

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

January 5, 2022

Virtual Meeting via Zoom

6:30 p.m.

This meeting is being held virtually.

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

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

3. **Watch the Meeting:** If you would like to join the meeting as an observer, please visit <https://www.cityofmadison.com/clerk/meeting-schedule/watch-meetings-online>
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: 955 3056 4723

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 November 3, 2021 Meeting Minutes
3. Communications

4. Public Comment (for items **not** on MPO Agenda)
5. MPO 2022 Resolution No. 1 Approving Amendment #2 to the 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County
 - USH 18/151 (Town Hall Rd. to CTH PD), Overlay, Pavement Repair and Safety Improvements [Expanded scope, increased cost; const. in '22]
 - Mineral Point Rd. (S. High Point Rd. Intersection), Safety Improvements [NEW; Const. in '25]
6. MPO 2022 Resolution No. 2 Approving Amendment to the 2022 MPO Unified Planning Work Program
7. Approval of Revisions to MPO Operating Rules and Procedures
8. Update on Phase 2 Intersection Safety Analysis Project and Planned Next Steps
9. Update on *Connect Greater Madison* Regional Transportation Plan 2050
10. Presentation on Infrastructure Investment and Jobs Act and Impacts on MPO Funding
11. Discussion and Action on Whether to Continue to Virtual Board Meetings in 2022
12. Status Report on Capital Area RPC Activities
13. Announcements and Schedule of Future Meetings
14. Adjournment

Next MPO Board Meeting:

Wednesday, February 2, 2022 at 6:30 p.m.

**Greater Madison Metropolitan Planning Organization (MPO)
November 3, 2021, 2021 Meeting Minutes**

[Virtual Meeting hosted via Zoom](#)

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

1. Roll Call and Introductions

Members present: Margaret Bergamini, Yogesh Chawla, Paul Esser, Steve Flottmeyer, Grant Foster, Dorothy Krause, Tom Lynch, Jerry Mandli, Barbara Harrington-McKinney, Nasra Wehelie, Kristi Williams, Doug Wood

Members absent: Mark Opitz, Gary Halverson

MPO staff present: Bill Schaefer, Zia Brucaya

Others present in an official capacity: Forbes McIntosh (DCCVA), Diane Paoni (WisDOT Planning)

2. Approval of October 6, 2021 Meeting Minutes

Esser moved, Wehelie seconded, to approve the October 6, 2021 meeting minutes. Williams abstained. Motion carried.

3. Communications

Schaefer described a series of letters and emails regarding WisDOT's use of CRRSAA (Covid Response and Relief Supplemental Appropriations Act) funding suballocated for the Madison area:

- WisDOT letter indicating that they had consulted with FHWA and that the agency had supposedly confirmed WisDOT has the authority to spend that money on projects as long as they are in the Madison metropolitan area, and that the required coordination with the MPO is satisfied as long as the projects being funded are listed in the approved Transportation Improvement Program (TIP).
- After receiving WisDOT's letter, Schaefer confirmed the letter's accuracy with Wisconsin Division FHWA staff. Schaefer noted that he still questioned the legality of WisDOT's use of the funding for state projects without consent by the MPO.
- Letter from Kevin Muhs, Executive Director of SEWRPC (Milwaukee area MPO), making the argument that a TIP amendment would be required for this due to the change in funding source and because the funding is sub-allocated funding that must be spent in the MPO area.

Schaefer noted that the only possible leverage that the MPO has at this point would be to convince FHWA that a TIP amendment is required or remove the project from TIP. Otherwise, the only recourse would be to involve higher level officials—mayors, county executives, etc. He explained that he found it appalling that WisDOT would take this \$3 million, which is meant to be used by the MPO. He said that Kevin Muhs had also noted that WisDOT had not even asked the MPO for its input as to which state project in the MPO area should receive the funding.

Foster suggested that the MPO contact a city attorney to discuss its options, and discuss the matter with state representatives and others to bring awareness to the issue. Lynch asked whether the MPO had considered approaching the WisDOT secretary about the issue. Schaefer replied that the large MPO directors had been in the process of drafting a letter to the WisDOT Secretary asking for a meeting on this issue and the larger issue of lack of transparency in the calculation of the MPOs' suballocated funding. Schaefer said he expects that the Secretary would have some familiarity with this issue, but

that he may not know the full story, so pursuing a meeting with him still makes sense. Lynch responded that the current WisDOT administration seems receptive to trying address MPOs' needs. Krause said that she had met with the WisDOT Secretary a couple of times and that she expects that he would at least give the MPO a hearing on the issue. She suggested use of county legal counsel as well as city counsel. Schaefer responded that he was hesitant to involve county legal staff because the city is responsible for staffing the MPO. Krause said that since the CRRSSA funding is directed to the entire MPO area the county should be made aware of the issue.

Harrington-McKinney asked whether the discussion was in order and whether, since this topic was not on the agenda, the board should be discussing it in such depth. Wood said he agreed, and that Schaefer had probably heard enough about the Board's thoughts on the issue at this time, and that the item should be added to a future meeting agenda. Schaefer said that resolution of the issue is not urgent, but it should be done by the first half of next year as the MPO could use the funding on projects scheduled in 2022-'23. Foster asked Schaefer to ask a city attorney about the ability for the board to discuss an issue like this without it being on the agenda as long as the board takes no action.

The following were the other communications:

- WisDOT letter, signed by FHWA, approving the work program amendment to carry over funding.
- MPO letter of support for MadREP's workforce innovation grant application, which includes a regional vanpool program.
- Newsletter from WisDOT on the USH 51 (McFarland to Stoughton) project announcing public meetings on the project design (emailed to board).
- MPO letter of support for Madison Metro's route restoration grant application to support implementation of the network redesign study (emailed to board).

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

None.

5. Presentation on Second Regional Telework Survey Results and Next Steps

Brucaya presented the background on and results of the 2021 Madison Region Telework Survey. She then outlined the next steps: production of a summary report, sharing the results with employers and policymakers, and supporting Sustain Dane in completing the telework scoping study grant.

Foster noted the importance of this survey and suggested that it would be good for the MPO to continue to focus on telework, and to include telework under the RoundTrip program—initially by including tips, resources, etc. on the website. Lynch said that he is cautious about promoting telework for its sustainability benefits because its environmental impact is not yet clear. Chawla said that we need to increase our understanding of telework and why travel has increased back to the levels it has despite elevated levels of telecommuting. He wondered whether telecommuting may in fact be reducing travel, while some other factor may be increasing it. He also noted the importance of neighborhood design and land use mix—that in some neighborhoods, such as his own, people can meet all of their daily needs without a car but in other places they cannot. Foster agreed with Chawla's comments and said that even if teleworking just reduces peak period congestion that is still a major benefit, as it can reduce the need for capacity expansion. He also echoed the need for more research into the impacts of telework on VMT. If some of the off-peak VMT increase is due to choice trips, there may be better ways to shift those trips onto alternate modes than focusing on peak period work commuting.

Harrington-McKinney noted the importance of looking at the totality of how people travel, how people are able to travel, how their neighborhoods affect the travel they need to do, and the disparities in these areas. Wood asked Brucaya how VMT today compares to 2019. Brucaya said that total daily VMT

in September 2020 was about 5% below 2019 levels, but that peak hour travel was far lower relative to 2019 levels. Schaefer said that while the MPO intends to look at more recent data, he felt anecdotally that peak period traffic, particularly on the Beltline, remains well below its 2019 peak. Wood noted that even a small change in traffic volumes has a big impact. Lynch said he checked volumes on University Avenue last week and found they were about 92% of prior levels. He said he remains uncertain as to how permanent the change in travel habits and telecommuting will be after the pandemic recedes as a major issue impacting work and school. Foster said that the role of the MPO should not just be reactive, but it should instead be working proactively to effect change in travel habits and try to prevent traffic from bouncing back to its previous level. Schaefer said he agreed with many of the comments and that the MPO would continue to work in this space.

6. MPO 2021 Resolution No. 11 Adopting Annual Federal Highway Safety Improvement Program Performance Measure Targets

Schaefer explained the requirement for MPOs to set targets for various performance measures, report their progress on meeting them, and detail in their long range plans and in their TIPs how the plans and projects will help the region make progress in achieving the targets. He said that some of the measures, including the safety measures, require yearly decisions by the MPO on whether to maintain or adjust the targets. The safety measures are:

- The number and rate of vehicle crash fatalities
- The number and rate of vehicle crash serious injuries
- The number and rate of non-motorized vehicle crash fatalities and serious injuries

MPOs have the option of supporting the state targets or adopting their own. Last year the board discussed setting more ambitious targets than the state—currently 2% annual reductions from the prior 5-year average—but decided it would be better to focus on what the MPO can do in terms of supporting implementing agencies in their safety activities and in prioritizing safety in the projects that the MPO funds. Staff is recommending that the MPO continue to support the state targets. Schaefer noted the resolution encourages implementing agencies to adopt more aspirational safety goals like Vision Zero, and to adopt policies to achieve more reductions in fatalities and serious injuries, including the safe systems approach.

Foster said that CARPC discussed the MPO report on pedestrian and bike infrastructure standards, and that he thought a similar report on safety activities could be useful, and it would be a good role for the MPO. Schaefer agreed.

Esser moved, Wehelie seconded, to approve MPO 2021 Resolution No. 11. Motion carried.

7. MPO 2021 Resolution No. 12 Adopting Annual Transit Asset Management and Public Transit Agency Safety Plan Performance Measure Targets

Schaefer explained that the transit asset management and safety measures are the others for which annual performance targets must be set. Staff supports adopting the targets that Metro Transit has set. For both sets of measures, Metro has decided to keep its current targets for another year. Two of the three transit asset management measures involve the number of buses and service vehicles beyond their useful life. Metro is currently exceeding their targets due to COVID-related budget issues and the need to reallocate funds from their regular buses towards the BRT project. The third asset management measure involves the FTA condition rating of their buildings. Currently they are not meeting the target because their rating is based on their administrative and maintenance building, and upgrades to their facility have not yet been completed. The new satellite facility has not yet opened, so that is not included in the rating. Once these are done, Metro will be meet their target.

The safety measures are similar to the traffic safety measures – number and rate of fatalities, injuries, and safety events, and also the distance between vehicle failures (bus breakdowns). They exceeded all of their targets in 2020 due to the reduced service and ridership, but Metro has decided to keep their current targets this year before making any changes.

Esser moved, Williams seconded, to approve MPO 2021 Resolution No. 12. Motion carried.

8. MPO 2021 Resolution No. 13 Amending the 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County to Revise Attachment E to Incorporate Reference to the 2022 Federal Performance Measure Targets

Schaefer explained that this is a technical amendment to revise the TIP appendix to reference the targets just approved by the board.

Esser moved, Williams seconded, to approve MPO 2021 Resolution No. 13. Motion carried.

9. MPO 2021 Resolution No. 14 Approving the 2022 MPO Unified Planning Work Program

Schaefer noted that no comments had been received and that no changes are proposed to the draft document reviewed with the board at the previous meeting.

Esser moved, Krause seconded, to approve MPO 2021 Resolution No. 14. Motion carried.

10. MPO 2021 Resolution No. 15 Authorizing the City of Madison to Enter into an Agreement with Dane County for MPO to Provide Specialized Transportation Coordination Services to Dane County in 2022

Schaefer said that this is the standard agreement that was made last year. He clarified that this same agreement also includes \$24,000 that the County provides to Metro for marketing efforts.

Bergamini moved, Wehelie seconded, to approve MPO 2021 Resolution No. 15. Motion carried.

11. MPO 2021 Resolution No. 16 Authorizing the City of Madison to Enter into an Agreement with the Capital Area Regional Planning Commission (CARPC) for MPO to Provide Transportation Planning Work Activities to CARPC in 2022

Schaefer said that this is another agreement that is renewed every year that enables CARPC to pass through funding from WisDOT to the MPO for transportation analyses that are done for sewer service amendments.

Esser moved, Krause seconded, to approve MPO 2021 Resolution No. 16. Motion carried.

12. Continued Discussion and Potential Action Regarding Expansion of the Area of Eligibility for STBG Urban and TA Program Funding from the Urban Area to the Planning Area

Schaefer noted that staff presented on this issue at the last meeting, and a decision was deferred. He said that staff supports expanding the area of eligibility from the urban area to the larger metropolitan planning area, or include the Village of Oregon along with the urban area. One of the benefits would be to further engage the village with the MPO. In order to avoid equity issues, since the village receives a small annual funding allotment (it has averaged \$50,000) that the other communities in the MPO do not, the MPO could reduce MPO-provided funding proportionately if the village were awarded MPO project funding. Expanding the area of eligibility to include the entire planning area would enable roads that are within the planning area but outside the urbanized area to receive funding; these are currently ineligible for both STBG-Urban and STBG-Rural funding [Ed. Note: Staff was informed that roadways in this area are in fact eligible for STBG-Rural funding].

Esser moved, Williams seconded, to support expanding the area of eligibility for STBG-Urban and TA program funding to include the entire planning area.

Krause noted that the area extending down US 14 to CTH MM, through Fitchburg to Oregon, is identified as a future urban growth area. Bergamini asked when the boundaries are due to be redrawn. Schaefer said that process would start late next year. In response to question from Bergamini, Schaefer explained the general criteria for setting the adjusted urban area boundary and the planning area boundary. Bergamini asked whether there was any reason to redraw the boundaries now rather than waiting until the new Census defined urbanized area boundaries come out. Schaefer replied that it would make sense to wait. Esser asked if the village was aware that the MPO was considering this change. Schaefer responded that staff had discussed the issue with the Planning Director, but not elected officials. Village staff supported the change, and assumed elected officials would as well. Esser asked about reasons for not expanding the area of eligibility. Schaefer replied that the only negative would be the additional competition for funds, which would not increase.

Wood asked Schaefer to confirm that most of the applications for funding have come from the City of Madison. Schaefer said that a majority of the applications have come from Madison and that a majority of funding has gone to Madison, but larger suburban communities and the county have received funding as well. He also noted the policy goal to use at least 10% of the funds for smaller projects from smaller communities. More such applications are expected in future years. Lynch noted the additional requirements and therefore costs associated with federally funded projects. Schaefer agreed that is a barrier for smaller projects.

Bergamini said that she would be voting against this proposal since it had not been discussed with elected officials and new urban area boundaries will be released next year. Wood asked Schaefer to clarify what is happening next year, and whether he thinks the board should hold off on making a change at this point. Schaefer said he did not foresee the planning area changing much, with no new cities or villages added. Schaefer said he is confident that the village would be supportive of this, but that he could certainly confirm this.

Lynch asked whether Dane County might apply for funding for projects in the newly eligible area. Mandli noted that the federal requirements tend to increase project costs substantially, but that he could not say whether the county would try to apply for the newly available funding in the planning area. He continued that he thought a project, such as resurfacing CTH B west of Lake Kegonsa, would be unlikely to score well enough to receive funding. Schaefer agreed.

Harrington-McKinney suggested deferring action due to lack of clarity by board members on all of the issues surrounding the proposed change. Krause said that local governments need to plan projects far in advance, so it would be helpful to expand the eligibility area now rather than waiting. Esser questioned what additional information was needed before making a decision. Foster asked about the impacts of waiting on the policy change. Schaefer said that if the village was planning to apply for Transportation Alternatives program (TAP) funding, it would be good to make the change soon since applications for that funding are due in January. Foster said he supported deferring action, and requested a presentation on the issue when taken up again. He said village officials should be notified when put on the agenda. Krause suggested Fitchburg should also be invited. Bergamini asked whether either community had expressed an intent to apply for TAP funding. Schaefer said he had not heard from any communities yet about applying for TAP funding. Bergamini asked about prior applications, and Schaefer responded Fitchburg had applied and received funding in the past, but not Oregon. Mandli asked if this had been presented to the technical committee. Schaefer said yes, but staff hadn't asked for a recommendation from the committee. In response to further discussion, Schaefer said he would find out if either Fitchburg or Oregon intended to apply for a TAP grant.

Bergamini moved, Harrington-McKinney seconded, to delay action to a future meeting to be determined by staff and by the chair. Motion carried.

13. Update on *Connect Greater Madison Regional Transportation Plan 2050*

Schaefer noted that staff was just beginning work on the travel forecast modeling for the plan due to delays with the model. He reviewed a draft of the presentation to be provide at the upcoming public information meetings, and asked for any comments.

Lynch requested that the MPO contact Renee Callaway to coordinate on identifying missing links in the bicycle network.

14. Status Report on Capital RPC Activities

Foster noted that he had made a comment on CARPC activities earlier (item #6), but did not have anything further to add.

15. Announcements and Schedule of Future Meetings

There were no announcements. The next board meeting is scheduled for Wednesday, December 1.

16. Adjournment

Moved by McKinney, seconded by Krause, to adjourn. The meeting adjourned at 8:46 PM.

November 15, 2021

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation

Ms. Nuria Fernandez
Administrator
Federal Transit Administration

Re: Strong Support for Madison's FTA Bus and Bus Facilities Grant Application

Dear Secretary Buttigieg and Administrator Fernandez:

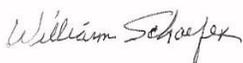
I write on behalf of the Greater Madison MPO to convey our strong support for the City of Madison's Bus and Bus Facilities grant application to the Federal Transit Administration (FTA). FTA 5339(b) funding will enable Madison to do the necessary renovations to the bus maintenance facility and conduct other work that will improve transit operations in the community.

Metro Transit must upgrade transportation infrastructure to accommodate growth and ridership demand expected as the area recovers from the pandemic. Dane County is by far the fastest growing area in the state. These facility renovations will leverage previous FTA investment in the purchase of a former FedEx property as additional storage and maintenance space. This investment is expected to improve safety, increase ridership, reduce travel time, and enhance efficiency.

The Greater Madison MPO is the designated Metropolitan Planning Organization for the Madison Metropolitan Area. The Greater Madison MPO supports Madison's effort to renovate its bus maintenance facility, which is critical to the successful implementation of Bus Rapid Transit and the related transit network redesign. Additionally, the facility renovations are needed in order for Metro to make progress towards meeting their adopted target for facility TERM scale rating, one of the Transit Asset Management Plan's required performance measures.

Madison has great potential, but faces great challenges and needs FTA help. Please give the highest consideration to Madison's application for Bus and Bus Facilities funding. Thank you very much.

Sincerely,



William Schaefer, Director/Planning Manager
Greater Madison MPO



ph: 608.266.4336
madisonareampo.org

GREATER MADISON
METROPOLITAN
PLANNING ORGANIZATION
100 State St #400
Madison, WI 53703



Wisconsin Department of Transportation

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

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

December 15, 2021

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

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

Dear Mr. Fulkerson and Ms. Brookins:

Under the authority delegated to me by Governor Tony Evers, I am hereby approving the 2022 – 2026 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County. The Wisconsin Department of Transportation (WisDOT) will reflect by reference the 2022 – 2025 federal aid projects covered by this approval in our 2022 – 2025 Statewide Transportation Improvement Program (STIP), subject to the understandings I have indicated below.

The TIP, as amended by the Greater Madison Metropolitan Planning Organization (MPO) in Resolution No. 13 dated November 3, 2021, represents a cooperative effort between the MPO, local communities, the transit operator and WisDOT, and is designed to meet the objectives and recommendations of the 2050 regional transportation system plan. A copy of the resolution approving the TIP as amended is attached.

Based on our review, we believe that the TIP as amended fulfills the federal transportation and planning requirements (Title 23 U.S.C. 134 and 135 and their implementing regulations 23 CFR 450 as amended) with respect to the inclusion of: 1) a four-year priority list of projects; 2) a financial plan that reflects federal, state and local resources that are reasonably expected to be available during this program period; and 3) both transit and highway projects to be funded with Federal Transit Act and Title 23 funds. Opportunities for public review and comment on the proposed TIP were provided through a public meeting and legal notice requesting citizen input.

Glenn Fulkerson
Kelley Brookins
December 15, 2021
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In accordance with 23 CFR 450.336, the Wisconsin Department of Transportation (WisDOT) hereby certifies that the metropolitan transportation planning process is addressing major issues facing the State and its urbanized areas, and is being carried out in accordance with the following requirements:

- (1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
- (2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 11101(e) of the Infrastructure Investment and Jobs Act (Public Law No: 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 23 U.S.C. 324, regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

The TIP will become effective upon your subsequent approval of WisDOT's 2022 – 2025 STIP.

Sincerely,



Craig M. Thompson
Secretary

ecc: William Schaefer, Greater Madison MPO
Mary Forlenza, FHWA
Mitch Batuzich, FHWA
Karl Buck, FHWA
William Wheeler, FTA
Evan Gross, FTA
Stephen Flottmeyer, WisDOT SW Region
Alex Gramovot, WisDOT BPED
Chuck Wade, WisDOT BPED



Federal Highway Administration
525 Junction Rd, Suite 8000
Madison, WI 53717-2157

Federal Transit Administration
200 W. Adams Street, Suite 320
Chicago, IL 60606-5232

December 23, 2021

Mr. Chuck Wade, Director
Bureau of Planning and Economic Development
Wisconsin Department of Transportation
4822 Madison Yards Way
Madison, WI 53707

Dear Mr. Wade:

Thank you for your enclosed December 10, 2021 letter conveying WisDOT endorsement of the Wisconsin Metropolitan Planning Organizations' 2022 Unified Planning Work Programs and the associated allocation of planning funding to support implementation. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) approve the following 2022 MPO work programs as the basis for federally funded metropolitan transportation planning activities in accordance with 23 CFR parts 420 and 450:

- *Overall Work Program – 2022*, Southeastern Wisconsin Regional Planning Commission, Approved by Resolution No. 2021-11, November 18, 2021;
- *2022 Unified Planning Work Program for the Madison, WI Metropolitan Area*, Greater Madison Metropolitan Planning Organization, Approved by Resolution TPB No. 14, November 3, 2021;
- *2022 Transportation Work Program & Budget*, East Central Wisconsin Regional Planning Commission, Adopted by Resolution 33-21 on November 11, 2021 (Appleton MPO and Oshkosh MPO);
- *2022 Transportation Planning Work Program*, Brown County Planning Commission, Green Bay MPO, Approved by Resolution No. 2021-11, November 3, 2021;
- *Urban Transportation Planning Work Program for the Eau Claire Urbanized Area 2022*, Chippewa-Eau Claire Metropolitan Planning Organization, Adopted by Resolution No. 21-8, October 6, 2021;
- *2022 Planning Work Program for the La Crosse Area Planning Committee*, Approved by Resolution 12-2021, November 17, 2021;
- *2022 Sheboygan Metropolitan Planning Area Transportation Planning Work Program*, Bay-Lake Regional Planning Commission, Sheboygan MPO, Approved by Resolution No. 11-2021, October 29, 2021;
- *2022 Unified Planning Work Program, Wausau Metropolitan Planning Organization*, Marathon County Metropolitan Planning Commission, Adopted by Resolution No. 8-21 on October 12, 2021;
- *2022 Work Program, Janesville Area Metropolitan Planning Organization*, Approved by Resolution No. 2021-07, October 25, 2021;

- *2022 Unified Transportation Work Program for the Fond du Lac Urbanized Area*, Fond du Lac MPO, Adopted by Resolution No. 08-21 on November 10, 2021;
- *Stateline Area Transportation Study Metropolitan Planning Organization (SLATS MPO) 2022 Unified Planning Work Program*, Adopted by resolution 2021-13 on October 4, 2021;
- *2022 – 2023 Unified Transportation Planning Work Program and Budget*, Duluth Superior Metropolitan Interstate Council. Adopted by Resolution No. 21-17 on October 20, 2021; and
- *Dubuque Metropolitan Area Transportation Study (DMATS) FY 2022 Transportation Planning Work Program*, East Central Intergovernmental Association, adopted May 13, 2021.

The MPOs are authorized to proceed with activities in the approved work programs beginning January 1, 2022 through December 31, 2022. WisDOT may advance a request for authorization of the corresponding federal funding to be effective on January 1, 2022.

Approval of the MPO work programs is granted subject to the following:

1. Costs incurred by each MPO must be accumulated and accounted to the individual work item level.
2. Prior Federal approval is required when any of the following changes occurs to an approved individual UPWP:
 - Any change which would result in the need for additional Federal funding.
 - Cumulative transfers among separately budgeted projects, elements or activities that exceed or are expected to exceed 10 percent of the total approved work program budget for the individual MPO.
 - Significant change in the scope of work for separately budgeted work elements, including adding or deleting consequential work items.
 - Need to extend the period of availability of funds.
 - Changes in key personnel where specified.
 - Contracting out, sub-granting or otherwise obtaining the services of a third party to perform activities which are central to the purposes of the grant.

Any of the work program changes listed above requires an amendment approved by the individual MPO Policy Board and FHWA.

We look forward to working with WisDOT and the MPOs on another successful year of metropolitan transportation planning. Should you have any questions regarding this approval, please contact Mitch Batuzich of FHWA at (608) 829-7523, or Evan Gross of FTA at (312) 886-1619.

Sincerely,

Sincerely,

Glenn D. Fulkerson
Division Administrator
Federal Highway Administration

Kelley Brookins
Regional Administrator
Federal Transit Administration

enclosure

ecc: Bill Wheeler, FTA Region V, William.Wheeler@dot.gov
Evan Gross, FTA Region V, evan.gross@dot.gov
Kelley Brookins, FTA Region V, Kelley.Brookins@dot.gov
Karl Buck, FHWA
Mary Forlenza, FHWA
Mitch Batuzich, FHWA
Glenn Fulkerson, FHWA
Tracy Duval, FHWA
Daniel Holt, FHWA
Chris Brown, FHWA
Linda Swann, FHWA
Tim Klecker, FHWA
Alex Gramovot, WisDOT BPED, alexander.gramovot@dot.wi.gov
Jim Kuehn, WisDOT, BPED, james.kuehn@dot.wi.gov
Steve Flottmeyer, WisDOT Southwest Region, Stephen.Flottmeyer@dot.wi.gov
Tony Barth, WisDOT Southeast Region, Tony.Barth@dot.wi.gov
Jeanette Nelson, WisDOT Northeast Region, jeanette.nelson@dot.wi.gov
Michael Wendt, WisDOT North Central Region, michael.wendt@dot.wi.gov
Timothy Mason, WisDOT Northwest Region, timothy.mason@dot.wi.gov
Kevin Muhs, Southeastern Wisconsin Regional Planning Commission,
KMUHS@SEWRPC.org
Bill Schaefer, Madison Area Transportation Planning Board,
wschaefer@cityofmadison.com
Melissa Kraemer-Badtke, East Central Wisconsin Regional Planning Commission,
Cole Runge, Brown County Planning Commission, runge_cm@co.brown.wi.us
Eric Anderson, West Central Wisconsin Regional Planning Commission,
eanderson@wcvrpc.org
Peter Fletcher, La Crosse Area Planning Committee, PFletcher@lacrossecounty.org
Jeff Agee-Aguayo, Bay-Lake Regional Planning Commission, jagee@baylakerpc.org
Dave Mack, Marathon County Metropolitan Planning Commission,
Dave.Mack@co.marathon.wi.us
Duane Cherek, Janesville Area Metropolitan Planning Organization,
cherekd@ci.janesville.wi.us
T.J. Nee, Stateline Area Transportation Study, NeeT@beloitwi.gov
Ron Chicka, Duluth-Superior Metropolitan Interstate Commission, rchicka@ardc.org
Chandra Ravada, Dubuque Metropolitan Area Transportation Study, cravada@ecia.org
Charles Wade, WisDOT, BPED, Charles.Wade@dot.wi.gov

December 28, 2021

Tim Semmann, Community Development Director
Village of Waunakee
500 W. Main St.
Waunakee, WI 53597

Re: Sewer Service Area Amendment Request

Tim,

At the request of the Capital Area Regional Planning Commission (CARPC), Greater Madison MPO (Metropolitan Planning Organization) staff have reviewed the 84-acre Sewer Service Area Amendment request affecting property generally located north of Main Street (STH 19/113) between Division Street and Schumacher Road.



In the interest of greater planning integration, Greater Madison MPO and CARPC staff review all development proposals that are submitted as Sewer Service Area Amendment requests for consistency with regional planning documents, including the MPO's *Regional Transportation Plan (RTP) 2050* and CARPC's *Regional Land Use Plan*. Preparation of those plans and their updates are carried out by the respective agencies independently of the Sewer Service Area Amendment process.

The proposed amendment is generally consistent with the goals and policies of the Greater Madison MPO's *RTP 2050*. For example, the development proposal supports the RTP goal of creating connected, livable neighborhoods and communities by planning for residential growth in an area adjacent to existing development, placing new housing in relative proximity to jobs and services in the community. Also, the neighborhood plan provides for a mix of uses and housing and provides a well-connected street network and facilities for walking and bicycling. We do offer some comments pertaining to the construction of pedestrian and bicycle facilities as well as street design/connectivity that could further support the RTP goals.

Staff Comments:

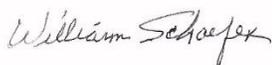
1. Thank you for addressing our questions about future street cross sections, bike facilities, and planned paths, including the question about whether the existing path on the north side of STH 19/Main Street in the western section of the Heritage Hills development will be extended to Schumacher Road. The paths identified on Map 3.4 appear to meet the intent of providing east-west pedestrian/bike connectivity adjacent to STH 19/Main Street, as recommended in the in the 2017 Waunakee/Westport Joint Comprehensive Plan, without encroaching into the wetland just north of STH 19/Main Street.

On-street bike lanes are recommended for planned Breunig Blvd., the main north-south street serving the neighborhood. NACTO (National Association of City Transportation Officials) Bicycle Facility Guidelines and the Bicycle Level of Traffic Stress methodology utilized by the Greater Madison MPO recommend bike lanes on streets with traffic volumes as low as 1,500 ADT to provide an all ages and abilities facility. Breunig Blvd. will provide the primary access route to the neighborhood and will also serve development to the north. Given its

collector street function and therefore higher future traffic volumes, planning for bike lanes is warranted. While there is a planned off-street path on the west side along the southern end of the street, the bike lanes will serve trips to the north and also provide a facility better serving cyclists comfortable riding in the street. The bike lanes should be carried through the STH 19 intersection to facilitate safe crossing of this major roadway to the bike network to the south, assuming that the intersection isn't limited to right in/right out traffic.

2. Continue to work with WisDOT on the intersection design of the planned major north-south street (Breunig Blvd.) and STH 19/East Main Street connecting to Marshall Drive. As previously mentioned in our review of the draft application, it may be too close to Division Street for another traffic signal at that intersection. Pedestrian crosswalks should be provided along with a pedestrian signal to alert motorists of crossing pedestrians even if the intersection is right in/right out for vehicle traffic. As noted above, attention should be given to accommodating bicyclists through the intersection from the street and the off-street path. If through traffic movement is restricted, bicyclists could still cross as a pedestrian via the crosswalk.
3. As stated in our review of the draft application, Greater Madison MPO staff suggest adding pedestrian crossing improvements from the development to Schumacher Farm County Park, and reducing the speed limit on Schumacher Road in conjunction with development to increase safety for pedestrians, bicyclists, and vehicles turning into and out of the development. Staff understands that the village will evaluate and take this suggestion under consideration at or near the time when the road network for the eastern portion of Heritage Hills connects to Schumacher Road.

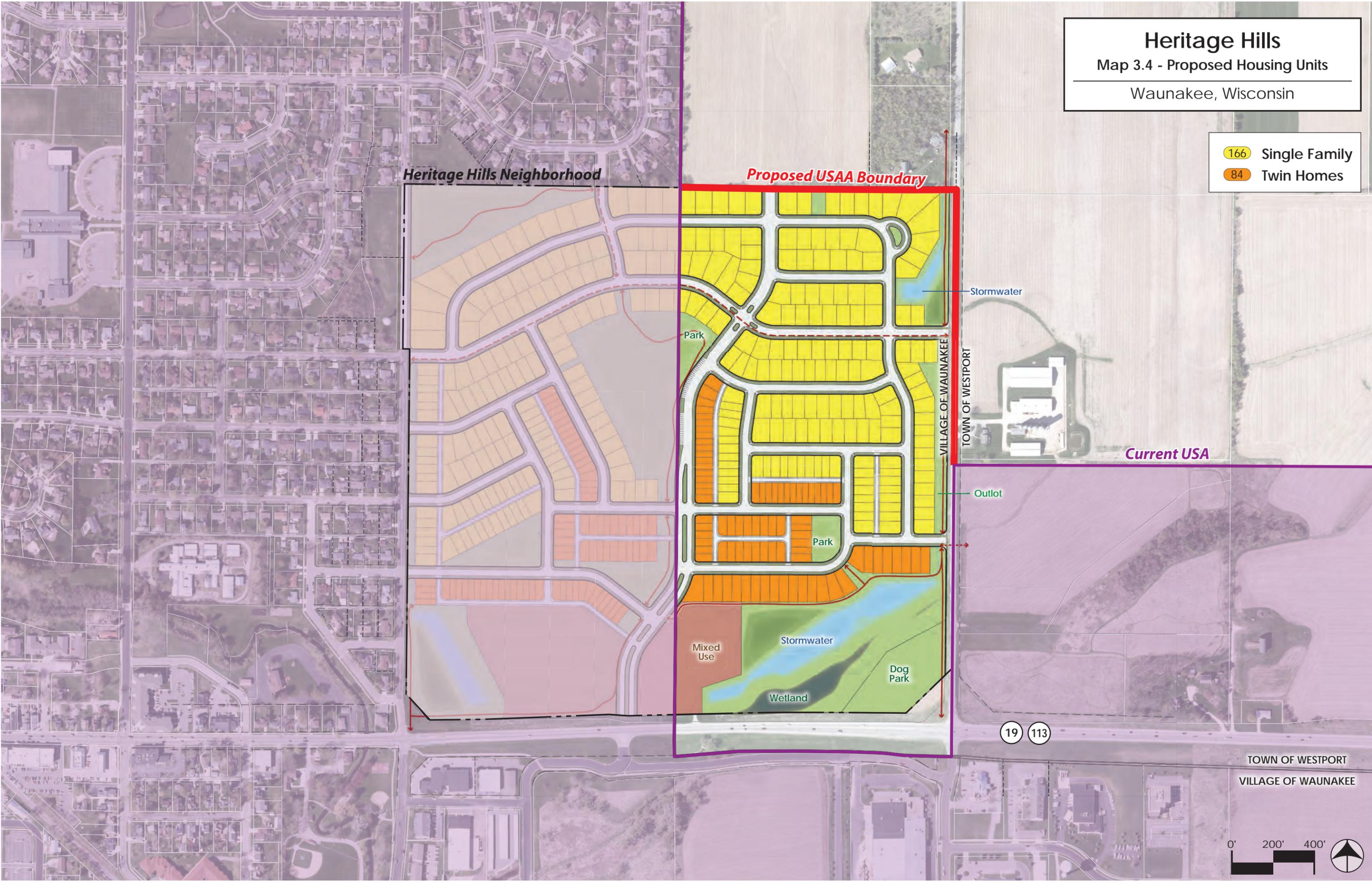
Sincerely,



William Schaefer
Transportation Planning Manager

Heritage Hills
Map 3.4 - Proposed Housing Units
Waunakee, Wisconsin

- 166 Single Family
- 84 Twin Homes



MPO Agenda Cover Sheet
January 5, 2022

Item No. 5

Re:

MPO 2022 Resolution No. 1 Approving Amendment #2 to the 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Staff Comments on Item:

The TIP amendment expands the scope of the USH 18/151 (Town Hall Road to CTH PD) pavement repair project to include an overlay and safety improvements, including widening the median shoulders and adding high friction surface treatment to the bridge decks over old CTH PB. This increases the cost. Construction is scheduled for this year. The amendment also adds a safety project at the Mineral Point Road (S. High Point Rd.) intersection, including adding left-turn lanes, signal monotubes, upgraded pedestrian signals and markings, and adding curb ramps. Construction is scheduled for 2025.

Please note this is the second amendment to the TIP as the first amendment (approved in November) simply updated the appendix to the TIP with the MPO's adopted federal performance measure targets.

Materials Presented on Item:

1. MPO 2022 Resolution No. 1 approving TIP amendment (with attachments)

Staff Recommendation/Rationale: Staff recommends approval

MPO 2022 Resolution No. 1

Amendment No. 2 to the 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

WHEREAS, the Greater Madison MPO (Metropolitan Planning Organization) approved the *2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County* on October 6, 2021; and

WHEREAS, the Greater Madison MPO adopted MPO 2021 Resolution No. 13 on November 3, 2021, approving Amendment No. 1 to revise an appendix to the TIP with the adopted federal performance measure targets; and

WHEREAS, the Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2022–2025 must be included in the effective TIP; and

WHEREAS, an amendment has been requested by WisDOT SW Region to modify the USH 18/151 (Town Hall Road to CTH PD) pavement repair project, increasing federal NHPP and state construction funding and adding federal HSIP funding for the addition of pavement overlay and safety components; and

WHEREAS, an amendment is also needed to add the recently approved Mineral Point Road (S. High Point Road) intersection safety improvement project to allow design to begin in 2022; 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 the *Regional Transportation Plan 2050 for the Madison Metropolitan Area*, the long-range regional transportation plan for the Madison Metropolitan Planning Area as adopted in April 2017 and amended in December 2019, August 2020, and March 2021:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves Amendment No. 2 to the *2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project revision and addition as shown on the attached project listing table:

1. **REVISE** the USH 18/151 (Town Hall Road to CTH PD) pavement repair project, increasing federal NHPP and state construction funding and adding federal HSIP funding for the addition of pavement overlay and safety components.
2. **ADD** the Mineral Point Road/High Road intersection safety improvement project to page 36 of the Street/Roadway Projects section.

January 5, 2022

Date Adopted

Mark Opitz, Chair, Greater Madison MPO

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	2022	2023	2024	2025	2026*	2022	2023	2024	2025	2026*
Federal Highway Administration	National Highway Performance Program	23,456	19,221	2,134	38,839	0	23,456	19,221	2,134	38,839	0
	Bridge Replacement and Rehabilitation	1,328	846	0	0	0	1,328	846	0	0	0
	Surface Transp. Block Grant Program - Madison Urban Area	24,361	12,629	4,171	7,173	11,301	24,361	12,629	4,171	7,173	11,301
	Surface Transp. Block Grant Program - State Flexibility	0	6,734	2,958	8,290	0	0	6,734	2,958	8,290	0
	Surface Transp. Block Grant Program - Transp. Alternatives	607	597	0	0	0	607	597	0	0	unknown
	Highway Safety Improvement Program	10,834	5,639	731	801	0	10,834	5,639	731	801	0
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	26,211	13,971	8,417	14,459	14,711	26,211	13,971	8,417	14,459	14,711
	Sec. 5339 Bus & Bus Facilities	7,146	1,485	1,526	2,033	2,068	7,146	1,485	1,526	2,033	2,068
	Sec. 5337 State of Good Repair	2,615	896	912	948	964	2,615	896	912	948	964
	Sec. 5310 E/D Enhanced Mobility Program	327	0	0	0	0	428	323	330	336	343
	Sec. 5311 Rural Area Formula Program	1,477	1,503	1,529	1,555	1,583	1,477	1,503	1,529	1,555	1,583
	Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program	0	0	0	0	0	0	0	0	0	0

* Fifth year of funding (2025) 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 2026. 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 2026. Local STBG-Urban (Madison Urban Area) projects are programmed through 2027. 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 2022 excludes carryover projects for which the Federal funding is already obligated. Roadway and transit inflation rate @ 1.74% per year applied to expenses, except for the STBG-Urban program. Fiscal constraint for this project is being handled at the state level. Fiscal constraint for the SW Region Pavement Marking project is being handled at the state level.

MPO Agenda Cover Sheet
January 5, 2022

Item No. 6

Re:

MPO 2022 Resolution No. 2 Approving Amendment to the 2022 MPO Unified Planning Work Program

Staff Comments on Item:

The Green Bay area MPO, which is one of the large “Transportation Management Area or TMA” MPOs in the state serving an urbanized population of 200,000 or greater, wasn’t able to use all of its federal Planning funding next year. This made it available for use by the other large MPOs per the policy agreed upon for distributing Planning funds in the state. A majority of the funding went to the Milwaukee area MPO. Our share of the funding is \$2,972, requiring \$743 in additional local match funding. Even though this occurred late in the city of Madison operating budget process, we were able to accept the additional funding because of new and increased funding contributions from other municipalities beyond what was assumed in our budget. In fact, we received a total of around \$7,000 more in such funding than was conservatively budgeted. The funding will be added to the Misc. Consulting Services line item in the Work Program budget, increasing that to \$28,509. We are tentatively planning on using that funding to hire an engineering firm to conduct more detailed analysis of cost effective safety countermeasures at some of the top problem local roadway intersections identified in the Phase 2 intersection safety screening analysis. This would obviously be coordinated with local public works/engineering staff. This will be discussed as part of item 8.

MPO staff also agreed to provide some assistance to CARPC staff, who are working with a consultant to prepare an updated comprehensive plan for the village of Marshall. MPO staff will assist with the transportation component of the plan. For now, the plan is to utilize the pass-through federal Planning funding CARPC provides to the MPO, used mostly for doing transportation analyses of sewer service area amendment applications. Language will be added to reference this additional work under that work element.

Materials Presented on Item:

1. MPO 2022 Resolution No. 2 approving Work Program amendment (with attachment)

Staff Recommendation/Rationale: Staff recommends approval

MPO 2022 Resolution No. 2
Approving Amendment to the 2022 MPO Work Program

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

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

WHEREAS the Unified Planning Work Program for the Greater Madison MPO is annually updated, and the 2022 Work Program dated November 2021 was approved on November 3, 2021; and

WHEREAS planning grants for 2022 planning activities will be received, including funds from the Federal Transit Administration, Federal Highway Administration (FHWA), Wisconsin Department of Transportation (WisDOT), and several local governmental units; and

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

WHEREAS the MPO will receive an extra \$2,792 in Federal Planning funding in 2022 due to the Green Bay Area MPO not being able to use all of its funding, making it available for other MPOs; and

WHEREAS the MPO has the required local match funding for the federal funding due to new and increased matching funding commitments by suburban municipalities, and the MPO's budget, which is part of the city Planning Division budget, will therefore be amended to reflect the increased federal funding and local match funding; and

WHEREAS the MPO intends to use the extra funding to increase the budget for miscellaneous consulting services (Work Element 4050); and

WHEREAS the Capital Area Regional Planning Commission (CARPC) has asked the MPO to assist with a project to work with a consultant to prepare an update to the comprehensive plan for the village of Marshall, which activity will be added to the scope of work for the CARPC services (Work Element 2900); and

WHEREAS the Greater Madison MPO is therefore requesting that the work program budget be amended to add the additional Federal Planning and local match funding (as reflected in the attached revised 2022 work program budget table) and that the work program also be amended to add the additional work related to the Marshall comprehensive plan to the CARPC services work element:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves an amendment to the 2022 Unified Planning Work Program revising the budget table accordingly and adding to the work description for CARPC Services (Work Element 2900): "Assist CARPC in preparing the village of Marshall comprehensive plan update by providing transportation data and preparing draft policies and recommendations for the transportation element of the plan;" and

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

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

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

January 5, 2022

Date Adopted

Mark Opitz, Chair

2022 GREATER MADISON MPO BUDGET AND WORK PROGRAM ELEMENTS

WORK ELEMENT NUMBER	Description	WisDOT Work Element Percent (6)	PERSON MONTHS	STAFF HOURS	FHWA/ FTA PL FUNDS 80.0%	WisDOT (1)		STBG-U 80% (2)	MPO/ Local	OTHER PROGRAMS			TOTAL MPO Non-Local	Total MPO/ Local	MPO PROGRAM TOTAL
						MPO/ Local	(1)			(See Key)	OTHER	MPO/ Local			
	STAFF AND INDIRECT COSTS														
2100	Transportation Admin/Service	100% AD	10.00	1,679	90,328	5,327	17,255						95,655	17,255	112,910
2150	Public Participation Activities	100% PP	8.50	1,427	76,779	4,528	14,667						81,307	14,667	95,973
2200	Long-Range Multi-Modal System-Wide Transportation Planning	100% LR	19.20	3,224	173,430	10,227	33,130						183,657	33,130	216,787
2300	Data Collection Activities	50% LR 50% SR	19.48	3,271	175,933	10,375	33,608 0						186,308	33,608	219,916
2400	TSM Planning/Congestion Management Process	100% SR	4.00	672	36,131	2,131	6,902						38,262	6,902	45,164
2500	Short Range Transit & Specialized Transportation Planning	100% SR	3.75	630	33,873	1,998	6,471			(3)	See note		35,871	6,471	42,341
2600	Transportation Improvement Program (TIP)	100% TIP	6.00	1,008	54,197	3,196	10,353						57,393	10,353	67,746
2700	Roadway and Transit Corridor & Special Area Studies	60% LR 40% SR	3.75	630	33,873	1,998	6,471 0						35,871	6,471	42,341
2800	Ridesharing/TDM - Staff	100% SR	10.45	1,755				94,400	23,600				94,400	23,600	118,000
	Ridesharing/TDM - Ad Services, Materials							2,400	600	9,000	11,400	600	12,000		
2900	Capital Area RPC - MPO Planning Services	100% LR	0.48	81						(4)	5,457		5,457	0	5,457
	OTHER DIRECT COSTS														
4030	StreetLight Data Analytics Platform Subscription (6)				100,000	5,897	19,103						105,897	19,103	125,000
4050	Misc. Consulting Services (6)				22,807	1,345	4,357						24,152	4,357	28,509
	SUMMARY OF TOTAL COSTS BY TYPE														
	TOTAL PERSON-MONTHS AND HOURS		85.61	14,375											
	CONSULTING SERVICES AND DATA/SOFTWARE (6)				122,807	7,242	23,460						130,049	23,460	153,509
	OTHER DIRECT COSTS														
	STAFF				674,543	39,779	128,857	96,800	24,200		14,457	0	825,579	153,057	978,636
	TOTAL 2022 COST				797,351	47,021	152,317	96,800	24,200		14,457	0	955,628	176,517	1,132,145

(1) FHWA/FTA PL (80%), WisDOT (4.74%), MPO (15.26%) (3) Dane County (\$5,000 for Specialized Transp Services) (5) LR = Long Range; SR = Short Range, AD = Administration; PP = Public Part
 (2) STBG Urban Rideshare (80%) MPO (20%) (4) Capital Area Regional Planning Commission (6) Consultant Services

2021 MADISON AREA TRANSPORTATION PLANNING BOARD CARRYOVER FUNDING BUDGET AND WORK PROGRAM ELEMENTS

WORK ELEMENT NUMBER	Description	WisDOT Work Element Percent (5)	PERSON MONTHS	STAFF HOURS	FHWA/ FTA PL FUNDS 80.0%	WisDOT (1)		STBG-U 80% (2)	MPO/ Local	OTHER PROGRAMS			TOTAL MPO Non-Local	Total MPO/ Local	MPO PROGRAM TOTAL
						MPO/ Local	(1)			(See Key)	OTHER	MPO/ Local			
4050	Misc. MPO Consulting Services (6)				16,945	1,019	3,217						17,964	3,217	21,181
	TOTAL 2021 CARRYOVER COST				16,945	1,019	3,217						17,964	3,217	21,181

MPO Agenda Cover Sheet

January 5, 2022

Item No. 7

Re:

Approval of Revisions to MPO Operating Rules and Procedures

Staff Comments on Item:

The MPO has operating rules and procedures to outline processes to facilitate the performance of its planning and programming responsibilities and address issues not covered in other documents such as the MPO redesignation agreement, work program, and public participation plan. The proposed revisions to the document are mostly to just update references (e.g., new MPO name, new surface transportation legislation), document decisions already made (e.g., elimination of the citizen committee) and make editorial type changes. The few substantive changes include the following:

- Eliminate requirement that local non-elected official appointees to the board reside in the MPO planning area similar to change made previously for the WisDOT representative. The residency requirement doesn't seem necessary for a person appointed due to work responsibilities in the MPO area (e.g., public works director).
- Reference added to "equitable and proportional" representation on policy board in section discussing change to composition of board, using language in the new surface transportation bill.
- Adding additional alternate suburban city/village representative (village of Oregon) to the technical committee. Alternate members count for quorum purposes and may vote when regular or other alternate members are absent.
- Add language about allowing virtual meetings.
- Update procedures for taking public comments at in person meetings via online registration form as well as paper form consistent with procedures requested by city of Madison IT Department.

Materials Presented on Item:

1. Draft revised MPO operating rules and procedures

Staff Recommendation/Rationale: Staff recommends approval



GREATER MADISON
mpo

DRAFT-JANUARY 2022
**OPERATING RULES AND
PROCEDURES**

Introduction

The Greater Madison MPO Area Transportation Planning Board (MATPB), a (Metropolitan Planning Organization) ~~(MPO)~~, is the policy body responsible for cooperative, comprehensive regional transportation planning and decision making for the Madison Metropolitan Planning Area as designated by the Governor of the State of Wisconsin under Federal law and regulations. The Greater Madison MPO (formerly named the Madison Area Transportation Planning Board) MATPB was created through an intergovernmental agreement redesignating the MPO signed by the Governor and local units of government representing over 75% of the Madison Metropolitan Planning Area population, effective May 2, 2007. This agreement superseded and voided a redesignation agreement dated November 29, 1999.

The responsibilities of the ~~MATPB (MPO)~~ include:

1. Carrying out a cooperative, continuous and comprehensive planning process for making transportation investment decisions in the metropolitan area with program oversight from the Federal Highway Administration, the Federal Transit Administration and the Wisconsin Department of Transportation.
2. Preparing and maintaining a long-range multi-modal regional transportation plan.
3. Preparing and implementing an annual work program.
4. Preparing a transportation improvement program (TIP) to provide for transportation investments to meet metropolitan transportation needs.
5. Other duties as required to comply with State and Federal regulations.

In 2020 as part of an MPO rebranding effort that resulted in the name change the MPO adopted the following mission and vision statements:

Mission: Lead the collaborative planning and funding of a sustainable, equitable transportation system for the greater Madison region.

Vision: A sustainable, equitable regional transportation system that connects people, places, and opportunities to achieve an exceptional quality of life for all.

These rules and operating procedures are adopted by the ~~MPO~~MATPB to facilitate the performance of its transportation planning and programming responsibilities¹ and establish guidance on issues pertaining to the ~~MATPB~~MPO that are not otherwise addressed in other documents.

SECTION I – AUTHORITY

¹ These responsibilities are outlined under United States Code (23 USC 134 and 49 USC 5303-5306), 23 CFR 450, as most recently amended by the Infrastructure Investment and Jobs Act (IIJA), also known as the “Bipartisan Infrastructure Law”, Fixing America’s Surface Transportation (FAST) Act, Public Law 114117-35758.

The ~~MATPB, an~~ MPO, has authority granted under the redesignation agreement, effective May 2, 2007, and federal laws and regulations, including but not limited to 23 U.S.C. 134 and 23 C.F.R. Section 450. Because the ~~MPO~~ MATPB is not a corporate entity, the City of Madison serves as its fiscal and administrative agent.

SECTION II – BOARD MEMBERSHIP AND OFFICERS

A. Board Membership²

The ~~MATPB-MPO~~ consists of fourteen (14) members appointed by the local units of government within the Madison Metropolitan Planning Area, Dane County, and the Wisconsin Department of Transportation (WisDOT). Each appointee to the ~~MATPB~~ MPO who is an elected official, ~~except for the WisDOT appointee,~~ must reside within the Madison Metropolitan Planning Area. ~~Non-elected official appointees who administer or operate major modes of transportation in the metro area do not need to be planning area residents.~~ All appointees shall serve until their successor is appointed as long as they continue to remain eligible to serve on the board.

The appointments to the ~~MATPB-MPO~~ are made as follows:

- The Mayor of the City of Madison appoints six (6) members. Appointees serve a period of two (2) years. A minimum of two-thirds or four (4) and a maximum of five (5) of the six appointees must be elected officials.³

Representation by Public Transportation Provider: One of the City of Madison appointments must include a representative of Metro Transit, the city-owned transit agency that is the major provider of public transportation in the metropolitan area and the designated recipient of Federal Transit Administration funding under the Section 5307 Urbanized Area Formula Program. The Metro Transit representative may be the City of Madison Transportation Department Director, Transit General Manager, or a non-elected citizen member of the City of Madison's Transit & Parking Transportation Commission, which oversees and sets policy for the transit system functioning as its board of directors. The Metro Transit representative should consider the needs of all eligible public transportation providers that provide service in

² The composition of the Greater Madison MPO (formerly named Madison Area Transportation Planning Board) is outlined under “An Agreement Redesignating the Metropolitan Planning Organization for the Madison Urbanized Area,” signed by then Governor Jim Doyle and those local units of government representing at least 75% of the population in the MPO Planning Area, including the largest incorporated city (Madison), effective on May 2, 2007.

³ Appointments that are not elected officials must be officials of public agencies or departments that administer or operate major modes of transportation in the metropolitan planning area, including local planning or engineering staff or members from local boards and commissions with a focus on transportation or land use.

the Metropolitan Planning Area. The MPO Policy Board shall make a recommendation on the Metro Transit representative for consideration by the Mayor.

While not reflected in the 2007 redesignation agreement, this provision for a Metro Transit representative as one of the City of Madison Mayor's appointments reflects the MATPB's MPO's intent to institutionalize the long-standing practice since the MPO was last redesignated in 2007 to include a Metro Transit representative on the board (~~historically the General Manager~~) and meet the ~~new~~ federal requirement of representation by providers of public transportation in MPOs serving a transportation management area (TMA).⁴ While meeting the federal requirement, continued representation by Metro Transit on the board will also better enable the MATPB-MPO to meet the federal transit-related planning requirements ~~of the FAST Act~~ and develop plans and TIPs that support a multi-modal regional transportation system.

- The Dane County Executive appoints three (3) members. Appointees serve a period of two (2) years. A minimum of two-thirds or two (2) of the three appointees must be elected officials.³
- Three (3) members of the policy board shall be appointed by a simple majority vote of the chief elected officials of the cities and villages within the Metropolitan Planning Area other than Madison. Appointees serve a period of two (2) years. A minimum of two-thirds or two (2) of the three appointees must be elected officials.³
- One (1) member of the policy board shall be appointed by a simple majority vote of the Chairpersons of the towns with land area within the Metropolitan Planning Area. The appointee serves a period of two (2) years. The appointee must be an elected official.
- One (1) member shall be appointed by the Secretary of the Department of Transportation. The appointee serves a two-year term.

When making appointments, the appointing authorities are encouraged to keep in mind the MATPB's-MPO's commitment to meeting the transportation needs of all citizens, particularly those who have traditionally been under-represented in the transportation planning process. These include the transit dependent, low-income and minority populations, and persons with disabilities. The appointing authorities are also encouraged to consider the desirability of

⁴ At its November 6, 2013 meeting, the MATPB-MPO Policy Board voted to direct the City of Madison to continue to appoint a Metro Transit representative to the board to meet the new federal requirement for public transportation provider representation while also addressing the issue of appropriate central city and suburban community representation in light of the expanded planning area following the 2010 Census. One of the City of Madison representatives now becomes-serves as the Metro Transit representative. This avoided the need to go through essentially a redesignation process (without the Governor's signature) in order to formally change the board structure as required in the 2007 redesignation agreement. See Section II.B below.

maintaining geographic balance within the municipality or among municipalities of board members appointed.

B. Changes to Policy Board Composition

Future changes to the composition of the policy board may be made to ensure appropriate equitable and proportional representation as the number of local units of government and their population within the MPO Planning Area increases. Per the 2007 redesignation agreement, such a change requires notification of the appointing authorities and all local units of government in the MPO Planning Area, a public hearing, and ratification by those units of government with at least 75 percent of the population within the MPO Planning Area, including the City of Madison. A simple majority vote of the board is required to initiate this process to submit a change to the local units of government for ratification.

C. Procedure for Nomination and Voting on City/Village and Town Appointments

The ~~MATPB-MPO Director~~/Planning Manager shall send a memo (~~either~~ electronically and/or by mail) to the chief elected officials of all cities and villages and towns in the MPO Planning Area informing them of expiring or open appointments and requesting nominations to fill them. The memo shall include information on the appointment requirements and a deadline for submitting candidate names. Following receipt of the nominations, the ~~MATPB-MPO Director~~/Planning Manager shall send out another memo/email to the chief elected officials with the list of candidates requesting a vote either via email or regular mail. It should be noted that voting for the candidates via this method is a matter of public record and therefore not confidential. The city/village appointee(s) must receive a vote from a majority of the chief elected officials of the cities/villages in the MPO Planning Area other than Madison. The town appointee must receive a vote from a majority of the Chairpersons of the towns in the MPO Planning Area. If no candidate receives a vote of the majority of the elected officials, the two or more candidates with the most votes will be resubmitted for a second vote. Following the voting, the Director/Planning Manager shall send out a final memo/email informing the chief elected officials of the new appointment(s).

D. Changes to Appointments

While the terms of all appointments to the Board are two years, members may be replaced prior to the end of their two-year term by the appointing authority. In such case, the new member fills the remainder of the term of the member replaced.

For the city/village and town appointments, the process for removal of an appointment prior to the expiration of the term can be initiated by a written request submitted to the MATPB-MPO Director/Planning Manager by at least one-third of the chief elected officials of the cities/villages or Chairpersons of the towns in the MPO Planning Area. Upon receipt of a request by the requisite number of chief elected officials, the Director/Planning Manager shall send a memo or email to all chief elected officials for a vote on the removal of the appointee. If a majority of the chief elected officials vote for removal, the procedure for nomination and voting on appointments shall be followed to appoint a new member to fill the remainder of the term of the member removed.

E. Officers

The officers of the MATPB-MPO shall consist of a Chair and Vice Chair. Nominations for the Chair and Vice Chair shall be made from the floor by board members. Once nominations are closed, the Chair shall call a vote with separate votes for each officer. Election shall be by simple majority vote.

The terms for the Chair and Vice Chair shall be one year, unless extended by a majority vote of the Board. Election of the Chair and Vice Chair shall generally take place at the July or August meeting. In the event that a vacancy occurs in either office, a successor shall be elected at the next Board meeting to serve out the unexpired term.

1. Chair – The duties of the Chair shall be to: (a) consult with the MATPB-MPO Director/Planning Manager in setting board meeting agendas; (b) preside at all board meetings; (c) appoint MPO representatives to study committees and MPO subcommittees, as may be required, with confirmation by the board; (d) act as official signatory for MPO resolutions, letters, and other documents; (e) serve as the official spokesperson of the MPO in reporting actions taken by the MPO⁵; and (f) perform such other duties as may be agreed to by the board. The Chair is permitted to participate in discussion on all agenda items at meetings and to vote on all matters before the board.
2. Vice Chair – The duties of the Vice-Chair shall be to preside at all board meetings and act as official signatory for MPO resolutions and other documents in the absence of the Chair.

In the absence of both the Chair and Vice Chair at a meeting, those present shall elect a chair pro tem to preside at the meeting.

SECTION III – MPO COMMITTEES AND STAFF

A. Subcommittees of the MPO Policy Board

Subcommittees may be appointed by the MATPB-MPO Chair with confirmation by the board to consider such matters and perform such tasks as are referred to them by the policy board. Such subcommittees may include MATPB-MPO Technical Coordinating Committee members, local officials, public citizens, and others in addition to board members.

B. MATPB-MPO Technical Coordinating Committee

1. Authority and Responsibilities

The MATPB-MPO shall establish an intergovernmental Technical Coordinating Committee (TCC) with staff from local units of government in the metropolitan area and various agencies or facets of transportation planning to assist in carrying out its responsibilities.

⁵ The Chair may also designate the MATPB-MPO Director/Planning Manager to communicate actions taken by the MPO.

The TCC provides professional expertise in the development of the ~~MATPB's MPO's~~ transportation plans, studies, and programs, ensuring a high quality technical review of the planning process and a direct communication liaison with the policy board. The TCC shall review, coordinate, and advise on all transportation planning matters, and provide input to the board on issues directed to it by the board or ~~MATPB MPO Director~~/Planning Manager. Drafts of all required documents and programs shall be submitted to the TCC for review and recommendation to the board.

2. Membership, Voting, and Officers

The TCC is comprised of 14 voting members, ~~5-6~~ alternate members, and 2 non-voting members. Alternate members include ~~five-six~~ of the ~~eleven-twelve (12)~~ representatives from non-Madison communities. The alternates are listed 1-~~56~~. The first alternate counts for quorum and may vote when one voting member is absent. The second alternate may vote when the first alternate is absent or two voting members are absent, and so on with the remaining alternates. Alternates are encouraged to participate in committee discussions and serve on any subcommittees created. The voting and alternate members of the ~~11-12~~ representatives from non-Madison communities will be switched on an annual basis at the beginning of the year assuming the alternate members are regular meeting participants. The priority of the alternates will also be rotated over time.

The TCC is comprised of the following agency staff:

Voting TCC Members:

City of Madison

Traffic Engineer

Engineer

Planning Division Director

Metro Transit Planning Manager

City of Fitchburg

~~City Engineer~~Public Works or Planning Director

City of Middleton

Public Works or Planning Director

City of Monona

Public Works Director or City Planner

City of Stoughton

Public Works or Planning Director

City of Sun Prairie

Public Works ~~or Planning~~ Director or Transportation Coordinator

City of Verona

Public Works, ~~or Planning~~ Director, or Community Development Specialist

Village of Cottage Grove

Public Works or Planning Director

Village of DeForest

Public Works Project Coordinator
Village of McFarland
Public Works or Community Development Director
Village of Oregon
Public Works or Planning Director
Village of Waunakee
Public Works or Community Development Director
Village of Windsor
Public Works Director
Dane County
Assistant Commissioner, Public Works & Transportation Dept.
Planning Director, Planning & Development Dept.
Wisconsin Department of Transportation
Transportation Planner, Bureau of Planning
Transportation Planner, Southwest Region

Non-Voting TCC Members:

Federal Highway Administration
Community Planner, Wisconsin Division
Federal Transit Administration
Transportation Program Specialist, Region V

The TCC shall elect a Chair and Vice Chair by simple majority vote of the voting members. The Chair shall be responsible for presiding at all meetings. The term of the Chair shall be two years. There shall be no limit on the number of terms a member may hold the office of Chair. In the absence of the Chair, the Vice Chair shall preside at the meeting. In the absence of either, the TCC shall select another member to preside at that meeting.

3. Meetings and Quorum

Regular meetings shall be held monthly in accordance with the annual meetings schedule included in the annual Unified Planning Work Program, unless cancelled by the MATPB MPO Director/Planning Manager due to a lack of a sufficient number of agenda items. Special meetings may be held as needed. A quorum is formed by the presence of a simple majority of the voting membership or eight (8) members. Voting members may designate an alternate to attend meetings and represent them in their absence. Such designation may be on a standing basis or for a specific meeting. Alternates to voting members shall count for quorum purposes and have voting privileges. No action shall be taken without a quorum in attendance at that meeting, but information may be presented to those in attendance so long as the meeting was properly noticed.

4. Subcommittees of the TCC

The MPO may establish standing or ad hoc subcommittees of the TCC, as needed. Past subcommittees have included a ~~The MATPB shall establish a~~ standing Intelligent

Transportation Systems (ITS) subcommittee and an ad hoc committee to develop recommendations related to changes to the policies and criteria for evaluating STBG (formerly STP) Urban projects. ~~of the TCC to bring together the stakeholders that are involved in regional ITS to share information and facilitate implementation of the Regional ITS Strategic Plan, including integration of the ITS plan into implementing agency plans and budgets.~~

~~The ITS subcommittee is comprised of the following agency staff:~~

~~City of Madison~~

- ~~—Chief Information Officer, Information Technology Dept.~~
- ~~—Assistant Traffic Engineer, Traffic Engineering Division~~
- ~~—Officer, Police Department~~
- ~~—Parking Operations Manager, Parking Utility~~
- ~~—— Metro Transit~~
- ~~—— Transit Technology Planner~~
- ~~—— Dane County~~
- ~~—— Emergency Planning Staff, Dept. of Emergency Management~~
- ~~—— Assistant Commissioner, Public Works & Transportation Dept.~~
- ~~—— Traffic Safety Coordinator, Sheriff's Office~~
- ~~—— Manager, Public Safety Communications (911) Center~~
- ~~—— WisDOT~~
- ~~—— ITS Traffic Engineer, SW Region~~
- ~~—— Traffic Engineer, Traffic Operations, SW Region~~
- ~~—— Operations Engineer, Bureau of Traffic Operations~~
- ~~—— University of Wisconsin — Madison~~
- ~~—— Director, Transportation Services~~
- ~~—— ITS Program Manager, Traffic Operations and Safety Laboratory~~

~~A Congestion Management subcommittee or work group may also be created to facilitate implementation of the MATPB's Congestion Management Process (CMP), including incorporation of the CMP into the overall regional transportation planning and programming process. The membership of the subcommittee or work group, if created, shall consist of agency staff with expertise in traffic and transit operations, ITS, and other other relevant fields.~~

~~Other subcommittees may be created as needed.~~

Meetings of subcommittees shall be held as necessary to carry out their duties. A quorum is formed by a simple majority of the members. No action shall be taken without a quorum in attendance, but information may be presented to those in attendance as long as the meeting was properly noticed.

~~C. MATPB Citizen Advisory Committee~~

~~1. Authority and Responsibilities~~

~~The MATPB shall establish a Citizen Advisory Committee (CAC). The CAC shall provide advice to the board on transportation planning matters. Drafts of all required documents and programs shall be submitted to the CAC for review and recommendation to the board.~~

~~2. Membership~~

~~The CAC shall consist of representatives of various public and/or private interest groups, the transportation industry, and local citizens to provide a broader base of review of the MPO's programs and plans. The committee shall include a maximum of fifteen (15) members.~~

~~3. Meetings and Quorum~~

~~Regular meetings shall be held every other month in accordance with the annual meetings schedule included in the annual Unified Planning Work Program, unless cancelled by the MATPB Planning Manager due to a lack of a sufficient number of agenda items. Special meetings may be held as needed. A quorum is formed by the presence of a simple majority of the members. No action shall be taken without a quorum in attendance at that meeting, but information may be presented to those in attendance as long as the meeting was properly noticed.~~

~~DC. MATPB-MPO Staff~~

The City of Madison is responsible for providing professional staff services to the MATPB-MPO. MATPB-MPO staff are directed by MATPB-MPO policies and approved documents.

The Manager of the Regional Transportation Planning Section of the City of Madison Planning Division within the City's Department of Planning & Community & Economic Development ("MATPB-MPO Director/Planning Manager") shall be the chief staff person for the MATPB-MPO. The MATPB-MPO Director/Planning Manager shall be responsible for direction of all administrative and operational functions of the MATPB-MPO, including supervision of MATPB-MPO staff. The MATPB-MPO Director/Planning Manager shall be responsible for preparing agendas, supporting documentation, information and technical support for MATPB-MPO meetings, posting MATPB-MPO meeting notices, maintaining accurate records of all MATPB-MPO meetings, and transmitting notice of all official actions taken by the MATPB-MPO to its constituent members, WisDOT, FHWA, and FTA.

The City of Madison Planning Division Director is the appointing authority and supervises the MATPB-MPO Director/Planning Manager. The City of Madison Planning Division Director is encouraged to communicate closely with and involve the MPO Policy Board and its Chair in the hiring of the MATPB-MPO Director/Planning Manager, who serves as the chief staff person for the MATPB-MPO. If the MPO Policy Board has concerns about the professional staff services it is receiving, the board should communicate those concerns to the MATPB-MPO Director/Planning Manager and/or City of Madison Planning Division Director.

~~The Administrative Clerk for the Regional Transportation Planning Section (“MPO Recording Secretary”) shall record all meetings.~~

SECTION IV – MPO POLICY BOARD MEETINGS

A. Public Notice, Accessibility, and Conduct

All meetings shall be publicly noticed with both the City of Madison and Dane County. Agendas and meeting packets shall also be posted on the ~~MATPB-MPO~~ website. Meetings may be held virtually or in person. In person meetings shall be located in a place that is accessible to all persons. All meetings shall be, and conducted in conformance with Sections 19.81 to 19.98 of the Wisconsin Statutes, which set forth the public policy and requirements for open meetings of governmental bodies. Accommodations will be made for persons with disabilities if the attendee gives advance notice of a need for an interpreter, materials in alternate forms, or other accommodations to access the meeting.

B. Meetings

1. Regular Meetings

The MPO Policy Board shall generally meet once a month either virtually or at a location to be determined by the Policy Board in consultation with the ~~MATPB-MPO~~ Director/Planning Manager.

When there are insufficient agenda items for a meeting, the meeting will be cancelled at the discretion of the Chair. If the regular meeting date is a holiday, the meeting will be rescheduled or cancelled. However, a special meeting may be called in lieu of the regular meeting.

2. Special Meetings

Special meetings may be held as needed and may be called at any time by the Chair. The Chair shall set the date, time, and place of the special meeting. In the absence of a Board Chair, the Vice Chair may call a special meeting.

Telephonic or virtual participation for quorum purposes and voting is permitted for special meetings that are held in person versus virtual. A maximum of two members may participate via telephone. The public notice, accessibility, and conduct of the special meeting shall still meet state requirements for open meetings. The public notice for the meeting shall indicate those members that will not be participating in person. For all meetings at which some members are participating via telephone, a roll call vote shall be conducted for all actions taken so the vote of each member can be acknowledged and recorded.

3. Joint Meetings

Joint meetings may be held with other agencies, committees, or commissions on items of mutual interest. These include joint meetings with the Capital Area Regional Planning Commission, the MPO's partner regional planning agency.

C. Agenda

Meeting agendas shall be prepared by the ~~MATPB-MPO Director~~/Planning Manager in consultation with the Chair. Suggested ~~h~~ items for the agenda, accompanying information, and written communications intended for consideration as part of an agenda item should be received by the ~~MATPB-MPO Director~~/Planning Manager no later than ~~nineteen~~ (910) calendar days prior to the scheduled meeting. However, written communications received after this deadline will be reported and either included as communication in the meeting packet, emailed to board members, or provided to the Board at the meeting if in person.

All agendas and accompanying information packets shall be mailed to Board members and posted on the ~~MATPB's-MPO's~~ website no later than five (5) calendar days in advance of the scheduled meeting. An email mailing list for ~~the meeting email notices with link to meeting agenda and packets and minutes~~ based on requests for same will be maintained by ~~the MPO staff~~ Recording Secretary.

Order of Business for Meetings

- Roll Call
- Approval of Minutes
- Communications
- Public Comment
(Note: This item is intended to offer the public an opportunity to comment on an issue that is not on the agenda, such as introducing an issue that the person would like the MPO Policy Board to consider at a future meeting.)
- Public Hearing
(Note: A set time is to be noticed)
- Presentations by non-MPO staff (if any)
- Items Intended for Action
(Note: In general, items intended for action are to be presented to MPO Policy Board members with a staff report that includes a cover sheet with staff comments and recommendation/ rationale, a copy of any applicable resolution, and any other accompanying materials to assist members in considering the item.)
- Other Items
(Note: Items for which action may or may not be taken should also generally be presented with a staff report and accompanying materials, if available, to assist members in considering the item. A cover sheet may also be prepared for items intended for discussion only.)
- Status Report on Capital Area Regional Planning Commission Activities ~~Projects Potentially Involving the MPO (if there are any)~~

- Announcements and Schedule of Future Meetings
- Adjournment

The board may alter the above order of the agenda items at the meeting.

D. Public Comment

For in person meetings a welcome table or area shall be set up with a copy of the meeting packet for viewing, copies of the meeting agenda, registration forms, and a city laptop computer or other device to view and manage the online registration report. A printed copy of the city's registration sign, which has the QR code and a link to the online registration form shall also be available.

Persons wishing to speak on an agenda item must register using the city of Madison's online registration form or in the case of an in person meeting and give filling out and giving the paper registration form to the MATPB-Chair/MPO staff, preferably before the item comes up on the agenda. If the paper registration form is used, staff shall enter the registrant's information into the online registration report.

The time limit for comments on items for which a public hearing has not been scheduled is three (3) minutes per person, unless waived by a 2/3s majority vote of the members present. Questions of the speaker may occur following the speaker's comments/presentation, unless questioning is anticipated to last longer than three minutes. Then questions will be held until after all public comments on the item.

E. Attendance

Board members are to inform the MATPB-MPO Director/Planning Manager and Board Chair in advance (preferably two days) if they are not able to attend a meeting. Absences without advance notice or those of an avoidable nature will be recorded as unexcused. Board roster attendance information shall be provided to Board members on a biennial basis. The Chair may remind board members of their responsibility to attend and participate in board meetings in the event of poor attendance. If the problem persists, the board may authorize the Chair to send a letter to the appointing authority or authorities informing them of the board member's poor attendance.

F. Motions

Motions shall be restated by the Chair before a vote is taken. The name of the maker of the motion and the person seconding it shall be recorded. A motion made at the following meeting to reconsider an item may be made, but if notice of reconsideration has not been published, the motion is to be referred to the next meeting so that adequate public notice can be provided.

G. Parliamentary Procedure

Board meetings shall be governed by *Roberts Rules of Order Newly Revised* unless otherwise provided for herein.

H. Quorum

A majority of the board or eight (8) members shall constitute a quorum for the conducting of business and taking of official action. Board members are not permitted to designate an alternate to attend meetings for quorum and voting purposes when they cannot be present.

Whenever a quorum is not present within thirty (30) minutes of the scheduled beginning meeting time, the Chair shall not call the meeting to order and the meeting shall be rescheduled to a time and date selected by the Chair.

I. Reports

The Board may ask for reports and recommendations, if any, from staff and the MATPB-MPO Technical Coordinating Committee (TCC) ~~and/or Citizen Advisory Committee (CAC)~~ on any matters before it. [See Agenda regarding staff reports to accompany agenda items and Subsection B and D of Section III regarding the TCC ~~and CAC.~~]

J. Voting

Voting shall be by voice. Only whether the motion or resolution passed or failed shall be recorded, unless a roll call is requested or a member requests that the votes cast be recorded by number and/or name. All persons will be assumed voting in the affirmative unless they verbally cast a “no” vote or indicate at the time of the vote that they wish to abstain. If there is any question, the Chair will restate the votes cast for record purposes.

[Note: It is advisable that members who abstain from voting indicate their reason(s) for doing so. If a member abstains from voting due to a conflict of interest, he/she should not participate in the discussion.]

A motion for reconsideration of any agenda item from a previous meeting may only be made by a member who was present at that meeting and voted on the prevailing side or who is recorded as an excused absence. All members who are in attendance at the meeting where reconsideration is being considered may vote on the issue.

SECTION V – PUBLIC HEARINGS

The board shall schedule and hold public hearings on ~~all items required by law (e.g., the~~ Regional Transportation Plan and Transportation Improvement Program consistent with the MPO’s approved Public Participation Plan) and may hold public hearings on any other matters.

A. Public Notice and Comments

Reasonable effort shall be made to notify affected local units of government and the general public of hearings through posting and mailing of notices, through the news media, social media, and other means.

Persons wishing to speak at a hearing must register using the city of Madison’s online registration form or in the case of an in person meeting filling out a paper registration form and giving the registration form to MPO staff~~the MATPB Chair~~, preferably before the start of the hearing. The

time limit for comments at a public hearing is five (5) minutes per person, unless waived by a two-thirds majority vote of the members present. Questions of the speaker may occur following the speaker's presentation, unless questioning is anticipated to last longer than three (3) minutes. The Board will not engage in discussion or debate with the speakers. Further questions will be held until after all public comments are completed.

B. Conduct and Record of Hearing

At the beginning of the hearing, the Chair shall briefly identify the subject(s) under consideration and instruct the public on how the hearing will proceed. MATPB-MPO staff may give a presentation on the subject, if deemed appropriate. Board members may then ask questions or pose questions during the presentation by permission of the Chair. Public comments will then be allowed. A record of the names, addresses, and positions of those appearing shall be made. If questions by the public are permitted, they shall be directed to the Chair. Any member of the Board may question a speaker on his/her statements. These rules may be suspended or modified, or a speaker allowed more time, with approval by a majority vote of the board.

SECTION VI – PUBLIC PARTICIPATION PLAN AND UNIFIED PLANNING WORK PROGRAM

A. Public ~~Involvement-Participation~~ Plan

The MATPB-MPO shall develop and use a documented public participation plan that defines a process for providing citizens, affected public agencies, private transportation providers, users of the transportation system, and others with reasonable opportunities to be involved in the metropolitan transportation planning process in accordance with 23 C.F.R. Section 450.316.

B. Unified Planning Work Program and Budget

The MATPB-MPO shall annually develop, in cooperation with the Wisconsin Department of Transportation and public transit operators, a Unified Planning Work Program (UPWP) and budget that outlines transportation planning activities to be performed using federal and state transportation funding in accordance with 23 C.F.R. Section 450.308.

Because the City of Madison provides staff services and is the fiscal agent for the MPO, the MPO's budget is incorporated into the budget for the City's Planning Division in the Department of Planning & Community & Economic Development. Preparation and review of the MPO Work Program and budget by MATPB-MPO staff and Board shall occur along the same general timeline as the City's budget process to ensure coordination and consistency of the Work Program and budget and consistency between the budgets approved by the MPO and the City of Madison.

SECTION VII – MISCELLANEOUS

No member of the MPO Policy Board shall take any action, which may be interpreted as representing the view of the MPO Policy Board as a whole unless he/she has been authorized to do so by the board as a body or by the Chair.

Suspension or Amendment to the Operating Rules and Procedures – The Board may suspend or amend these rules and procedures by a two-thirds vote of the total membership (10 members).

MPO Board members shall be governed by the Code of Ethics of their appointing governmental bodies. In the event that the appointing governmental body does not have a Code of Ethics, the Board member shall simply strive to maintain high moral and ethical standards, including avoidance of conflicts between their personal interests and their public responsibilities as Board members.

SECTION VIII – AMENDMENTS

The ~~MATPB-MPO~~ Operating Rules and Procedures may be amended at any meeting by a simple majority vote of the board present, provided the item has been publicly noticed. Amendments may be initiated by board members or the ~~MATPB-MPO Director~~/Planning Manager.

MPO Agenda Cover Sheet
January 5, 2022

Item No. 8

<p>Re: Update on Phase 2 Intersection Safety Analysis Project and Planned Next Steps</p>
<p>Staff Comments on Item:</p> <p>MPO staff collaborated with UW Traffic Operations and Safety (TOPS) Lab staff to update the safety screening analysis previously completed in 2018 for all arterial and collector level intersections in the MPO planning area boundary. The updated analysis includes crash data from 2017-2020, and adds additional roadway and crash attributes into the crash model. The analysis ranks the intersections by the total number of crashes, crash rate, and crash severity, and level of safety service. The TOPS Lab also developed a spreadsheet optimization tool that the MPO and communities can use to help identify and prioritize intersections for safety improvements, as well as identify potential safety countermeasures for those intersections.</p> <p>Staff will present a high level overview of the study results and discuss next steps, including work that the TOPS Lab will be doing to develop a High Injury Network for the MPO planning area and the possible creation of a pilot safety program to assist local agencies in conducting more detailed studies of priority intersections for potential safety improvement projects.</p>
<p>Materials Presented on Item:</p> <ol style="list-style-type: none">1. None
<p>Staff Recommendation/Rationale: For information and discussion purposes only</p>

MPO Agenda Cover Sheet
January 5, 2022

Item No. 9

Re:

Update on *Connect Greater Madison* Regional Transportation Plan 2050

Staff Comments on Item:

Work on the travel forecast modeling for the plan update was delayed, first by delays with completing work on the model, including the performance metrics reporting, and then by an issue with the traffic zone level household and employment forecasts. Those issues have been worked out and MPO staff have resumed work running model scenarios (2035 and 2050 growth forecasts with planned transit and bicycle network improvements and combinations of roadway capacity changes). Staff is in the process of reviewing and analyzing the model results, and will share some results at the meeting. The MPO's model consultant is in the process of finishing up work on adding an auto/transit/bike job accessibility reporting function to the model. Some results from that may be available to share as well.

In addition to finishing up draft background information chapters of the plan report, staff have been working on the analysis of the existing transportation system and making revisions to the draft future planned transit and bike networks shared with the board at the last meeting in response to comments received. Staff plans to meet with local staff in early February to review draft facility plans for input. Staff have also been working on the update to the federally required congestion management process.

The current schedule calls for review of all preliminary draft facility recommendations with the board at the February meeting, all other recommendations at the March meeting, and review of the draft report at the April meeting before releasing for public comment. This is a tight schedule. Staff will assess the status of progress on the plan in late January before determining if a 1-2 month extension of the planned May meeting adoption date is necessary.

Materials Presented on Item:

None

Staff Recommendation/Rationale: For information and discussion purposes only

MPO Agenda Cover Sheet
January 5, 2022

Item No. 10

<p>Re:</p> <p>Presentation on Infrastructure Investment and Jobs Act (IIJA) and Impacts on MPO Funding</p>
<p>Staff Comments on Item:</p> <p>The Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Bill, represents a huge investment in infrastructure, including the largest investment in public transit ever and the largest investment in passenger rail since the creation of Amtrak. It includes the reauthorization of the surface transportation legislation, funding highway and transit programs for the next five years, but goes beyond transportation.</p> <p>While not as significant as some would have liked, it does represent a policy shift towards sustainable transportation and prioritizing safety for all users. This is especially evident in some of the new grant programs created. FHWA just issued policy guidance to seek to influence how the formula apportioned funding is spent as well. The bill allows MPOs and local governments to compete for funding for many programs without going through state DOTs.</p> <p>The bill will substantially increase the MPO's Planning funding, which funds most of our budget – somewhere in the neighborhood of 30%. Transportation Alternatives program funding for bicycle/pedestrian projects could potentially double with the increased suballocated funding to the MPO plus more statewide funding available. Our Surface Transportation Block Grant – Urban funding will only increase by 4.4%, but we will also see an additional increase once new Census population data is factored into our allocation in the next program cycle.</p> <p>Attached is a PowerPoint presentation with selected slides that FHWA put together on the legislation along with some additional ones added.</p>
<p>Materials Presented on Item:</p> <ol style="list-style-type: none">1. Presentation on the IIJA and impacts on MPO funding
<p>Staff Recommendation/Rationale: For information and discussion purposes only</p>

BIPARTISAN INFRASTRUCTURE LAW (BIL)*

Overview of Highway Provisions



U.S. Department
of Transportation

**Federal Highway
Administration**

*Also known as the “Infrastructure Investment and Jobs Act”

BIL Goes Beyond Transportation

- Once-in-a-generation investment in infrastructure
- Grows the economy, enhances U.S. competitiveness, creates good jobs, and makes the U.S. economy more sustainable, resilient, and equitable
- Around \$550 B in new Federal infrastructure investment, including—
 - Largest federal investment in public transit ever
 - Largest federal investment in passenger rail since the creation of Amtrak
 - Largest dedicated bridge investment since the construction of the Interstate System
 - Largest investment in clean drinking water & wastewater infrastructure in U.S. history
 - Largest investment in clean energy transmission & electric vehicle infrastructure in history
 - Ensuring every American has access to reliable high-speed internet
- On average, around 2 million jobs per year

High Points of BIL Highway Provisions

- **Funds highway programs for five years** (FY 22-26)
- **\$350.8 B (FY 22-26) for highway programs**
 - \$303.5 B in Contract Authority (CA) from the Highway Trust Fund (HTF)
 - +\$47.3 B in advance appropriations from the General Fund (GF)
- **More than a dozen new highway programs**, including—
 - **Formula:** resilience, carbon reduction, bridges and electric vehicle (EV) charging infrastructure
 - **Discretionary:** bridges, EV charging infrastructure, rural projects, resilience, wildlife crossings, and reconnecting communities
- Focus on safety, bridges, climate change, resilience, and project delivery
- **More opportunities for local governments and other non-traditional entities** to access new funding
- \$90 B transfer (GF->HTF) to **keep the HTF Highway Account solvent for years**

FHWA Guidance Reflects Federal Policy Shift

- Published on 12/16/21, seeks to influence how formula funding is utilized.
- Recommends projects that:
 - Improve condition, resilience, and safety of roads and bridges
 - Promote safety for all road users
 - Makes transportation facilities accessible to all users
 - Address environmental impacts; and
 - Future proof our transportation infrastructure by accommodating new/emerging technologies.
 - Projects that prioritize right-of-way for non-motorized modes and transit.

FHWA Guidance

- Promotes spending federal funding on ALL eligible roads, not just state owned ones, and involvement by MPOs and local governments in selecting projects for investment.
- Expresses general priority for projects that move more people/freight by modernizing and increasing operational efficiency of roads over capacity expansion of roadways.

Funding Available to a Range of Recipients

Program Examples	State	MPO	Local	Tribe	PA*	Territory	FLMA*
Apportioned programs (formula)	✓						
Bridge Program (formula)	✓			✓			
National Electric Vehicle Formula Program	✓		✓				
Safe Streets and Roads for All program		✓	✓	✓			
PROTECT Grants (discretionary)	✓	✓	✓	✓	✓		✓
Charging and Fueling Infrastructure Program	✓	✓	✓	✓	✓	✓	
Congestion Relief Program	✓	✓	✓				
Bridge Investment Program (discretionary)	✓	✓	✓	✓	✓		✓
Reconnecting Communities Pilot Program	✓	✓	✓	✓			
Rural Surface Transportation Grants	✓		✓	✓			
INFRA	✓	✓	✓	✓	✓		✓
Nat'l Infra. Project Assistance	✓	✓	✓	✓	✓		
Local and Regional Project Assistance	✓	✓	✓	✓	✓	✓	

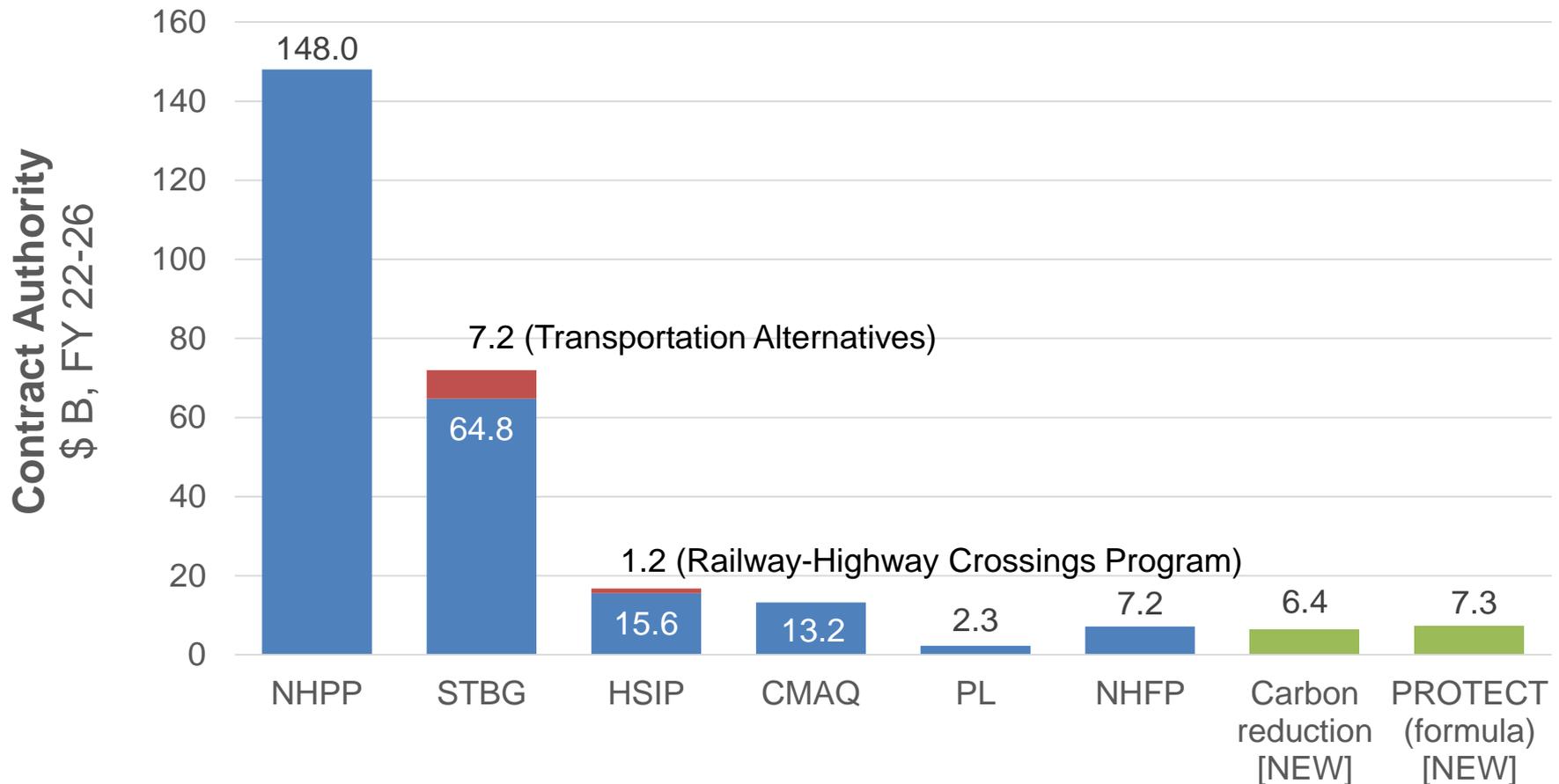
Note: This table does not include all BIL programs or eligible entities, and there are additional nuances not represented in this table. Additional programmatic information is provided in later slides. FHWA will administer most, but not all, programs listed.

* "PA" means a special purpose district or public authority with a transportation function; FLMA means Federal Land Management Agency

APPORTIONED HIGHWAY PROGRAMS

- 8 Apportioned CA Programs (Including 2 New)
- Changes to Existing CA Programs (NHPP, STBG, HSIP, CMAQ, and NHFP)

8 Apportioned CA Programs (Including 2 New)



Federal-aid apportioned programs under BIL

Greater Madison MPO Funding Impacts

- **Federal PL funding** – main source of funding for MPO budget – to increase around 30% (\$240K) starting in 2023
 - Will require \$60K in local matching funds
 - Will need to convince city of Madison and other contributing communities that increased funding is worth it and will benefit them.
 - Groundwork laid this year with suburban communities; contributions increased from \$15K in '21 to \$25K in '22 with additional funding expected in '23
- Need to start planning this year for how to use this increased funding in 2023 and beyond.
 - Additional staff
 - Special projects/studies
 - Grant applications?

Greater Madison MPO Funding Impacts

- **Surface Transp. Block Grant (STBG) – Urban funding to increase 4.4%**
 - Will also see increase due to higher metro area population growth in past decade compared to rest of state
 - Currently, annual allocation is around \$7 million

Greater Madison MPO Funding Impacts

- **Transportation Alternatives (TA) (Set Aside from STBG) funding** to increase 63% with portion suballocated to MPOs increasing from 50% to 59%
 - Currently, annual allocation is \$617K
 - WisDOT has indicated it will account for increased funding in current TA 2022-2026 application cycle
 - In past WisDOT has transferred 50% of statewide funding to other programs; likely won't be able to meet requirements to do this in future
 - Communities in MPO area eligible for statewide funding as well and have received project funding in recent application cycles

Changes to Surface Transportation Block Grant Program (STBG)

Topics	Changes
Eligible projects	<p>Adds several new types of eligible projects, including:</p> <ul style="list-style-type: none"> • EV charging infrastructure • protective features to enhance resilience • wildlife crossing projects
Off-system bridges	<ul style="list-style-type: none"> • Increases off-system bridge set-aside • Adds eligibility to include replacing a low water crossing with a bridge
Sub-allocation	<ul style="list-style-type: none"> • Population categories for sub-allocation split into smaller ranges: <ul style="list-style-type: none"> ○ < 5,000 ○ [NEW] 5,000 – 49,999 ○ [NEW] 50,000 – 200,000 ○ >200,000 • Requires States to consult with RTPOs and MPOs for urbanized areas with 50,000-200,000 pop. before using certain suballocated funding
Rural areas	<ul style="list-style-type: none"> • Permits States to use up to 15% of funds for eligible projects or maintenance on non-Federal aid highways in rural areas, and up to 5% for certain barge landing, dock and waterfront infrastructure projects

Changes to Transportation Alternatives (TA) Set-aside from STBG

Topic	Changes
Funding	<ul style="list-style-type: none"> Increases funding, setting it at 10% of total STBG funds each FY Increases from 50% to 59% the portion of TA funds that must be suballocated to areas of the State based on population Continues to permit States to transfer up to 50% of TA funds to any other apportioned program but establishes new conditions Allows States to use up to 5% of available funds (after suballocation) to fund staff to administer the TA program and assist applicants
Eligible projects	<ul style="list-style-type: none"> Reaffirms eligibility for safe routes to school projects and activities Adds activities relating to vulnerable road user safety assessments
Eligible entities	<ul style="list-style-type: none"> Adds as eligible entities MPOs representing a pop. ≤200,000, any nonprofit entities, and States at the request of another eligible entity
Federal share	<p>Subject to certain requirements:</p> <ul style="list-style-type: none"> provides for a Federal share up to 100% allows HSIP funds to be used toward the non-Federal share allows non-Federal share requirements to be met on an aggregate basis instead of by project

Changes to Highway Safety Improvement Program (HSIP)

Topic	Changes
Eligible projects	<ul style="list-style-type: none">• Adds eligibility ($\leq 10\%$ of HSIP funds) for specified safety projects (including non-infrastructure safety projects related to education, research, enforcement, emergency services, and safe routes to school)• Modifies the HSIP definition of highway safety improvement project by adding or clarifying some project types. Some examples include:<ul style="list-style-type: none">○ railway-highway crossing grade separation projects;○ traffic control devices for pedestrians and bicyclists; and○ roadway improvements that separate motor vehicles from bicycles or pedestrians
Vulnerable road users	<ul style="list-style-type: none">• Requires States to complete vulnerable road user (VRU) safety assessments, taking into consideration a Safe System approach• Adds new special rule for States with total annual VRU fatalities comprising $\geq 15\%$ of total annual crash fatalities in State

SAFETY

- Highway Safety Improvement Program
- Railway-Highway Crossings Program
- Safe Streets and Roads for All
- Wildlife Crossings Pilot Program
- Other Safety-related Provisions

[NEW] Safe Streets and Roads for All (discretionary)

Purpose	Support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives).
Funding	\$5.0B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> • MPO • Political subdivision of a State (e.g., local governments) • Tribal government
Eligible projects	<ul style="list-style-type: none"> • Comprehensive safety action plan (planning grant) • Planning, design, and development activities for infrastructure projects and other strategies identified in a comprehensive safety action plan
Other key provisions	<ul style="list-style-type: none"> • Sets aside not less than 40% of total funding each FY for planning grants. • Requires considering, among other factors, the likelihood of a project significantly reducing or eliminating fatalities and serious injuries involving various road users, including pedestrians, bicyclists, public transportation users, motorists, and commercial operators.

Other Safety-related Provisions

Program/topic	Provisions in the new law
Increasing Safe and Accessible Transportation Options (§11206)	<ul style="list-style-type: none"> • Defines Complete Streets standards and policies • Requires each State and MPO to carry out transportation planning activities related to complete streets or multimodal travel using— <ul style="list-style-type: none"> ○ State: at least 2.5% of its State Planning and Research (SPR) funds ○ MPO: at least 2.5% of its Metropolitan Planning (PL) funds
Manual on Uniform Traffic Control Devices (MUTCD) (§§11129, 11135)	<ul style="list-style-type: none"> • Adds to MUTCD purposes inclusion and mobility for all users • Requires MUTCD update within 18 months, every 4 years thereafter • Requires first update to provide for protection of vulnerable road users to the greatest extent possible, among other specified elements

CLIMATE AND RESILIENCE

- Carbon Reduction Program
- PROTECT Grants (formula and discretionary)
- Charging and Fueling Infrastructure
- National Electric Vehicle Formula Program
- Congestion Relief Program
- Other Climate and Resilience Provisions

[NEW] Carbon Reduction Program (formula)

Purpose	Provide funding for projects to reduce transportation emissions or the development of carbon reduction strategies.
Funding	\$6.4 B (FY 22-26) in Contract Authority from the HTF
Recipients	<ul style="list-style-type: none">• States (including DC)
Distribution formula	<ul style="list-style-type: none">• Apportioned to States by formula• 65% of funds are suballocated (reserved for use in certain areas of the State, based on population)
Other key provisions	<ul style="list-style-type: none">• Requires State, in consultation with MPOs, to develop (and update at least every 4 years) a carbon reduction strategy and submit it to DOT for approval.• DOT must certify that a State's strategy meets the statutory requirements.

[NEW] PROTECT* Formula Program

Purpose	Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure
Funding	\$7.3 B (FY 22-26) in Contract Authority from the HTF
Recipients	<ul style="list-style-type: none"> States (including DC)
Distribution formula	<ul style="list-style-type: none"> Apportioned to States by formula
Other key provisions	<ul style="list-style-type: none"> Highway, transit, and certain port projects are eligible Higher Federal share if the State develops a resilience improvement plan and incorporates it into its long-range transportation plan Of the amounts apportioned to a State for a fiscal year, the State may use: <ul style="list-style-type: none"> not more than 40% for construction of new capacity not more than 10% for development phase activities

** The full name of the program is Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program.*

[NEW] PROTECT Grants (discretionary)

Purpose	Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure
Funding	\$1.4 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> • State (or political subdivision of a State) • MPO • Local government • Special purpose district or public authority with a transportation function • Indian Tribe • Federal land management agency (applying jointly with State(s)) • <i>Different eligibilities apply for at-risk coastal infrastructure grants</i>
Eligible projects	<ul style="list-style-type: none"> • Highway, transit, intercity passenger rail, and port facilities • Resilience planning activities, including resilience improvement plans, evacuation planning and preparation, and capacity-building • Construction activities (oriented toward resilience) • Construction of (or improvement to) evacuation routes
Other key provisions	<ul style="list-style-type: none"> • Higher Federal share if the eligible entity develops a resilience improvement plan (or is in a State or area served by MPO that does) and the State or MPO incorporates it into its long-range transportation plan • May only use up to 40% of the grant for construction of new capacity

[NEW] Charging and Fueling Infrastructure (discretionary)

Purpose	Deploy electric vehicle (EV) charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities
Funding	\$2.5 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none">• State or political subdivision of a State• MPO• Local government• Special purpose district or public authority with a transportation function• Indian Tribe• Territory
Eligible projects	<ul style="list-style-type: none">• Acquisition and installation of publicly accessible EV charging or alternative fueling infrastructure• Operating assistance (for the first 5 years after installation)• Acquisition and installation of traffic control devices
Other key provisions	<ul style="list-style-type: none">• Requirement to redesignate alternative fuel corridors and establish a process to regularly redesignate these corridors• Set-aside (50%) to install EV charging and alternative fueling infrastructure on public roads or in other publicly accessible locations, such as parking facilities at public buildings, schools, and parks

BRIDGES

- Bridge Formula Program
- Bridge Investment Program
- Other Bridge-related Provisions

[NEW] Bridge Formula Program

Purpose	Replace, rehabilitate, preserve, protect, and construct bridges on public roads
Funding	\$27.5 B (FY 22-26) in advance appropriations from the GF
Recipients	<ul style="list-style-type: none">• States (including DC and Puerto Rico)
Distribution formula	<ul style="list-style-type: none">• 75% based on relative costs of replacing State's poor condition bridges• 25% based on relative costs of rehabilitating State's fair condition bridges• ...but each State receives at least \$45M per FY (22-26)
Other key provisions	<ul style="list-style-type: none">• Benefits for "off-system" (non-Federal-aid highway) bridge projects<ul style="list-style-type: none">◦ 15% of funds reserved for such projects◦ 100% Federal share if owned by a local agency or Federally-recognized Tribe• Sets aside 3% of the funds appropriated for the program for Tribal transportation facility bridges, which shall be administered as if made available under the Tribal Transportation Program

[NEW] Bridge Investment Program (discretionary)

Purpose	Improve bridge (and culvert) condition, safety, efficiency, and reliability
Funding	<p>\$12.5 B (FY 22-26), including—</p> <ul style="list-style-type: none"> • \$3.3 B (FY 22-26) in Contract Authority from the HTF; and • \$9.2 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> • State • MPO (w/ pop. >200K) • Local government • Special purpose district or public authority with a transportation function • Federal land management agency • Tribal government
Eligible projects	<ul style="list-style-type: none"> • Project to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory • Project to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species
Other key provisions	<ul style="list-style-type: none"> • At least 50% of funding reserved for certain large projects; option for multi-year funding agreements • Different process for funding projects ≤\$100 M cost • Sets aside average of \$40M per FY for Tribal transportation bridges

Other Bridge-related Provisions

Program/topic	Provisions in the new law
Accommodation of bicycles and pedestrians on bridges (§11133)	<ul style="list-style-type: none"> • Modifies an existing requirement for highway bridge deck replacement and rehabilitation to provide for safe accommodation of bicycles to also include pedestrians
Bridge terminology (§11524)	<ul style="list-style-type: none"> • Updates bridge terminology, replacing “structurally deficient” with “in poor condition”
Wildlife habitat connectivity (§11123)	<ul style="list-style-type: none"> • Requires the Secretary to determine whether bridge or tunnel replacement or rehabilitation projects should include measures to enable safe and unimpeded movement for terrestrial and aquatic species • Requires bridge and tunnel inspection training be updated to include techniques to assess passage of aquatic and terrestrial species and habitat restoration potential
National culvert removal, replacement, and restoration grants (§21203)	<ul style="list-style-type: none"> • New discretionary grant program for projects that would improve or restore passage for anadromous fish • \$1.0 B (FY 22-26) in advance appropriations from the GF • Eligible entities include States, local governments and Indian Tribes

EQUITY

- Reconnecting Communities Pilot Program
- Rural Surface Transportation Grants

[NEW] Reconnecting Communities Pilot Program (discretionary)

Purpose	Restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development
Funding	<p>\$1 B (FY 22-26), including—</p> <ul style="list-style-type: none"> • \$500 M (FY 22-26) in Contract Authority from the HTF; and • \$500 M (FY 22-26) in advance appropriations from the GF
Eligible entities	<p><u>Planning grants:</u></p> <ul style="list-style-type: none"> • State • MPO • Local government • Tribal government • Nonprofit organization <p><u>Capital construction grants:</u> Owner of an eligible facility (may partner with any of the eligible entities for a planning grant)</p>
Eligible activities	<ul style="list-style-type: none"> • Planning grants (\leq\$2M) • Grants ($\geq$\$5M) for capital construction projects, including the removal and replacement of eligible facilities

SIGNIFICANT INFRASTRUCTURE PROGRAMS AND FREIGHT

- National Infrastructure Project Assistance Program (Mega-projects)
- Local and Regional Project Assistance Program
- Changes to INFRA Program
- Reductions of Truck Emissions at Port Facilities Program
- Other Freight Provisions

[NEW] National Infrastructure Project Assistance Program (“Mega-projects”) (discretionary)

Purpose	Provide funding through single-year or multiyear grant agreements for eligible surface transportation projects
Funding	\$5 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> • State • MPO • Local government • Special purpose district or public authority with transportation function • Tribal governments • Partnership between Amtrak and one or more other eligible entities
Eligible projects	<ul style="list-style-type: none"> • Highway/bridge projects on National Multimodal Freight Network, NHFN, or NHS • Freight intermodal or freight rail projects that provide a public benefit • Railway-highway grade separation or elimination projects • Intercity passenger rail projects • Certain public transportation projects
Other key provisions	<ul style="list-style-type: none"> • Sets aside 50% of grant funding for projects costing more than \$100 M but less than \$500 M, and 50% for projects costing \$500 M or more

[NEW] Local and Regional Project Assistance Program* (discretionary)

Purpose	Projects with a significant local or regional impact that improve transportation infrastructure
Funding	\$7.5 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> • State (and DC) • Territory • Local government • Public agency or publicly chartered authorities established by one or more States • Special purpose district or public authority with transportation function • Federally-recognized Indian Tribe • Transit agency
Eligible projects	<ul style="list-style-type: none"> • Highway/bridge projects eligible under title 23 • Public transportation projects • Passenger or freight rail projects • Port infrastructure investments • Surface transportation components of an airport • Projects for investment in surface transportation facilities on Tribal land • Projects to replace or rehabilitate a culvert or certain projects to prevent stormwater runoff • Any other surface transportation projects considered necessary to advance program goals

* Codifies the existing Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program previously established through appropriations acts (and formerly known as TIGER and BUILD).

RESEARCH, DEVELOPMENT, TECHNOLOGY AND EDUCATION (RDT&E)

- RDT&E Funding
- Highway Research Set-asides
- Strategic Innovation for Revenue Collection
- Advanced Transportation Technologies and Innovative Mobility Deployment Program

Advanced Transportation Technologies and Innovative Mobility Deployment Program (ATTIMD)

Topic	Changes
Program name	<ul style="list-style-type: none">Changes name of existing Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD)
Program focus	<ul style="list-style-type: none">Focuses on deployment and operation of technologies
Eligible entities	<ul style="list-style-type: none">Broadens eligibility to include all MPOs
Rural set-aside	<ul style="list-style-type: none">Reserves 20% of program funds for projects serving rural areas

PLANNING AND PROJECT DELIVERY

- Changes to the Metropolitan Planning Program
- Prioritization Process Pilot Program
- Transportation Access Pilot Program
- Accelerating Project Delivery

Changes to Metropolitan Planning Program

Topic	Changes
MPO representation	<ul style="list-style-type: none">• Requirement to consider equitable and proportional representation of population of metropolitan planning area when MPO designates officials or representatives for the first time
Consistency of planning data	<ul style="list-style-type: none">• When more than one MPO is designated within an urbanized area, requires the MPOs to ensure consistency of planning data to the maximum extent practicable
Public participation	<ul style="list-style-type: none">• Encouragement for MPOs to use social media and web-based tools to foster public participation and to solicit public feedback during the transportation planning process
Travel demand data and modeling	<ul style="list-style-type: none">• Requirements for DOT to support State/MPO travel demand data and modeling, including a study, data, and an evaluation tool (§11205)
Safe and accessible transportation options	<ul style="list-style-type: none">• Requirement that each MPO use $\geq 2.5\%$ of funds apportioned for Metropolitan Planning (PL) on one or more activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities (§11206)

[NEW] Transportation Access Pilot Program

Purpose	<p>Pilot program to:</p> <ul style="list-style-type: none">• develop or acquire an open-source accessibility data set with measures of the level of access by multiple transportation modes to jobs, education, various services, and other important destinations;• provide the data to participating States, MPOs, and rural transportation planning organizations; and• use the data to help those entities improve their transportation planning by measuring the level of access to important destinations for different demographic groups or freight commodities, then assessing the change in accessibility that would result from new transportation investments.
Funding	<ul style="list-style-type: none">• Requires DOT to fund the pilot program from amounts made available for DOT administrative expenses
Eligible entities	<ul style="list-style-type: none">• State (including DC and Puerto Rico)• MPO• Regional transportation planning organization (RTPO)
Other key provisions	<ul style="list-style-type: none">• Requires FHWA to report to Congress on the results of the program, including the feasibility of periodically providing accessibility data sets for all States, regions, and localities

Public Transit Funding

- Increases overall public transit funding 63% from current levels with formula funding to state increasing 38%
- \$5.25 billion available in the Low or No Emission Bus competitive grant program
- \$3.2 and \$1.3 billion available in Bus and Bus Facilities grant program
-

MPO Agenda Cover Sheet
January 5, 2022

Item No. 11

Re:

Discussion and Action on Whether to Continue Virtual Board Meetings in 2022

Staff Comments on Item:

The board discussed and voted last year to continue holding policy board meetings virtually. The city of Madison, which provides IT and other support services to the MPO, asked board/committee staff to put this issue on the agenda and have the body vote on whether to continue to hold virtual meetings in 2022 or move back to in person meetings. Once established, the city would prefer the board continue meeting that way. However, if the board did decide it would like to have some virtual and some in person meetings that is something we could explore further. Doug Wood had missed this discussion the first time and had asked to re-visit it again at some point, another reason for having it on the agenda.

Materials Presented on Item:

None

Staff Recommendation/Rationale: N/A