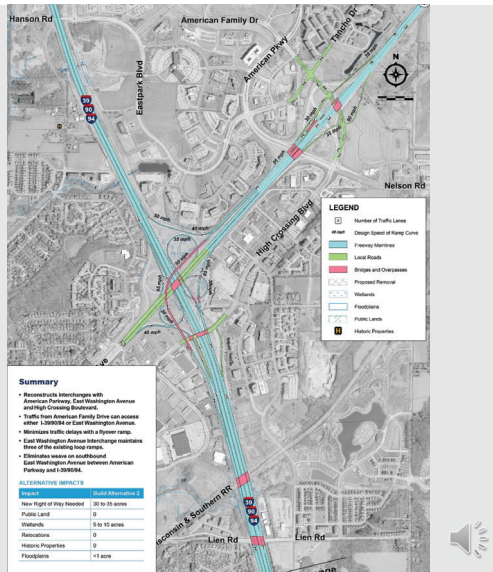
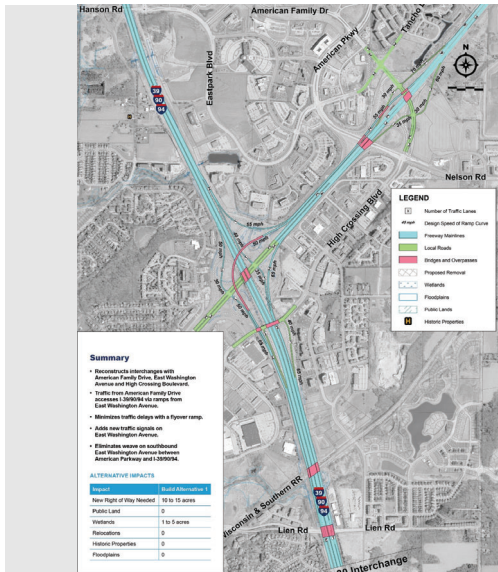





I-94/WIS 30 Interchange



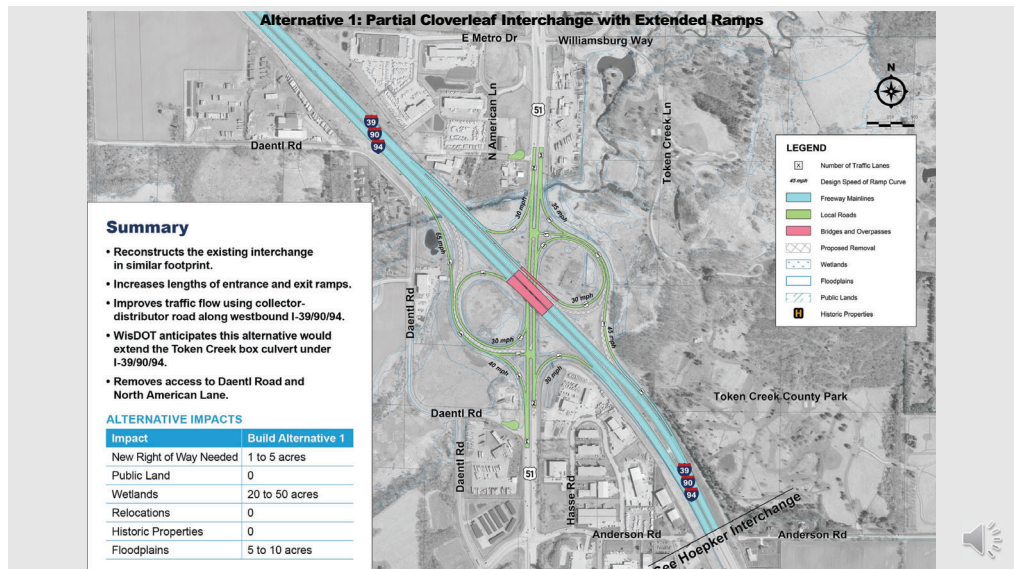
US 151 & High Crossing Boulevard Interchanges

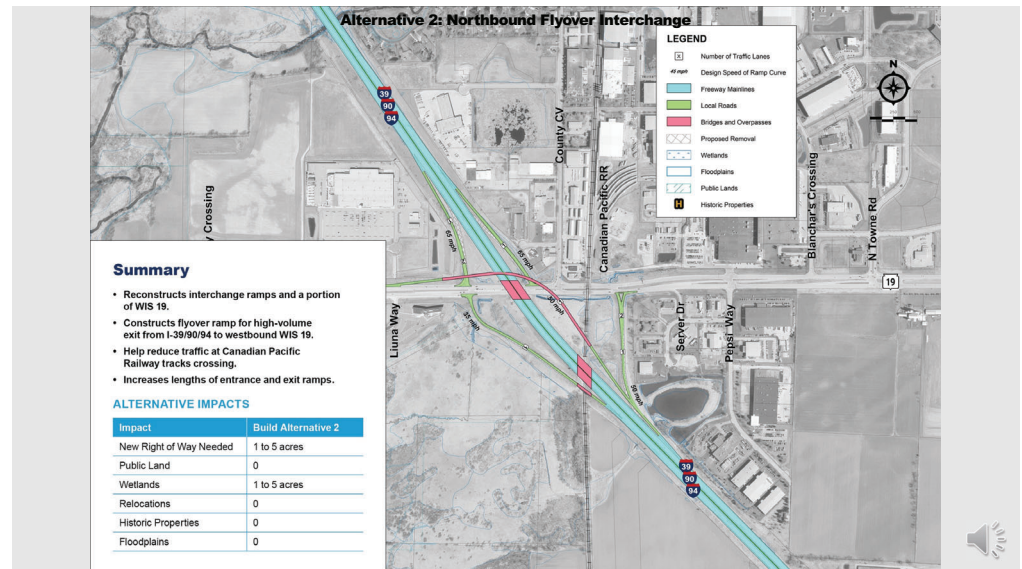
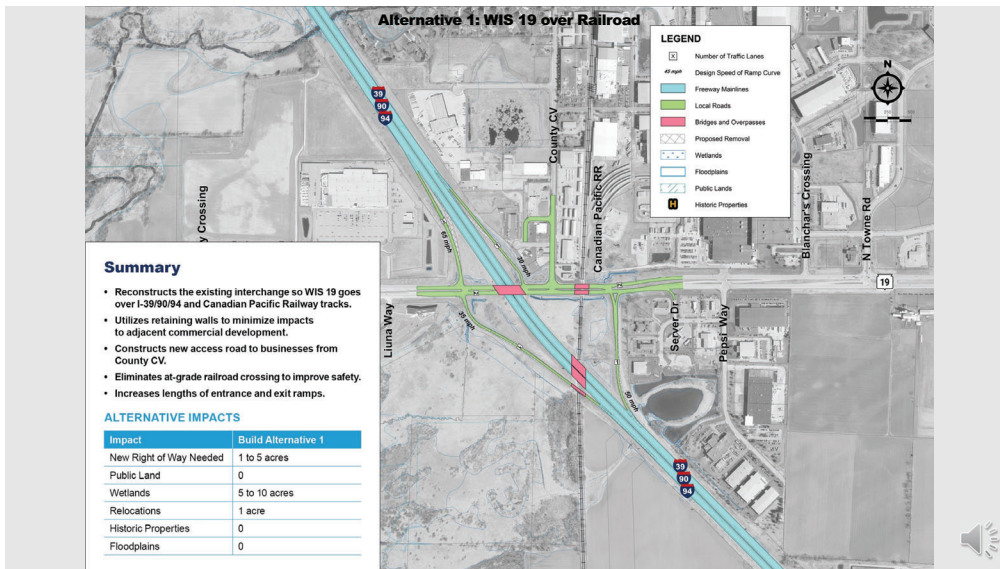
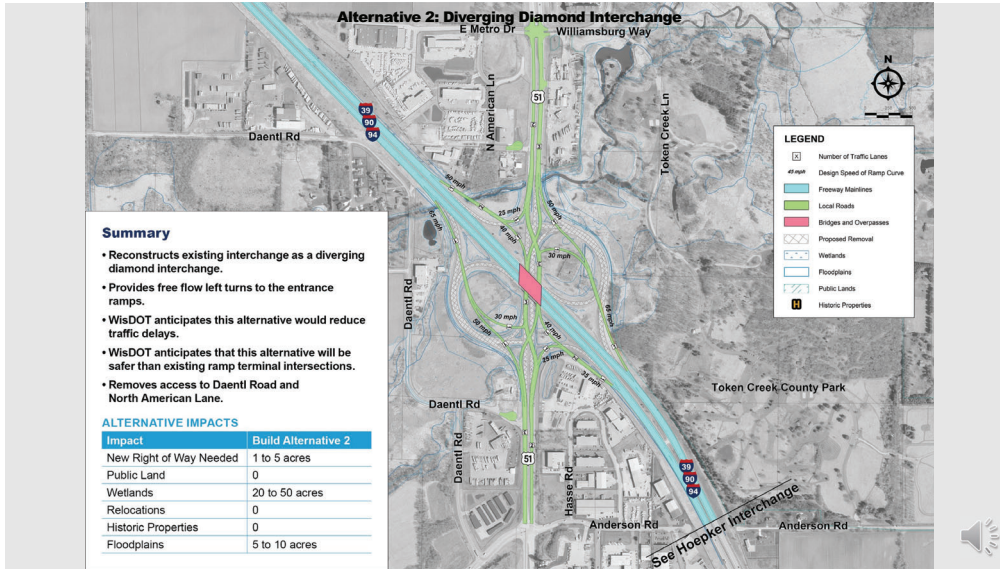


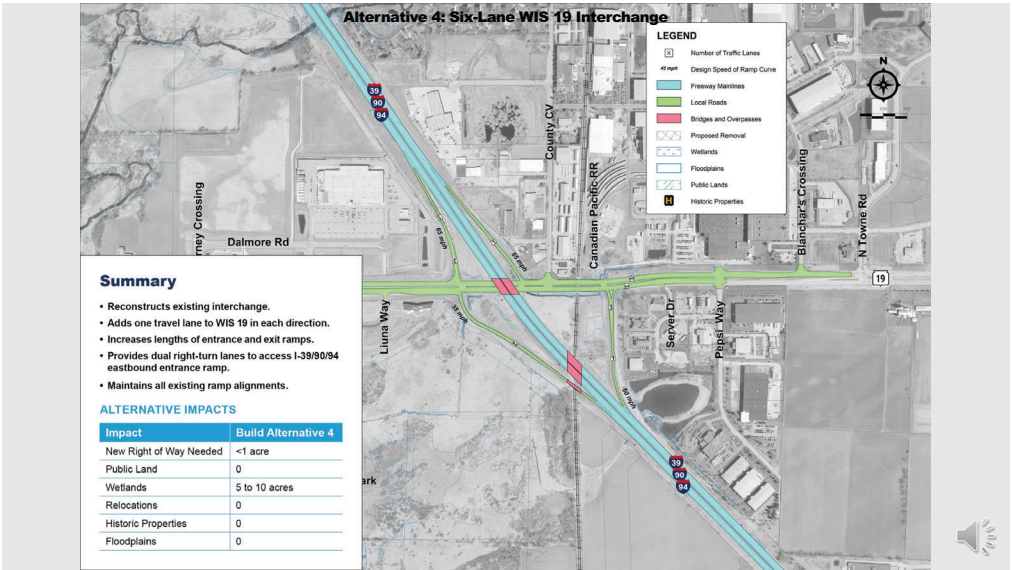
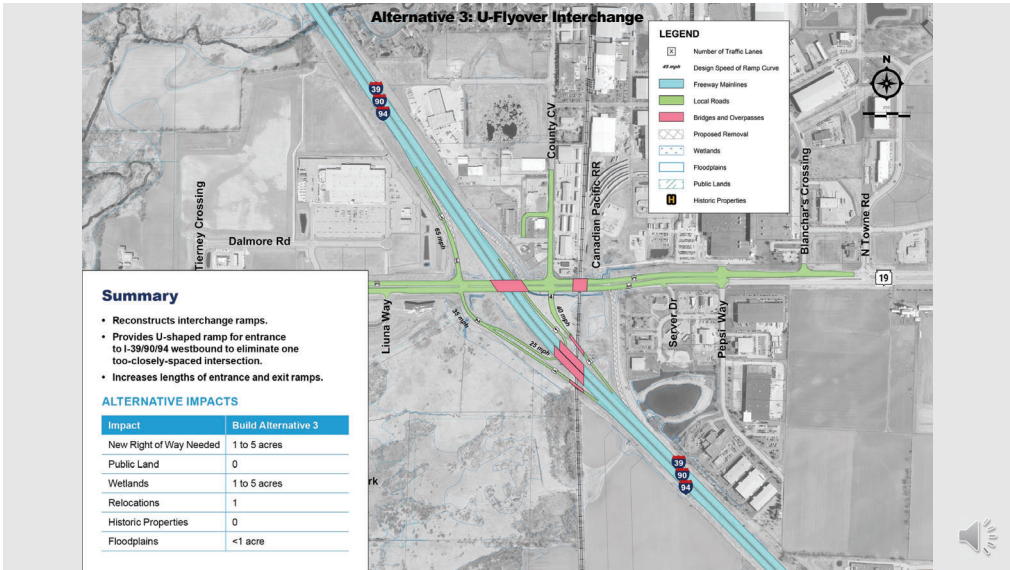


US 51 Interchange



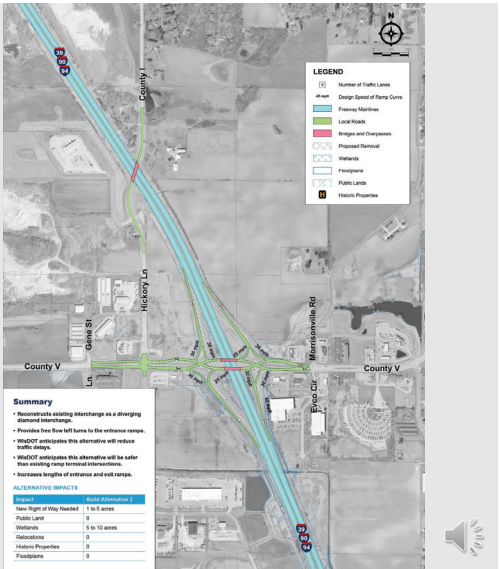
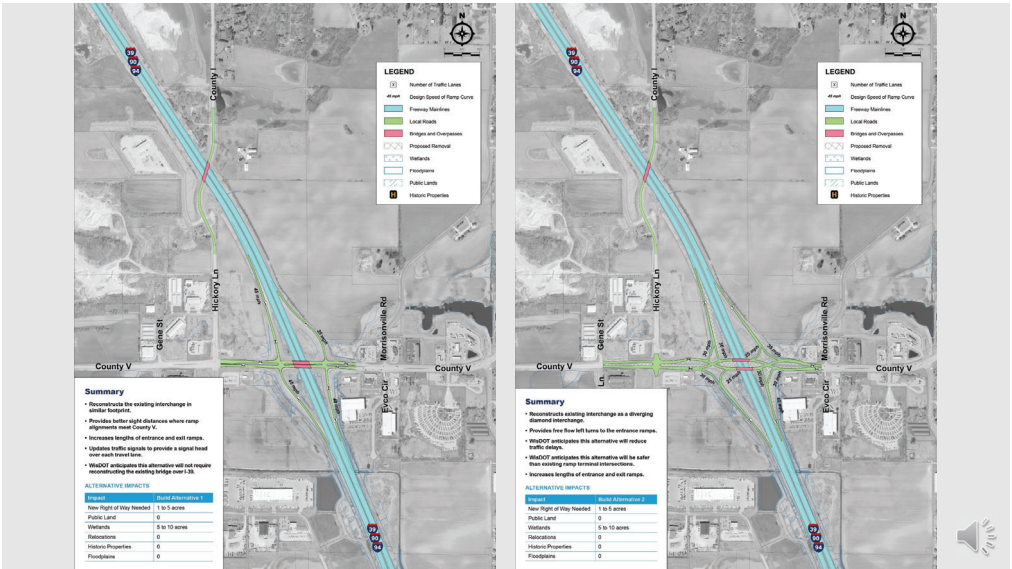






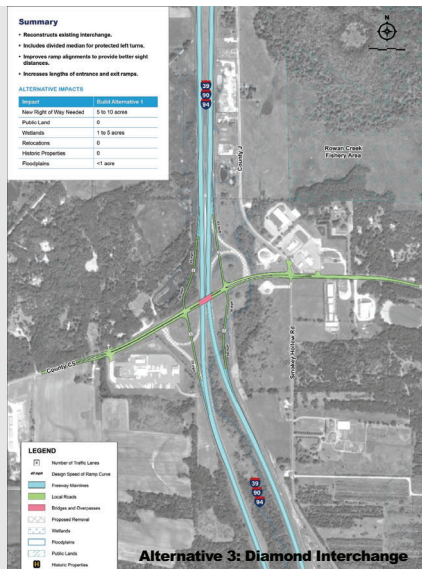
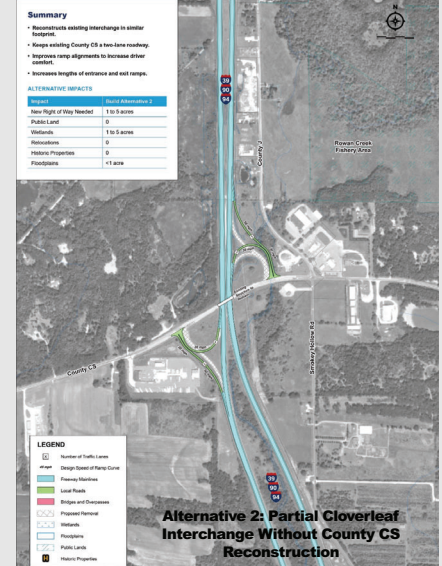
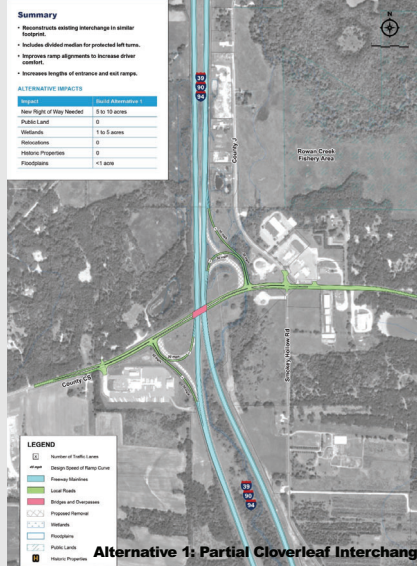


(Dane) County V Interchange



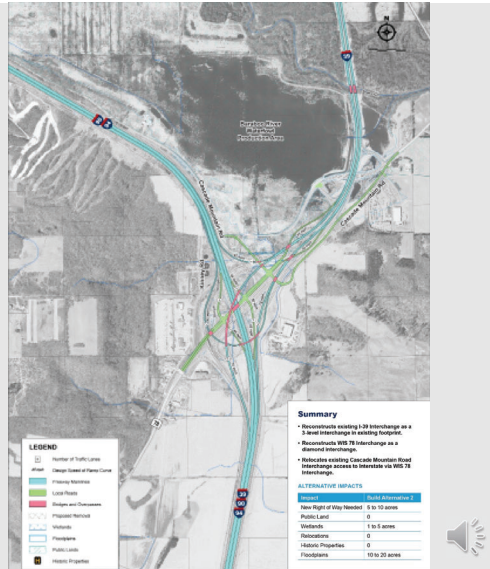
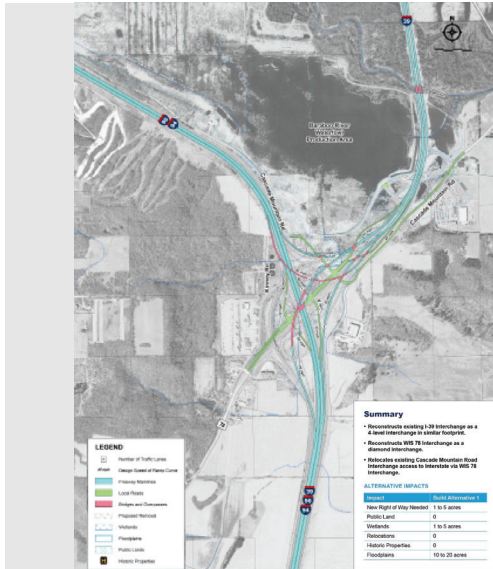


(Columbia) County CS Interchange



I-39 I-90/94 Split & Cascade Mountain Road Interchanges

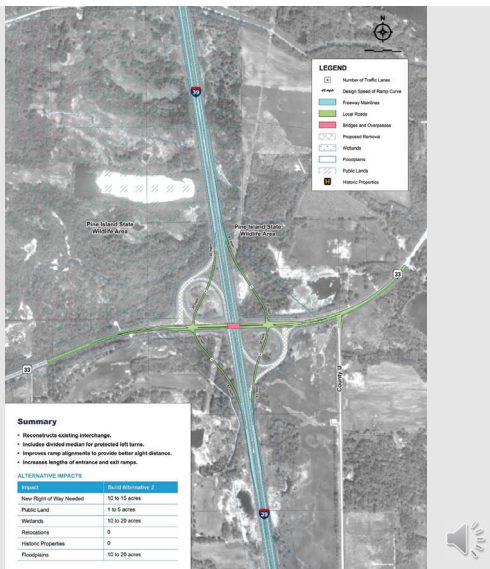
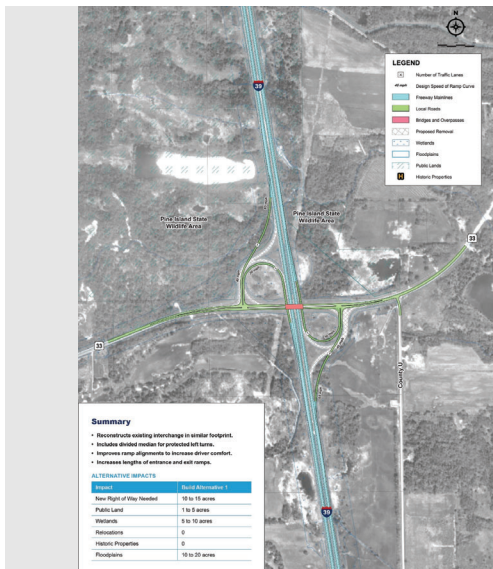








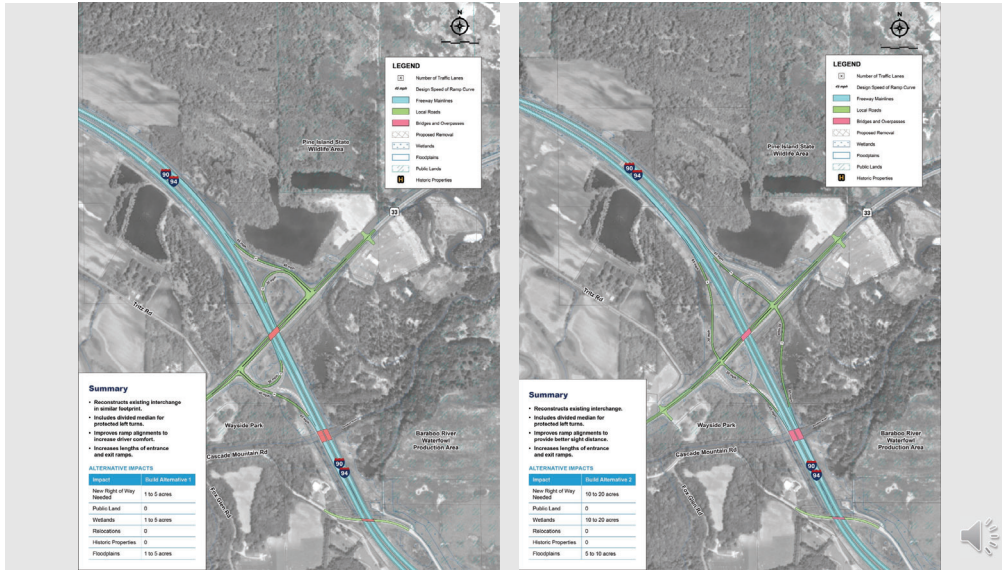
WIS 33 Interchange at I-39







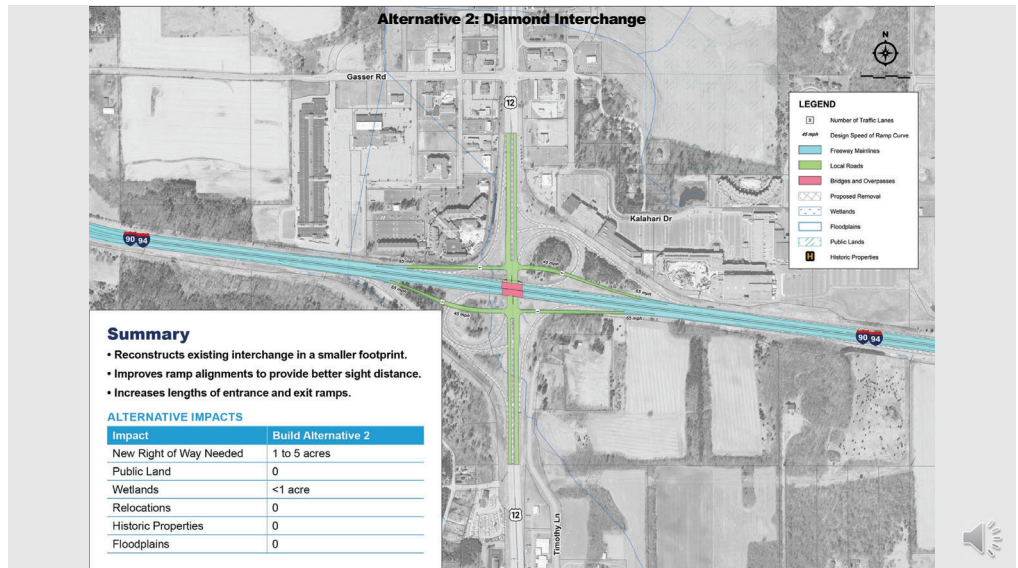
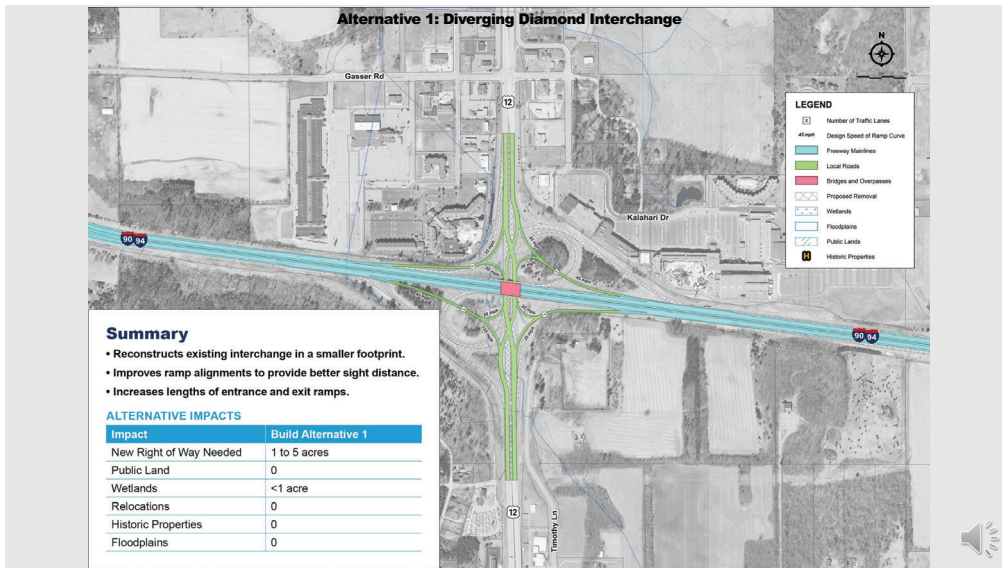
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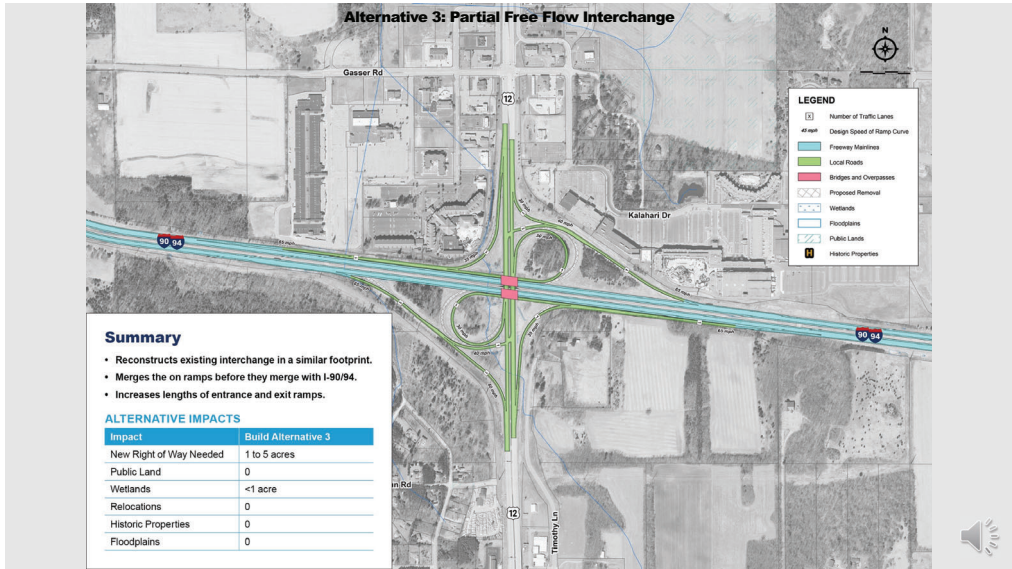




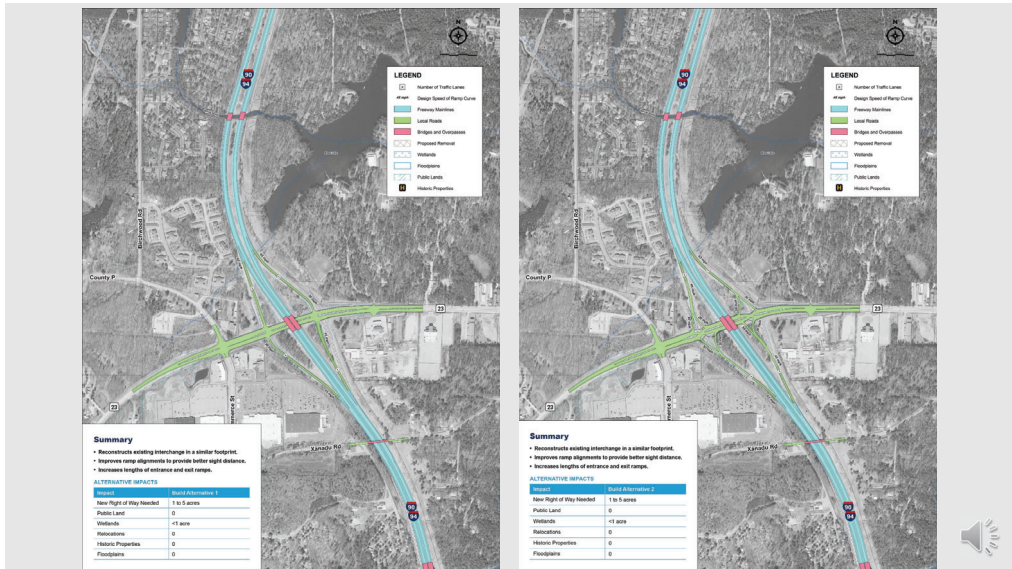


US 12 Interchange

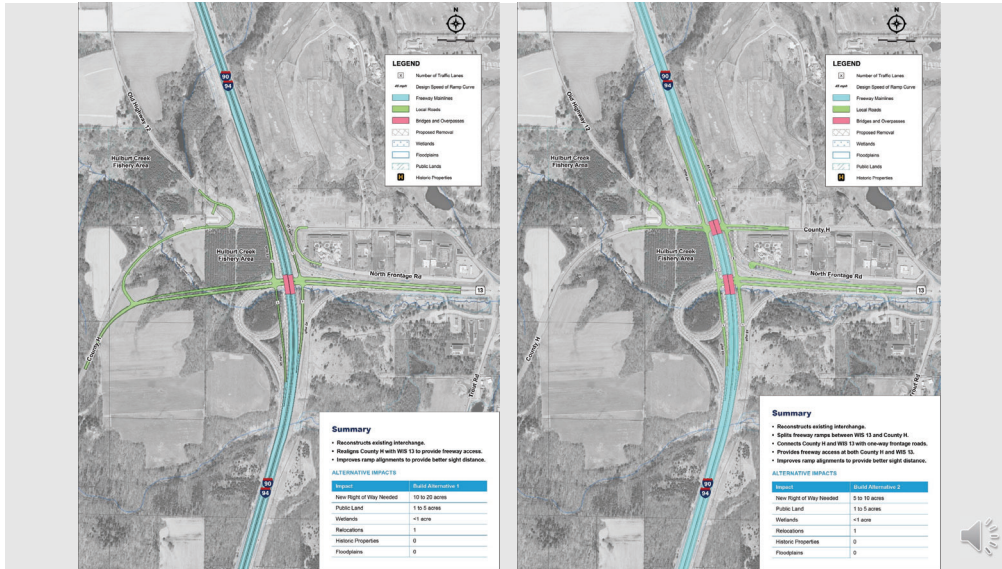




WIS 23 Interchange



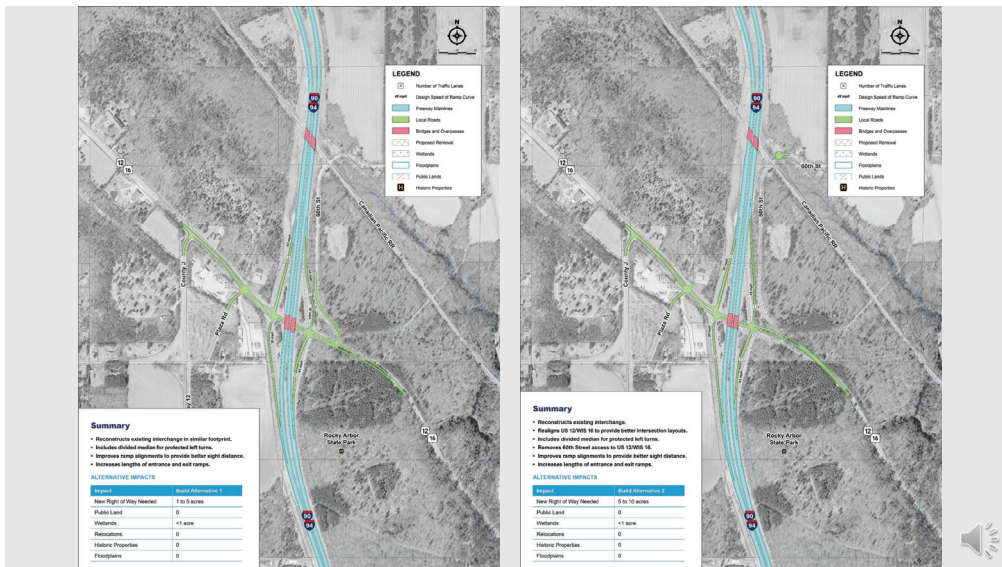
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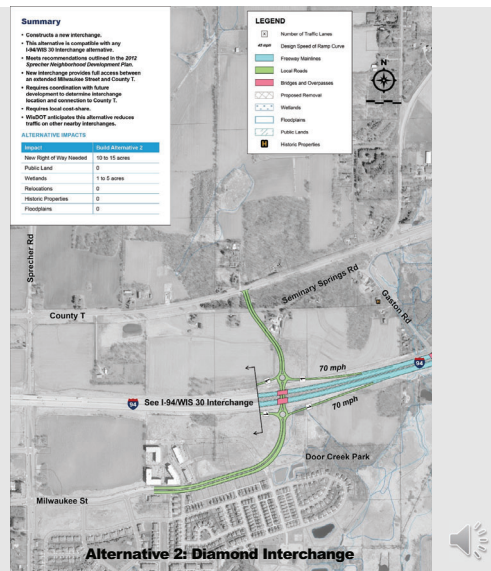
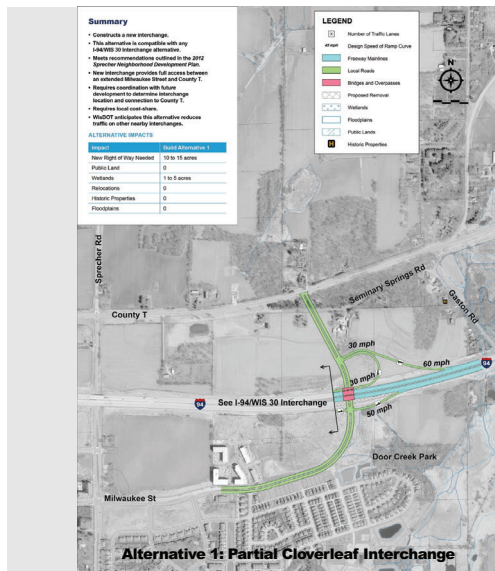
US 12/WIS 16 Interchange



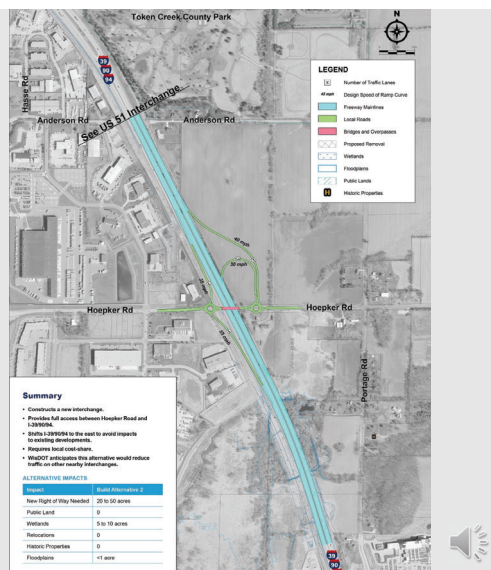
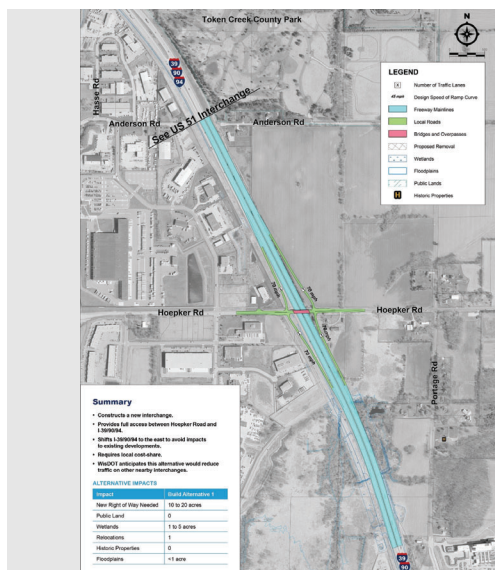




[Potential New] Milwaukee Street Interchange



[Potential New] Hoepker Road Interchange



Evaluating Alternatives

- Purpose and Need**
 - Traffic demand**
 - Is Level of Service acceptable?
 - Safety**
 - Would the alternative address identified safety concerns?
 - Pavement and bridge condition**
 - Would pavement and bridges be improved?
 - Corridor resiliency**
 - Will design reduce flood risk?
- Other screening factors:**
 - Impacts, public/agency input, cost

Next Steps

- Reduce alternatives:
 - Traffic & safety analysis
 - Environmental impacts & cost
 - Feedback from agencies & PIMs
- Publish a Notice of Intent to prepare a Draft Environmental Impact Statement/Public Scoping (Spring 2023)
- Develop remaining alternatives
- Determine a "Preferred Alternative"
- PIM #3 (late 2023)
- Draft EIS (April 2024)
- Public Hearing (May 2024)



Contact Information



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PHONE

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WEB

tinyurl.com/InterstateStudy



Contact Information

Study Webpage



PIM #2 Materials



U.S. Department
of Transportation
**Federal Highway
Administration**

I-39/90/94 Corridor Study

Frank Pritzlaff, PE
WisDOT Project Manager

Combined Advisory Committee Meeting
CAC, TAC, & LOAC

April 6th, 2023



Presentation Topics

1. Study Overview
2. Study Purpose & Corridor Needs
3. Study Schedule
4. Interstate Alternatives
5. Interchange Alternatives
6. Next Steps
7. Contact Information



MPO Agenda Cover Sheet

February 7, 2024

Item No. 9

Re:

Presentation and potential spending on “e-TIP” (online Transportation Improvement Program) software.

Staff Comments on Item:

MPO staff have been exploring the possibility of starting an e-TIP pilot project that would streamline the TIP compilation process and increase public engagement.

On September 15, 2023 MPO staff contacted EcoInteractive, a company that offers a web-based e-TIP platform that is intended to streamline the TIP workflow process and increase opportunities for public engagement. Nadia Bhatti from Eco Interactive provided a demo of their platform that same day. On December 14, MPO staff met with WisDOT staff and inquired about the possibility of starting an eTIP pilot project. Since that meeting, SEWERPC has contracted with EcoInteractive to build an eTIP for their agency. EcoInteractive was selected through a competitive RFP process.

Current TIP Preparation Process and Benefits of an e-TIP:

- Yearly TIP preparation process is inefficient and time consuming. MPO staff solicit projects from communities in Dane County every year, and then need to enter project information into an Excel workbook. After that, we map all of the projects, but the listings (project costs, construction years, etc.) are not linked to the project maps. Project data is not linked across the various platforms that we use (i.e., MS Word, Excel and ArcGIS), and staff spend a lot of time formatting project listings and tables in Excel. There are a lot of opportunities to make errors.
- With the EcoInteractive “ProjectTracker”, the MPO, or the local communities, would enter the project information once (costs, funding, project timing, project type, map location, etc.), rather than multiple times across the various platforms. EcoInteractive then takes that data and automatically generates the project listings, financial tables, and maps, etc. This would save staff a lot of time, especially with how the platform links project maps and project listings. Note: EcoInteractive might be able to create the project listings and financial tables in a format that matches the current format, if WisDOT needs that.
- The EcoInteractive platform also generates performance measure reports, based on the data entered for each project. In addition, it would make TIP amendments more efficient. If one component of a project changes (e.g., funding amount), everything in the TIP related to that project will get changed (e.g., financial summary tables, maps, etc.).
- Having an eTIP would allow the MPO to solicit STBG and TAP project applications electronically. Project sponsors would submit their applications online. The format would streamline the scoring and ranking process. If an applicant's project doesn't get selected, they could easily

resubmit their project application during the next funding cycle, because submitted applications get saved.

- An eTIP would make the TIP more meaningful to the public. The public could get more information about a project in once place. We currently have an interactive TIP web map, but the web map does not contain cost or funding info, and the web map does not get updated when the TIP gets amended.

Cost Estimate: We negotiated a “partnership” price as part of the company’s effort to enter the Wisconsin market. EcoInteractive was recently hired by Southeastern Wisconsin Regional Planning commission (SEWRPC), and East Central Wisconsin Regional Planning Commission (ECWRPC) is considering it as well.

3-year contract with first year (2024): \$30,450; 2025 \$23,625 and 2026 \$24,806.

Materials Presented on Item: See attachments

Staff Recommendation/Rationale: For review/discussion only



EcoInteractive ProjectTracker SaaS

Trusted by DOTs and MPOs across the country for **over 20 years**, ProjectTracker is the leading SaaS solution for TIP Program Management **improving outcomes** and providing **measurable time savings** for organizations like yours.

Software subscriptions (SaaS) offer a **lower upfront cost** while **eliminating the need for ongoing on-site IT support**. Ongoing development by EcoInteractive ensures the platform stays aligned with the latest legislation and security standards while new features are added, **maximizing the value of your investment** while eliminating the risks associated with custom-built solutions.

Platform Features

- Plan/Program/Project Management (TIP, Long-range, Capital Program)
- DOT Project Import
- Project Solicitation and Prioritization
- Project Delivery
- Customizable reporting
- GIS mapping
- Interactive public website & commenting
- Performance measure tracking
- ADA-compliant user interface
- Conforms with SOC 2 standards for information security

Get your day back with ProjectTracker



50% less duplicate data entry

Users spend half as much time on duplicate data entry, data reconciliation and error resolution.



90% less time on public inquiries

Spend 1/10th the time you used to responding to public inquiries.



65% less time creating reports

Significant time savings running required reports (such as the TIP or LRTP) as well as ad-hoc reports.



30% less time on financial constraints

Less than a third as much time spent ensuring financial constraints are met.

SaaS makes sense

- Lower total cost of ownership over short AND long time horizons
- Continual product innovations aligned with planner needs and legislative changes
- Domain expertise working with a large community
- Less time to recognize return on investment
- Eliminates the need for on-site IT support

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"This is really impressive... It's an incredible amount of information... It will really be a service to the public so individuals can know exactly what is going on. What's important to me is that anybody, regardless of where they reside in the State can click and know what's exactly going on on a road they travel on every day. This is very, very impressive and for that amount of money, congratulations."

Brian Sandoval
Former Governor of Nevada



"[ProjectTracker] is like having another highly skill, full-time employee here that is essentially working solely on the FTIP, freeing me up to do other planning duties."

John Dinunzio
Regional Transportation Planner, FTIP Coordinator
San Luis Obispo Council of Governments

Trusted by transportation agencies across the country:



...and more!



MPO Agenda Cover Sheet

February 7, 2024

Item No. 9

Re: Update and Discussion of Local Programs

Staff Comments on Item:

MPO staff are working with WisDOT Southwest Region and DTIM staff on the scheduling and programming of the new STBG-U (Surface Transportation Block Grant Urban) program and TA (Transportation Alternative) program projects approved by the Policy Board at their meeting on October 4, 2023. The 2024-2028 TIP currently shows the construction years requested by the project applicants, but adjustments may need to be made through a TIP amendment to ensure that projects are scheduled when funding is available.

Staff have developed two scenarios that would schedule most STBG-U projects within one year of the construction schedule requested. Those scenarios have been shared with WisDOT and are under review. MPO staff will be contacting project applicants in the next couple of weeks to discuss project status and scheduling. The construction timing of the John Nolen Drive (Lakeside Street to Broom Street) project will need to be finalized before any scenario is approved. STBG-U funding for that project is currently tied to a November 2026 let date. However, construction may need to be advanced because a portion of the approximately \$31 million in federal Bridge Investment program funding that has been awarded to that project must be spent earlier.

The MPO awarded \$3.89 million more in STBG-U funds than were actually made available for the 2025-2029 allocation cycle. A potential solution for eliminating this shortfall is to move John Nolen Drive Phase 3 (Wingra Creek to Beltline Highway on/off ramps) to the next (i.e., 2027-2031) allocation cycle, since the Madison Capital Budget does not show construction of that project until at least 2029. Both scenarios developed by MPO staff push the project to the next allocation cycle. Further discussion with WisDOT and City of Madison staff is warranted.

TA project (TAP) funding awards are currently projected to exceed available funding by \$475K in 2028. There is some flexibility in addressing this shortfall, since funding obligation can occur in a different calendar year than state fiscal year (i.e. on or after July 1). MPO staff will continue to work with WisDOT and local staff to ensure that projects proceed timely, and funding obligations are met.

Because the SFY 2024 federal expenditure plan was not approved by the joint finance committee until February 2, 2024, the projects that we selected last year for Carbon Reduction Program funding were never officially scheduled. Those projects can now be programmed. WisDOT will reach out to project sponsors accordingly. Previously approved projects that were programmed for 2023 will need to be brought into the 2024-2028 TIP through a TIP amendment.

Materials Presented on Item: None

Staff Recommendation/Rationale: For review/discussion only

MPO Agenda Cover Sheet

February 7, 2024

Item No. 11

Re:

Status Report on Capital Area Regional Planning Commission (CARPC) Activities

Staff Comments on Item:

This is the list of updates from CARPC:

- Approved 2024 Work Program
- Holding public hearings in December for: 1) amending sewer service area and environmental corridor boundaries in the Verona Urban Service Area; and 2) amending the CARPC 2024 budget
- Preparing for strategic planning during first quarter of 2024, to include a session with regional partner agencies including MPO
- Considering establishing an Ad Hoc Water Quality Planning Committee to review and make recommendations on Water Quality Plan components including amending the boundaries of sewer service area boundaries
- In the final stages of recruitment for Executive Director
- Hired a new Environmental Engineer to start December 11
- Hosting a “Solar-Friendly Planning and Zoning” workshop on November 30

Materials Presented on Item: none

Staff Recommendation/Rationale: none