

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

March 1, 2023

[Virtual Meeting via Zoom](#)

6:30 p.m.

This meeting is being held virtually.

1. **Written Comments:** You can send comments on agenda items to mpo@cityofmadison.com.
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: 821 9795 5049
 - If you need an interpreter, materials in alternate formats, or other accommodations to access this meeting,
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Please do so at least 72 hours prior to the meeting so that proper arrangements can be made.

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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.

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请在会议开始前至少 72 小时提出请求，以便我们做出安排。

AGENDA

1. Roll Call and Introductions
2. Approval of February 1, 2023 Meeting Minutes
3. Communications

4. Public Comment (for items **not** on MPO Agenda)
5. Approval of Scoring and Proposed Funding of Transportation Alternatives Program Projects (25 Min)
6. Approval of Comments to be Submitted on the Wisconsin Rail Plan 2050 (5 Min)
7. Presentation on the Development of the Dane County Electric Vehicle Charging Infrastructure Plan (20 Min)
8. Update on Status of the Carbon Reduction Program (10 Min)
9. Announcements and Schedule of Future Meetings
 - Staffing Update
 - Presentation by WisDOT Staff on Interstate 39/90/94 (Madison to Wis. Dells) Study to be provided at May board meeting
 - Other
13. Adjournment

Next MPO Board Meeting:

Wednesday, April 5, 2023 at 6:30 p.m.

**Greater Madison Metropolitan Planning Organization (MPO)
February 1, 2023 Meeting Minutes**

Virtual Meeting hosted via Zoom

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

1. Roll Call and Introductions

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

Members absent: Grant Foster

MPO staff present: Bill Schaefer, Colleen Hoesly, Bill Holloway, Ben Lyman, David Kanning, Dan Seidensticker, Zia Brucaya

Others present in an official capacity: Heather Stouder (City of Madison Planning Director), Pam Dunphy (Dane County Highway Deputy Commissioner), Tom Matthias (Town of Verona Supervisor)

2. Approval of January 4, 2023 Meeting Minutes

Williams moved, Wehelie seconded, to approve January 4, 2023 meeting minutes. Motion carried.
Harrington-McKinney abstained.

3. MPO 2023 Resolution No. 1 Commending MPO Manager William Schaefer on his Retirement after 25 Years of Dedicated Public Planning Service (originally scheduled for item #5)

Opitz introduced Resolution No. 1, which was read by Stouder, Holloway, Kanning, Seidensticker, Lyman, Brucaya, Hoesly, and Opitz.

Lynch, Wehelie, Wood, Esser, and Opitz all expressed their thanks for Schaefer's service as MPO Director. Schaefer said that he appreciated kind words and the resolution.

Wehelie said that she would like to take the resolution before the City Council for approval, Harrington-McKinney said that she would like to cosponsor it. Stouder indicated that she would follow up with Wehelie and Harrington-McKinney to ensure that the resolution gets before the Council.

Wood moved, Williams seconded, to approve Resolution No. 1 Commending MPO Manager William Schaefer on his Retirement after 25 Years of Dedicated Public Planning Service. Motion carried.

4. Communications

- Invitation from WisDOT Southwest Region staff to the Local Officials Advisory Committee and Technical Advisory Committees to attend a kickoff meeting for the Stoughton Road South Segment Study.
- Email from Steve Steinhoff, Director of the Capital Area Regional Planning Commission (CARPC), providing a brief report on CARPC's recent activities.

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

None.

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

Schaefer explained that the resolution incorporates two new projects and a technical correction to the bus stop study that the MPO is funding in the City of Fitchburg.

He noted that corrections will also be coming for two other projects the MPO is funding:

- The North Thompson Road project in Sun Prairie, which had been scheduled for 2024 and will need to be rescheduled for 2025, due to funding availability and real estate issues, and
- The John Nolen Drive project: funding was scheduled to be obligated in 2025 but that is being pushed to 2026 but this will not affect project construction, which is scheduled for 2026-2027.

Those changes will be taken up at a future Board meeting.

Esser moved, Andrae seconded, to approve Resolution No. 2 Approving Amendment No. 1 to the 2023-2027 Transportation Improvement Program for the Madison Metropolitan Area and Dane County.

7. Presentation on Annual Transportation Performance Measures

Hoesly provided some background information on the MPO's performance tracking and the federal requirements for MPO performance measurement. She noted that the presentation would exclude Transit Asset Management (TAM) and Public Transit Safety Program (PTSP) measures, which were covered at the Board's previous meeting. She then presented data on the federally required safety measures (PM1). Holloway then presented on the federally required infrastructure measures (PM2), and Hoesly presented on the federally required system reliability measures (PM3).

Lynch asked about the methodology used to calculate the percentage of person-miles traveled on Interstate and non-Interstate NHS routes that are reliable. Hoesly explained the methodology used and noted that, while it appears the measure's use of a 4-hour peak period was geared towards larger metro areas, MPOs are not allowed to change how the measure is calculated although they may set their own target for the measure.

Schaefer said that he had spoken to WisDOT project manager about this issue when discussing the potential for future capacity expansion of the Interstate. He said that the reliability data shows that congestion is not normally a serious issue and that that should be kept in mind when considering expansion.

Holloway then detailed the MPO's supplemental performance measures.

Wood asked whether the declining percentage of pavement in poor condition shown during Holloway's portion of the presentation was due to methodological changes—the incorporation of rutting, cracking, and faulting, in the pavement ratings versus relying on international roughness ratings (IRI) only. Holloway said that it wasn't totally clear but that some of the change was likely due to the methodology change because with the incorporation of additional metrics, more road segments were being rated as "fair," neither good nor poor, relative historical ratings prior to 2020. Hoesly said that MPO staff would review the MPO's other main source of pavement data, PCI/PASER, and would follow up with Wood.

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

Hoesly explained that the resolution to adopt safety measure targets had been included as an item separate from the other performance measure targets because safety targets need to be updated on an annual basis, whereas targets for other measures only need to be revisited every other year.

She then reviewed the current and proposed safety targets, noting that the Madison MPO area did not meet any of the current targets in 2022. She noted that the Technical Committee had recommended that the MPO support the state targets.

Hoesly asked the Board whether they would like to adopt state targets or have the MPO set its own targets.

Schaefer noted, regarding VMT, that the MPO compared VMT data from StreetLight with count-based VMT data and that it tracked pretty closely. He said that the City of Madison's VMT was 14% lower in 2021 than it was in 2019.

Schaefer said he thought that, if the MPO wants to adopt its own safety targets, it would be better to consider that next year, after the completion of the Safety Plan.

Esser moved, Wood seconded, to support the state's Federal Highway Safety Improvement Performance Measure Targets. Motion carried.

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

Hoesly reviewed the current and proposed targets and performance for the infrastructure (PM2) and system reliability (PM3) measures. She noted that the Technical Committee had recommended that the MPO adopt the state targets for all of these measures.

Lynch asked why the proposed targets for system reliability are increasing from their current levels, as our current targets are pretty high. Schaefer said that it appears that WisDOT had seen the state meeting its performance targets regularly and probably just increased it a bit.

Lynch said he had some concern that adopting increasingly stringent reliability targets might push WisDOT towards capacity expansion in the future, to meet the targets that the MPO has adopted. Hoesly noted that the targets and thresholds in the MPO's Congestion Management Process would likely have more weight in the consideration of capacity expansion.

Wood echoed Lynch's concern that MPO adoption of more stringent reliability targets could push WisDOT towards expansion projects.

Andrae suggested that language could be added to the resolution to document the MPO's concern, to make sure it is documented. Lynch suggested that whereas clause be included to indicate that the MPO realizes it may have to accept lower reliability standards in the coming decades. Opitz asked Schaefer to put together language to that effect to add to the resolution, and asked Esser if he would be open to including it. Esser said that he would be open to including it but did not quite understand why it was necessary. Lynch said that he was not sure it would be necessary but that it could be helpful.

Flottmeyer said that he did not believe WisDOT would be basing decisions on MPO performance

measure targets, and that it is not a significant issue.

Esser moved, Wood seconded, to approve MPO 2023 Resolution No. 4 Adopting Federal Performance Measure Targets for Infrastructure Condition, National Highway System Performance, and Freight, with the amendment suggested by Lynch. Motion carried, with Flottmeyer opposed.

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

Tom Matthias, a Town of Verona Supervisor, spoke first. He said that, while the project passes through the Town of Verona, it is being built by a private company with oversight from the City of Verona, and that there is no Town oversight of the project.

Schaefer said that this project had come up very quickly, and had not been included in the TIP. He noted that it is planned to be constructed next year. It would expand CTH PD from 2 to 4 lanes between Shady Oak Ln and Country View Rd to accommodate increasing levels of traffic generated by an expansion of the Epic Systems campus. Schaefer noted that MPO staff's main concern with the project has to do with the intersections, particularly Shady Oak Ln, along the project length that lead into the new development that will be built in coming years on the north side of CTH PD. He said the Town's main concern has to do with process and that he had spoken with Pam Dunphy about the project and he found out that Dane County highway projects do not go through the County's Public Works and Transportation Committee, and are approved solely by the County Highway Commissioner. He noted that it is surprising to have projects of this size going through a process like this without the involvement of elected officials.

Wood noted that, at the request of two County Board Supervisors, the issue could be put on the County Board agenda, if that were desired. Andrae noted that she is on the County Board, and asked Matthias if he had spoken to any other Dane County Supervisors. He replied that he had previously spoken to Dave Ripp (District 29 Supervisor).

Wehelie, asked about the section of PD east of the project section. Schaefer said that the road east of the project location was expanded to 4 lanes not long ago to accommodate increasing traffic levels and that it is currently experiencing congestion issues in the project area, that the project is meant to remedy.

Dunphy said that no County funds are being used on the project, and that it is being treated the same way as any other similar situation, where increasing development necessitates capacity expansion.

Schaefer said he had spoken to City of Verona staff about extending Northern Lights road up to an intersection with Shady Oak, to alleviate the potential safety issues at the intersection of Shady Oak and PD.

Opitz said that he would encourage all local governments to include these types of projects in their TIPs, just to ensure that everyone is aware of them.

11. Report on New Census 2020 Madison Urban Area and Implications

Schaefer described the US Census Bureau's process of defining urban area boundaries, and said that they change their criteria from time to time. The City of Stoughton and the Village of Cross Plains have been removed from the Census designated Madison urbanized area. The Census designated urbanized area is what is used to determine population for the purpose of MPO funding levels.

Following adjustments of the Census designated urbanized area, the MPO determines the boundaries of its adjusted urban area. Next the MPO sets its planning boundary. The planning boundary affects functional classifications on roadways in the area. Areas within that boundary need to have their federally funded projects included in the TIP.

MPO policy has been to only fund projects located within the MPO's adjusted urban area boundary but the idea of allowing MPO communities outside of the urban boundary—the Village of Oregon, and now the City of Stoughton and the Village of Cross Plains—to receive funding has been discussed. However, the MPO should account for the fact that communities outside of the MPO's urban area boundary would be eligible to additional sources of federal funding.

Schaefer said that, despite the loss of some incorporated areas, the MPO will receive a significant increase in funding due to the increase in population within the newly designated urban area.

Lynch asked about some of the undeveloped pockets surrounded by urbanized areas in the MPO area. Schaefer said that those areas can be included in the MPO area.

12. Announcements and Schedule of Future Meetings

- City of Madison did not receive funding for their Safe Streets for All grant. Most of the available funding went towards planning grants, very few were awarded for implementation grants.
 - Hoesly clarified that, while the City did not receive the full amount it requested for infrastructure projects, it did receive a supplemental planning grant. Lynch noted that the City received about \$267,000 in planning grant funds. He said that he thinks the City is not as competitive for these types of safety grants because it does not have safety problems as serious as some other places. Hoesly added that she has heard that the application period for the next round of implementation grant funding could be June or could be September, and that a June deadline would make submitting an application difficult or impossible but that a September deadline would probably be doable.
- Board vacancies
- Presentation on Development of Dane County Electric Vehicle Charging Infrastructure Plan to be provided at a future board meeting.
- Presentation by WisDOT Staff on Interstate 39/90/94 (Madison to Wis. Dells) Study to be provided at May board meeting.
- Transportation Alternatives Program (TAP) project applications are due Feb. 3. We have about \$3.5 million to distribute to projects. The next board meeting agenda will probably include a review of the applications received and MPO staff scoring recommendations.
- Solicitation of Carbon Reduction Program (CRP) grants is anticipated in next 2-3 Months.
- CRP project evaluation criteria and updated STBG Urban Program policies will be reviewed at one of our upcoming Board meetings.

- The MPO recently unveiled the new RoundTrip Greater Madison TDM/rideshare program website, which includes a new platform for trip planning and ridesharing, and the MPO is in the process of promoting and marketing it now.

Next MPO Board Meeting: Wednesday, March 1, 2023 at 6:30 p.m.

13. Adjournment

Williams moved, Wehelie seconded, to adjourn. Meeting adjourned at 8:15 p.m.

February 21, 2023

Abby Attoun
City of Middleton
Director of Planning and Community Development
7426 Hubbard Avenue
Middleton, WI 53562

Re: Sewer Service Area Amendment Request

Dear Abby Attoun,

In the interest of facilitating greater planning integration with the Capital Area Regional Planning Commission (CARPC), Greater Madison MPO (Metropolitan Planning Organization) staff have reviewed the approximately 128-acre Sewer Service Area Amendment request affecting property generally located on the east side of High Road and west of Pheasant Branch Road.

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

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

Staff Comments:

1. It appears that the section of Belle Fontaine Blvd within the amendment area will have two travel lanes, sidewalk on the north side, and a separated 10' shared-use path on the south side (.pdf page 211). Staff recommends that on-street parking also be provided, if not already part of the cross section. The 70' cross section that was proposed for Belle Farms has two travel lanes, sidewalk, two parking lanes, and a 10' multi-use path.



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METROPOLITAN
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2. The City of Middleton's Bicycle Network Plan, included in the City's Comprehensive Plan that was adopted in 2021 (page 40), identifies planned bike lanes along High Road and a planned shared-use path along Pheasant Branch Road. Continue to plan for these facilities as property develops in these corridors.
3. Both Belle Farms and Redtail Ridge will have a 10' shared-use path on the south side of Belle Fontaine Blvd. However, a path does not exist along the existing section of Belle Fontaine Blvd. Continue to plan for the construction of a 10' shared-use path along the existing section of Belle Fontaine Blvd, as recommended by the City of Middleton's Bicycle Network Plan, included in the City's Comprehensive Plan that was adopted in 2021 (page 40).
4. The path network shown on the grading plans (beginning on .pdf page 211) appears to include barriers along Belle Fontaine Blvd in phases 1A and 1B, where the medium-density residential blocks (per .pdf page 18) prevent the paths from directly crossing or accessing Belle Fontaine Blvd. Recommend providing continual paths through these blocks.
5. The path network in Outlot 11 (.pdf page 214) will require people travelling east-west to travel out-of-direction. Suggest squaring up the east leg to provide a more efficient route.
6. It appears that a separated shared-use path, similar to that on the south side of Belle Fontaine Blvd, will also be provided on the north side of the new road connecting Belle Fontaine Blvd to Pheasant Branch Road (.pdf page 211). This is an important and recommended facility.

Sincerely,



Colleen Hoesly
Interim MPO Planning Manager

MPO Agenda Cover Sheet

March 1, 2023

Item No. 5

Re:

Approval of Scoring and Proposed Funding of Transportation Alternatives Program Projects

Staff Comments on Item:

Five applications were received for funding through the Transportation Alternative Program (TAP); one for a county-wide high school Safe Routes to School (SRTS) program that would build on the existing K-8 SRTS program, and four for infrastructure projects. The four infrastructure projects include an underpass of CTH MM in Fitchburg, the extension of the Capital City Path in Madison, the extension of the West Towne Path in Madison, and installation of wayfinding signage and pavement markings for the Sun Prairie Loop.

Due to recent changes in how annual apportionments must be obligated, the MPO will not have sufficient funding available to fund all of these project in the years requested; however, initial discussions with community staff have been supportive of adjustments to project timing that would enable the MPO to fund all of the projects for which applications were received.

Materials Presented on Item:

1. Application Scoring Table
2. Project Descriptions
3. Project Map
4. DRAFT Recommended Program Funding, 2023-2026

Staff Recommendation/Rationale: Staff recommends that all projects be funded, with funding obligation to be determined in coordination with the applicant and WisDOT

TAP Project Scoring Criteria - Bicycle/Pedestrian Infrastructure Projects	Bike Fed SRTS 2024-2027	Fitchburg CTH MM Underpass	Madison Cap City Ext	Madison West Towne Ext	Sun Prairie Loop Markings	Total Cost
Federal Portion of Project Cost Requested (\$1,000s):		\$540	\$1,511	\$1,320	\$146	\$3,807
Total Project Cost (\$1,000s):		\$675	\$1,889	\$1,650	\$183	\$4,397
Adjusted Federal Percentage:		64%	60%	60%	80%	
Adjusted Federal Portion (\$1,000s):		\$432	\$1,133	\$990	\$146	\$2,992
1. Importance to Regional Transportation System and Supports Regional Development Framework35%						
Importance to Regional Transportation System6%		2	6	4	5	
Supports Regional Development Framework4%		0	2	4	4	
New or Missing Link, Network Extension, or Elimination of Barrier15%		10	15	9	3	
Quality of Life7%		5	5	0	3	
Health3%		0	2	2	1	
2. Access and Service Area20%						
Population Served10%		4	5	7	10	
Destinations Served10%		3	2	10	10	
3. Congestion Mitigation5%						
The project will increase the attractiveness of pedestrian/bicycle travel in a corridor or area with significant peak period traffic congestion5%		1	0	2	2	
4. Safety Enhancement15%						
Crash History, Documented Safety Problem, or other Safety and Accessibility15%		5	10	11	1	
5. Environment5%						
Use of Alternative Modes5%		2	2	2	2	
6. Equity15%						
Environmental Justice & Accessibility15%		0	0	3	9	
7. Cost Efficiencies5%						
Other Funding, Cost Efficiencies3%		0	1	0	0	
Opportunity/Risk2%		0	2	0	2	
TAP Project Scoring Criteria - Safe Routes to School Non-Infrastructure Projects	Bike Fed SRTS 2024-2027	Fitchburg CTH MM Underpass	Madison Cap City Ext	Madison West Towne Ext	Sun Prairie Loop Markings	
Federal Portion of Project Cost Requested (\$1,000s):	\$290					\$290
1. Scope of Audience/Reach/Impact50%						
Large portion of students in district impacted15%	15					
Adds value to other improvements or programs10%	9					
Likely to increase # of students walking and bicycling15%	11					
Engages broader community10%	7					
2. Health, Safety, and Environmental Justice50%						
Located at schools with high rate of students eligible for free and reduced price lunches20%	20					
Fosters improved childhood health, reduced childhood obesity, and encourages a healthy and active lifestyle15%	13					
Increases real or perceived bicycle, pedestrian, and traffic safety15%	14					
Total Score:	89	32	52	54	52	
Desired Year of Project Obligation	2023	2024	2024	2024	2025	

**Greater Madison MPO
Transportation Alternatives (TA) Program
Descriptions of Project Applications
and Recommendations for 2023-2027 Funding
(funds in \$1,000s)**

Sponsor:	Bicycle Federation of Wisconsin Education Foundation, Inc.
Project:	Safe Routes to School (SRTS) Supplemental High School Program (One Application, two funding cycles: 2024-2025 and 2026-2027)
Requested TAP Amount:	\$128 (2024-2025); \$162 (2026-2027) (80%)
Project Rank:	1

Project Description: New eligibility included in the Bipartisan Infrastructure Law opened up SRTS programs to 9th-12th grades. Bike Fed has been implementing direct education and encouragement programs for K-8 schools for almost 2 years, as well as previous iterations of SRTS TAP funded activities. We propose to take advantage of these new funding and policy changes to extend our program offerings to Dane County High Schools. This truly is an opportunity to add value to already existing programs to students at a key point in their lives as they gain transportation independence. Building on our proven and robust education and encouragement we will develop a program alongside high school based stakeholders including students, parents, school administration and staff, and willing community partners that educates and encourages High School students to travel by bike or walk to not only school, but within their community and to jobs.

Staff Discussion: This project is supplemental to what is in the TIP for 2023-2026. The Bike Fed's Dane County SRTS program has an established record of success in programming and partnership development. As with the K-8 SRTS program, the Bike Fed prioritizes working with schools with high proportions of low-income and minority students, but will provide limited support such as materials and templates to assist any school in Dane County with SRTS programming. This project will add one local SRTS staff member, allowing for both expanded programming for high school students and the ability for the single current staff member to take sick or other emergency leave without cancelling events. Staff recommends that this project be funded; however, due to funding availability in any given funding cycle, funding obligation may occur in one or more fiscal years.

Sponsor:	City of Fitchburg
Project:	CTH MM Pedestrian Underpass
Requested TAP Amount:	\$432 (64%)
Project Rank:	5

Project Description: The project will consist of a pedestrian underpass under CTH MM, approximately 50 foot long, 14 feet wide, 13 feet tall prefabricated concrete structure with headwalls on each end, retaining walls along the path on both sides of the roadway, and approximately 500 feet of additional bike path to connect with the existing path to the south of the underpass. The project will be located on CTH MM approximately 1600 feet north of Lacy Rd.

Staff Discussion: Although this was the lowest-scoring project in this application cycle, this is largely due to the pre-emptive nature of the project. The project vicinity is developing rapidly, but was largely undeveloped at the time of the 2020 Census, which negatively impacts its score for the population within one mile of the project. Similarly, although there are currently few destinations within two miles of the project, mixed-use development

is proposed and underway in the vicinity, which would result in a higher project score in just a few years. As this project will provide a grade-separated, LTS 1, All Ages and Abilities crossing of CTH MM and connect separated paths on either side of the roadway, it will provide a critical safe route connecting neighborhoods as they develop. The presence of this facility at the time of development of adjacent residences will increase the likelihood of residents making active transportation a part of their routine from the outset. Staff recommends that this project be funded.

Sponsor:	City of Madison
Project:	Capital City Trail Extension (Buckeye Extension Segments 5 and 6)
Requested TAP Amount:	\$1,133 (60%)
Project Rank:	3 (tie)

Project Description: This project completes a critical segment in the plan to link the Capital City Path in Madison to the Glacial Drumlin trail in Cottage Grove. This project will construct the path from Wagon Trail to just east of I-39/90. It will include an at-grade crossing of the railroad at Wagon Trail and a path under the Interstate using the existing railroad bridge underpass. It will generally consist of a 10-foot wide asphalt paved path along the south side of the rail corridor. Retaining walls, concrete pavement and railings will be required under the Interstate.

This project is a key segment of completing the remaining gap between the Capital City Path and the Glacial Drumlin State Trail in the Village of Cottage Grove. When complete it will become part of a continuous 140-mile path across Wisconsin. Completion of this gap is the goal of a 1996 Memorandum of Agreement between the City of Madison, City of Fitchburg, Dane County and the Wisconsin Department of Natural Resources.

Staff Discussion: This project was previously awarded TAP funding, but due to ROW issues that were only recently resolved, the project was unable to move forward within the four-year window allowed for Transportation Alternatives projects (ID 111-15-001). Although short in length, and itself not serving any new destinations, this project would close a critical gap in the regional Primary Bicycle Network, and allow Dane County to finalize design and construction of the segment to the east of this project. There are currently no low-stress routes connecting Madison and Cottage Grove, a gap that this project would help to close. Additionally, completion of the path connecting Milwaukee to the Mississippi River will encourage bicycle tourism, supporting local economies along its entire route. Staff recommend that this project be funded.

Sponsor:	City of Madison
Project:	West Towne Path Extension - South High Point to Zor Shrine Place
Requested TAP Amount:	\$990 (60%)
Project Rank:	2

Project Description: This project completes an additional segment of the West Towne Path from S High Point Rd to Zor Shrine Place. The planned 10-foot wide shared-use path will connect to the path that is built at S High Point Rd. Currently the path extends from Whitney Way to just west of S Gammon Rd and then from S High Pt Rd to Commerce Dr. The segment from Commerce Dr to the Ice Age Junction Path will be built in 2023.

Staff Discussion: This project is a short portion of the larger West Towne Path Extension (Phase 2) from South High Point Rd to Gammon Rd, with the remainder of the project scheduled for 2028 in the City of Madison's Capital Improvement Program. This project did not score as well as previous applications for the construction of the entire segment due to reduced population within one mile of the project, and the reduced functionality that

the shorter project will have compared to completing the entire segment. However, with development underway at Zor Shrine Place, it is timely to construct this segment, which will continue the existing dead-end ramp and path from South High Point to connect to the local street system. Staff recommend that this project be funded.

Sponsor:	City of Sun Prairie
Project:	Sun Prairie Loop Wayfinding and Green Lanes
Requested TAP Amount:	\$146 (80%)
Project Rank:	3 (tie)

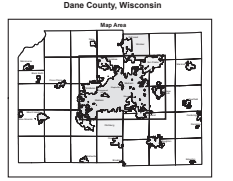
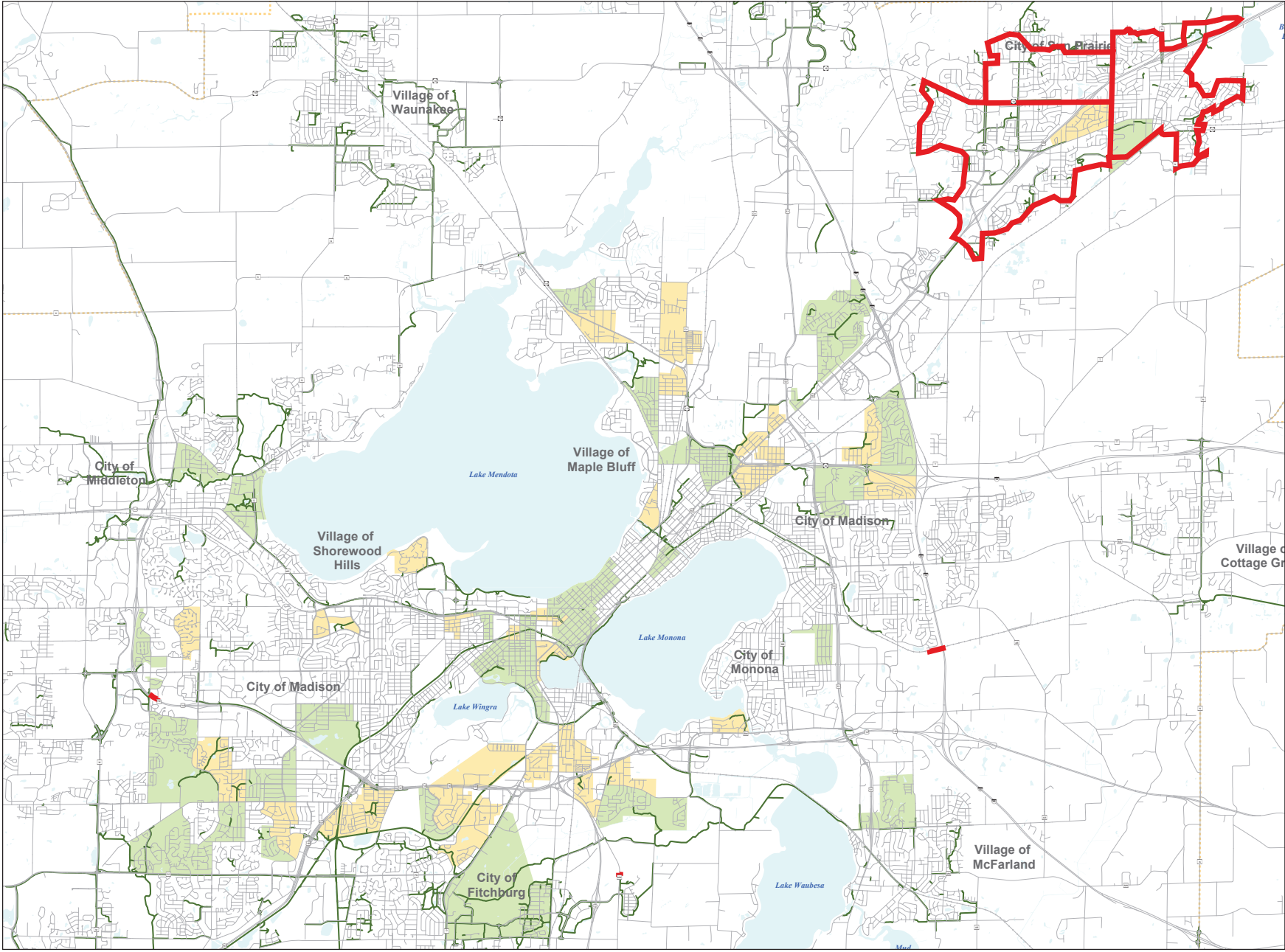
Project Description: The proposed Sun Prairie Loop will be a two-way, recreational and utilitarian 22-mile bicycle loop around Sun Prairie, as well as 3.5 miles of additional wayfinding signage along two primary bike corridors on shared-use paths in the city – Bird Street and STH 19. Following the guidance of the Dane County Bike Wayfinding Manual, the “Sun Prairie Loop” will have a little over 300 sign installations, as well as on-street facilities for 3.6-miles of on-street bicycle travel. Signage will not only guide bicyclists along the loop, but also provide direction to key facilities and destinations throughout the City of Sun Prairie, from parks to schools to commercial destinations.

This project would also paint green road crossings for bicyclists across key arterials that intersect with the Sun Prairie Loop, which have LTS scores of 3 or 4. These include the intersections of Reiner Road/O’Keeffe Avenue, Grove Street/Hawthorn Drive, Bristol Street/Tower Drive, and the multiuse path crossing of Hoepker Road into the Northeast Greenspace in the City of Madison. The combination of pavement markings and signage following the guidance of the Dane County Bicycle Wayfinding Guide will greatly enhance the usability of LTS 1 & 2 corridors along local and collector roadways across the City.

Staff Discussion: Although no new facilities will be constructed as part of this project – a factor that negatively affected the project score – existing facilities will be enhanced through comprehensive route-finding signage that will be within one mile of almost all Sun Prairie residents and many residents of areas outside Sun Prairie’s city limits (42,337 persons, 2020 Census). This will allow residents and visitors to navigate to almost all popular destinations, including downtown/Main Street, both high schools, shopping and services, grocery stores, health care facilities, recreational opportunities, and more via a cohesive and easy-to-follow route. Staff recommends that this project be funded.

2023 - 2027 Candidate Transportation Alternatives Program Projects

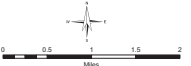
- TAP Candidate Projects_2023
- EJ Areas: Tier 1
- EJ Areas: Tier 2
- Existing Bike Path
- MPO Planning Boundary



Prepared by staff to the:



Date Revised: 2/8/2023



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

Source Info:
Base Data: 2022 (MPO, DCD, etc.)
Hydrography: 1:25,000 (DNR)
Cadastral Data: 2022, Assessment Records (DCD, etc.)

DRAFT Recommended Transportation Alternatives Program Funding, 2023-2026

Obligation Year:		FFY 2023	FFY 2024	FFY 2025	FFY 2026
Available Funding:		\$710,182	\$1,309,108	\$653,520	\$1,346,889
New Applications 2023	WI Bike Fed 24-25 HS SRTS	\$128,016			
	WI Bike Fed 26-27 HS SRTS (could be obligated in 2025 or 2023)		\$162,080		Could obligate 2025 funding in 2023 (\$81,200)
	CTH MM Ped Underpass Fitchburg			\$432,000	Requested 2025 construction, moved out to 2026 construction due to funding availability
	Cap City Extension Madison				\$1,133,400 Requested 2025 construction, moved out to 2027 construction due to funding availability
	West Towne Path Extension Madison		\$990,225		
	Sun Prairie Loop Wayfinding			\$146,089	
	City of Sun Prairie North Bird St. Path (Existing path to 1280' south of Egge Rd)	\$290,400			Moved up from 2024; in TIP for 2023 construction
	Unprogrammed Project: WI Bike Fed 25-26 SRTS		\$156,800		
Previously Awarded	Unprogrammed Project: WI Bike Fed 23-24 SRTS	\$144,800			
	Annual Total	\$563,216	\$1,309,105	\$578,089	\$1,133,400
Remaining Available (Annual)		\$146,966	\$3	\$75,431	\$213,489
Remaining Available (Cumulative)		\$146,966	\$146,969	\$222,400	\$435,890

MPO Agenda Cover Sheet

March 1, 2023

Item No. 6

Re:

Approval of Comments to be Submitted on the Wisconsin Rail Plan 2050

Staff Comments on Item:

The Draft Wisconsin Rail Plan 2050 is out for comment through February 26, 2023; MPO staff have communicated with the Rail Plan project manager, and MPO Policy Board comments will be accepted after this deadline due to the Policy Board's meeting schedule.

The majority of staff's suggested comments relate to one of the following topics:

- Supporting the use of publicly-owned railroad ROW for multi-modal facilities, including "rails-with-trails" and ensuring that railroad crossing closures do not negatively impact community transportation networks;
- Omissions of Greater Madison MPO adopted policies and analyses in listings of such policies and analyses by Wisconsin MPOs and RPCs;
- Comments/Questions regarding the buffer zone sizes used for various analyses, which are either not specified or are larger than reasonable
- Increased and explicit support for passenger rail service between Madison and other communities
- Encouraging the legislature to adopt enabling legislation for Regional Transportation Authorities

Comments of a clerical or administrative nature have been provided to WisDOT separately.

Materials Presented on Item:

1. DRAFT MPO Staff comments on Wisconsin Rail Plan 2050

(Draft Plan available at <https://www.wisdotplans.gov/plan/wrp2050>)

Staff Recommendation/Rationale: Staff recommends that the Policy Board approve comments on the Draft Wisconsin Rail Plan to be submitted to WisDOT.

Alex Gramovot
Planning Section Chief
Wisconsin Department of Transportation
Bureau of Planning and Economic Development

February 22, 2023

Dear Mr. Gramovot:

The Greater Madison MPO submits these comments on the Draft Wisconsin Rail Plan 2050. Thank you for the opportunity to provide this input. We appreciate the department's efforts to improve freight and passenger rail systems in the State of Wisconsin and to strengthen the communities served by rail.

The following recommendations and comments are based on our knowledge of local conditions and how the potential improvements help achieve the goals of the MPO's Connect Greater Madison 2050 Regional Transportation Plan. These include: livable communities; safety; prosperity; equity; environmental sustainability; and system performance.

Overall:

The plan discusses CAV freight trucks, but does not mention potential electrification of transport systems at all. Electrification of rail corridors should be well underway on some if not all rail corridors by 2050.

Should add statements of support for Transit Oriented Development near passenger rail stations (intercity and commuter). Note USDOT's Build America Bureau and funding for TOD
<https://www.transportation.gov/buildamerica/>

Page 19: Policy: Long-Term Viability of Rail Corridors

Should include clear statement that transportation modes other than trains may be appropriate within rail corridors, such as separated paths and pedestrian connections.

Add action: WisDOT will work with the Department of Natural Resources, Surface Transportation Board, and local and county governments to support the use and development of publicly-owned rail corridors as multi-modal corridors (Rails-with-Trails) where sufficient ROW exists for safe non-motorized use parallel to rail line and tracks, with appropriate rail crossings.



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GREATER MADISON
METROPOLITAN
PLANNING ORGANIZATION

100 State St #400
Madison, WI 53703

Page 36: Rail Yards and Terminals

Portage is shown as a minor yard in Figure 2-6 but listed as a major yard here, and Madison is shown as a major yard in the figure, but is not listed with major yards here. Other discrepancies between the text and the figure include Green Bay and Appleton.

Page 113: Governance

WisDOT should encourage the Legislature to consider enabling RTAs in order to operate multi-jurisdictional transit service

Page 142: Figure 5-6 Wisconsin 2050 Potential Intercity Passenger Rail System

Essentially just Amtrak Connects US (2035 plan), should be more ambitious in this 2050 plan. Recommend including intercity/commuter rail route between Chicago, Janesville, and Madison.

Page 150: TCMC included in long-range transportation plans

Add: Greater Madison MPO's Connect Greater Madison 2050 Regional Transportation Plan, <https://www.greatermadisonmpo.org/planning/documents/Ch-04-ConnectRTP-web.pdf>, pages 4-57 and 4-58; Figure 4-m Recommendation 4

Page 156: New service included in long-range transportation plans

Correction/Update: Name of plan is "Connect Greater Madison 2050 Regional Transportation Plan". Document name listed in footnote is not correct, should be "Ch-04-ConnectRTP-web.pdf" <https://www.greatermadisonmpo.org/planning/documents/Ch-04-ConnectRTP-web.pdf>

Page 208: Trespassing

Should include discussion of difference between Trespassing and provision of Rails with Trails facilities where rail and non-motorized modes have parallel facilities within the ROW. Providing safe parallel facilities should be encouraged where sufficient ROW is available, especially at pinch points such as highway/freeway underpasses.

Page 236: Waterways and Water Quality

Add to discussion of impacts of maintenance activities. Maintenance activities can result in stacks of creosote-treated ties left next to waterways; this should be prohibited, and these toxic materials should be properly disposed of.

Page 256: Equity

In discussing ACS 5-year estimates, currently states: "Data points in the map legends are accurate to one decimal point." This should include a note acknowledging the Margin of Error, which is generally much larger than one decimal point.

Page 312: Statewide Passenger Rail Buffer Analysis

Currently states: "For this analysis, population access to intercity passenger rail facilities was defined as those living within 30 miles of an intercity passenger rail station, or within 15 miles of a Thruway bus stop. These distances were used because they capture suburban or outlying communities around a municipality with a station, **reflect a distance where those who cannot drive or choose not to drive to the station can reasonably access...**" This is incorrect. If a person does not or cannot drive, how can they reasonably access a bus stop or rail station that is 15 or 30 miles away?

Most of these suburban and outlying communities do not have public transit service between each other, taxi or other hired ride is likely to be cost-prohibitive, and those distances are not reasonable for walking or biking access.

Page 316: Rail Crossings

Discussion is focused on closing crossings. Should also state that where railroads create barriers through communities, new crossings should be considered and approved where they would improve access to jobs, services, education, etc.

Page 317: WisDOT Freight Rail Programs

Freight rail assistance programs (FRIIP and FRPP) should be contingent on either keeping crossings open or only closing them after public involvement process and determination that benefits of closing outweigh costs to community. Rail ROW receiving these funds should, wherever feasible, be made available for rails-with-trails and other public use as appropriate and safe.

Page 321: MPO Plans

Add Greater Madison MPO's *Connect Greater Madison* 2050 Regional Transportation Plan:

"Map 3-u on page 3-32 shows pedestrian barriers [including railroads] throughout the MPO Planning Area... Pedestrian barriers... are frequently adjacent to EJ areas and restrict access to and from these areas." (page C-15) <https://www.greatermadisonmpo.org/planning/documents/Appendix-C-RTP-EJ.pdf> and <https://www.greatermadisonmpo.org/planning/documents/Ch-03-ConnectRTP-web.pdf>

Page 326: Policy: Long-Term Viability of Rail Corridors

Should include clear statement that transportation modes other than trains may be appropriate within rail corridors, such as separated paths and pedestrian connections.

Add action: WisDOT will work with the Department of Natural Resources, Surface Transportation Board, and local and county governments to support the use and development of publicly-owned rail corridors as multi-modal corridors (Rails-with-Trails) where sufficient ROW exists for safe non-motorized use parallel to rail line and tracks, with appropriate rail crossings.

Page 329: Policy: Both Intercity and Commuter Rail

Add action: WisDOT will work with the legislature to adopt enabling legislation for regional transportation authorities in order to provide cross-jurisdictional intercity and commuter rail services funded in an equitable manner by participating jurisdictions.

Page 331: Policy: Long-Term Viability of Rail Corridors

Add "Rails-with-Trails" program

Page 344: Policy: Long-Term Viability of Rail Corridors

Add "Rails-with-Trails" program

Page 349: Equity

"Chapter 9 Equity Context of WRP 2050 details where there are concentrated areas of equity demographic groups living near rail infrastructure or without access to passenger rail or connecting

busses." What is "near"? 15- and 30-mile buffers were used in earlier analysis, but it seems that the distance being used here is much shorter—as it should be.

Page 350: Equity

Fitchburg should be added to Minority and Low-Income lists for both Freight and Passenger Rail.

Sun Prairie and should be added to Minority population list for Passenger Rail

Page 352: Policy: Long-Term Viability of Rail Corridors

Add "Rails-with-Trails" program

DRAFT

MPO Agenda Cover Sheet

March 1, 2023

Item No. 7

Re:

Presentation on the Development of the Dane County Electric Vehicle Charging Infrastructure Plan

Staff Comments on Item:

Passage of the Bipartisan Infrastructure Law (BIL) led to new federal funding sources becoming available to support the installation of electric vehicle (EV) charging infrastructure, including the Carbon Reduction Program (CRP) and the National Electric Vehicle Infrastructure (NEVI) Formula Program. After selecting two EV infrastructure projects for funding through the CRP program in 2022, in Middleton and Sun Prairie, the MPO decided that it would be helpful to develop a regional EV charging infrastructure plan to assist communities interested in increasing the availability of public charging infrastructure in their communities, and to give them a head start in preparing potential funding applications in the future.

The MPO convened a steering committee composed of representatives from local government, energy utilities, UW-Madison, and non-profit organizations focused on EVs to help scope out and guide the development of the plan.

The plan will provide some basic background on EVs, policy and planning tools available to increase EV charging infrastructure deployment, key considerations for public charging, funding sources, the regional context in Dane County (existing charging infrastructure, projected growth in EVs, existing programs and policies, etc.), charging characteristics of different locations (homes, workplaces, elsewhere), and priority locations for the installation of public charging infrastructure.

We will use big data to identify priority locations for the installation of different types of charging infrastructure, based on daily traffic levels, median trip lengths, and dwell time. For example, high volumes of vehicles stopping in a zone for less than 30 minutes, indicate that it may be a good location for the highest speed charging infrastructure (level 3/DCFC). The big data analysis will focus on a set of 100 zones covering primarily commercial land use clusters, and will focus on identifying top locations for level 2 and level 3 charging infrastructure. Other types of land uses, where people normally remain for durations longer than four hours will be identified as potential locations for level 1 or level 2 infrastructure.

Materials Presented on Item:

1. Draft report outline

Staff Recommendation/Rationale: For information and comment only.

Draft Dane County Electric Vehicle Charging Infrastructure Plan Outline

Introduction to Electric Vehicles

Benefits of EVs

Environmental

Economic

Barriers to EV Uptake

Cost of Vehicles

Range Anxiety

Charging Infrastructure Concerns (availability, time to charge, etc.)

Barriers to Charging Station Installation

Previous planning for EVs in the Madison Area

Dane County Climate Action Plan

Others...

Policy and Planning Tools

Comprehensive Plans

Zoning

Public Parking

Building and Electrical Codes

Key Considerations for Public Charging

Equipment

Maintenance

Accessibility

Networking

Installation

On- or Off-Street

Utilities

Visibility and Signage

Ownership Models

Funding Sources

Federal Programs

NEVI Formula Program
Charging and Fueling Infrastructure Grant Program
Carbon Reduction Program

Regional Context (Dane County)

Households and Housing Types
Electricity Sources
Registered Electric Vehicles
 Projected growth of EVs in Dane County
Existing Charging Stations
 Charging infrastructure needed to support EV growth
Local Programs and Policies
 City of Madison
 Others...
Private Sector
 MGE
 Others...

Charging Locations

Residential
 Single-Family
 Multi-Family
Workplaces
Opportunity Charging
 Fast Charging Zone (Highway) – short term parking, DCFC.
 Convenience Charging Zone (Grocery stores, restaurants, cultural activities, sporting events) – up to to 4 hour dwell time, Level 2.
 Leisure/Slow Charging Zone (Workplace, medical, higher ed., multifamily, etc.) – Long dwell times, Level 1 and Level 2.

Priority Locations for Public Charging Infrastructure

Fast Charging

- Proximity to high volume roadways and highway exits
- Short dwell times (< 30 minutes)
- Large numbers of long trips
- Commercial (retail and services) land use
- Appropriate for DCFC/level 3 charging

Convenience Charging

- Medium-length dwell times (up to 4 hours)
- Mixed Commercial Residential, Commercial (Retail and Services), Office, Civic / Institutional, Industrial / Warehouse

- Appropriate for level 2 charging

Leisure Charging

- Long dwell times (more than 4 hours)
- Mixed Commercial Residential, Commercial (Retail and Services), Office, Civic / Institutional, Industrial / Warehouse, and Multifamily
- Appropriate for level 1 and 2 charging

MPO Agenda Cover Sheet

March 1, 2023

Item No. 8

Re:

Update on Status of the Carbon Reduction Program

Staff Comments on Item:

The Bipartisan Infrastructure Bill (BIL) created several new funding programs. One of them is the Carbon Reduction Program (CRP), which is for projects designed to reduce CO2 emissions from on-road sources. It is a formula program with funds distributed to states by formula. 65% of the funding must be allocated to different areas of the state based on population, including MPO areas.

The law provides a list of eligible types of projects, which include:

- Public transportation projects;
- Bicycle/pedestrian projects;
- Congestion management technologies;
- Energy-efficient street lighting and traffic control devices; and
- Projects that support deployment of electric or other alternative fuel vehicles (e.g., electric vehicle charging infrastructure).

States are required, in consultation with MPOs, to develop a carbon reduction strategy within two years.

Last June the MPO selected four projects to fund using our Federal Fiscal Year 2022 apportionment (a little over \$1 million). Shortly after the MPO selected these projects, WisDOT issued a memo that “the Federal Expenditure Plan submitted to the Joint Committee on Finance last year did not properly articulate how the CRP funding would flow through the state process; therefore, the plan as approved by the Committee does not provide WisDOT with authority to use FFY 2022 CRP funding on local projects.”

To rectify this situation, WisDOT proposed to including the FFY 2022 and FFY 2023 CRP funding levels in the FFY 2023 Federal Expenditure Plan for the 2023 CRP solicitation; however, due to funding limitations WisDOT’s CRP proposal for the 2023 Federal Expenditure Plan was to push the whole CRP program back a year, so that FFY 2022 allocations would be obligated in 2023, FFY 2023 allocations would be obligated in 2024 and so on. MPO staff were notified in mid-February that Joint Finance Committee approved the Federal Expenditure Plan, however they placed restrictions that CRP funding “may only be used for lighting and traffic control improvements, deployment of advanced transportation management technologies, or right-of-way projects to improve traffic flow that do not involve new capacity,” which would impact the two electric vehicle charging infrastructure and fleet vehicle projects that the Policy Board approved in 2022.

Discussions about how to proceed with the program are ongoing and more information is expected soon.

Materials Presented on Item:

1. 6/23/2022 Memo from WisDOT Re: FFY 2022 Carbon Reduction Program (CRP) Funding
2. 2/15/2023 Joint Finance Committee Approved Motion for 2023 Federal Expenditure Plan
3. Greater Madison MPO selected CRP projects for FFY 2022 (approved by Policy Board June 2022)

Staff Recommendation/Rationale: For information and comment only.

WisDOT / DTIM
Division of Transportation Investment Management
PO BOX 7913
4822 Madison Yards Way
Madison, WI 53707-7913

Governor Tony Evers
Secretary Craig Thompson
wisconsindot.gov
Telephone: (608) 266-2665
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6/23/2022

Dear local government stakeholder,

As you are aware, the Bipartisan Infrastructure Law (BIL) contained a new program called the Carbon Reduction Program (CRP). This program is designed to reduce pollution by addressing projects that reduce emissions from on-road sources. This federal funding can be used at the state and/or local level.

WisDOT decided to dedicate to local governments 100% of the funding that is suballocated to specific population areas. As you are undoubtedly aware, the BIL was signed into law on November 15, 2021, but Congress did not appropriate funds until March 15, 2022. Despite this four-month delay, WisDOT is still required to obligate Federal Fiscal Year (FFY) 2022 funds by the end of the federal fiscal year, which ends on September 30th.

This created a very compressed timetable to submit our Federal Expenditure Plan to the Joint Committee on Finance for approval. The Department acted expeditiously to analyze federal guidance, consult with stakeholders, and create a comprehensive Federal Expenditure Plan to seek legislative funding approval to disburse the new BIL funding through WisDOT programs. In so doing, the Department now believes the Federal Expenditure Plan did not properly articulate how the CRP funding would flow through the state process; therefore, the plan as approved by the Committee does not provide WisDOT with authority to use FFY 2022 CRP funding on local projects.

To address this situation, the Department plans to propose a commensurate increase to CRP funding in the FFY 2023 Federal Expenditure Plan to offset the inability to fund projects this year. WisDOT anticipates submitting this plan to the Legislature's Joint Committee on Finance in the fall of 2022 and will request approval under that plan of a CRP amount equal to the sum of FFY 2022 and FFY 2023 suballocation levels. CRP funding is expected to be available for local use on eligible projects after approval by the Joint Committee on Finance in the fall of 2022.

To benefit local efforts to submit project applications to use FFY 2022 CRP funding, the department intends to select projects using both the FFY 2022 project applications and the FFY 2023 applications. However, funding cannot be awarded until approval of the next Federal Expenditure Plan as outlined above.

WisDOT appreciates the consultation and partnership with local governments, MPOs, and other stakeholders as we move forward. If you have any questions, comments, or concerns with this approach, please contact Merrill Mechler-Hickson at merrill.mechlerhickson@dot.wi.gov or (608) 261-8977.

Thank you,

A handwritten signature in black ink, appearing to read "Joseph Nestler".

Joseph Nestler, P.E.
Administrator,
Division of Transportation Investment Management
Phone: 608-266-6885; email: joseph.nestler@dot.wi.gov

Senator Marklein
Representative Born

TRANSPORTATION

P 11-3 (Gayke, Johnson,
Rays)

Department of Transportation's Federal Appropriations Adjustment Plan

Motion:

Move to approve the Department of Transportation's plan, as amended, to adjust the Department's 2022-23 appropriations to allocate additional federal aid, as modified by the following:

(a) specify that the \$4,201,000 FED in additional funds requested for the Department's congestion mitigation and air quality improvement program may only be used to fund eligible right-of-way improvement projects that reduce congestion or improve traffic flow, or eligible traffic signaling improvements.

(b) specify that the \$15,573,100 FED requested from the federal carbon reduction program may only be used for federally eligible projects to replace street lighting and traffic control devices with energy-efficient alternatives, projects to deploy advanced transportation and congestion management technologies, or right-of-way improvement projects to improve traffic flow that do not involve construction of new capacity.

Recommend Project Funding Scenario

Greater Madison MPO FY 2022 Carbon Reduction Program Projects				
Selected Projects	Total Cost	Federal Share	Percent	Rank
Fitchburg - Convert 105 Streetlight Fixtures to LED	\$84,840	\$ 67,822	80%	1 (tie)
Madison - Citywide LED Streetlight Conversion	\$1,307,950	\$ 707,191	54%	1 (tie)
Sun Prairie - EV Charging Station and Three EV Pick-up Trucks	\$ 201,199	\$ 160,959	80%	2
Middleton - Three EV Fast Chargers and Four Fleet EVs	\$ 327,846	\$ 163,923	50%	3
Total Available Federal Funds		\$ 1,099,895		
Remaining Available Federal Funds*		\$ -		

Approved by MPO Policy Board 6-1-2022