

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

February 1, 2023

Virtual Meeting via Zoom

6:30 p.m.

This meeting is being held virtually.

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

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

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

3. **Watch the Meeting:** If you would like to join the meeting as an observer, please visit <https://www.cityofmadison.com/clerk/meeting-schedule/watch-meetings-online>
4. **Listen to the Meeting by Phone:** You can call in to the **Greater Madison MPO** using the following number and meeting ID:
  - (877) 853-5257 (Toll Free)  
Meeting ID: 895 2929 1965
  - 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 January 4, 2023 Meeting Minutes
3. Communications

4. Public Comment (for items **not** on MPO Agenda)
5. MPO 2023 Resolution No. 2 Approving Amendment No. 1 to the 2023-2027 Transportation Improvement Program for the Madison Metropolitan Area & Dane County
  - City of Fitchburg Bus Shelters Procurement (Const. in '23; STBG U Project; Add TIP number)
  - E. Lincoln St. (N. Main St. to Perry Pkwy.), Reconstruction (Const. in '26; NEW)
  - Daentl Rd. (Token Creek Bridge), Bridge Replacement (Const. in '26; NEW)
6. Presentation on Annual Transportation Performance Measures
7. MPO 2023 Resolution No. 3 Adopting Annual Federal Highway Safety Improvement Performance Measure Targets
8. MPO 2023 Resolution No. 4 Adopting Federal Performance Measure Targets for Infrastructure Condition, National Highway System Performance, and Freight
9. Report and Discussion on County Trunk Highway PD Expansion Project to Accommodate Expansion of Epic Systems Campus in Verona
10. Report on New Census 2020 Madison Urban Area and Implications
11. MPO 2023 Resolution No. 1 Honoring Bill Schaefer for Years of Service to the MPO
12. Announcements and Schedule of Future Meetings
  - Board vacancies
  - Presentation on Development of Dane County Electric Vehicle Charging Infrastructure Plan to be Provided at March board meeting
  - Presentation by WisDOT Staff on Interstate 39/90/94 (Madison to Wis. Dells) Study to be Provided at May board meeting
  - Transportation Alternatives Program (TAP) Project Applications due Feb. 3
  - Solicitation of Applications Under the Carbon Reduction Program (CRP) Anticipated in Next 2-3 Months
  - CRP Project Evaluation Criteria and Update to STBG Urban Program Policies
  - TDM/Rideshare Program Update
13. Adjournment

Next MPO Board Meeting:

**Wednesday, March 1, 2023 at 6:30 p.m.**

**Greater Madison Metropolitan Planning Organization (MPO)  
January 4, 2023 Meeting Minutes**

[Virtual Meeting hosted via Zoom](#)

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

**1. Roll Call and Introductions**

**Members present:** Richelle Andrae, Phil Caravello, Paul Esser, Steve Flottmeyer, Tom Lynch, Jerry Mandli, Mark Opitz, Nasra Wehelie, Kristi Williams, Doug Wood

**Members absent:** Barbara Harrington-McKinney, Grant Foster

**MPO staff present:** Bill Schaefer, Colleen Hoesly

Others present in an official capacity: Carolyn Clow (McFarland Village President), Matt Schuenke (Village Administrator), Tim Stieve (Village Consultant), Forbes McIntosh (DCCVA)

**2. Approval of November 2, 2022 Meeting Minutes**

Caravello moved, Wehelie seconded, to approve November 2, 2022 meeting minutes. Motion carried.

**3. Communications**

- MPO Letter of support for Metro Transit's federal grant application for funding to deploy advanced driver assistance systems for BRT.
- Letters approving work program amendment approved by board approved at last meeting as well as letters from both WisDOT and USDOT approving the MPO's 2023 work program and federal planning funding.
- Letter from WisDOT approving 2023-2027 Transportation Improvement Program (TIP).
- Email from Steve Steinhoff, Director of the Capital Area Regional Planning Commission (CARPC), providing brief report on CARPC's recent activities.

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

None

**5. Presentation on MPO Funded Exchange Street Project and Request for Approval of Design Change (Village of McFarland Consultant and Officials)**

Schaefer explained that the MPO is providing STBG-Urban funding for the Exchange Street reconstruction project, scheduled for 2024. The Village of McFarland is in the process of finalizing the design. Projects that the MPO approves for funding must comply with our Complete Streets policy that references the former State Complete Streets rule. We are planning to prepare and have the MPO adopt our own policy, which would replace the current policy.

When the Village was applying for funding, they indicated that bike lanes and sidewalk would be added on the north side of the street, along with pedestrian crossing improvements. There already is a sidewalk on the south side. During the design process, there was discussion about potentially omitting the sidewalk on the north side due to ROW constraints created by the addition of bike lanes and some resident concerns about that. Staff informed the Village that this would be problematic from a Complete

Streets policy compliance standpoint. The Village has now decided to go with an option that omits parking from one side of the street to allow room for the sidewalk on the north side, except for the southern-most block adjacent to the bridge over the Yahara River. At this point the proposed design change is relatively minor in the scheme of things, but staff decided it would be a good idea to have Village representatives speak to the board about the project and about the reasons for the desire to omit sidewalk from that southern segment of the project. He noted that Village President Carolyn Clow, Village Administrator Matt Schuenke, and Tim Stieve, the project consultant, were present to go over the project and sidewalk issue.

Clow thanked the board for the opportunity to speak about the project design. Clow said that she understands the reasons for complete streets, but that this is an area of the Village where there is sidewalk on only one side of the street. Sidewalk on both sides is new and different. There are tree impacts with adding sidewalk to the north side, so the Village has done a lot of work with the residents. The sidewalk that will be constructed as part of this project will improve access to the two schools north of Exchange Street. Clow talked about the challenges of adding sidewalk on the north side of Exchange Street, west of Jaeger Road, and explained why it did not make sense to construct a new sidewalk for that portion of the project. She asked the Board to consider the quirky spots in their communities where it doesn't work out to add sidewalk due to constraints.

Stieve described the project limits, scope, and roadway cross section. The cross section will have two 10-foot travel lanes, two bike lanes, sidewalk on both sides of the street, and a parking lane on the south side of the street. Next, Stieve described the issues with adding a sidewalk in front of the house that is on the north side of the road, immediately east of the Exchange Street Bridge. If a sidewalk were added at that location, vehicles parked on the driveway of the residence would extend into it. Stieve stated that there is currently only space for a sidewalk on the southern edge of the bridge, and that the bridge may not be reconstructed for at least another 20 years. Besides this, adding a sidewalk on the north of the street would also require several trees to be removed and some grading on private property.

Clow said that half of Exchange Street Bridge is in the Village of McFarland and that half is in the Town of Dunn. The request is to omit sidewalk on the north side of Exchange Street, west of Jaeger Lane. The rest of the project will have sidewalk on both sides of the street. The Village has an agreement with the Town of Dunn to not extend sidewalk into the town west of the river. This goes through 2025. The Village is working on a new agreement with the Town of Dunn. The Town of Dunn does not have sidewalk facilities anywhere.

Lynch asked if the house that is on the north side of the roadway, immediately east of the bridge, has eight vehicles, and if it has storage for eight vehicles. Stieve responded that the residents of this property typically park vehicles on the west end of the driveway. Four cars are shown on the driveway for illustration purposes. Lynch commented that in Madison, sidewalk is sometimes placed on only one side of the street. This can be seen as unfair, since residents of one side of the street are responsible for maintenance, while residents of the other side are not. Wood stated that the City of Monona recently built sidewalk in existing neighborhoods and noted that the retrofitting process can be challenging. He expressed concerns with not having a continuous sidewalk. Wood asked if the sidewalk will be extended on the south side of the street to Sleepy Hollow Road with an accessible ramp. Stieve responded that it would. Wood asked how the house ever got constructed so close to the roadway. He noted that half of the driveway is in the street right-of-way, which seems to be a major obstacle. Schuenke stated that the house was built in 1970, and likely predates the current zoning code and setback requirements. The road has been reconstructed since then. Clow said that there is wetland behind the house, so there was incentive to build the house as close to the roadway as possible. Clow said that the residence would have been in the Town of Dunn at that time. Wood asked where the sidewalk would be ended if it didn't



continue west, past Jaeger Road. Stieve responded that the sidewalk would end at Jaeger Road, and that a crosswalk would be constructed to connect it to the sidewalk on the south side of street.

Andrae asked Village of McFarland staff if it's more important for sidewalk to be constructed, or to retain parking. Stieve responded that previous iterations had parking lanes on both sides of the street. The Village Board and committees have approved the design as it stands today with parking on one side of the street with two bike lanes and two travel lanes. Clow explained that adding sidewalk on the north side of the road, west of Jaeger Street, would not serve a purpose or provide a benefit since there is no sidewalk on the north side of the bridge, and because there is no sidewalk in the Town of Dunn. It would not be a good use of the MPO or Village's funding. Opitz asked if there was a possibility of adding parking to the side of the garage of the subject property. Clow said that the proximity of the house is what they are trying to show with the drawing, not the ability to park more cars. Opitz explained that the driveway location is part of what is interfering with the concept of adding sidewalk.

Esser stated that the Village has made a fairly persuasive argument for omitting sidewalk on the north side of the road in front of the last house, but why not construct sidewalk in front of the two houses immediately west of Jaeger Road? How do residents access the transit network without going into the street? Clow stated that residents would need to use the street. The house closest to Jaeger Road fronts Jaeger Road, so there would only be two residences facing Exchange Street without sidewalk. Esser again asked why sidewalk couldn't be constructed along Exchange Street in front of the two houses immediately west of Jaeger Road. Stieve said that terminating a sidewalk mid-block with a crosswalk at that location is not customary.

Williams stated that she was impressed that the Village has a 20-year agreement with the Town of Dunn. She indicated that she was fine with stopping the sidewalk at Jaeger Road. She mentioned that she is also older and recognizes the importance of accessibility for all people, but that this was a unique situation.

Schaefer explained why staff is recommending construction of sidewalk on that block. There is no urban development plan west of the bridge, but the bridge will eventually be replaced, and it seems likely there will be development there at some point in the long-range future. While sidewalk could be added in the future, it is very difficult to do that and highly unlikely that it would be added if it isn't done now. Schaefer mentioned that staff provided suggestions on how to accommodate the sidewalk. This included omitting parking from both sides of the street for this block and shifting the street further south. However, some ROW acquisition would possibly be needed to extend the road without reducing the width of the terrace.

Caravello stated that extending the sidewalk for only the two houses west of Jaeger Street, and then creating a mid-block crosswalk, could create a safety concern. People wouldn't expect a cross walk there. He mentioned that he was fine with the Village's proposal to omit sidewalk in front of the three houses. Lynch said that he supports staff's recommendation for adding the sidewalk. The street parking, which will likely never be used, could be removed and bump outs could be added with parking bays if needed. Lynch stated that he was impressed with what McFarland has done, but there are other ways to add sidewalk such as eliminating on-street parking for a short segment of the street. Opitz also expressed support for the staff recommendation. He referenced the question he asked about parking in front of the garage, and whether parking could be added to the side of the house. He said it wasn't about parking, but rather the proximity of the house to the sidewalk. The issue with the proximity is really related to vehicles and the house, not the sidewalk. Pedestrians on a sidewalk have much less impact on a residence than proximity of vehicles on a street. The MPO is trying to promote complete streets, and the periodic pedestrian on a sidewalk does not have the same impact on a residence as a vehicle in close proximity. Opitz stated that he understood the concerns that if sidewalk is not added, it

will be more difficult to add later. He appreciated the back and forth discussion and noted there was some division on the board on this issue.

Caravello mentioned that long vehicles could block the sidewalk if it is constructed, and a situation could arrive where a pedestrian or bicyclist on the sidewalk has to go into the street to get around a vehicle. Opitz stated that he imagined there is an ordinance that prohibits blocking a sidewalk. Schuenke said that is accurate, and that they are trying to remove that conflict. Andrae asked if the three households have a stated an opinion on the sidewalk issue. Clow responded that the residents have stated that a sidewalk does not work well in front of their homes. The Village concurs. Opitz asked if McFarland has a policy that adjoining homeowners must maintain sidewalks. Schuenke and Clow said that they do.

Schaefer said that staff is recommending that the Village include the sidewalk, but is not recommending that funding should be contingent on whether the sidewalk is added or not. The board needs to decide on whether funding should be contingent on the sidewalk or not, or if they will only make an advisory recommendation. Opitz asked if removal of a small percentage of sidewalk in a corridor would affect the project's ranking. Schaefer said it's more of an issue with compliance with the complete streets policy than a scoring issue. Lynch stated that his preference was for the board to take an up or down vote. Right now, with this design, we are saying that street parking for three houses is more important than a sidewalk. Opitz said the central question is whether the sidewalk should be tied to funding. Lynch responded that if there was no other way, it should be advisory, but there are other ways to make it work. Wood said that he agreed with Lynch, and that funding should be contingent on the sidewalk. If we don't make funding contingent, the sidewalk won't get built. If we are going to vote on this, it should have some meaning. Esser stated that he likes the overall project. He would prefer that McFarland see the same need for the sidewalk to continue farther west, but did not wish to tie the vote to funding. The community should decide for themselves what is best, even if they don't see it the same way as I do.

Clow stated that it is important to know that the Village is not bringing this to you because we don't feel like constructing the sidewalk. We are bringing this to you because there are some considerations to this piece of the project that make it very difficult to construct, and there is questionable value to adding the sidewalk. We have looked at alternatives. Clow said that she hopes the MPO will create guidelines that allow communities to bring a concern and not say that complete streets is the complete solution to every problem. We know there are good reasons for complete streets, but it's not a solution that solves all of the problems for all of the communities. It's important that as you provide funding to smaller communities, that you realize these things will come up more often, and I hope there is a place for the voices of the communities you are looking to serve.

Andrae said that we need to be thoughtful about our objections. There could be more creative solutions to fit a sidewalk, but her own preference is to provide funding regardless of the sidewalk. Andrae asked how often do we make exceptions once a project has been moving along. Schaefer responded that this has occurred one other time, with the Lacy Road project in the City of Fitchburg. In that case, the board allowed the City to omit sidewalk on the north side of the road. The City put in bike lanes and a ten-foot shared-use path on the south side. There were significant grade issues, though, so much more difficult challenges, than here. Opitz expressed his thanks to Village of McFarland staff.

Andrae moved, Williams seconded, to not make MPO project funding contingent on including sidewalk on the north side in the southernmost block. Motion carried.

## **6. Presentation on Metro Transit Safety Planning Efforts (Justin Maki, Safety Coordinator, Metro Transit)**

Schaefer indicated that at the last meeting, the board had adopted a resolution endorsing the safety targets that Metro adopted. Following that, there was a request to hear more about Metro's safety

planning efforts. Maki provided a high level overview of the federally mandated Metro Safety Plan, using what's known as a safety management system (SMS). The SMS is a comprehensive, collaborative approach that brings management and employees together to build on the transit industry's existing safety foundation to control safety risk better, detect and correct safety problems earlier, share and analyze safety data more effectively, and measure safety performance more carefully. Maki explained the four pillars to the plan: Safety Management Policy; Safety Risk Management; Safety Assurance, and Safety Promotion. Within the Safety Assurance pillar, Maki showed the 2021 Safety Performance Targets and explained how Metro performed. The only goal that Metro Transit did not meet was the System Reliability/State of Good Repair target. He then showed the 2022 Safety performance targets. Maki presented Metro Crash/Accident Data and Roadway Crash/accident data. Schaefer said that the purpose was to show the relative safety record of buses versus cars. Wood asked Schaefer to send a copy of the presentation to the board.

#### **7. Request to Become Participating Agency for the Interstate 39/90/94 (Madison to Wisconsin Dells) Study**

Schaefer provided background on the request to become a participating agency for the Interstate 39/90/94 (Madison to Wisconsin Dells) Study. He noted that this is a federal process. When there are major studies like this, there is a process by which participating agencies are designated. As a result of the designation, there are additional opportunities for comment on things like project purpose and need, alternatives, and impacts. WisDOT invited the MPO to be a participating agency. The next step is to notify the department that the MPO is accepting that invitation. The first coordination meeting for the Interstate study is currently scheduled for January 30. Staff will likely schedule a presentation to the board at their March meeting.

Williams moved, Wehelie seconded, to accept invitation by WisDOT to become participating agency for the Interstate 39/90/94 Study. Motion carried.

#### **8. Brief Update on Regional Safety Action Plan Project**

Hoesly provided a brief update on the regional safety action plan. Preliminary data show that 2022 was the second deadliest year for road fatalities. One fatality has already occurred in 2023. Our RFP was released in fall 2022. The MPO only received one proposal, submitted by SRF Consulting. SRF submitted a good proposal, which the MPO accepted. Hoesly reviewed the project schedule. There are two phases. In Phase 1, the tasks include (1) Development of Work Plan/Project Management, (2) Analysis of Existing Transportation System; (3) Review of Policies and Identification of Best Practices; (4) Prioritization of Safety Strategies and Improvement Projects; and (5) Regional Action Safety Plan. In Phase 2, there will be a regional application for the Safe Streets and Roads for All Implementation Grant. Hoesly described the benefits of submitting a regional application compared to communities submitting individual applications on their own.

#### **9. Brief Update on Recruitment Process for New MPO Manager**

Schaefer said that applications are due January 25. Heather Stouder has been reaching out to board members about participating in that process. Schaefer stated that Wood has agreed to be involved in the interview process, Andrae has agreed to participate in the screening process, and that Opitz has also agreed to participate if needed. Lynch will likely participate as well in his role as City Transportation Director. Schaefer said that he will have one more board meeting -- February 1 -- and will be taking vacation time after that. Hoesly will be taking over most manager responsibilities for that gap and will be your point of contact after February 3. The gap period shouldn't exceed three months. Wehelie asked for more specific details on the timeline. Schaefer responded that with applications being due at the end

of January, interviews would likely be scheduled for February, with an offer made after that. Wehelie asked if she, as an alder, could participate in the hiring. Schaefer said that he would communicate Wehelie's interest to Heather Stouder in participating in the process.

#### **10. Announcements and Schedule of Future Meetings**

Schaefer announced that the Census Bureau released the list of 2020 urban areas at the end of 2022. At this point, they only released the list of areas and the population information for the urban areas. The GIS files with the actual boundaries of the urban area won't be released until later this month. Based on the population total and the analysis we did using 2020 census data, it looks like we will not lose any cities or villages in the Madison urban area. We could possibly lose Cross Plains, but it is hard to tell for sure. We will have more information at the end of the month. Schaefer explained that not losing any communities is a good thing from both a planning and funding perspective. The greater the population in the urban area, the greater the funding that we will receive. Schaefer indicated that he suspected both our planning funding and project funding will increase relative to other areas of the state due to Madison growing faster than other areas over the last decade.

Schaefer stated that he been checking with chief elected officials from cities and villages to confirm whether contributions towards the MPO budget were included in their local budgets. The MPO will receive over \$46,000 towards the MPO budget from suburban cities, villages, and towns with a number of additional communities contributing including the villages of DeForest and Windsor. That is about three times the amount of funding that we received two years ago. This is reflective of the value communities place on the MPO and the services we provide. Opitz added that it also reflects on the outreach the MPO has provided to the local communities and being a visible presence in the area for all these communities.

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

#### **11. Adjournment**

Lynch moved, Wehelie seconded, to adjourn. Meeting adjourned at 8:02 p.m.



**WisDOT**  
**Southwest Regional Office**  
Madison Office  
2101 Wright Street  
Madison, WI 53704



**Governor Tony Evers**  
**Secretary Craig Thompson**  
[wisconsindot.gov](http://wisconsindot.gov)  
Telephone: (608) 246-3800  
FAX: (608) 246-7996  
Email: [swr.dtsd@dot.wi.gov](mailto:swr.dtsd@dot.wi.gov)

January 20, 2023

**Re: US 51 (Stoughton Road) South Study: Local Officials and Technical Advisory Committees**

Greetings,

The Wisconsin Department of Transportation (WisDOT) has begun preliminary efforts and coordination for an environmental study of the US 51 (Stoughton Road) South corridor, which begins at Voges Road in McFarland and continues north to the WIS 30 interchange in Madison. This study will evaluate options that address safety, existing and future traffic operations, and aging infrastructure, considering existing and planned land use.

During the study, WisDOT will request input from local officials and technical experts along the corridor via Local Officials Advisory Committee (LOAC) and Technical Advisory Committee (TAC) meetings.

LOAC and TAC meetings will begin in 2023 and occur two to three times per year. WisDOT anticipates the study phase extending into 2026 and plans to continue LOAC and TAC activities through the subsequent design and construction phases.

The study team will be hosting a combined kickoff meeting for the LOAC and TAC on February 16, 2023, from 3 to 4:30 p.m., at WisDOT's Southwest Region office (2101 Wright St., Madison, WI 53704) with an option to join virtually via a Microsoft Teams meeting invite. During this meeting we will provide a study overview, engage in a concept development group activity, and outline what to expect during future meetings.

Please respond to me at **(608) 245-2656** or send an email to [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov) by Friday, January 27 noting if you plan to join the committee or if you would like to nominate an individual other than yourself to participate. If a response is not received, you will be included on the calendar invitation that will be sent on January 30.

To learn more, you may also visit the study's website at [tinyurl.com/US51SouthStudy](https://tinyurl.com/US51SouthStudy) or scan the QR code at the bottom of this page with your smartphone.

Sincerely,

*Jeff Berens*

**Jeff Berens, P.E.**

WisDOT Southwest Region Project Manager





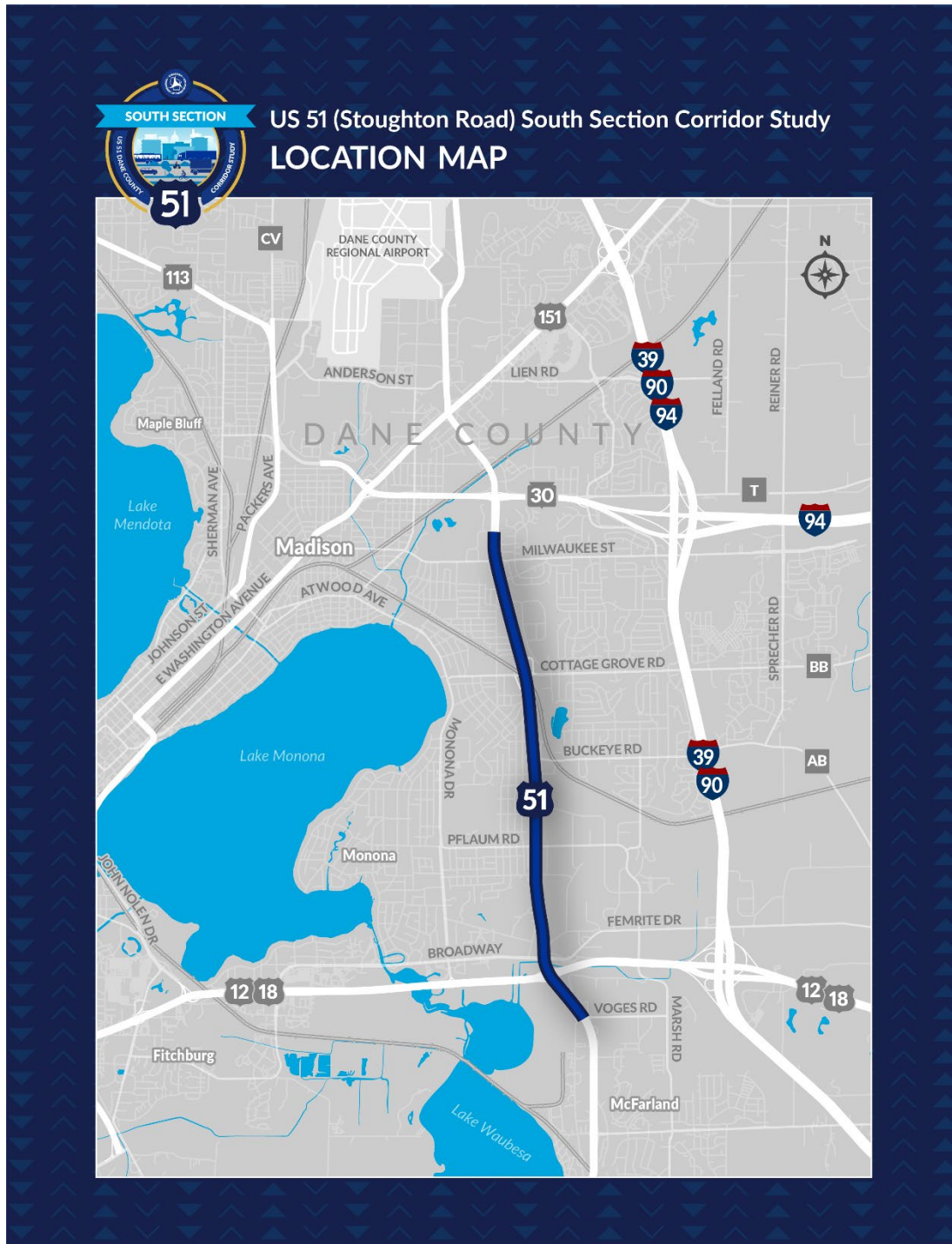


**WisDOT**  
**Southwest Regional Office**  
Madison Office  
2101 Wright Street  
Madison, WI 53704



**Governor Tony Evers**  
**Secretary Craig Thompson**  
[wisconsindot.gov](http://wisconsindot.gov)  
Telephone: (608) 246-3800  
FAX: (608) 246-7996  
Email: [swr.dtsd@dot.wi.gov](mailto:swr.dtsd@dot.wi.gov)

## US 51 South Study Location Map



## Schaefer, William

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**From:** Steve Steinhoff <steves@capitalarearpc.org>  
**Sent:** Monday, January 23, 2023 4:05 PM  
**To:** Schaefer, William; Hoesly, Colleen  
**Cc:** Mike Rupiper  
**Subject:** CARPC update for MPO Board meeting

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

Hi Bill,

Here is the CARPC update:

- Held annual meeting January 12 to elect officers and appoint Executive Committee members
- CARPC Proactive Planning Committee met January 11 to review and discuss components of an “ideal collaborative and proactive CARPC planning process” for implementing the Regional Development Framework
- Planning services – completing comprehensive planning services to Village of Marshall (as subcontractor to MDROffers) and hazard mitigation plan update for Rock County. Entering into comprehensive planning services to Town of Bristol and Comprehensive Outdoor Recreation Plan update for Village of Shorewood Hills
- Started facilitation of boundary agreement discussions between City and Town of Sun Prairie

Mike – anything to add?

Steve

**MPO Agenda Cover Sheet**  
**February 1, 2023**

**Item No. 5**

**Re:**

MPO 2023 Resolution No. 1 Commending William Schaefer, Transportation Planning Manager for the MPO, On his Retirement after nearly 25 Years of Dedicated Public Planning Service

**Staff Comments on Item:**

Recognizing Bill's long and distinguished tenure as planning manager for the MPO, staff and the Policy Board chair put together a resolution commending Bill for his nearly 25 years of service and dedication.

**Materials Presented on Item:**

1. MPO 2023 Resolution No. 1

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



## **Greater Madison MPO Resolution 2023 No. 1**

### **Commending William Schaefer, Transportation Planning Manager for the MPO, On his Retirement after nearly 25 Years of Dedicated Public Planning Service**

**WHEREAS**, William “Bill” Schaefer has served the cause of sound, coordinated land use and transportation planning in the Madison Metropolitan Area for nearly 25 years; and

**WHEREAS**, from August 1998 to December 1999 Bill Schaefer served on the staff of the former Dane County Regional Planning Commission in the Transportation Planning Services section, the MPO arm of the Commission serving the Madison Metropolitan Planning Area; and

**WHEREAS**, since January 2000, Bill Schaefer served on the staff of the Greater Madison MPO, the last 12 years as Planning Manager; and

**WHEREAS**, Bill Schaefer has fostered a climate of respect and teamwork among colleagues; and

**WHEREAS**, Bill Schaefer was instrumental in leading the agency through multiple updates to the Regional Transportation Plan, the prioritization and approval of projects of regional significance through the annual Transportation Improvement Program, and numerous other transportation planning and programming efforts during his tenure as Planning Manager of the MPO; and

**WHEREAS**, Bill Schaefer has championed a regional vision at the MPO that balances the diverse needs and interests of its constituent jurisdictions and residents, and sets the stage for continuing improvements in environmental sustainability, economic growth, and quality of life for the residents of Dane County and the Madison Metropolitan Area; and

**WHEREAS**, Bill Schaefer is recognized for his skillful and diplomatic approach to collaborating with a broad array of public agencies, policy makers, and residents in developing and refining a long-term vision for transportation in the region, and developing and implementing plans, projects, and programs to assist in achieving that vision; and

**WHEREAS**, Bill Schaefer has been a tireless advocate for equity and the safety and needs of all roadway users, including transit riders, bicyclists, and pedestrians; improving access and mobility for all people in the region, while preserving and enhancing the environment and overall quality of life in the Madison Metropolitan Area;

**NOW, THEREFORE, BE IT RESOLVED** that the Greater Madison MPO Policy Board does hereby offer, on behalf of the entire transportation planning community in Dane County, great thanks and appreciation for the many years of service and devotion of Bill Schaefer; and

**BE IT FURTHER RESOLVED** that the MPO board members and staff wish him a healthy and fulfilling retirement consisting of spending time with his family, enjoying live music, playing pickleball and tennis, pursuing any other interests and activities, and traveling extensively on safe, efficient, and sustainable modes of transportation.

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Date Adopted

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Mark Opitz, Chair

# MPO Agenda Cover Sheet

## February 1, 2023

Item No. 6

**Re:**

MPO 2023 Resolution No. 2 Approving Amendment No. 1 to the 2023-2027 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

**Staff Comments on Item:**

The TIP amendment corrects the project listing for the City of Fitchburg's bus shelter procurement project, which the MPO is funding with STBG Urban funds, adding a required TIP number. It also adds two new federally funded projects – a street reconstruction project in the Village of Oregon and a bridge replacement project in the Town of Burke.

MPO staff is currently working with WisDOT staff on the final scheduling of all of the STBG Urban projects approved by the MPO last fall. An amendment might be required to change the year of construction for one or more of these projects based on funding availability in a given year.

**Materials Presented on Item:**

1. MPO 2023 Resolution No. 2 (with attachments)

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

## **MPO 2022 Resolution No. 2**

### **Amendment No. 1 to the 2023-2027 Transportation Improvement Program for the Madison Metropolitan Area & Dane County**

**WHEREAS**, the Greater Madison MPO (Metropolitan Planning Organization) approved the *2023-2027 Transportation Improvement Program for the Madison Metropolitan Area & Dane County* on October 12, 2022; and

**WHEREAS**, the Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2023–2026 must be included in the effective TIP; and

**WHEREAS**, an amendment is needed to add a TIP number for the City of Fitchburg’s Bus Shelter procurement with STBG-Urban funding; and

**WHEREAS**, an amendment is needed to add the federally funded E. Lincoln Street (N. Main St. to N. Perry Parkway) reconstruction project in the Village of Oregon to allow design from 2023 to 2025 with construction in 2026; and

**WHEREAS**, an amendment is also needed to add the federally funded Daentl Road (Token Creek Bridge) Bridge Replacement project in the Town of Burke to allow design from 2023-2025 with construction in 2026; and

**WHEREAS**, the TIP amendment will not affect the timing of any other programmed projects in the TIP and the TIP remains financially constrained as shown in the attached revised TIP financial table (Table B-2); and

**WHEREAS**, the MPO’s public participation procedures for minor TIP amendments such as this have been followed, including listing the projects on the MPO policy board meeting agenda; 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. 1 to the *2023-2027 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project revision and additions as shown on the attached project listing table:

1. **REVISE** the City of Fitchburg’s Bus Stop Shelter Procurement Project on page 30 of the Transit Capital section, adding a TIP number.
2. **ADD** the E. Lincoln Street (N. Main St. to N. Perry Parkway) reconstruction project to page 56 of the Street/Roadway Projects section.
3. **ADD** the Daentl Road (Token Creek Bridge) Bridge Replacement project to page 58 of the Street/Roadway Projects section.

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Date Adopted

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Mark Opitz, Chair, Greater Madison MPO

# PROJECT LISTINGS FOR AMENDMENT NO. 1 TO THE 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM

2/1/23

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments	
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total		
TRANSIT CAPITAL PROJECTS																								
CITY OF FITCHBURG  *  <a href="#">111-23-014</a>	BUS STOP IMPROVEMENTS Transit shelter procurement	Cap	141		35	176																<a href="#">5849-00-20</a> <a href="#">Purchase of 8 bus stop shelters under planning admin function.</a> CIP #3504		
		TOTAL	141		35	176																		
		URB			F																			
ROADWAY PROJECTS																								
VILLAGE OF OREGON  NEW *  <a href="#">111-23-015</a>	E. LINCOLN STREET N. Main St. to N. Perry Parkway Reconstruction	PE	Continuing				Continuing				Continuing												<a href="#">5627-00-01, -71</a>  SUA = STBG Small Urban Area	
		UTL													621				155					
		CONST													621				155					
TOWN OF BURKE  NEW *  <a href="#">111-23-016</a>	DAENTL ROAD Token Creek Bridge (B-13-0096) Bridge Replacement	TOTAL													621				155					
															SUA				OR					
		PE	93		7	100	Continuing				Continuing												<a href="#">3665-00-00, -70</a>	
		UTL													592				48					
		CONST													592				48					
		TOTAL	93		7	100									592				48					
			BR		TB										BR				TB					

<sup>1</sup> Project programming shown in 2025 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	2023	2024	2025	2026	2027	2023	2024	2025	2026	2027
Federal Highway Administration	National Highway Performance Program	1,043	1,168	62,248	37,482	9,962	1,043	1,168	62,248	37,482	9,962
	Bridge Replacement and Rehabilitation	1,353	547	0	2,391	1,738	1,353	547	0	2,391	1,738
	Surface Transp. Block Grant Program - Madison Urban Area	16,708	3,378	3,654	12,191	210	16,708	3,378	3,654	12,191	210
	Surface Transp. Block Grant Program - Small Urban Area	0	0	0	621	0	0	0	0	621	0
	Surface Transp. Block Grant Program - State Flexibility	7,183	2,912	7,610	36	0	7,183	2,912	7,610	36	0
	Surface Transp. Block Grant Program - Transp. Alternatives	1,009	680	0	0	0	1,009	680		0	0
	Highway Safety Improvement Program	5,557	2,106	2,749	0	1,636	5,557	2,106	2,749	0	1,636
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	36,947	4,057	8,025	30,303	30,825	36,947	4,057	8,025	30,303	30,825
	Sec. 5339 Bus & Bus Facilities	15,316	1,502	2,004	2,042	2,080	15,316	1,502	2,004	2,042	2,080
	Sec. 5337 State of Good Repair	3,975	1,350	934	952	970	3,975	1,350	934	952	970
	Sec. 5310 E/D Enhanced Mobility Program	538	0	0	0	0	538	489	499	509	519
	Sec. 5311 Rural Area Formula Program	1,477	1,505	1,533	1,562	1,592	1,477	1,505	1,533	1,562	1,592
	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 (2027) 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 2027. Local BR, STBG (BR), and STBG Rural projects are programmed through 2026. HSIP (other than annual small HES program) projects are programmed through 2026. Local STBG -Transp. Alternatives projects are programmed through 2025. Local STBG-Urban (Madison Urban Area) projects are programmed through 2026. 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 2023 excludes carryover projects for which the Federal funding is already obligated. Roadway and transit inflation rate @ 1.89% per year applied to expenses, except for the STBG-Urban program. Fiscal constraint for this project is being handled at the state level.

# MPO Agenda Cover Sheet

## February 1, 2023

Item No. 7

**Re:**

Presentation on Annual Transportation Performance Measures

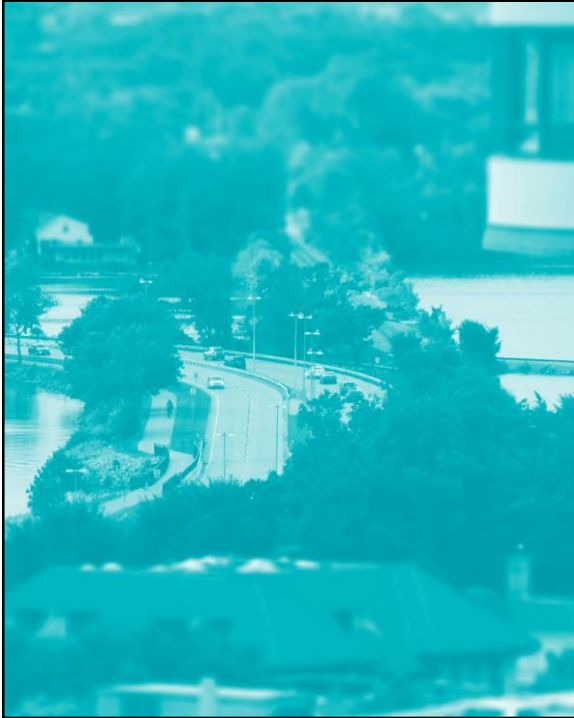
**Staff Comments on Item:**

After pausing our annual transportation performance measures report due to the uncertainty of the impact of the Covid pandemic, staff have resumed collecting and reporting annual transportation performance data. Staff will present on the federally required transportation performance measures, in addition to key performance measures identified in the *Connect Greater Madison: 2050 Regional Transportation Plan*. Staff are currently developing an interactive online performance measures dashboard, which will replace the previous report format, making the data, maps, and performance targets more accessible to our partner agencies and the public.

**Materials Presented on Item:**

1. PowerPoint presentation on the performance measures

**Staff Recommendation/Rationale:** For information and discussion purposes only. Action items related to federal measure targets are agenda items 8 and 9.



# Performance Measures Update



## Federally Required Measures

There are several categories of federally required performance measures:

- Safety (PM 1)
- Infrastructure Condition (PM 2)
- System Reliability (PM 3)
- Transit Asset Management (TAM)
- Public Transit Agency Safety Plans (PTASP)

DOTs and MPOs must set targets for PM 1, PM 2, PM 3, and TAM measures. Transit agencies receiving federal funds must set targets for PTASP measures.

This presentation focuses on PM 1, PM 2, and PM 3.

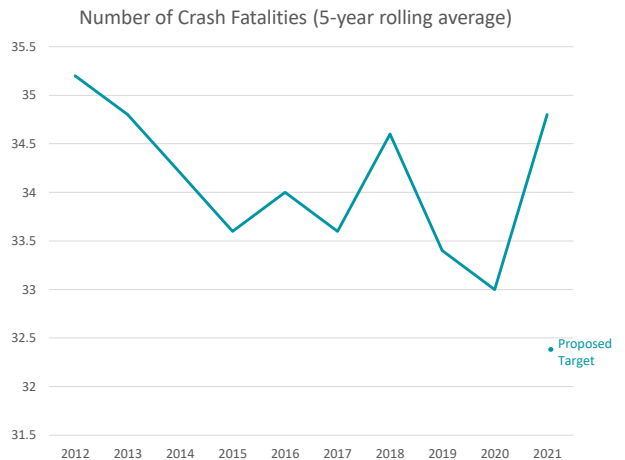


## Safety – PM1

### Number of Crash Fatalities

The 5-year average number of Dane County crash fatalities rose 5% between 2020 and 2021.

The 2022 target, a 2% reduction from previous year, was not met.

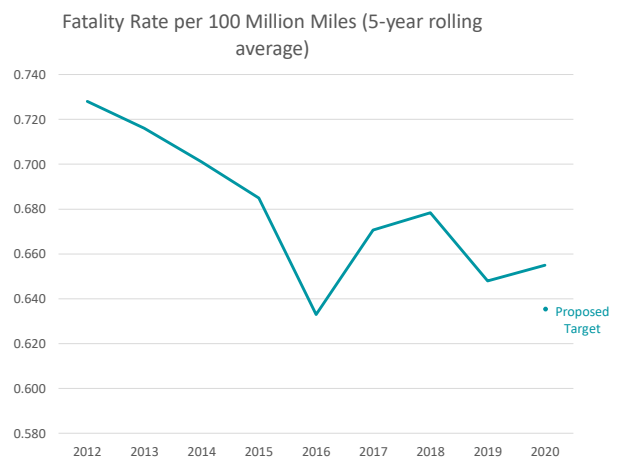


## Safety – PM1

### Fatality Rate

The 5-year fatality rate per 100 million miles in Dane County increased 9% in 2021.

The 2022 target, a 2% reduction from previous year, was not met.



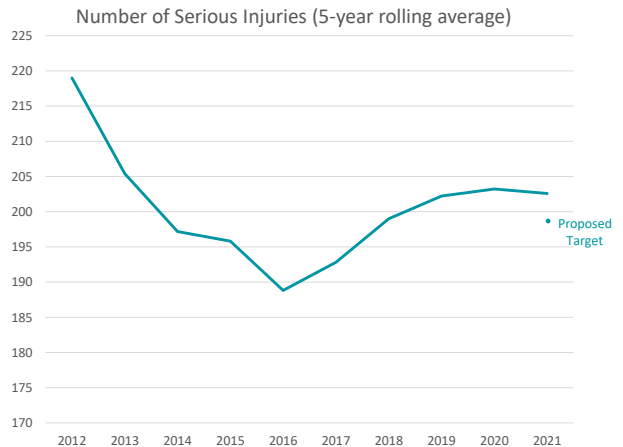


## Safety – PM1

### Number of Serious Injuries

The 5-year average number of serious injuries in Dane County declined by 0.3% between 2020 and 2021.

The 2022 target of a 2% reduction from the previous year was not met.

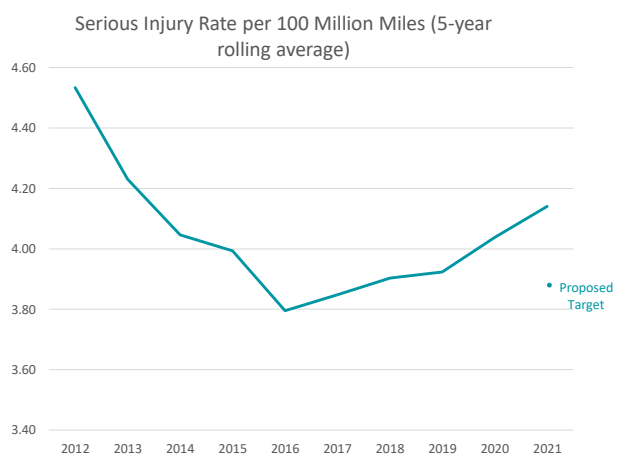


## Safety – PM1

### Serious Injury Rate

The 5-year serious injury rate per 100 million miles in Dane County increased 2.4% in 2021.

The 2022 target of a 2% reduction from the previous year was not met.



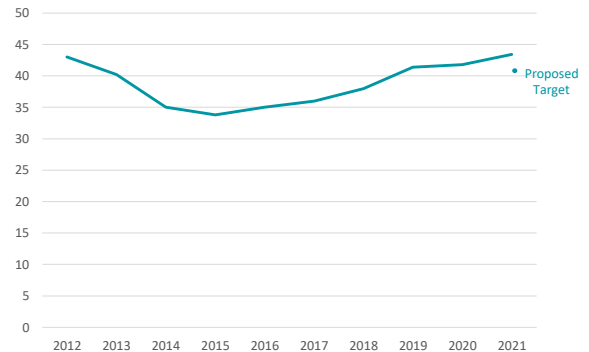
## Safety – PM1

### Number of Non-Motorized Fatalities and Serious Injuries

The 5-year average number of non-motorized crash fatalities and serious injuries in Dane County rose 3.7% between 2020 and 2021.

The 2022 target of a 2% reduction from the previous year was not met.

Number of Non-Motorized Fatalities and Serious Injuries (5-year rolling average)



## Infrastructure – PM2

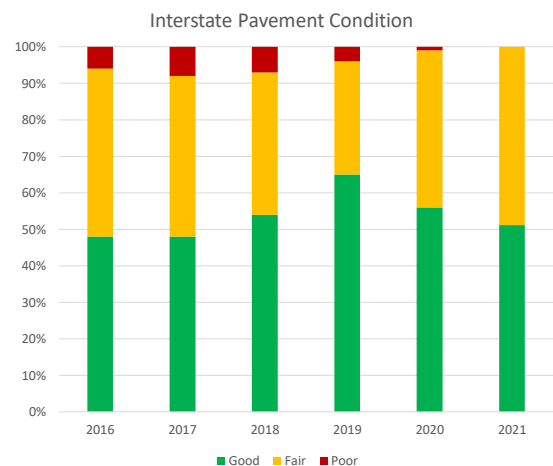
### Interstate Pavement Condition

In 2021, 51% of Interstate Highways in the Madison Metropolitan area were in good condition and 0% were in poor condition.

This did not meet the target\* for percentage of Interstate pavement in good condition (>60%) but met the target for the percentage of Interstate pavement in poor condition (<4%).

Note: 2016–2019 ratings based only on IRI. Ratings for 2020 and later are based on the full measure, which includes IRI, rutting, cracking, and faulting.

\*2-year (2021–2023) and 4-year (2021–2025) targets are identical.



# Infrastructure – PM2

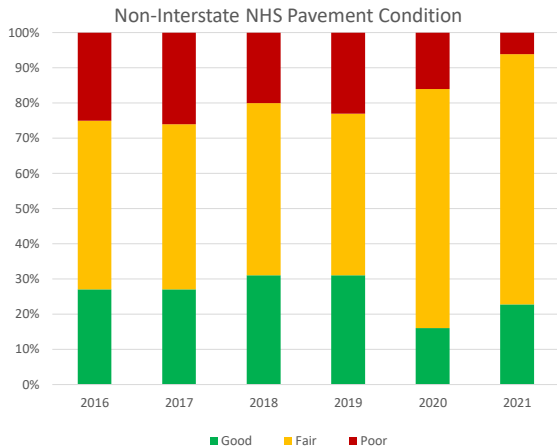
## Non-Interstate NHS Pavement Condition

In 2021, 23% of non-Interstate NHS highways in the Madison Metropolitan Area were in good condition and 6% were in poor condition.

This did not meet the target\* for percentage of non-Interstate pavement in good condition (>30%) but met the target for percentage in poor condition (<10%).

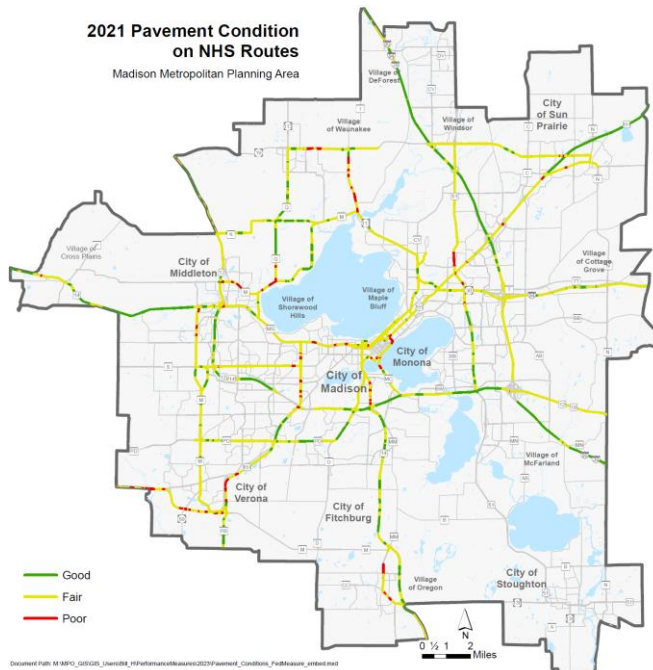
Note: 2016-2019 ratings based only on IRI.

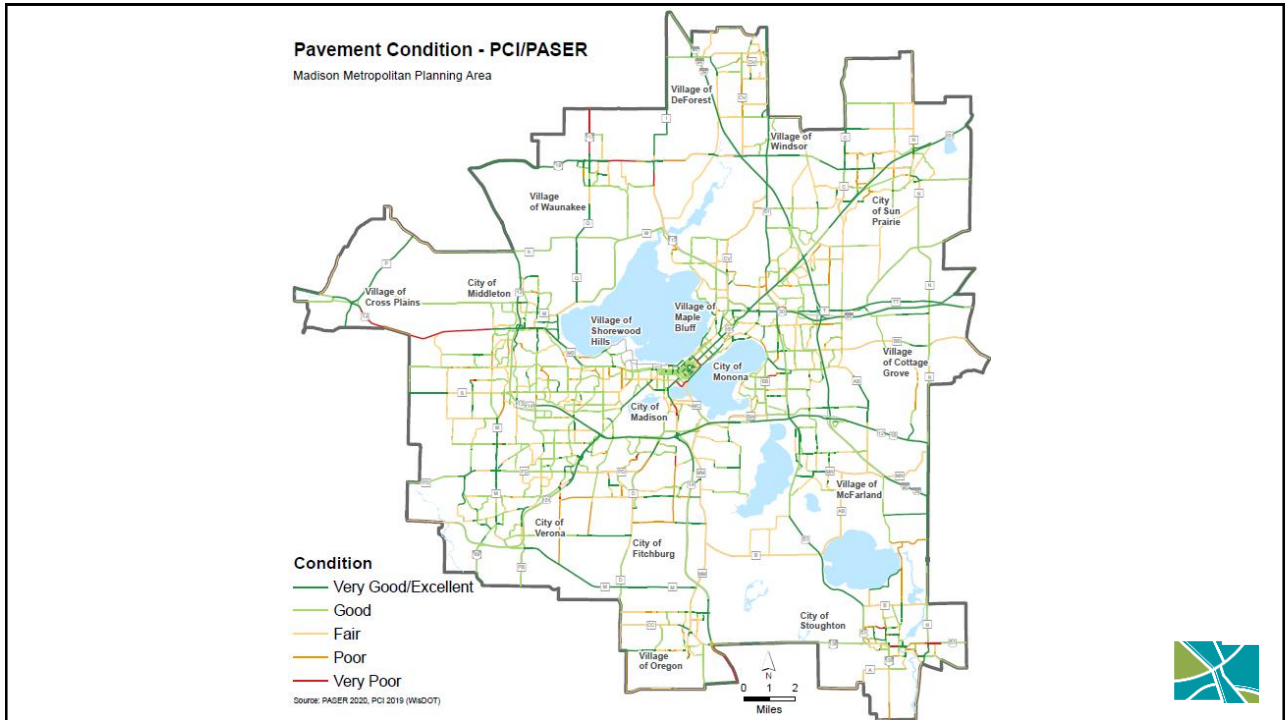
\*2-year (2021-2023) and 4-year (2021-2025) targets are identical.



## 2021 Pavement Condition on NHS Routes

Madison Metropolitan Planning Area





## Infrastructure – PM2

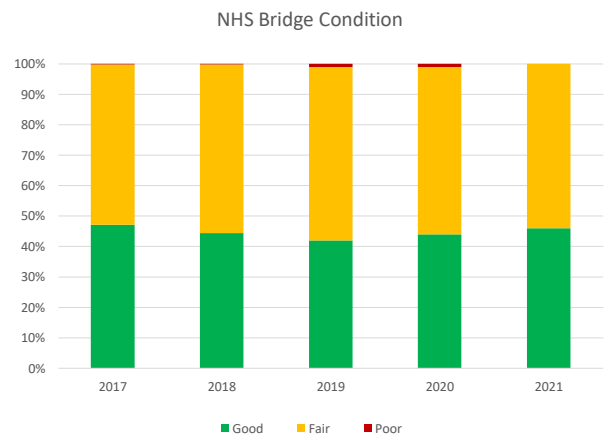
### NHS Bridge Condition

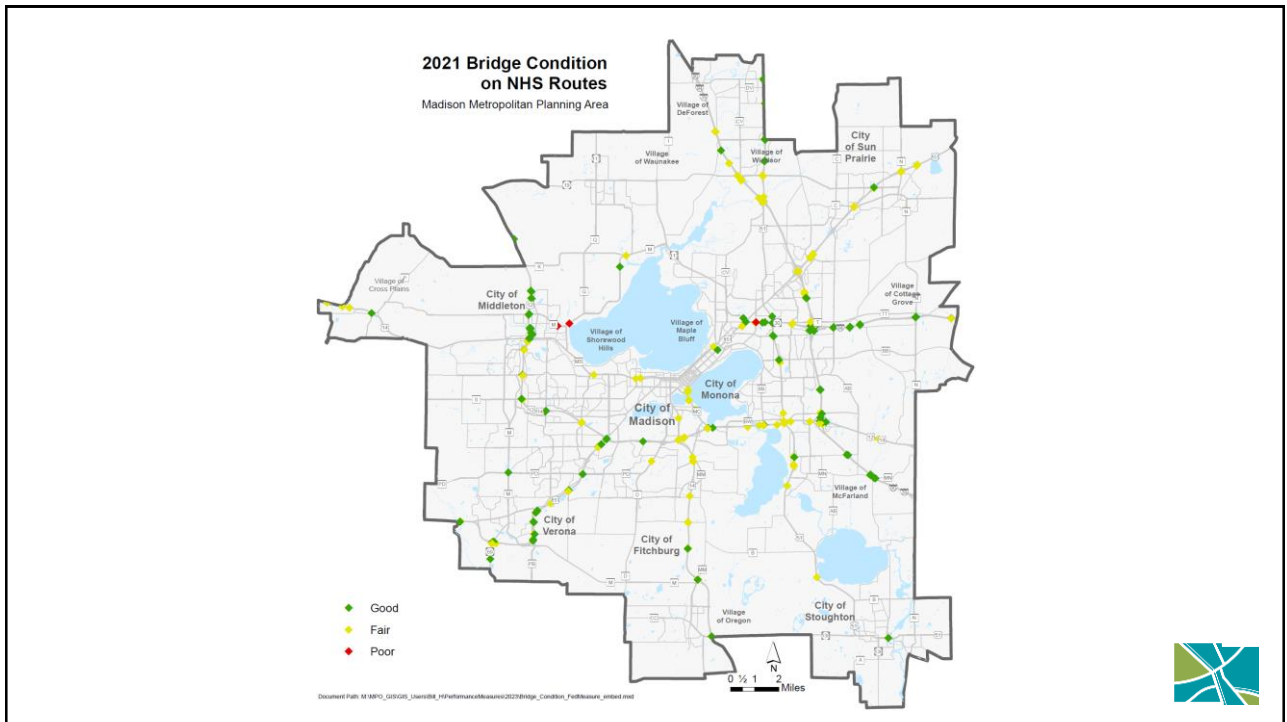
In 2021, 46% of NHS bridges in the Madison Metropolitan Area were in good condition and 0% were in poor condition

This did not meet the target for percentage of NHS bridges in good condition (>49%)\* but met the target for percentage in poor condition (<3%).\*

\*2-year target; the 4-year (2021-2025) target is >48%.

\*\*2-year (2021-2023) and 4-year (2021-2025) targets are identical.





## System Reliability - PM3

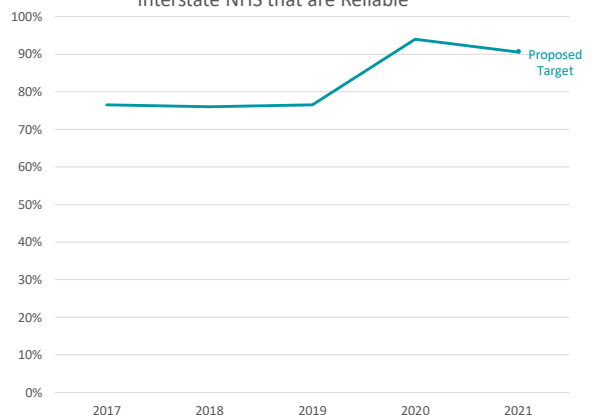
### Percentage of Person-Miles Traveled on Interstate and Non-Interstate NHS Routes that are Reliable

100% of person-miles traveled on Interstate Highways in the Madison Metropolitan Area during the 2017-2021 period were reliable.

91% of person-miles traveled on non-Interstate NHS routes in 2021 were reliable.

The Madison Metropolitan area met the 2-year (2021-2023) targets for reliability on Interstates ( $\geq 92.5\%$ ) and non-Interstate NHS routes ( $\geq 91.0\%$ ).\*

Percentage of Person-Miles Traveled on the Non-Interstate NHS that are Reliable



\*4-year (2021-2025) reliability targets are  $\geq 93.0\%$  on Interstates and  $89.5\%$  on non-Interstate NHS routes.



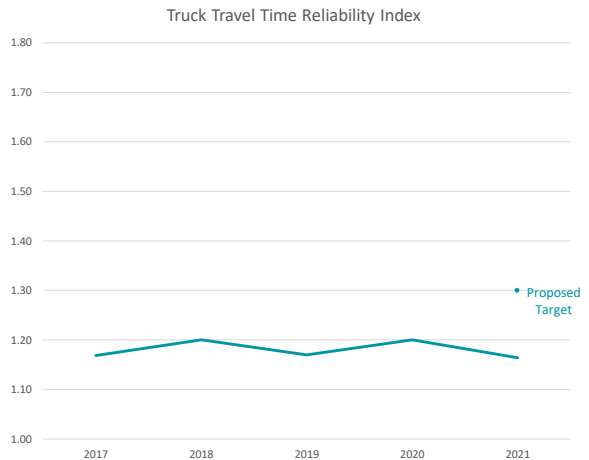
## System Reliability – PM3

### Truck Travel Time Reliability

Truck travel time reliability improved slightly in 2021, with the reliability index declining to 1.16.

The Madison Metropolitan area meets the truck travel time reliability target of an index value less than or equal to 1.3.\*

\*2-year (2021-2023) and 4-year (2021-2025) targets are identical.



## Supplemental RTP Performance Measures

The MPO also tracks transportation system performance using a number of additional performance measures. These include:

- Vehicle Miles Traveled
- BCycle Utilization
- Transit Ridership
- Bicycle Level of Traffic Stress
- Mode of Transportation to Work
- Land Development
- And Others....

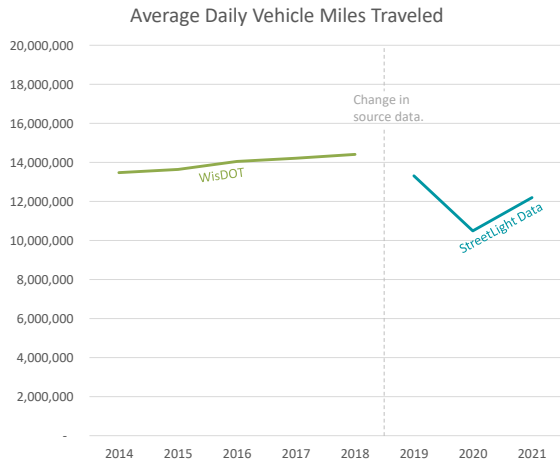


## Supplemental RTP Performance Measures

### Vehicle Miles Traveled

After years of steady growth, Dane County's average daily vehicle miles traveled (VMT) declined sharply in 2020.

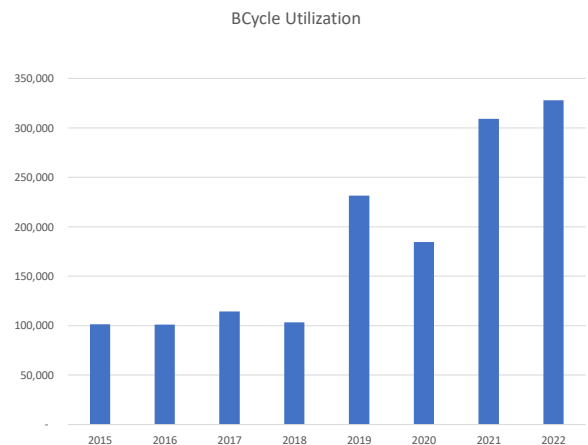
VMT increased in 2021, but has not returned to 2019 levels.



## Supplemental RTP Performance Measures

### BCycle Utilization

BCycle trips in the Madison Metropolitan Area surpassed 300,000 for the first time in 2021 and continued growing in 2022.

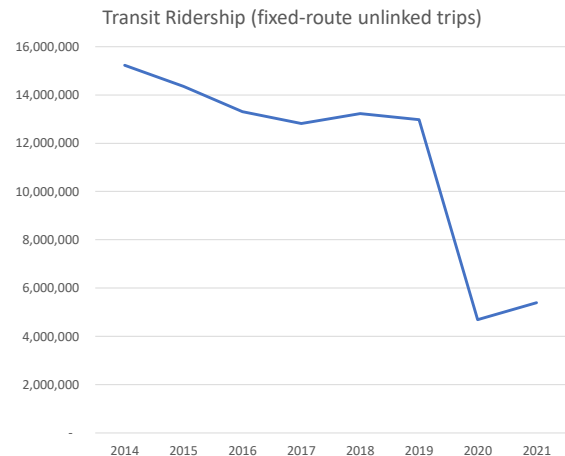


## Supplemental RTP Performance Measures

### Transit Ridership

Ridership on Madison Metro Transit collapsed in 2020, falling more than 60%.

While ridership improved in 2021, it remained less than half of 2019 levels.



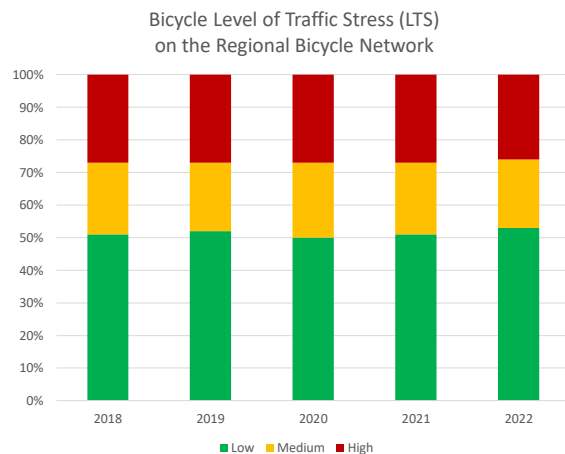
## Supplemental RTP Performance Measures

### Bike Level of Traffic Stress (LTS)

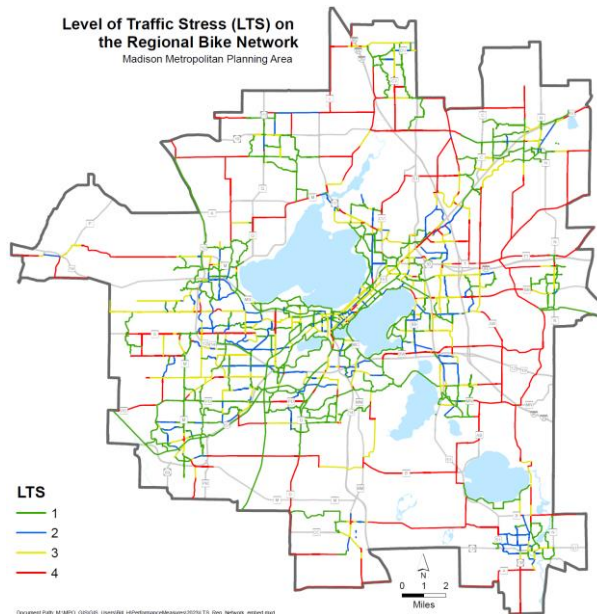
The regional bicycle network consists of the most important on- and off-street routes for transportation by bike.

Low-stress routes are those on which most adults would feel comfortable biking.

53% of the regional bicycle network was low stress in 2022, a slight improvement from previous years.







## Supplemental RTP Performance Measures

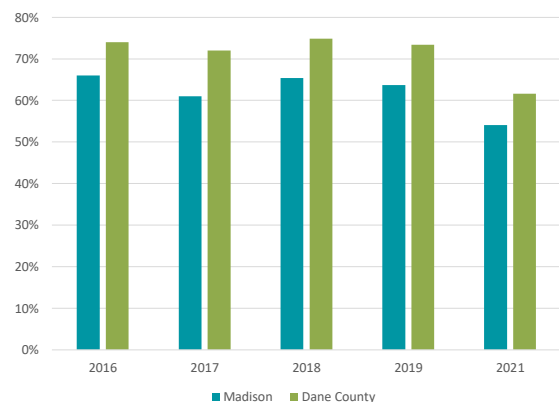
### Mode of Transportation to Work

Workers in the City of Madison consistently commute by single-occupant vehicle (SOV) at a lower rate than workers in Dane County overall.

Year-to-year fluctuations are normally minimal, often within the margin of error.

Between 2019 and 2021, the percentage of workers in Madison and Dane County commuting by SOV fell by more than 15%, driven by a surge in telework.

Percentage of Workers Commuting by Single-Occupant Vehicle



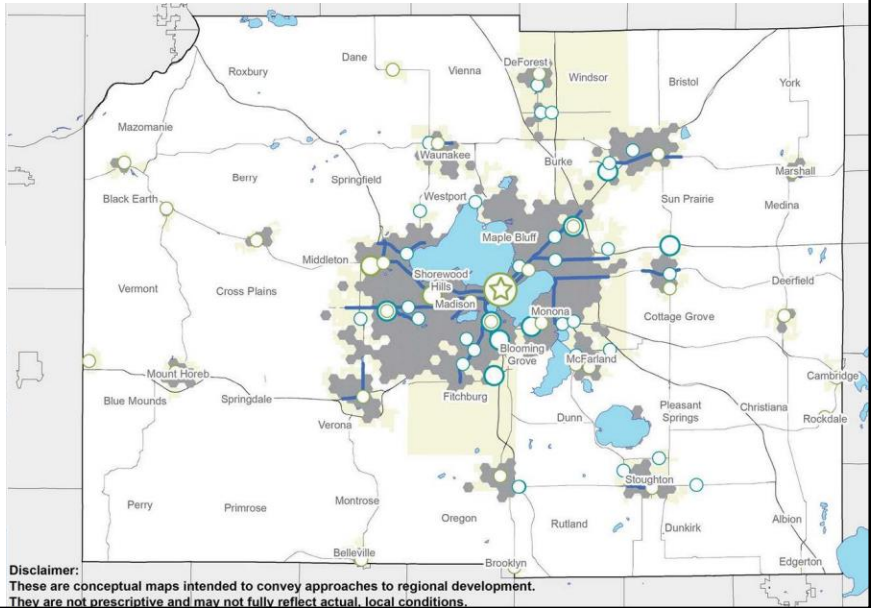
Source: American Community Survey 1-year estimates.  
\*No estimate available for 2020.



## Supplemental RTP Performance Measures

### Land Development, 2020-2022

- 14% of new development was in corridors.
- 36% was in centers.
- 56% was in developed areas.



## Setting Federal Performance Measure Targets



## Safety – PM1

Measure	Current Target (2022)	Status	Proposed Target (2023)
Motor Vehicle Crash Fatalities	2% decline from previous year (584.7 or less)	Does not meet % reduction target.	2% decline from previous year (587.2 or less)
Motor Vehicle Crash Fatality Rate	2% decline from previous year (0.919 or less)	Does not meet % reduction target.	2% decline from previous year (.937 or less)
Motor Vehicle Crash Serious Injuries	2% decline from previous year (2,995.5 or less)	Does not meet % reduction target.	2% decline from previous year (3,044.3 or less)
Motor Vehicle Crash Serious Injury Rate	2% decline from previous year (4.712 or less)	Does not meet % reduction target.	2% decline from previous year (4.857 or less)
Non-Motorized Vehicle Crash Fatalities and Serious Injuries	2% decline from previous year (358.45 or less)	Does not meet % reduction target.	2% decline from previous year (364.0 or less)



## Infrastructure – PM2

Measure	Current Target*	Status	Proposed Target**
Percentage of Interstate pavement in good condition	At least 45%	Meets target.	>60%
Percentage of Interstate pavement in poor condition	No more than 5%	Meets target.	<4%
Percentage of non-Interstate NHS pavement in good condition	At least 20%	Meets target.	>30%
Percentage of non-Interstate NHS pavement in poor condition	No more than 12%	Meets target.	<10%
Percentage of NHS bridges in good condition	At least 50%	Does not meet target.	>49% (2023) >48% (2025)
Percentage of NHS bridges in poor condition	No more than 3%	Meets target.	<3%

\*2-year (2019) and 4-year (2021) targets are identical unless otherwise stated.

\*\*2-year (2023) and 4-year (2025) targets are identical unless otherwise stated.



## System Reliability – PM3

Measure	Current Target	Status	Proposed Target
Percentage of person-miles traveled on Interstate Highways that are reliable	At least 94% (2019) / At least 90% (2021)	Meets target.	At least 92.5% (2023) / At least 93.0% (2025)
Percentage of person-miles traveled on non-Interstate NHS routes that are reliable	At least 86% (2021)	Meets target.	At least 91.0% (2023) / At least 89.5% (2025)
Truck travel time reliability index	1.4 (2019) 1.6 (2021)	Meets target.	Less than 1.3 (2023 & 2025)



# MPO Agenda Cover Sheet

## February 1, 2023

Item No. 8

**Re:**

MPO 2023 Resolution No. 3 Adopting Annual Federal Highway Safety Improvement Performance Measure Targets

**Staff Comments on Item:**

Under the federal transportation performance management framework established by recent federal transportation bills, MAP-21 and now the Infrastructure Investment and Jobs Act, the FHWA has approved six interrelated performance rulemakings to address national goals, including:

- Improving safety;
- Maintaining infrastructure condition;
- Reducing traffic congestion;
- Improving the efficiency of the system and freight movement; and
- Protecting the environment.

The rules establish national performance measures and the methodology for calculating the measures, including data source(s). State departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are required to establish targets for the measures and then to track and report on progress toward meeting the targets. New and amended long-range plans and TIPs need to document the strategies and investments planned and programmed to help achieve the targets.

The federal safety performance measures require annual review and adoption. The five Highway Safety Improvement Program (HSIP) measures are the number and rate of fatalities and serious injuries and the number of non-motorized fatalities and serious injuries. State DOTs and MPOs must establish annual targets for each of the five HSIP measures. For 2023, the Wisconsin targets are:

- Number of motor vehicle crash fatalities – 587.2 or less (2% reduction from 2017-'21 average)  
[Note: Dane County number is 34.8]
- Rate of fatalities per 100 million vehicle miles traveled –0.937 or less (2% reduction from 2017-'21 average)  
[Note: Dane County rate is 0.66]
- Number of serious injuries –3,044.3 or less (2% reduction from 2017-'21 average)  
[Note: Dane County number is 202.6]
- Rate of serious injuries per 100 million vehicle miles traveled – 4.857 or less (2% reduction from 2017-'21 average)  
[Note: Dane County rate is 4.14]
- Number of non-motorized fatalities and serious injuries –364.0 or less (2% reduction from 2017-'21 average)  
[Dane County number is 43.40];

MPOs have the option of either agreeing to support the state targets or adopting their own targets. As has been done previously, staff is recommending that the MPO agree to support the state targets, however has added language to the resolution to take more actionable steps towards achieving zero roadway deaths in Dane County.

**Materials Presented on Item:**

1. WisDOT memo on state safety targets
2. MPO 2023 Resolution No. 3

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



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

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

September 1, 2022

To: Wisconsin Metropolitan Planning Organizations

**Subject: WisDOT 2023 Safety Performance Measure Targets**

Pursuant to the regulations promulgated by the U.S. Department of Transportation, Federal Highway Administration (FHWA), the Wisconsin Department of Transportation (WisDOT) has established statewide targets for the federal performance measures intended to assess performance of the National Performance Management Measures: Highway Safety Improvement Program; 23 CFR Part 490. The 2023 targets (five-year rolling averages) for the five safety performance measures are identified below in Exhibit A.

**Exhibit A**

**Wisconsin Department of Transportation**

Measure	2017 – 2021 Baseline Averages <sup>1</sup>	2023 Safety Targets <sup>1</sup>
Number of Fatalities	599.2	587.2
Rate of Fatalities per 100 million VMT	0.956	0.937
Number of Serious Injuries	3107.2	3044.3
Rate of Serious Injury per 100 million VMT	4.956	4.857
Number of Non-Motorized Fatalities and Serious Injuries	371.4	364.0

<sup>1</sup> Final 2021 FARS data was not available at the time of target setting. The historical difference between state fatality data and FARS data was used to adjust 2021 state fatalities data in calculating the fatalities baselines and targets.

### **Greater Madison MPO 2023 Resolution No. 3**

#### **Adopting Annual Federal Highway Safety Improvement Program Performance Measure Targets**

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

**WHEREAS**, federal transportation legislation (MAP-21 and now the Infrastructure Investment and Jobs Act) and associated federal rules (Title 23, Section 134 U.S.C.) requires that each MPO undertake a transportation planning process that provides for the establishment and use of a performance-based approach to transportation decision making to support national goals while also establishing performance targets that address the performance measures to use in tracking toward attainment of critical outcomes for the region; and

**WHEREAS**, the U.S. Department of Transportation (USDOT) established five national performance measures for the Highway Safety Improvement Program (HSIP) within the National Performance Management Measures: Highway Safety Improvement Program; Final (23 CFR 490, Subpart B); and

**WHEREAS**, the Wisconsin Department of Transportation (WisDOT) has established statewide calendar year 2023 targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209 as part of its HSIP report as follows;

- Number of motor vehicle crash fatalities – 587.2 or less (2% reduction from 2017-'21 average)
- Rate of fatalities per 100 million vehicle miles traveled – 0.937 or less (2% reduction from 2017-'21 average)
- Number of serious injuries – 3,044.3 or less (2% reduction from 2017-'21 average)
- Rate of serious injuries per 100 million vehicle miles traveled – 4.857 or less (2% reduction from 2017-'21 average)
- Number of non-motorized fatalities and serious injuries – 364.0 or less (2% reduction from 2017-'21 average); and

**WHEREAS**, MPOs must also annually establish calendar year targets for each of the five HSIP performance measures by either agreeing to plan and program projects so that they contribute to the accomplishment of WisDOT's HSIP targets or by committing to quantifiable HSIP targets for the Metropolitan Planning Area; and

**WHEREAS**, the Greater Madison MPO intends to continue to track the HSIP performance measures for Dane County and report on these measures annually as part of its Performance Measures monitoring process, but has decided to continue to support the state HSIP performance measure targets rather than develop its own targets due to the fact the MPO has authority for programming versus approving only a very small percentage of available federal funding and none of the HSIP funding; and

**WHEREAS**, the Greater Madison MPO nonetheless views safety for all modes of travel as being of utmost importance and a critical element of its vision for the regional transportation system; and



**WHEREAS**, the Greater Madison MPO encourages implementing agencies, including WisDOT, Dane County, and local jurisdictions, to adopt more aspirational safety goals such as Vision Zero and to increase their efforts to develop projects, programs, and policies to help achieve more dramatic reductions in fatalities and serious injuries, including adopting a Safe Systems approach; and

**WHEREAS**, the Greater Madison MPO is committed to assisting implementing agencies with these efforts in any way it can such as through crash studies, other data analysis, re-evaluating how projects are prioritized for funding, and supporting the Dane County Traffic Safety Commission in its activities focused more on education and enforcement; and

**WHEREAS**, the Greater Madison MPO remains committed to prioritizing safety in planning and funding decisions in efforts to achieve zero roadway fatalities on regional roadways and using the annual safety measure reporting and target setting process to evaluate the region's progress toward improving the regional transportation system's safety for all users:

**NOW, THEREFORE, BE IT RESOLVED** that the Greater Madison MPO agrees to plan and program projects within the Madison Metropolitan Planning Area so that the projects contribute toward the accomplishment of WisDOT's calendar year 2023 HSIP targets for all five of the following HSIP performance measures:

- Number of fatalities,
- Rate of fatalities,
- Number of serious injuries,
- Rate of serious injuries, and
- Number of non-motorized fatalities and non-motorized serious injuries.

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Date Adopted

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Mark Opitz, Chair  
Greater Madison MPO

# MPO Agenda Cover Sheet

## February 1, 2023

Item No. 9

**Re:**

MPO 2023 Resolution No. 4 Adopting Federal Performance Measure Targets for Infrastructure Condition, National Highway System Performance, and Freight

**Staff Comments on Item:**

Under the federal transportation performance management framework established by recent federal transportation bills, MAP-21 and now the Infrastructure Investment and Jobs Act, the FHWA has approved six interrelated performance rulemakings to address national goals, including:

- Improving safety;
- Maintaining infrastructure condition;
- Reducing traffic congestion;
- Improving the efficiency of the system and freight movement; and
- Protecting the environment.

The rules establish national performance measures and the methodology for calculating the measures, including data source(s). State departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are required to establish targets for the measures and then to track and report on progress toward meeting the targets. New and amended long-range plans and TIPs need to document the strategies and investments planned and programmed to help achieve the targets.

The infrastructure condition and system performance targets require will require review and adoption every two years. Staff believes that the federal methodologies established to measure for pavement condition, NHS performance, and freight movement, particular the system performance ones, are not particularly relevant for the Madison area. The pavement condition measure uses a different methodology than the ones WisDOT and local governments have historically used. The travel time reliability measures for the NHS and freight on the Interstate use 4-hour AM and PM peak periods, which do not reflect the typical conditions for a metro area the size of Madison. There are no funding implications at the MPO level if an MPO chooses to set different targets and progress is not achieved towards meeting them. Therefore, staff recommends continuing to supporting the state targets, but continuing to track and set targets for more meaningful infrastructure condition and system performance measures identified and included in the *Connect Greater Madison: 2050* Regional Transportation Plan.

**Materials Presented on Item:**

1. WisDOT memo on state infrastructure condition and system performance targets
2. MPO 2023 Resolution No. 4

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



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

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

December 16, 2022

To: Wisconsin Metropolitan Planning Organizations

**Subject: 2022-2025 Performance Period Targets for the National Performance Management Measures  
Second Performance Rule (PM2) – 23 CFR Part 490**

Pursuant to the regulations promulgated by the U.S. Department of Transportation Federal Highway Administration, the Wisconsin Department of Transportation (WisDOT) has established statewide targets for the federal performance measures intended to assess pavement and bridge conditions on the National Highway System (NHS). The 2023 and 2025 NHS pavement condition targets are identified in Exhibit A. The 2023 and 2025 NHS bridge condition targets are identified in Exhibit B.

The FHWA pavement rating metrics of “good”, “fair”, and “poor” allow national comparisons of NHS condition, using data all states can reasonably collect. WisDOT understands the utility a simplified measure provides for broad national comparisons.

WisDOT uses the Pavement Condition Index (PCI) method to assess state highway conditions. PCI is an American Society of Testing and Materials standard (ASTM D6433) that has been widely accepted and used by transportation agencies since its development in the 1970s. PCI is a comprehensive pavement condition measure that involves the identification and measurement of unique distress types for developing accurate condition ratings. PCI provides key information about the causative factors creating the distresses defining pavement condition, and that information is essential to the development of cost-effective improvement plans.

**Exhibit A**

Wisconsin Department of Transportation NHS Pavement Condition Targets	Baseline	2-Year Targets (2023)	4-Year Targets (2025)
Interstate – Percentage pavements in “Good” condition	65.9%	>60.0%	>60.0%
Interstate – Percentage pavements in “Poor” condition	0.3%	<4.0%	<4.0%
Non-Interstate NHS – Percentage pavements in “Good” condition	36.3%	> 30.0%	> 30.0%
Non-Interstate NHS – Percentage pavements in “Poor” condition	4.2%	< 10.0%	< 10.0%

**Exhibit B**

Wisconsin Department of Transportation NHS Bridge Condition Targets	Baseline	2-Year Targets (2023)	4-Year Targets (2025)
Percentage of NHS Bridges Classified as in Good Condition	51.3%	>49.0%	> 48.0%
Percentage of NHS Bridges Classified as in Poor Condition	2.6%	<3.0%	< 3.0%



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

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

December 16, 2022

To: Wisconsin Metropolitan Planning Organizations

**Subject: 2022-2025 Performance Period Targets for the National Performance Management Measures  
Third Performance Rule (PM3) – 23 CFR Part 490**

Pursuant to the regulations promulgated by the U.S. Department of Transportation Federal Highway Administration, the Wisconsin Department of Transportation (WisDOT) has established statewide targets for the federal performance measures intended to assess performance of the National Highway System, freight movement on the Interstate System and Congestion Mitigation and Air Quality (CMAQ) Improvement Program. WisDOT and the Southeastern Wisconsin Regional Planning Commission (SEWRPC) collectively agreed to unified targets for the Peak Hour Excessive Delay (PHED) measure and the Non-Single Occupancy Vehicles (Non-SOV) measure for the Milwaukee urbanized area. The 2023 and 2025 targets for the six performance measures are identified in Exhibit A.

Comments for FHWA on the PM3 Rule Calculations

While the reliability measures may be useful for describing reliability of individual urban areas or individual states, these measures are not practical to use for inter-state comparisons. The following reliability metric calculations use the “normal” or 50th percentile travel time in the denominator. Comparisons should not be drawn between states with greater prevalence of recurring congestion with “normal” travel times that are significantly higher than free-flow travel times, and states with “normal” travel times that are close to the posted or free-flow speed.

The reliability measures are based on the following metrics:

- **Travel Reliability Metric:** *Level of Travel Time Reliability (LOTTR) =  $\frac{80th\ percentile\ travel\ time}{50th\ percentile\ travel\ time}$*
- **Freight Reliability Metric:** *Truck Travel Time Reliability (TTTR) =  $\frac{95th\ percentile\ travel\ time}{50th\ percentile\ travel\ time}$*

These reliability metrics do not allow for meaningful comparison between states because urbanized areas with higher levels of recurring congestion may have 50th percentile travel times well above the free-flow travel times, while other urbanized areas with lower levels of recurring congestion have 50th percentile speeds that are closer to the free-flow travel times. For example, it is difficult to compare two 10-mile freeway corridors with a posted speed of 60 mph, when one route has an 80th and 50th percentile travel times of 20 minutes (30 mph) and 10 minutes (60 mph) respectively, while the other route with higher levels of recurring congestion has 80th and 50th percentile travel times of 30 minutes (20 mph) and 15 minutes (40 mph) respectively. While the reliability measures show that these two routes have the same reliability index, the route with the lower 50th percentile travel time has significantly better traffic flow and throughput. For these reasons, these reliability measures should not be used to make simple comparisons between states.

**Exhibit A**

<b>Wisconsin Department of Transportation Targets</b>	<b>Baseline</b>	<b>2-Year Targets (2023)</b>	<b>4-Year Targets (2025)</b>
<b>Travel Reliability</b>			
1) Percent of person-miles traveled that are reliable on the Interstate	96.4%	92.5%	93.0%
2) Percent of person-miles traveled that are reliable on the Non-Interstate NHS	93.9%	91.0%	89.5%
<b>Freight Reliability</b>			
3) Truck Travel Time Reliability Index on the Interstate	1.20	1.30	1.30
<b>Peak Hour Excessive Delay</b>			
4) Annual Hours of Peak Hour Excessive Delay per Capita in the Milwaukee Urbanized Area	5.7 Hours per capita	8.6 Hours per capita	8.4 Hours per capita
<b>Non-Single Occupancy Vehicles</b>			
5) Percent of Non-SOV Travel in the Milwaukee Urbanized Area	21.6%	20.5%	20.5%
<b>Emission Reductions</b>			
6) Total Emissions Reductions in nonattainment or maintenance areas for: <ul style="list-style-type: none"> <li>PM2.5</li> <li>NOx</li> <li>VOC</li> </ul>	8.276 kg 75.659 kg 18.941 kg	3.962 kg 22.767 kg 8.848 kg	8.100 kg 78.915 kg 18.318 kg

## **Greater Madison MPO 2023 Resolution No. 4**

### **Adopting Federal Performance Measure Targets for Infrastructure Condition, National Highway System Performance, and Freight**

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

**WHEREAS**, federal transportation legislation (MAP-21 and now Infrastructure Investment and Jobs Act) and associated federal rules (Title 23, Section 134 U.S.C.) requires that each MPO undertake a transportation planning process that provides for the establishment and use of a performance-based approach to transportation decision making to support national goals while also establishing performance targets that address the performance measures to use in tracking toward attainment of critical outcomes for the multimodal transportation system in the region; and

**WHEREAS**, the U.S. Department of Transportation (USDOT) established the national performance management measure for Pavement and Bridge Condition (Subparts C and D) and National Highway System Performance and Freight Movement on the Interstate System (Subparts E and F); and

**WHEREAS**, state DOTs and MPOs are to coordinate on the establishment of the performance measure targets to ensure consistency to the maximum extent practicable and MPOs have the option of supporting the state DOT's targets or developing their own targets; and

**WHEREAS**, the Wisconsin Department of Transportation (WisDOT) has established targets for the required pavement and bridge condition and NHS system performance and freight performance measures, which are documented in Attachment 1; and

**WHEREAS**, the Greater Madison MPO must establish 2- and 4-year targets for the above referenced measures no later than 180 days after WisDOT has established targets; and

**WHEREAS**, the Greater Madison MPO, in consultation with WisDOT, has decided to choose the option of supporting all of the applicable WisDOT 4-year performance targets documented in Attachment 1, and to work with WisDOT to plan and program projects that contribute toward the accomplishment of these targets; and

**WHEREAS**, the Greater Madison MPO intends to track these performance measures for the Madison Metropolitan Planning Area and report on these measures annually as part of its Performance Measures reporting:

**NOW, THEREFORE, BE IT RESOLVED** that the Greater Madison MPO agrees to plan and programs projects within the Madison Metropolitan Planning Area so that the projects contribute toward the accomplishment of WisDOT's established 2- and 4-year targets for the pavement and bridge condition and NHS performance and freight measures as documented in Attachment 1.

---

Date Adopted

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Mark Opitz, Chair, Greater Madison MPO

**ATTACHMENT 1: WisDOT’s Performance Period Targets for Infrastructure Condition (PM2) and System Performance (PM3) Measures**

<b>Performance Measure</b>	<b>2-Year Target (2023)</b>	<b>4-Year Target (2025)</b>
<b>Subpart C: Interstate Pavement Condition</b> (Percent of Pavement in “Good” Condition)	>60%	>60%
<b>Subpart C: Interstate Pavement Condition</b> (Percent of Pavement in “Poor” Condition)	<4%	<4%
<b>Subpart C: Non-Interstate NHS Pavement Condition</b> (Percent of Pavement in “Good” Condition)	>30%	>30%
<b>Subpart C: Non-Interstate NHS Pavement Condition</b> (Percent of Pavement in “Poor” Condition)	<10%	<10%
<b>Subpart D: Bridge Condition</b> (Percent of NHS Bridges by Deck Area in “Good” Condition)	>49%	>48%
<b>Subpart D: Bridge Condition</b> (Percent of NHS Bridges by Deck Area in “Poor” Condition)	<3%	<3%
<b>Subpart E: Interstate Reliability</b> (Percent of Reliable Person-Miles Traveled on the Interstate)	92.5%	93%
<b>Subpart E: Non-Interstate NHS Reliability</b> (Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS)	91%	89.5%
<b>Subpart F: Freight Reliability</b> (Truck Travel Time Reliability Index)	1.30	1.30

# MPO Agenda Cover Sheet

## February 1, 2023

Item No. 10

**Re:**

Report and Discussion on County Trunk Highway PD Expansion Project to Accommodate Expansion of Epic Systems Campus in Verona

**Staff Comments on Item:**

MPO staff was recently made aware of plans by the City of Verona to pay for and lead improvements to County Highway PD from east of Shady Oak Lane to relocated Country View Road. The roadway would be expanded to a 4-lane divided cross section with intersection improvements, including a new signal at relocated Country View Rd., which would provide a new major access point to the Epic campus. A shared-use path would be added on the south side along with on-street bike lanes. See attached figure. The project is scheduled for construction this year. The project is designed to serve a planned major expansion of the Epic campus.

MPO staff invited City of Verona staff to present on the Epic expansion and CTH PD project to the MPO board, which they respectfully declined. MPO staff followed up with some questions on the project and the coordination of it with the planned Marty property development north of CTH PD for which the city recently received urban service area amendment approval from CARPC. See attached development plan map. See also attached email exchange.

Town of Verona officials have raised concerns about the project and the decision making process for it. There is currently no agreement with the county on the project, which is and will presumably continue to be a county highway. The county has apparently said it has no authority over the project because it is not providing any funding. See email exchange with Town of Verona Supervisor Tom Mathies.

MPO staff is bringing this to the board as an informational item as the Epic expansion and roadway project clearly has regional impacts. In addition, there may be a role to play for the MPO to at least facilitate communication and discussion as it appears that the communication has not been great. We understand there was at least a meeting on the project in the Town of Verona.

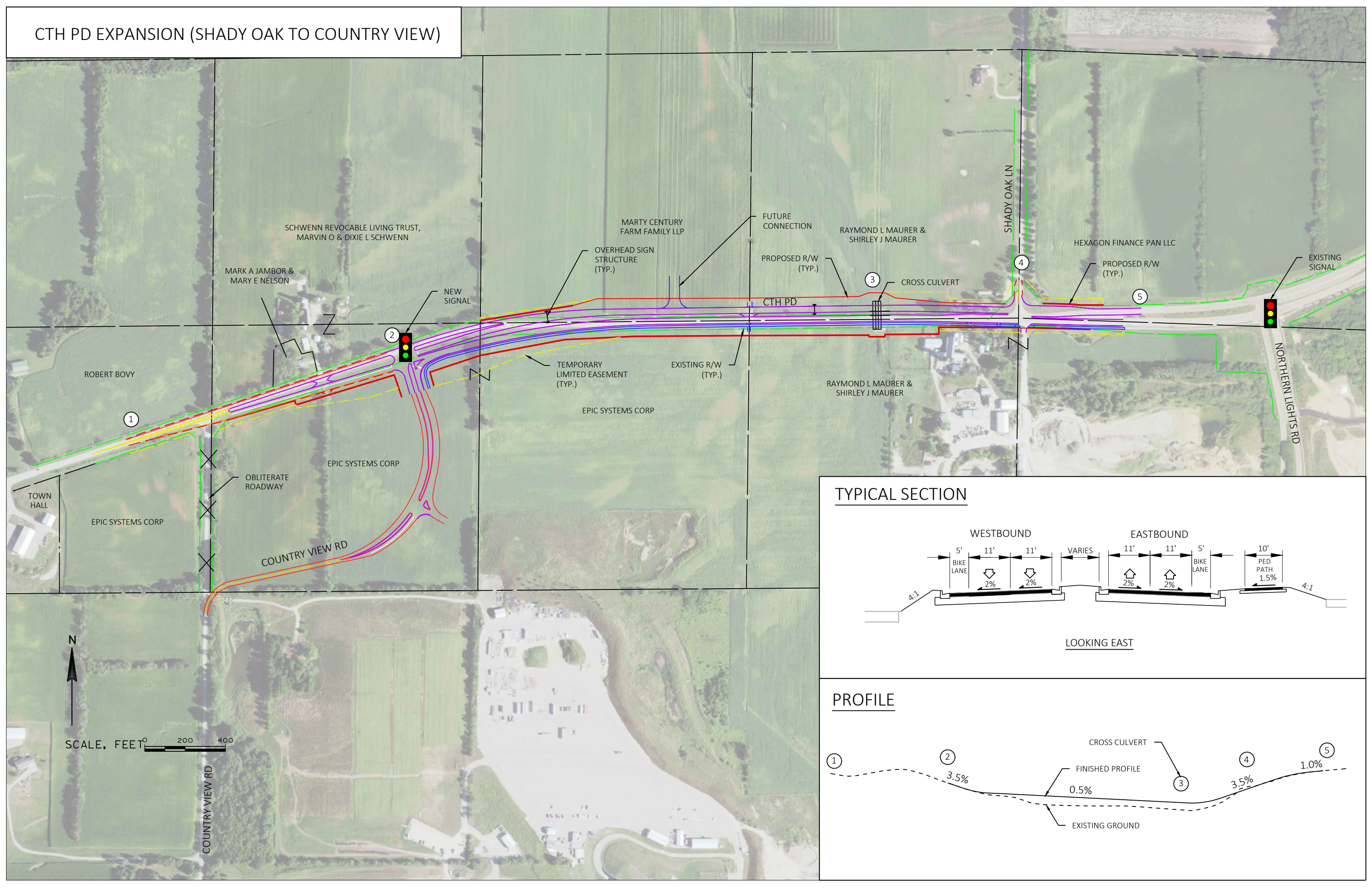
**Materials Presented on Item:**

1. Map showing CTH PD Improvements
2. Map showing Marty property development plan north of CTH PD and west of Shady Oak Ln.
3. Email exchange with City of Verona staff regarding Epic plans and the CTH PD project.
4. Email exchange with Town of Verona Supervisor regarding the CTH PD project.

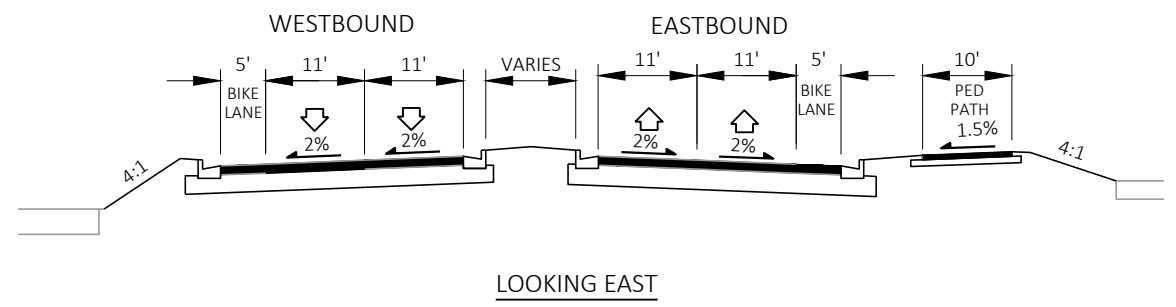
**Staff Recommendation/Rationale:** For information and discussion purposes. Seeking direction from board regarding any follow up actions for staff.



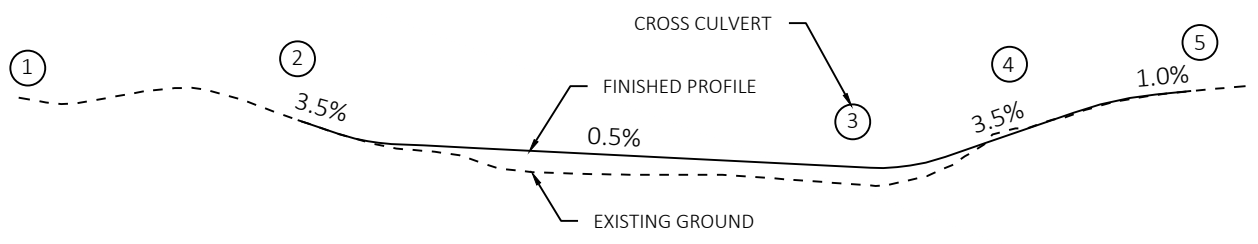
CTH PD EXPANSION (SHADY OAK TO COUNTRY VIEW)



TYPICAL SECTION



PROFILE





**Marty Property**  
**Proposed Amendment**  
**Boundary with Concept Plan**  
 Verona, Wisconsin



*Proposed USAA Boundary*

Current USA

CITY OF VERONA

Shady Oak Ln

Shady Oak Ln

PD

TOWN OF VERONA

CITY OF MADISON

CITY OF VERONA

Current USA



## Schaefer, William

---

**From:** Theran Jacobson <theran.jacobson@ci.verona.wi.us>  
**Sent:** Tuesday, January 10, 2023 11:34 AM  
**To:** Schaefer, William  
**Cc:** Hoesly, Colleen; Kanning, David; Adam Sayre  
**Subject:** RE: Epic and CTH PD expansion

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

Hi Bill,

Q - Is the new relocated Country View Road intersection with CTH PD where the main access road to the Marty property will be located?

A (CoV) – No. It is west. See the link below for an overview figure.

<http://www.ci.verona.wi.us/DocumentCenter/View/4175/CTH-PD-improvements-Figure>

Q - Are there any improvements planned for the Shady Oak Lane intersection with CTH PD?

A (CoV) – Yes. Left turn lanes will be added for the WB and EB CTH PD approaches, a WB CTH PD right turn lane to Shady Oak Lane, and Shady Oak Lane will have SB LT and RT on to CTH PD.

Q - While many of the trips to/from the Marty property will be made using that access road, Shady Oak Ln. will also see increased traffic and it will be difficult for both motorists and bicyclists/pedestrians to cross CTH PD with the increased traffic. Did your traffic study look at this?

One future solution would be to directly connect Shady Oak Ln. to Northern Lights Rd. Is that planned in the future?

Thanks again for the information.

A (CoV) – City staff supports the re-alignment of Shady Oak to the intersection of CTH PD / Northern Lights. I believe Katherine Holt sent this information previously with a regional mark for your last update. This re-alignment has challenges with a deed restriction on the Heath property that the City of Madison holds,

<https://accessdane.countyofdane.com/Parcel/Index/060804394350>. The re-alignment would be part of Development projects on the adjacent properties. Please note the re-alignment has not been discussed beyond the staff level to my knowledge.

Thank You,

Theran Jacobson, P.E.  
Director of Public Works  
City of Verona  
410 Investment Court  
Verona, WI 53593  
Main 608-845-6695  
e-mail: [theran.jacobson@ci.verona.wi.us](mailto:theran.jacobson@ci.verona.wi.us)

---

**From:** Schaefer, William  
**Sent:** Tuesday, January 3, 2023 2:54 PM  
**To:** Theran Jacobson  
**Cc:** Hoesly, Colleen ; Kanning, David ; Adam Sayre  
**Subject:** RE: Epic and CTH PD expansion



Theran/Adam,

Thanks for the response and for following up with traffic information. While it is arguable whether the roadway improvement itself is “regionally significant,” the combination of the Epic expansion plans and the associated transportation improvement certainly do have regional impacts, and it is something that would be helpful to communicate to the MPO. We respect your desire not to present on this to the MPO board, but would appreciate more information on the Epic expansion plans so that we can ensure this information is incorporated into our travel model. Also, we have a couple questions related to the roadway project. Is the new relocated Country View Road intersection with CTH PD where the main access road to the Marty property will be located? Are there any improvements planned for the Shady Oak Lane intersection with CTH PD? While many of the trips to/from the Marty property will be made using that access road, Shady Oak Ln. will also see increased traffic and it will be difficult for both motorists and bicyclists/pedestrians to cross CTH PD with the increased traffic. Did your traffic study look at this? One future solution would be to directly connect Shady Oak Ln. to Northern Lights Rd. Is that planned in the future? Thanks again for the information.

**Bill Schaefer (he/him)**

PLANNING MANAGER

ph: (608) 266-9115

email: [wschaefer@cityofmadison.com](mailto:wschaefer@cityofmadison.com)

[GreaterMadisonMPO.org](http://GreaterMadisonMPO.org)

Follow us on Facebook! [@GreaterMadisonMPO](https://www.facebook.com/GreaterMadisonMPO)



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**From:** Theran Jacobson <[theran.jacobson@ci.verona.wi.us](mailto:theran.jacobson@ci.verona.wi.us)>

**Sent:** Wednesday, December 21, 2022 9:52 AM

**To:** Schaefer, William <[WSchaefer@cityofmadison.com](mailto:WSchaefer@cityofmadison.com)>

**Cc:** Hoesly, Colleen <[CHoesly@cityofmadison.com](mailto:CHoesly@cityofmadison.com)>; Kanning, David <[DKanning@cityofmadison.com](mailto:DKanning@cityofmadison.com)>; Adam Sayre <[adam.sayre@ci.verona.wi.us](mailto:adam.sayre@ci.verona.wi.us)>

**Subject:** RE: Epic and CTH PD expansion

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

Good morning,

You are correct that we are planning to extend the urbanized section of CTH PD west of Northern Lights Road to a relocated intersection of Country View Road in 2023. We do not view this as a regional benefit, if CTH PD was extended to the interchange of USH 18/151 by others we would view that as a regional benefit.

Below is a link to the project website which includes a figure.

<http://www.ci.verona.wi.us/787/County-Highway-CTH-PD-Expansion-Country->

<http://www.ci.verona.wi.us/DocumentCenter/View/4175/CTH-PD-improvements-Figure>

At this point we are going to pass on presenting to the MPO policy board regarding this project, thanks for the invitation though. Dane County Highway and the Town of Verona are both aware of the project and we have been communication with both governing bodies at the staff level.

I will follow up with traffic information after the turn of the year.

Thank You,

Theran Jacobson, P.E.  
Director of Public Works  
City of Verona  
410 Investment Court  
Verona, WI 53593  
Main 608-845-6695  
e-mail: [theran.jacobson@ci.verona.wi.us](mailto:theran.jacobson@ci.verona.wi.us)

---

**From:** Schaefer, William <[WSchaefer@cityofmadison.com](mailto:WSchaefer@cityofmadison.com)>  
**Sent:** Thursday, December 15, 2022 2:22 PM  
**To:** Adam Sayre <[adam.sayre@ci.verona.wi.us](mailto:adam.sayre@ci.verona.wi.us)>; Theran Jacobson <[theran.jacobson@ci.verona.wi.us](mailto:theran.jacobson@ci.verona.wi.us)>  
**Cc:** Hoesly, Colleen <[CHoesly@cityofmadison.com](mailto:CHoesly@cityofmadison.com)>; Kanning, David <[DKanning@cityofmadison.com](mailto:DKanning@cityofmadison.com)>  
**Subject:** Epic and CTH PD expansion

Adam/Theran,

I recently learned of the city's plans to expand CTH PD from Northern Lights Rd to Country View Rd and improve Country View to accommodate Epic campus expansion and new major access point to the campus. We'd be interested in getting more information on both the Epic campus expansion and new employee estimate and the plans and timing for the roadway improvements, including how they accommodate the planned development north of CTH PD. We'd also be interested in getting a copy of the traffic analysis that was done for Epic expansion scenario a little while back. In addition, we would like to know if one of you and perhaps your consultant would be willing to come present on this to our MPO policy board at one of their meetings the first part of next year, given the regional significance. The board still meets virtually via Zoom. I will follow up with a call next week to discuss, but thought I'd drop you a note first. Thank you very much. You have much going on in Verona, and I also know that you are short staffed again with Katherine leaving.

**Bill Schaefer (he/him)**  
PLANNING MANAGER  
ph: (608) 266-9115  
email: [wschaefer@cityofmadison.com](mailto:wschaefer@cityofmadison.com)  
[GreaterMadisonMPO.org](http://GreaterMadisonMPO.org)  
Follow us on Facebook! [@GreaterMadisonMPO](https://www.facebook.com/GreaterMadisonMPO)



## Schaefer, William

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**From:** Schaefer, William  
**Sent:** Friday, January 20, 2023 10:19 AM  
**To:** 'Tom Mathies'  
**Cc:** Hoesly, Colleen  
**Subject:** RE: Questions about city oversight of a county highway project

Okay, thanks for letting me know. That would make more sense that power/control would perhaps be with highway commissioner vs. the board if it is being paid 100% with city of Verona (via Epic) funds. However, this still seems like something that should go through the Public Works and Transportation Committee. I will see what I can find out.

### Bill Schaefer (he/him)

PLANNING MANAGER

ph: (608) 266-9115

email: [wschaefer@cityofmadison.com](mailto:wschaefer@cityofmadison.com)

[GreaterMadisonMPO.org](http://GreaterMadisonMPO.org)

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**From:** Tom Mathies <TMathies@town.verona.wi.us>  
**Sent:** Friday, January 20, 2023 7:49 AM  
**To:** Schaefer, William <WSchaefer@cityofmadison.com>  
**Cc:** Hoesly, Colleen <CHoesly@cityofmadison.com>  
**Subject:** RE: Questions about city oversight of a county highway project

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

Hi Bill,

Thanks for looking at this.

I just sent an email to the county Public Works & Transportation Committee requesting that they review this. This seems to be a question of which powers are under a county board and which powers are under a highway commissioner and county executive.

Have a good day,

Tom Mathies  
Town of Verona Supervisor

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**From:** [Schaefer, William](#)

**Sent:** Friday, January 13, 2023 9:06 AM

**To:** [Tom Mathies](#)

**Cc:** [Hoesly, Colleen](#)

**Subject:** Re: Questions about city oversight of a county highway project

**CAUTION: This email originated from outside the organization.**

**Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Hi Tom,

Yes, Mark contacted me about this. I followed up with City of Verona staff to ask for a presentation to the MPO Policy Board, which they declined, and to ask some questions related to both Epic plans and the roadway project. I don't understand the response from the county since the county owns the highway. It seems to me the county has to sign off on the project and probably enter into an agreement with the city, which would involve the board. I will follow up on this when I am back from vacation.

Bill

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**From:** Tom Mathies <[TMathies@town.verona.wi.us](mailto:TMathies@town.verona.wi.us)>

**Sent:** Wednesday, January 11, 2023 3:02 PM

**To:** Schaefer, William

**Subject:** Questions about city oversight of a county highway project

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

Hello Bill,

A local business (Epic) wants to expand a portion of CTH PD (over 4,000 feet) from two lanes to four lanes due to increasing and future employee traffic. Epic plans to pay the costs. The City of Verona claims to have oversight of this project.

I think our town chair, Mark Geller, has contacted you about the planning perspective on this project. I'm interested in funding and public policy.

After checking with Dane County Supervisor Dave Ripp, responses from the county highway department and counsel staff say that the county board has no authority over this project because no county funds are involved in the construction. (See below for additional details.)

This supposed lack of county authority is concerning since portions of this project would be in the Town of Verona and would require acquisition of land from town residents. In effect, these people would have no elected representation with authority over this project. (Those highway sections might be annexed by the City of Verona.)

The larger concern, perhaps, is that a county highway would be redesigned to suit a the desires of a business, with no county board decision as to whether this would be in the public interest.

Also, a highway expansion creates future county obligations for plowing, maintenance, etc. The concern is that the county board is not involved in making decisions about accepting these future obligations.

Are you aware of any info that supports or refutes the idea that a city can have oversight of a county highway project without county board approval?

Thanks,

Tom Mathies  
Town of Verona Supervisor

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Here's what I've learned plus comments...

- There is not an agreement between Dane County and the City of Verona for this project. The project plans would need to be approved by the highway commissioner and a permit to work in the county highway right of way would be required.
- The county does not have written policies that allow for a municipality to the lead on a county highway project when the project does not have county funds and the county is not receiving revenue.
- The county highway department claims that Wis. Stat. §83.01 provides that, under an executive form of county government, the responsibility of the highway committee falls to the highway commissioner. See also §83.015(2)(b).

*My comment: This seems correct, however, is there statutory authority for a highway committee to hand off oversight of a construction project to a municipality? Also, since this project does not involve county funds, any highway improvements (road materials, traffic lights, etc.) might be considered to be donations to the county. It appears that only the county board has the power to accept donations, Wis. Stat. §59.52(19):*

*The board may accept donations, gifts or grants for any public governmental purpose within the powers of the county.*

*This is a power of the county board, not the highway committee, and may not be claimed by the highway commissioner.*

- The county highway department claims that "Wis. Stat. §83.05 permits cities to improve the width of roadways to over 18 feet." However, this section says:

When a portion of the system of county aid highways in any city is to be improved, and the funds from the city and county are available therefor, the city may determine that the roadways shall be paved to a greater width than 18 feet. ...



*My comment: The section applies only to county aid highways, not county trunk highways. (I'm not aware of any county aid highways in Dane County.) Since the Legislature excluded county trunk highways, the implication may be that a city may not expand the width of a county trunk highway.*

- *My comment: Wis. Stat. §83.01(7)(e) states:*

*The county highway commissioner and the commissioner's employees may enter private lands for the purpose of making surveys or inspections.*

*If the authority to enter lands for a county highway project does not extend to employees of a city, how can a city have authority to make improvements to a county highway – absent an agreement with the county?*

# MPO Agenda Cover Sheet

## February 1, 2023

Item No. 11

**Re:**

Report on New Census 2020 Madison Urban Area and Implications

**Staff Comments on Item:**

The U.S. Census Bureau released the GIS files to allow mapping of the newly designated 2020 Madison Urban Area. The map (attached) shows that with the new criteria used both the City of Stoughton and the Village of Cross Plains and associated town areas dropped out of the Madison Urban Area. Stoughton is now its own Urban Area. Cross Plains is not part of an Urban Area, which must have a minimum of 5,000 population. The population of the Urban Area affects the amount of federal transportation funding that the MPO and Metro Transit receive. The Urban Area boundary affects the roadways and areas that under current MPO policy are eligible for MPO funding for projects. It also affects the functional classification of roadways, which are classified as urban or rural based on the boundary.

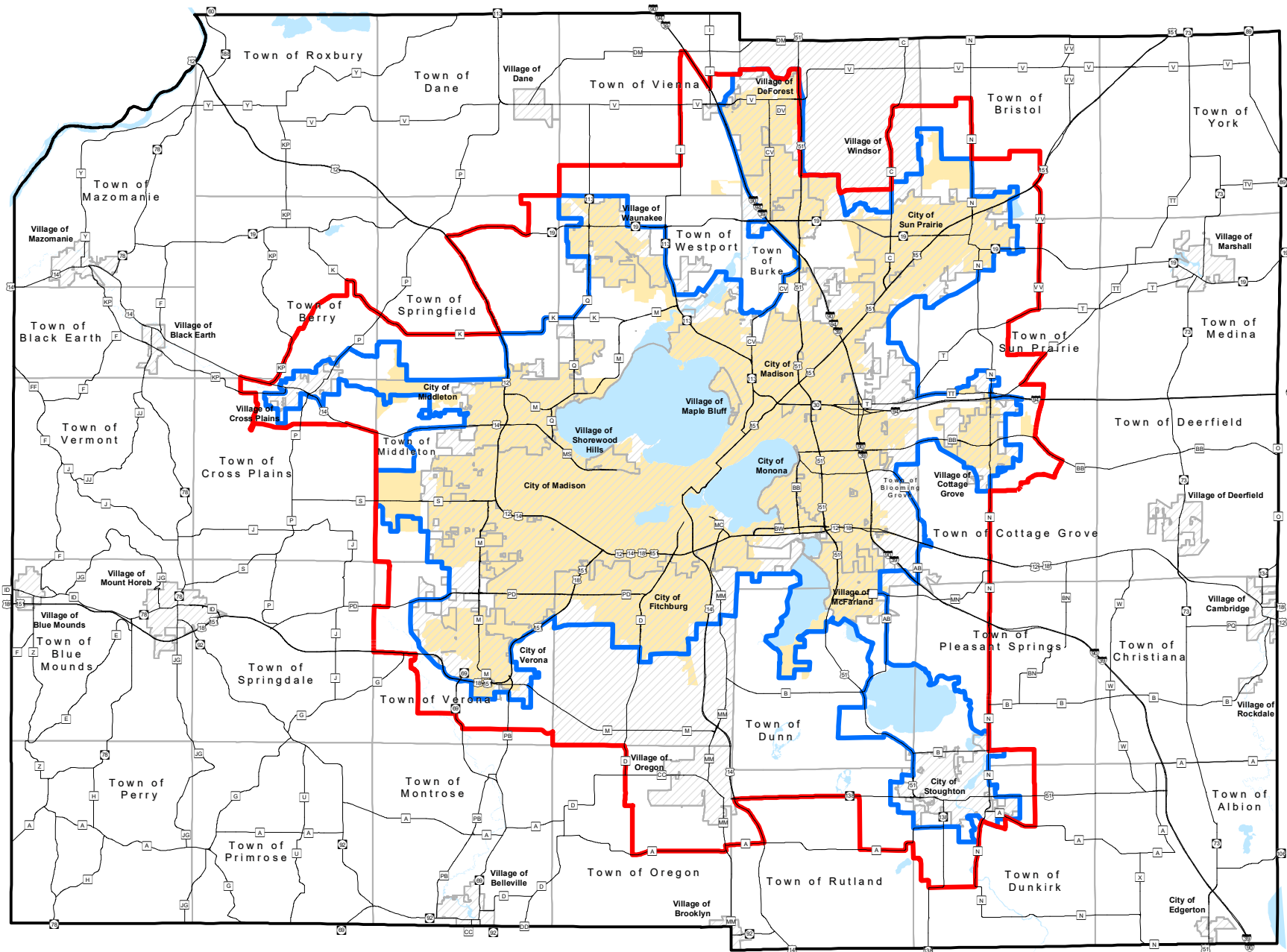
The MPO can and will make adjustments to the Urban Area boundary. However, this will not affect the Urban Area population for funding purposes. The 2020 Madison Urban Area population is 450,305 compared to the 2010 population of 401,661, which included Cross Plains and Stoughton. This is still by far the largest increase among urban areas in the state. The Milwaukee area lost significant population. As a result our Planning and project funding will increase accordingly.

After making adjustments to the Urban Area boundary, the MPO will set the Planning Area boundary. The MPO will then need to decide whether to include Cross Plains and Stoughton, along with Oregon, in the Planning Area even though those communities aren't in the Urban Area. If they are included, the MPO can revisit its funding policy. Staff isn't necessarily recommending a change, but that the board at least discuss the policy.

**Materials Presented on Item:**

1. Map showing the new 2020 Census defined Madison urban area in relation to the current adjusted 2010 urban area and current planning area.

**Staff Recommendation/Rationale:** For informational purposes only at this time.



Madison Urban Areas  
Greater Madison MPO  
A Metropolitan Planning Organization

- Madison Census Urban Area 2020
- Madison Urban Area (approved by U.S. DOT 6/11/13, revision approved by the MATPB 3/4/15)
- Metropolitan Planning Area Boundary (approved by WisDOT 7/30/13)

Prepared by staff to the:



Date Revised: 1/23/2023

