

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

May 11, 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: 892 3538 9400
- 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 April 6, 2022 Meeting Minutes
3. Communications

4. Public Comment (for items **not** on MPO Agenda)
5. Public Hearing on the Draft *Connect Greater Madison* Regional Transportation Plan 2050 for the Madison Metropolitan Area

Note: Action on the draft Regional Transportation Plan (RTP) is anticipated following the public hearing unless there are comments that require additional time to address. Written comments on the RTP are invited through Sunday, May 8, and should be sent to the MPO offices at 100 State St., Suite 400, Madison, WI 53703, e-mailed to mpo@cityofmadison.com, or posted on the RTP website: [Connect Greater Madison | Regional Transportation Plan 2050](#).

6. MPO 2022 Resolution No. 4 Approving *Connect Greater Madison* Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area
 - Addition/Change Sheet dated 5/5/22
7. Approval of Scoring and Proposed Funding of Surface Transportation Block Grant (STBG) Urban Program Projects with FFY 2022 Bipartisan Infrastructure Bill Funding
8. MPO 2022 Resolution No. 5 Approving Amendment #4 to the 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County
 - SWCAP Work-N-Wheels Program (NEW; Implementation in '22)
 - YW Transit Job Ride Program (Revise to reflect WETAP funding; implementation in '22)
 - West Beltline (USH 12/14) (Terrace Ave. to Gammon Rd.), Resurfacing (NEW, Const. in '28)
 - USH 14 (Pleasant View Rd. Intersection), Safety Improvements (Revise cost, schedule with const. in '22-'24)
 - CTH M/Century Ave. (Pheasant Branch Creek Bridge), Bridge Replacement (NEW, Const. in '26)
 - Tecumseh Ave. (Lagoon Du Nord Bridge), Bridge Replacement (NEW, Const. in '26)
 - Atwood Ave. (Fair Oaks to Cottage Grove Rd.), Reconstruction (Revise schedule with const. in '23)
 - John Nolen Drive (North Shore Rd. to Lakeside St.), Reconstruction (Revise schedule with const. in '25; adding federal BR funding)
 - Mineral Point Rd. (Beltline to S. High Point Rd.), Replace Pavement (Revise schedule with const. in '25)
 - University Ave. (Shorewood Blvd. to University Bay Dr.), Reconstruction (Increase federal STBG U funding)
 - Pleasant View Rd. (USH 14 to Timber Wolf Trl.), Reconstruction ((Increase federal STBG U funding)
 - N. Thompson Rd. and St. Albert the Great Dr., Pavement Replacement (NEW, Const. in '23)
9. Request for Project Applications for FFY 2022 Funding under New Carbon Reduction Program and Discussion of Cost Sharing Policy for Projects
10. Discussion on Future Board Meeting Format and “Outreach” Meetings
11. Status Report on Capital Area RPC Activities
12. Announcements and Schedule of Future Meetings
13. Adjournment

Next MPO Board Meeting:

Wednesday, June 1, 2022 at 6:30 p.m.

**Greater Madison Metropolitan Planning Organization (MPO)
April 6, 2022 Meeting Minutes**

[Virtual Meeting hosted via Zoom](#)

Wood called the meeting to order at 6:32 PM.

1. Roll Call and Introductions

Members present: Margaret Bergamini, Yogesh Chawla (arrived during item 5), Paul Esser, Steve Flottmeyer, Dorothy Krause, Tom Lynch, Jerry Mandli (arrived during item 5), Mark Opitz (arrived during item 5), Kristi Williams, Nasra Wehelie, Doug Wood

Members absent: Grant Foster, Barbara Harrington-McKinney, Gary Halverson

MPO staff present: Bill Schaefer, Colleen Hoesly

Others present in an official capacity: Jennifer Kobryn, Alex Hagan, and Karla Knorr (WisDOT SW Region), Diane Paoni (WisDOT Planning), Forbes McIntosh (DCCVA)

2. Approval of March 2, 2022 Meeting Minutes

Esser moved, Williams seconded, to approve March 2, 2022 meeting minutes. Motion carried.

3. Communications

- Letter from USDOT to Mark Opitz (MPO Policy Chair) regarding preliminary findings from the Federal Certification Review for the MPO.
- Letter from WisDOT approving Amendment 3 to the 2022-2026 Transportation Improvement Program.

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

None

5. Updates on Beltline Flex Lane and U.S. Highway 51 (McFarland to Stoughton) Reconstruction Projects (WisDOT SW Region Staff)

Alex Hagan, WisDOT SW Region, provided a presentation on the Beltline Flex Lane project. Work is being finished up this spring/early summer. That work includes extension of the EB auxiliary lane between the Todd Drive off-ramp and on-ramp and widening of the EB bridge over Todd Drive for the auxiliary lane construction. The EB stretch will be 7 miles, WB stretch 9 miles. The general purpose lanes will be 11-ft wide, and the Flex lane will be 10-ft wide. The opening of the lanes was delayed due to the global shortage of software chips, and delayed delivery of the signs and components. It is anticipated the flex lanes will open summer 2022. The regular anticipated hours of operation are 6:45-9 AM and 3-6:15 PM in the WB direction, and 3:15-6:15 PM in the EB direction (no AM hours currently for the EB); hours may be adjusted over time. The lanes will be open at other times as needed, such as for special events or in case of incidents. Before opening the lane the Sheriff's office will conduct a sweep of the lanes to ensure they are clear, and traffic cameras and vehicle detection will be monitored by operators at WisDOT's Traffic Management Center. If a vehicle breaks down in the median shoulder lane, the Traffic Operations Center staff will change the dynamic signage to close the Flex Lane until the vehicle is safely removed. Education and outreach includes animated videos, project website, social media, and eblasts to neighborhood groups and organizations; information is also included in the WI Motorist Handbook.

Lane use violations in the first month of Flex Lane operations will focus more on education; after that citations would be written similar to any other lane violation. Informational sessions were hosted for first responders along the Beltline to ensure their awareness and education.

Schaefer stated he was under the impressions that the hours of operation would be dynamic daily, not a set schedule. Bergamini and Krause asked about staffing at the STOC; WisDOT replied there would be someone monitoring cameras the entire time the lanes would be operational, and staff would also be available on weekends for major events. Krause was concerned that it would be monitored by staff in Milwaukee and not someone local. Mandli replied that the County and first responders have been coordinating frequently with WisDOT staff and there was a detailed analysis and discussion of how the lanes will operate and how to respond in a multitude of scenarios. Wehelie asked how elected officials can share Flex Lane updates with their constituents. Hagan pointed out the ways to get information out.

Jenny Kobryn then provided a presentation on the final design work on the USH 51 (McFarland to Stoughton) project. Construction is scheduled in phases from 2024-2029 for 10 construction projects in four areas (east of Stoughton, Stoughton, the rural area between Stoughton and McFarland, and McFarland). Roundabouts at Roby Rd, WIS 138, and Hoel/Silverado Drive will be constructed in 2022, and County B/AB will be constructed in 2024. It was indicated that soils could impact the length of time the road would be closed, as there are wet soils in the corridor that may require the road to settle through a freeze-thaw cycle before opening to traffic. Schaefer asked about pedestrian crossings in Stoughton; Kobryn replied the four RRFBs that are there currently would remain, and they are working with Stoughton staff on other crossing issues. Lynch asked about bike accommodations in McFarland; Kobryn replied that in the constrained area there would be no bike lanes – in most of the downtown there will be 5-ft sidewalks, in some cases 10-ft. Opitz asked about the cost sharing on constructing sidewalks; Kobryn replied that it is 80/20 for 5-ft, anything beyond 5-ft is the responsibility of the community.

6. Approval of Scoring and Proposed Funding of Transportation Alternatives Program Projects

Schaefer stated at the last meeting MPO staff reviewed the Transportation Alternative Program (TAP) projects recently submitted for the regular TAP application cycle, based on the MPO's approved scoring criteria. The MPO is selecting projects to fund with our "base" funding (\$1.443 million) and the additional FFY 2022 funding to be received from the Infrastructure Investment and Jobs Act (IIJA) (also known as the Bipartisan Infrastructure Bill), which is estimated to be around \$625,000. The exact amount of additional funding available through IIJA is not yet known, but should be close to this estimate for FY '22 (\$625,000) and the remaining four years (\$2,500,000). There will be an opportunity for the submission of additional applications in late summer for the additional IIJA funding for FFYs 2023-2026. Projects not selected at this time will be considered for funding during the supplemental application process later this year along with any other project applications received.

The recommended projects to fund at this time are:

- Continuation of the Dane County Safe Routes to School program
- Two BCycle projects - stations in Madison as well as expanding stations to Fitchburg.
- Badger-Rusk Path - provides low traffic stress connection to the Beltline overpass
- N Bird Street Multi-use Path

Krause moved, Esser seconded, to approve the recommended Transportation Alternatives Program Projects. Motion carried.

7. Approval to Release Draft *Connect Greater Madison* Regional Transportation Plan 2050 Report for Public Review and Comment

Schaefer reviewed the outline/Table of Contents of the draft RTP, including the financial capacity analysis which had not previously been presented to the Board. He noted that if looking at constant dollars state funding for roadway construction has been decreasing about 1% per year since the gas tax indexing was eliminated in 2006. He noted the systems performance report appendix was being finished up and would be posted on the plan website soon. Phase 3 of virtual public meetings are scheduled for April 7th and 12th.

Esser moved, Williams seconded, to release the draft Connect Greater Madison Regional Transportation Plan for public review and comment. Motion carried.

8. Brief Update on STBG Urban and TAP Project Application Processes for Use of Bipartisan Infrastructure Bill Funding

Schaefer stated three applications were received for the FFY 2022 STBG funding (around \$2 million) that the MPO received as part of the new infrastructure bill. The City of Madison sent a letter requesting additional funding be applied to already approved projects, including University Avenue. New projects would need to be let by November of this year, which limits the scope of eligible projects. Staff will be scoring the applications and provide several funding scenarios. It will be a policy decision by the board whether to use the funding for new projects or adding funding to already approved projects.

9. Status Report on Capital Area RPC Activities

Schaefer noted the draft Regional Development Framework is available for public comment, and that the two agencies are working on setting up a joint meeting of the two boards.

10. Announcements and Schedule of Future Meetings

Schaefer noted that the US Census Bureau released the final criteria for delineating urban areas, and it appears that the MPO may lose some communities in the current urban area boundary, including Stoughton, Cottage Grove, and Cross Plains. The official boundaries will be released in late summer.

Opitz announced that this was Dorothy Krause's last meeting as a member of the MPO Policy Board, and thanked her for her years of service.

The next meeting is May 11, 2022 at 6:30 PM.

11. Adjournment

Moved by Krause, seconded by Williams, to adjourn. Meeting adjourned at 8:09 PM.

MPO Agenda Cover Sheet

May 11, 2022

Item No. 6

Re:

MPO 2022 Resolution No. 4 Approving *Connect Greater Madison* Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area

Staff Comments on Item:

The draft RTP report with appendices was made available for public comment on the [RTP website](#) shortly after the last board meeting. A final series of virtual public informational meetings were held on April 7 and 12. Comments on the three main facility plan maps (roadway, transit, bicycle) via an interactive map commenting tool were collected through April 15. A summary of those comments is attached. Comments can also be made on the RTP document via the website or by email. A summary of those comments is also attached. MPO staff met with or corresponded with local staff from two additional communities and received comments. MPO staff has reviewed all of the comments to date and prepared an addition/change sheet (attached), which lists the proposed changes to the draft RTP. Written comments may be submitted through May 8. If any additional comments result in more proposed changes, those will be shared with the board. A public hearing will be held at the meeting to provide an opportunity for people to make oral comments directly to the board. Barring any comments at the hearing that require additional time to address, MPO staff is hoping the board will approve the draft plan with the proposed changes. The MPO's TIP is frozen until the updated RTP is adopted.

Materials Presented on Item:

1. MPO 2022 Resolution No. 4 approving the RTP
2. Addition/Change Sheet, dated 5/5/22
3. RTP Future Networks Comment Map – Summary of Comments
4. Draft RTP Comment Summary
5. Comments from Diane Paoni, WisDOT Planning and MPO staff responses

Staff Recommendation/Rationale: Barring any comments at the hearing that require additional time to address, staff recommends approval of the RTP with the proposed changes/additions listed in the Addition/Change sheet, most of which are in response to local staff and public comments received.

MPO 2022 Resolution No. 4

Approving the *Connect Greater Madison* Regional Transportation Plan 2050 for the Madison Metropolitan Area

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

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

WHEREAS, the regional transportation plan is a multi-modal transportation systems plan that defines the goals for the region and specifies policies, projects, and recommendations to help achieve these goals; and

WHEREAS, the Greater Madison MPO has updated the current adopted plan, *Regional Transportation (RTP) 2050 for the Madison Metropolitan Area*, using new population, household, and employment forecasts based on the growth scenario developed for the Capital Area Regional Planning Commission's *Regional Development Framework*, and revised the year 2050 travel demand forecasts accordingly;

WHEREAS, the updated plan, *Connect Greater Madison Regional Transportation 2050* for the Madison Metropolitan Area, ties the plan goals to performance measures that were used to evaluate the performance of the plan and which will also be used to track the region's progress in meeting plan goals over time; and

WHEREAS, in preparing the *Connect Greater Madison* plan the Greater Madison MPO followed federal guidance as set out in the Metropolitan Transportation Planning rule, 23 C.F.R. 450, including consideration of the federal planning factors, identification of performance measures, preparation of financial, environmental, environmental justice and system performance analyses of the plan, and preparation of an updated Congestion Management Process; and

WHEREAS, in preparing the *Connect Greater Madison* plan the Greater Madison MPO utilized an extensive public involvement process, including a plan website, survey, focus groups, three series of virtual public information meetings, other presentations, and a public hearing, and comments have been considered throughout the process and changes made to draft plan materials and the draft plan as determined to be appropriate; and

WHEREAS, the regional transportation plan is intended to guide implementing agencies in development of projects and implementation of other recommendations and supporting actions to guide improvements for all modes of transportation; and

WHEREAS, since the adoption of the previous RTP 2050 the MPO has coordinated with WisDOT and Metro Transit to identify federal performance measure targets as these measures have been finalized and worked to implement other performance-based planning and programming requirements, and the MPO has annually prepared a performance measures report indicating progress achieved in reaching the federal measure targets and improving performance on other regional measures selected by MPO to gauge success in achieving plan goals:

NOW THEREFORE BE IT RESOLVED, the Greater Madison MPO adopts the *Connect Greater Madison* Regional Transportation Plan 2050 for the Madison Metropolitan Area, which incorporates the changes to the Draft Plan, dated April 2022, listed in the Addition/Change sheet dated May 5, 2022, as the official transportation plan for the region to serve as a guide for transportation planning, system development, and investments and as the basis for the Greater Madison MPO's review of proposed projects in the Transportation Improvement Program; and that this plan supersedes the previous *Regional Transportation Plan 2050*, dated April 2017.

BE IT FURTHER RESOLVED that the Greater Madison MPO certifies that the federal metropolitan transportation planning process is addressing major issues facing the metropolitan area and is being conducted in accordance with all applicable federal requirements, including:

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 U.S.C. 2000d-1) and 49 C.F.R. Part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Sections 1101(b) of the FAST Act (Pub. L. 114-357) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT funded projects;
5. 23 C.F.R. 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 C.F.R. 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. 23 U.S.C. 324 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 C.F.R. 27 regarding discrimination against individuals with disabilities.

Date Adopted

Mark Opitz, Chair
Greater Madison MPO

Connect Greater Madison Regional Transportation Plan 2050 Update

Addition/Change Sheet

Chapter 4 – Our Transportation System Tomorrow

Revise Map 4-a (p. 4-14) “Future Roadway Functional Classification System” in Verona and Sun Prairie based on staff comments as follows:

- Realign Shady Oak Ln. to intersection of Northern Lights Rd.
- Remove planned extension of Paulson Rd. between Shady Oak Ln. and Woods Rd.
- Add planned road from intersection of Stony Ridge Cir. and Rock Ridge Ct. to CTH PD
- Remove planned road between Meriter Way and Prairie Oaks Dr.
- Remove planned road between Northern Lights Rd. and Country View Rd.
- Revise road alignment near Verona High School, and add planned road from Verona High School area to Valley Rd.
- Remove planned road between Verona High School area and STH 69
- Revise planned road alignment between Shady Bend Rd. and Whalen Rd.
- Realign Valley Rd. south and onto Pine Row Rd to shift Valley Rd-STH 69 intersection south
- Add Clar Mar Drive extension to Bailey Road
- Add Summerfield Way extension to Clar Mar Drive.

Add the following footnote to item #2 on page 4-25: “Due to differing schedules of the RTP Update and the Metro Network Redesign, the RTP proposed future transit network was based on an alternative network that was designed in order to elicit feedback, not to be implemented. The Madison Transportation Policy and Planning Board (TPPB) directed staff to develop a draft transit network based on the Ridership Alternative with improved coverage; the proposed future transit network is consistent with that direction but does not incorporate most of the changes incorporated into the draft network currently being considered due to conflicting project schedules. However, the planned local routes are intended to be conceptual.”

Revise Map 4-j (p. 4-40) “Planned Future Bicycle Network Functional Class” as follows per comments from Verona staff:

- Realign the Old PB path to parallel Old PB/PB on west side of the roadway north of CTH M
- Add planned path on CTH M from CTH PB to Thousand Oaks/Liberty Dr.
- Remove planned sidepath on Lincoln St. from southern terminus to Holiday Ct., on Holiday Ct, and extending east from Holiday Ct. to bridge over Badger Mill Creek.

Revise Map 4-l (p. 4-42) “Planned Priority Regional Shared Use Paths” to realign the Old PB path to parallel Old PB/PB on west side of the roadway north of CTH M based on comments by Verona staff.

Revise Figure Fig 4-i (p. 4-43 – 4-44) “Bicycle Recommendations and Supporting Actions” to add new supporting actions 5C and 5D and add text to supporting action 6C based on public comments:

5C: “Research and adopt innovative safety treatments.” / New / WisDOT, MPO, local governments.

5D: “Support local efforts to identify corridor level systemic safety improvements, and work with WisDOT to identify changes to safety program criteria to allow funding of such projects.” / New / WisDOT, MPO, local governments

6C: add “...as well as exploring potential year-round operation.”

Revise Figure 4-l (p. 4-55) “Parking Recommendations and Supporting Actions” to add new supporting actions 1E and 2D and revise supporting action 2C based on public comments:

1E: “Discourage employer-subsidized parking, or if parking is subsidized, encourage employers to provide a financial incentive of at least equivalent value to employees who forgo single-occupancy parking, such as parking cash-out or multimodal benefits.” / New / employers

2C: New text: “Conduct a regional study on parking to assist communities in adequately pricing and right-sizing parking requirements and facilities.”

2D: “Encourage unbundled parking in new residential and commercial developments, priced at market rate, to distribute the cost of parking equitably.” / New / private owners

Revise Figure 4-n (p. 4-59 – 4-60) “Freight, Air, and Rail Recommendations and Supporting Actions” to add new recommendation 7 based on public comments: “Improve multi-modal access to airports” / New / Dane County, local governments, Metro

Appendix A

Revise Figure A-b (p. A-3) “Arterial Street/Roadway Improvements: Potential Capacity Improvements” to add planned capacity expansion to CTH M (CTH PB to Liberty Dr) in response to discussions with Verona staff; estimated Construction Cost: \$1,613.

Revise Figure A-d (p. A-6 – A-7) “Arterial Street/Roadway Improvements: Potential Arterial System Preservation, TSM, and Safety Projects” based on public comments and discussions with City of Sun Prairie staff to add:

- Egge Road/USH 151 Interchange Study
- Egge Road extension (CTH N to USH 151) as new two-lane roadway project; estimated construction cost: \$5,953
- Egge Road (CTH N to CTH C) as reconstruction to urban cross section project; estimated construction cost: \$10,487

Revise Figure A-m (p. A-25 – A-26) “Pedestrian Recommendations and Supporting Actions” to clarify intent, based on comments from WisDOT Planning staff and the public to replace text for supporting action 2E with, “Identify and install accessible pedestrian signal systems and other ADA accessibility treatments where they are missing.”

May 5, 2022

Revise Figure A-q (p. A-32 – A-33) “Air, Freight, and Rail Recommendations and Supporting Actions” based on comments from WisDOT Planning staff to add "OCR, railroad companies" as implementing parties for supporting actions 5A, 5B, and 5C.



RTP Future Networks Comment Map – Comment Summary

5/4/2022

As part of the third round of public participation for the Connect Greater Madison – Regional Transportation Plan 2050 update, the Greater Madison MPO invited the public to provide feedback through interactive maps of the draft recommended future transportation system in the greater Madison area. The maps were available for comment from March 14 through April 15, 2022. Participants were able to drop pins or to draw lines to indicate the location of their comment, and to select a transportation mode for the comment. Maps with original comments¹ can be viewed at <https://cityofmadison.maps.arcgis.com/apps/webappviewer/index.html?id=0ff4ce30357347479ae4fd73c09a5695>.

Map data is available for download at <https://www.greatermadisonmpo.org/maps/onlineMapping.cfm>.

In total, 166 comments were submitted on the map tool; for purposes of this summary, staff assigned comments made under the “General” comment type to a travel mode where appropriate. Other comments were re-categorized for consistency, such as grouping General and Bicycle comments regarding the same off-street facility together as Bicycle comments.

Overall, 44 comments (27% of total) suggest a facility or improvement that is planned and included in the RTP recommended future networks, or that is currently programmed for construction in 2022-2026. Included in these comments are those that suggested a particular design solution to a problem (such as a bicycle and pedestrian under- or over-pass), but which are planned to have a different design solution to the same problem (such as a reconfigured intersection with improved at-grade bicycle and pedestrian crossing facilities). It is presumed that road reconstruction projects will provide improved bicycle and pedestrian facilities, as well as improving crossings. References to the number of comments addressed by planned projects only include those projects included in the draft RTP Update, not those changed or added to the proposed final plan based on feedback from the public or local staff.

Other than those comments calling for the re-routing of buses off of State St, no comments were received that recommended *against* a facility included in the draft future networks.

¹ Original comments have not been re-categorized for purposes of consistency in this summary as described below.

Comments by Mode

Roadway (24)

Design – 16

One comment calls for a new high-capacity connection between USH 12 and I-39/90, and six comments relate to increasing traffic volumes on particular roads or corridors in the Sun Prairie vicinity: Egge Rd; Town Hall Dr; CTH T; CTH VV; and Lonely Ln. One comment suggests that an interchange will be needed at Elder Ln and STH 151 in east Sun Prairie. One comment suggests redesigning the Atwood/Eastwood/Winnebago corridors, one suggests a road diet on Park St, and two others call for eliminating highway-type roads from urban areas. One comment each call for reconnecting the Darbo/Worthington and Allied neighborhoods to the surrounding street network. One comment suggests “a true high functioning and connected highway arterial system supporting the Interstate and Beltline Systems”, which staff interprets to indicate support for the North Mendota Parkway or similar corridor on the north side of Lake Mendota. Two projects, the reconstruction of Park St and the North Mendota Parkway, are planned or programmed (13%).

Operations, Signals, Safety, and Speeding² – 5

Two comments were received regarding dangerous intersections in McFarland, with suggestions to add stoplights. One comment suggested “continuing State St” on King St as a pedestrian and bicycle mall, with buses. One comment called for closing Arboretum drive to cars, and another suggests that Commercial Ave (between Packers Ave and East Washington Ave) should not be designated as a freight route. No roadway operations or similar comments will be addressed by planned or programmed projects.

Pedestrian (6)

Although no comments were originally entered for the Pedestrian mode, staff re-classified General, Roadway, and Bicycle comments mentioning pedestrian crossings as Pedestrian (Park at Drake, E Washington at E Johnson, E Johnson at 1st, and Atwood at the Lake Loop off Lakeland). Three comments express approval of existing facilities and two comments were submitted regarding the difficulty of getting from the Monona lakeshore to Martin Luther King Jr. Blvd by bike or by foot. One comment requested that a “walking” mode be added to the commenting map and criticized the MPO for not including it (it was labeled “Pedestrian” in the commenting tool). Two pedestrian crossing comments will be addressed by planned or programmed projects (50%).

² Speed is grouped with other operational comments, as it is an operational symptom of design.

Transit (12)

Pedestrian Malls/Roadway Operations – 4

Four Transit comments suggested removing buses from State St (although one Roadway comment suggested turning King St into a pedestrian mall – with buses). No pedestrian mall or roadway operations comments will be addressed by planned or programmed projects.

Commuter/Inter-Community – 8

There were six suggestions for electric passenger rail between Madison and outlying communities, including destinations outside Dane County, and one suggestion for improved transit access to the CTH TT/CTH N/I-94 area as it develops as an employment center. One comment suggested improving transit service to the Dutch Mill Park and Ride and other Park and Ride facilities. With the exception of transit service to some of the suggested outlying communities (e.g. Spring Green, Mazomanie) and the specified type of transit, all commuter and inter-community transit comments are included in the planned future transit network in the draft RTP.

Bike (117)

Need New or Improved Facility – 90

Ten comments suggested that off-street or protected bicycle facilities be provided on residential, low-volume streets that are currently considered Level of Traffic Stress (LTS) 1 or 2; where such routes cross collectors and arterials (e.g. Atwood Ave.) there may be short segments of LTS 3 or 4. One comment expresses safety concerns about an existing facility that passes through a parking lot. Five comments suggested creating a complete loop path around Lake Wingra, and two more explicitly suggested facilities for recreational purposes. Thirty-one Bicycle comments called for new or improved facilities that are currently programmed (2022-26 construction) or included in the draft future bicycle network (34% of these comments).

Road Design - 6

Bicycle – Road Design comments were submitted for Regent St, Capitol Square (2), Park St, Lakeland Ave, and E Wilson St, and generally call for the removal of parking and provision of protected bike lanes or a separated path. The redesign and reconstruction of Park St is planned as part of the North-South BRT project, but reconstruction is not currently programmed for any of these corridors.

Crossing – 14³

Bicycle crossing comments often relate to intersection design and how it relates to turning movements, particularly right turns and poor yield compliance. Eight

³ Two additional crossing comments which did not mention bicycles are listed under Pedestrian comments.

bicycle crossings mentioned in comments will be addressed in planned or programmed projects (57%).

Other – 2

One comment expressed appreciation for an existing facility, and another suggests the installation of visual barriers between USH 151 and the Military Ridge State Trail to improve the bicycling experience.

Environmental Justice Area Comments by Mode

The ArcGIS web map application used to collect comments was set up to allow anonymous comments in order to reduce barriers to participation; however, the choice to allow anonymous comments meant that demographic data for respondents could not be collected through participant registration. Lacking demographic data on respondents, staff analyzed the location of comments in relation to areas within or directly adjacent to MPO-defined Environmental Justice (EJ) areas ([Tier 1 and 2](#)). This analysis has two functions:

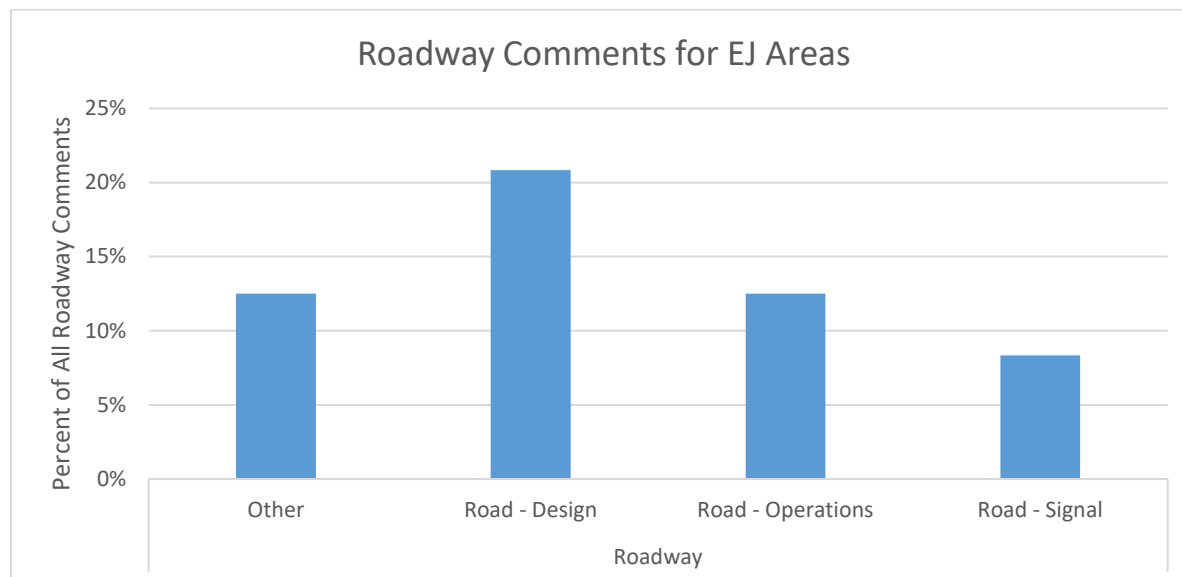
- 1) To ensure that comments were received which apply to transportation networks within or providing direct access to EJ areas: a low percentage of comments related to these areas could indicate a need for increased outreach to residents and other stakeholders in EJ areas.
- 2) To compare the percentage of comments that will be addressed by a planned or programmed project in or out of EJ areas: a low percentage of comments addressed by planned or programmed projects would indicate a need for increased investment in transportation networks addressing community concerns in these areas.

For the purposes of this analysis, the expected percentage of comments related to EJ areas is 31%, the percentage of households in the MPO Planning Area that are in EJ areas in the 2016 baseline travel model year.

Roadway

Twenty-four comments were received regarding the roadway network; 54% of these comments were pinned to the map in, adjacent to, or directly serving EJ areas, well above the 31% threshold for representation of EJ areas. As shown in Figure 1, comments in EJ areas regarding roadway design accounted for over 20% of all roadway comments, while the Other and Operations categories each had 13% of roadway comments associated with EJ areas. Other comments include recommendations to improve network connectivity: one in the region overall, and one each in the Darbo-Worthington and Allied neighborhoods (both EJ areas).

Figure 1: Roadway Comments for EJ Areas



One hundred percent of roadway Other, Operations, and Signal comments were located where they would affect EJ populations. No roadway comments in EJ areas will be addressed by planned or programmed projects, but only 8% (2) of all roadway comments will be addressed by planned or programmed projects; given the low number of roadway comments that will be addressed by planned or programmed projects, the lack of projects affecting EJ areas is not disproportionate to the overall effect of these projects.

Pedestrian

Six pedestrian-related comments were received through the interactive map commenting tool; 83% of these were “pinned” to or adjacent to identified Environmental Justice areas, far in excess of the 31% threshold for EJ area representation. The disproportionate representation of EJ areas in Pedestrian comments may indicate a disproportionate need for improvements to the pedestrian network in EJ areas; however, the low number of pedestrian comments is not proportional to the extent of the pedestrian network, and provides apparent weight to just a few comments when they are conveyed as a percentage of total comments.

Acknowledging that reporting bias, 19% percent of pedestrian comments were in regard to roadway crossings in EJ areas, and 13% were in regard to missing connections in the pedestrian network in EJ areas. Seventy-five percent of crossing comments and 100% of network connection comments were pinned to or adjacent to EJ areas. One pedestrian crossing comment in an EJ area will be addressed in the planned reconstruction of Park St (33%).

Transit

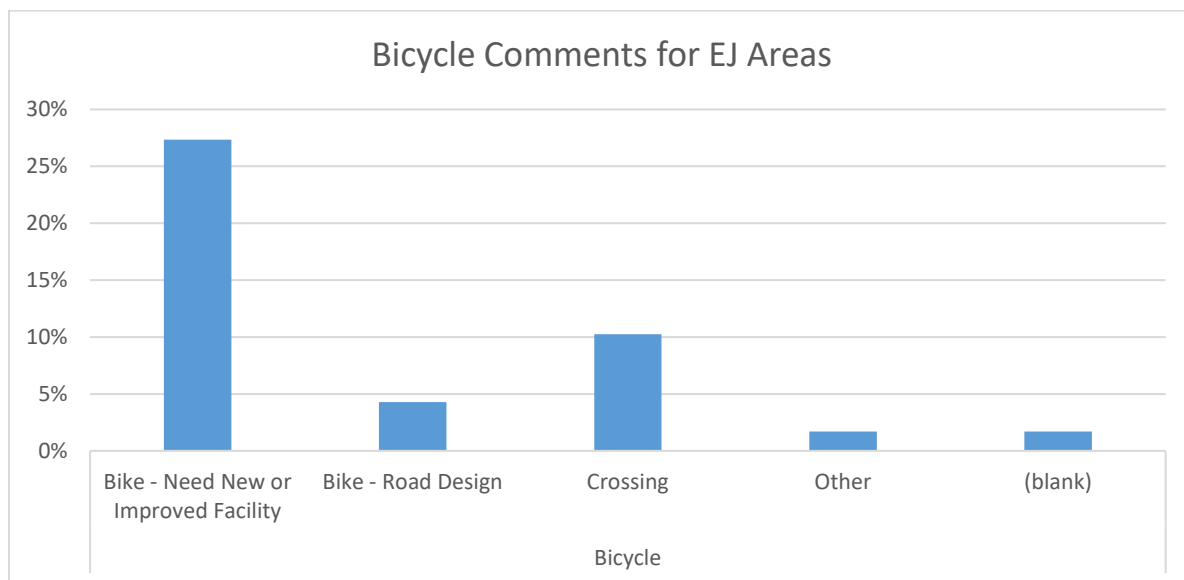
Twelve transit-related comments were received, 42% of these were “pinned” to or adjacent to identified Environmental Justice areas. All roadway operations comments related to transit (State St) were in EJ areas. A single blank transit comment was placed in an EJ area, the intent of which is unclear. None of the commuter or intra-community transit comments were in or near EJ areas.

None of the transit-related comments in EJ areas are planned or programmed.

Bicycle

One hundred seventeen bicycle-related comments were submitted, 45% of those were “pinned” to or adjacent to identified Environmental Justice areas, well above the 31% threshold for EJ area representation. 27% of EJ-area bicycle comments were in regard to needed new or improved facilities and an additional 10% were in regard to street crossings (Figure 2).

Figure 2: Bicycle Comments for EJ Areas



Although less than half of bicycle comments were pinned to or adjacent to EJ areas, 86% of Bicycle – Crossing and 83% of the Bike – Road Design comments were pinned to or adjacent to EJ areas. Blank comments were left where the respondent selected the Bicycle mode and drew a line on the map but did not enter any text, so their intent is unknown; 67% of these comments are located in or adjacent to EJ areas.

Thirty-four percent of bicycle comments in EJ areas will be addressed by planned or programmed projects, including 34% of needed new or improved facilities, 50% of crossings, and 20% of road design comments. The percentage of bicycle comments in EJ areas that will be addressed by planned or programmed projects is proportionate with the EJ area population compared to the overall population in the MPO Planning Area.



Draft RTP Comment Summary

5/4/2022 Preliminary Summary

As part of the third round of public participation for the Connect Greater Madison – Regional Transportation Plan (RTP) 2050 update, the Greater Madison MPO invited the public to provide feedback on the draft RTP. The draft Recommendations and Supporting Actions were published to the project web site on March 23, the draft chapters and all but one draft appendix were published on April 15, and the last Appendix (B) was published on April 20, 2022. The comment period is open through May 8, 2022.

As of May 4, 18 comments¹ had been submitted on the draft Recommendations and Supporting Actions, and eight comments had been submitted on the draft Plan (which includes the Recommendations in Appendix A). All comments are combined in the following summary.

Transportation Networks - 15

Bikes – 8

Three comments were in regard to design standards (e.g. protected bike lanes v. standard lanes, separated paths v. shoulders on rural roads) and their applicability. One was a question about how a recommendation would be implemented, one suggested working towards year-round bicycle share operation, and one suggested including research into innovative ways to improve bicyclist safety as a supporting action. Two bicycle comments were observations.

Access to Dane County Regional Airport – 3

Two comments suggested improving bicycle and transit access to the airport, and one asked why the North-South BRT is not shown serving the airport (a Locally Preferred Alternative has not been identified for this route yet, so it is not shown on the map).

¹ Two comments are not included in this total, and are not discussed further in this summary: One of them posed a question about the content of a particular map, and the other comment clarified that the reviewer had resolved their question.

Pedestrian – 2

One comment suggested changes to pedestrian facility recommendations, and another suggested that traffic calming be implemented on all streets to improve pedestrian safety.

Passenger Rail – 1

One comment supported prioritizing planning for inter-city passenger rail.

Intercity Bus – 1

One comment decried that intercity bus service has not been improved, and has even declined as a result of the COVID-19 pandemic.

TDM & Parking - 10²

Parking Requirements – 5

Five comments suggested eliminating parking requirements for new developments, one of which also suggested adopting parking maximums in some areas.

Parking Management – 2

Two comments suggested changes to parking pricing structures (including free parking) that promote driving.

Park and Rides – 2

Two comments were submitted in support of park and rides and transit access to them; Middleton (CTH M/Century at Allen) and Dutch Mill were called out in particular.

Multimodal Access & Bike Parking - 2

Two comments suggested referred to the importance of secure, covered bicycle parking.

Other – 1

One comment asked if the high percentage of short walks in peripheral communities could be related to telecommuting.

² One comment suggested eliminating parking requirements as well as suggesting changes to parking management; it is counted once in each of those sub-categories, but only once in the overall Parking category.

Schaefer, William

From: Lyman, Benjamin
Sent: Tuesday, May 3, 2022 1:56 PM
To: Paoni, Diane - DOT
Cc: Schaefer, William; Hoesly, Colleen
Subject: FW: comments on the draft MSN MPO LRTP

Diane, thank you for your comments and feedback. I have provided a response/resolution below for each of your comments that requires a response. Please let me know if you have any follow-up questions or comments.

- The online format was difficult to search. Unlike pdfs or other formats, I couldn't search quickly for key items like "WisDOT" like I have in the past. That makes it hard for stakeholders to easily identify where the plan references them, their responsibilities, their projects, etc.
 - We will pass this feedback along to Konveio, which operates the platform. I'm sorry that you weren't able to find the search field, as it does allow you to search through the document for terms such as "WisDOT".
- It would have been great to have reviewed draft chapters before the public comment period. In the past, you've made great use of the TCC membership to review everything prior to the Policy Board vote to release for public comment. I understand a compressed timeline necessitated a different approach this time.
- Draft plan availability. Not all the appendices (EJ, Performance management, and environment) were available from the beginning of the public comment period. It would be helpful to note on the website when they were added, especially since discussion at the April Policy Board meeting indicated they might not be ready until the final plan is posted.
 - Only Appendix B (April 20) was published after the other chapters and appendices (April 15); notes to that effect have been added to the project web page. The draft RTP recommendations were published separately on March 23 (in addition to being in draft Appendix A).
- Performance measures. Jim reviewed the appendix. He confirmed the draft includes the five FHWA and FTA federal performance measures. The targets in the three FHWA performance measures are correct. The targets for the two FTA performance measure are included and come from Metro. Thanks for the pdf version of the appendix.
- Madison Metro bus Network Redesign. The draft plan uses an alternative that has not been adopted by the city nor by Metro. Plan text references don't clearly state the preliminary status of the redesign alternative selected to include in the plan. The draft plan would benefit from adding text describing how and when the final decision on the Redesign is expected to be made, and how that will be reflected in this plan, if at all. This is especially important to make clear to readers as the MPO is not the decision making body on the Redesign, something not made consistently clear in the draft plan.
 - Adding a footnote to further clarify the origin of the Ridership Alternative and why that preliminary concept was used to develop the proposed future network to page 4-25.
 - Status and timeline for implementation of network redesign is on page 3-19.
 - We are not planning to amend the RTP following the approval of the network redesign. The local transit route recommendations are meant to be conceptual with details worked out in the TDP and annual route service planning by Metro.
- ADA facilities. Reconsider the use of language in appendix A page 25 about retrofitting accessible ped signals and other ADA treatments where **need is demonstrated**. Prioritization of retrofitting may be based on demonstrated need or complaints but retrofits are supposed to be done wherever the ADA and associated regulations require them.
 - Agreed. Staff's intent with this language was that any facilities that are not ADA-compliant demonstrate a need for improvement, but this has caused confusion among members of the public in addition to your comment.

- Intercity passenger rail service. Thanks for making the changes I suggested to reflect WisDOT, FRA and other MPO plans. Consider reaching out early in the next plan development process to the other MPOs (Janesville, Beloit, SEWRPC) to coordinate your plans on items that cross your mutual boundaries.
- Appendix A. Consider acknowledging FTA and FHWA as partner agencies in the tables as appropriate. This might not be clear to readers unless stated directly. Also, add OCR and railroad companies as partners to the rail crossing items on page 33.
 - FTA/FHWA – not added, as they are not “implementing parties” (the table does not call out potential partner agencies or stakeholders, just those responsible for implementing the action)
 - OCR & RR companies – added to Recommendation 5 Supporting Actions
- Appendix A typos/missing data etc. I’m assuming you’ll go through and clean up things like incomplete map number references, missing construction cost estimates, etc.
 - We will absolutely do our best to catch every typo and other error, but if there are any egregious errors we should be aware of, please notify us of them.

Thanks again for your input,
Ben

Ben Lyman (he|they)

TRANSPORTATION PLANNER

ph: (608) 243-0182

email: blyman@cityofmadison.com

GreaterMadisonMPO.org

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

From: Paoni, Diane - DOT <Diane.Paoni@dot.wi.gov>

Sent: Thursday, April 28, 2022 2:00 PM

To: Schaefer, William <WSchaefer@cityofmadison.com>; Hoesly, Colleen <CHoesly@cityofmadison.com>; Lyman, Benjamin <BLyman@cityofmadison.com>

Subject: comments on the draft MSN MPO LRTP

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

Thanks for the opportunity to comment on the draft plan. The comments below reference my and Jim’s review of different parts of the draft plan. The SW Region may submit their own comments. I’m deferring to them on comments about state projects & studies.

- The online format was difficult to search. Unlike pdfs or other formats, I couldn’t search quickly for key items like “WisDOT” like I have in the past. That makes it hard for stakeholders to easily identify where the plan references them, their responsibilities, their projects, etc.
- It would have been great to have reviewed draft chapters before the public comment period. In the past, you’ve made great use of the TCC membership to review everything prior to the Policy Board vote to release for public comment. I understand a compressed timeline necessitated a different approach this time.
- Draft plan availability. Not all the appendices (EJ, Performance management, and environment) were available from the beginning of the public comment

period. It would be helpful to note on the website when they were added, especially since discussion at the April Policy Board meeting indicated they might not be ready until the final plan is posted.

- Performance measures. Jim reviewed the appendix. He confirmed the draft includes the five FHWA and FTA federal performance measures. The targets in the three FHWA performance measures are correct. The targets for the two FTA performance measure are included and come from Metro. Thanks for the pdf version of the appendix.
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- ADA facilities. Reconsider the use of language in appendix A page 25 about retrofitting accessible ped signals and other ADA treatments where **need is demonstrated**. Prioritization of retrofitting may be based on demonstrated need or complaints but retrofits are supposed to be done wherever the ADA and associated regulations require them.
- Intercity passenger rail service. Thanks for making the changes I suggested to reflect WisDOT, FRA and other MPO plans. Consider reaching out early in the next plan development process to the other MPOs (Janesville, Beloit, SEWRPC) to coordinate your plans on items that cross your mutual boundaries.
- Appendix A. Consider acknowledging FTA and FHWA as partner agencies in the tables as appropriate. This might not be clear to readers unless stated directly. Also, add OCR and railroad companies as partners to the rail crossing items on page 33.
- Appendix A typos/missing data etc. I'm assuming you'll go through and clean up things like incomplete map number references, missing construction cost estimates, etc.

Let me know if you have any questions.

Diane

Diane Paoni, AICP
Urban and Regional Planner Advanced
Bureau of Planning and Economic Development
Wisconsin Department of Transportation

6th Floor South, S611.04
4822 Madison Yards Way
PO Box 7913
Madison WI 53705

Diane.Paoni@dot.wi.gov
608-266-1402

MPO Agenda Cover Sheet

May 11, 2022

Item No. 7

Re:

Approval of Scoring and Proposed Funding of Surface Transportation Block Grant (STBG) Urban Program Projects with FFY 2022 Bipartisan Infrastructure Bill (BIL) Funding

Staff Comments on Item:

Three project applications were received for use of the FFY 2022 BIL funding: two pavement replacement projects from the City of Sun Prairie and one resurfacing project from the Village of DeForest. Per direction from WisDOT, the projects are simple ones involving no major cross-section changes, right of way acquisition, etc. due to the unusually tight timeframe with letting of the projects required to be done in November of this year. The communities had already been planning to construct these projects next year, and design work for the projects has begun. MPO staff set up meetings with WisDOT SW Region staff and local project sponsor staff to review the projects and federal requirements to help ensure the projects could be delivered if funded by the MPO.

The MPO also received letters from the City of Madison and Village of Shorewood Hills requesting consideration of adding funding to the University Avenue project, which based on the bid is \$3.57 million short (funded at 46.8%) in order to be funded at 60% per MPO policy. Madison acknowledged that if additional funding was applied to University Avenue it would only be fair to provide some to Pleasant View Road, which is \$1.84 million short (funded at 51.5%) based on the most recent cost estimate with 8% contingency cost. MPO staff would also add that if the FFY '22 BIL funding were to be used for these projects, it would only be fair then to use some of the FFY 2023 BIL funding for the CTH M project, which is \$2.6 million short based on cost estimate information from last fall. The FFY '22 BIL funding cannot be used for CTH M due to its later schedule.

Of the three new projects, the City of Sun Prairie's N. Thompson Rd. project scored the highest. Given the limited scope of all three projects, none score that well. However, this is to be expected given the nature of the projects. The three already funded projects are major ones that are much more expensive with a much greater scope and therefore scored much higher.

MPO staff has developed two funding scenarios for consideration by the board (see attachment 1). The first uses most of the money (\$1.86 million) on the N. Thompson Rd. project with the remaining \$265,400 split between University Ave. and Pleasant View Rd. based on how short those are in federal funding. The remaining funding would not be enough to fund either of the other new projects. The second scenario uses all of the funding (\$2.12 million) for the already approved projects.

It is a difficult decision and strictly a policy one up to the board. However, staff's recommendation would be scenario 1 given (a) the substantial funding commitment already made to the University Ave. (\$12.7 million) and Pleasant View Rd. (\$11.2 million) projects; and (b) the fact that the City of Madison was awarded \$20 million for projects last year (albeit because no other communities submitted project applications). There is a stronger case for providing extra funding for the University Ave. project because of (a) the financial hardship for the Village of Shorewood Hills in supporting the project; and (b) the very high score for the project and the roadway's importance to the region. Another option

would be to use all of the funds or the remaining funds after funding N. Thompson just on University Ave.

Materials Presented on Item:

1. STBG Urban project funding scenarios
2. Draft STBG Urban project scoring table
3. STBG Urban project application summaries
4. Letters from City of Madison and Village of Shorewood Hills requesting additional funding for the University Avenue project.
5. STBG Urban project scoring tables from past application cycles showing scores for University Ave. and Pleasant View Rd.

Staff Recommendation/Rationale: Staff recommends using the funding for the new projects (scenario 1) or N. Thompson Rd. with remaining funds going to the already approved projects (scenario 3). However, as noted this is a tough call and is a policy decision for the board.

Project Funding Alternatives

STBG Urban Program – FFY 2022 Funding Under BIL

Total Estimated Funding Available: \$2,123,215

Scenario 1 – Use For New Project (N Thompson) and Remaining Funds to Already Approved Projects

N. Thompson Rd./St. Albert the Great Dr. - Total Cost: \$3,096,344 Fed Amount: \$1,857,806,111 (60%)

University Ave. – Total Cost (per bid): \$27,140,795 Fed Amount: Increase by \$162,245 to \$12,872,245 (47.4%)

Pleasant View Rd. – Total Cost (latest est.): \$22,460,359 Fed Amount: Increase by \$103,164 to \$11,306,795

Scenario 2 – Use to Increase Funding for Already Approved Projects

Utilize total amount to increase federal funding for the University Avenue and Pleasant View Road projects scheduled for '22-'23 based on how much each is short of federal funding according to current cost estimates.

University Ave. – Total Cost (per bid): \$27,140,795 Fed Amount: Increase by \$1,297,983 to \$14,007,982 (51.6%)

Pleasant View Rd. – Total Cost (latest est.): \$22,460,359 Fed Amount: Increase by \$825,232 to \$12,028,863 (53.6%)

2022-2026 TIP/STBG-URBAN ROADWAY PROJECTS SCORING (SUPPLEMENTAL FY '22)		Apr-22	Roadway Projects		
			N. Main Street (Commerce St. to CTH CV)	N. Thompson Rd. and St. Albert the Great Dr.	O'Keefe Rd. and Linnerud Dr.
I. Importance to Regional Transportation System and Supports Regional Devel. Framework	Point Range				
A. Roadway Functional Class	3 - 9	6	3	3	
B. Freight Route	0 - 3	1	0	0	
C. Supports Regional Center, Mixed-Use Center, and/or Serves Regional/Community Corridor	0 - 6	4	5	3	
II. System Preservation					
A. Pavement Condition	0 - 20	17	18	20	
III. Congestion Mitigation & Transportation System Management (TSM)					
A. Congestion Mitigation/TSM	0 - 12	0	0	0	
IV. Safety Enhancement					
B. Potential Crash Reduction Impact of the Proposed Roadway Improvement(s)	0 - 20	2	11	7	
V. Enhancement of Multi-Modal Options					
A. Pedestrian Facilities	0 - 2	0	0	0	
B. Bicycle Facilities - Level of Traffic Street (LTS)	0 - 6	0	3	2	
C. Transit Facilities/Route	0 - 4	0	0	1	
VI. Environment/Green Infrastructure					
A. Use of Alternative Modes	0 - 4	0	0	0	
B. Stormwater Control	0 - 4	0	0	0	
VII. Equity					
A. Environmental Justice	0 - 10	0	0	0	
TOTAL POINTS	0 - 100	30	40	36	

2022-2026 TIP/STBG-URBAN ROADWAY PROJECTS SCORING (SUPPLEMENTAL) (DRAFT)		Apr-22	Roadway		
			CTH CV (CTH V to Commerce St.)	N. Thompson Rd. and St. Albert the Great Dr.	O'Keefe Rd. and Limerud Dr.
I.	Importance to Regional Transportation System and Supports Regional Devel. Framework		11	8	6
II.	System Preservation		17	18	20
III.	Congestion Mitigation & Transportation System Management (TSM)		0	0	0
IV.	Safety Enhancement		2	11	7
V.	Enhancement of Multi-Modal Options		0	3	3
VI.	Environment/Green Infrastructure		0	0	0
VII.	Equity		0	0	0
TOTAL POINTS		0 - 100	30	40	36

Surface Transportation Block Grant (STBG) – Urban Program Project Summaries

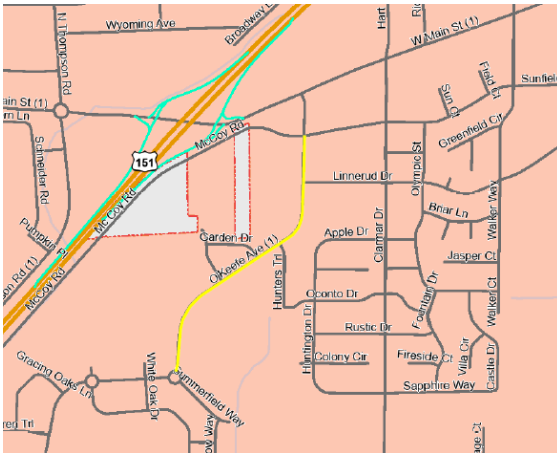
Proposed New Projects Being Evaluated for Use of FFY 2022 BIL Funding

City of Sun Prairie:

O’Keefe Avenue (Linnerud Dr. to the roundabout at Summerfield Way) and Linnerud Drive (O’Keefe Ave. to Clarmar Dr.) Pavement Replacement:

This project would replace the pavement on O’Keefe Avenue and Linnerud Drive. O’Keefe Avenue is a four-lane divided collector street with an urban cross section; Linnerud Drive is a two-lane mostly divided collector street with an urban cross section. In addition to the pavement replacement, the project would add bike lanes to each street. The project would reduce vehicle travel lane widths on O’Keefe Avenue from 14 to 11 feet, which will allow for six-foot wide bike lanes on both sides of the road. Travel lane widths would also be reduced on Linnerud Drive to accommodate new six-foot wide bike lanes.

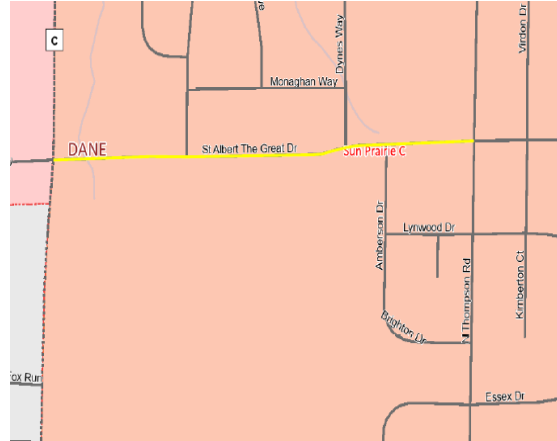
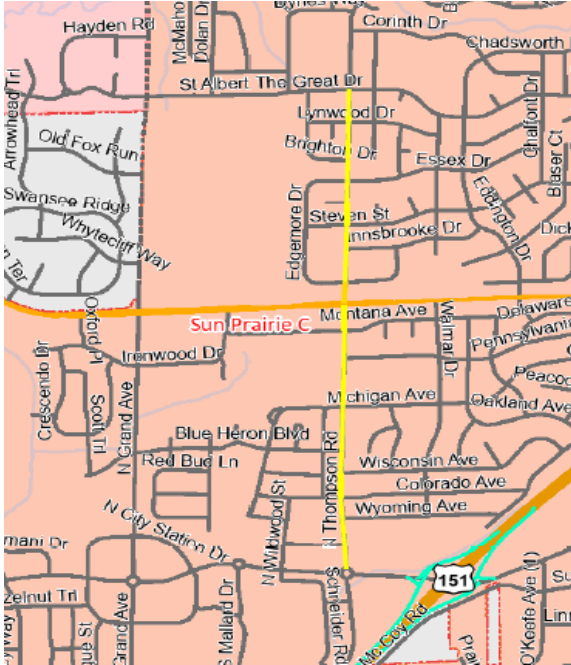
Total construction cost estimate: \$2,808,518



N. Thompson Road (St. Albert the Great Dr. to W. Main St.) and St. Albert the Great Drive (CTH C to N. Thompson Rd.) Pavement Replacement:

This project would replace the pavement on St. Albert the Great Drive and on N. Thompson Road. Both are two-lane undivided collector roadways with urban cross sections. The project would remove a parking lane on each roadway to accommodate expanded bike lanes (mostly buffered) on N. Thompson Road and new bike lanes on St. Albert the Great Drive. A total of eight RFFBs and eight radar speed signs would be added to N. Thompson Road. These improvements are intended to improve safety in the corridor for all modes of travel, including pedestrian/bicycle travel to Royal Oaks Elementary School and Prairie View Middle School. Two radar signs would be added along St. Albert the Great Drive to improve safety in that corridor.

Total construction cost estimate: \$1,158,552

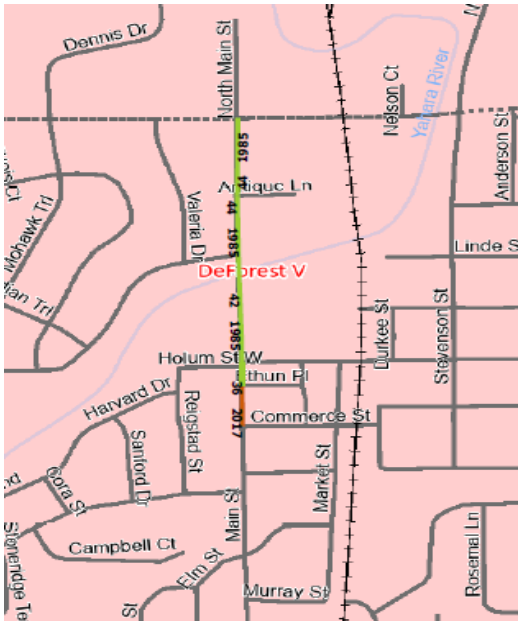


Village of DeForest:

N. Main Street (CTH V to Commerce Road) Resurfacing:

This project would resurface the pavement on N. Main Street, a two-lane undivided minor arterial with an urban cross section. The project would add crosswalks to the intersection of Main Street/CTH CV and CTH V. This would provide access to the new shared-use path that will be constructed on the north side of CTH V, from Main Street/CTH CV to Halsor Street.

Total construction cost estimate: \$778,659





Department of Public Works

Engineering Division

Robert F. Phillips, P.E., City Engineer

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Madison, Wisconsin 53703
Phone: (608) 266-4751
Fax: (608) 264-9275
engineering@cityofmadison.com
www.cityofmadison.com/engineering

Transportation Department

Thomas W Lynch, PE PTOE AICP

March 23, 2022

To: William Schaefer, Madison Area MPO

From: Robert Phillips, P.E. City Engineer & Tom Lynch, Director of Transportation

Subject: FFY 2022 Bipartisan Infrastructure Law Surface Transportation Block Grant (STBG) Request

The City of Madison would like to propose two proposals for use of the Federal Fiscal Year 2022 additional STBG funding. These projects have already been submitted and approved for use in the STBG program so no additional application materials were required. Our proposal in order of preference is as follows:

1. Apply additional Federal Funds to existing approved projects scheduled for construction in 2022 (University Avenue and Pleasant View Road). This project has added benefit to Village of Shorewood Hills along with City of Middleton. We understand that if CTH M (Oncken Rd to STH 113) is also ready for August Plans, Specifications & Estimate (PSE) submittal, that the funds typically would be shared proportionately with that project.
2. Advance the Autumn Ridge Bike Path Bridge Project to 2023. This project could be made available for an August 1st, 2022 PSE submittal date. Construction would begin in March 2023. We'd like to acknowledge that WisDOT has made us aware that there is some uncertainty if the Bureau of Structures would be able to review the new structure in time for the August 1st PSE.

If you have any questions, please contact us.

Sincerely,

Robert F. Phillips, P.E.
City Engineer

Tom Lynch, PE PTOE PTP AICP
Director of Transportation

RFP:CJP

Enc.

Cc: Mayor Satya Rhodes-Conway
David Schmiedicke, City Finance Director
Yang Tao, City Traffic Engineer



**Village of
Shorewood Hills**

March 29, 2022

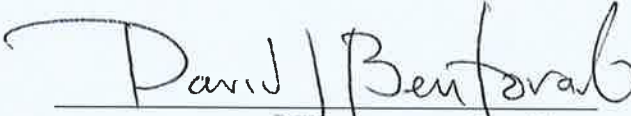
To: William Schaefer, Madison Area MPO
From: Sharon Eveland, Village Administrator & Dave Benforado, Village Board President
Subject: FFY 2022 Bipartisan Infrastructure Law Surface Transportation Block Grant (STBG) Request

The Village of Shorewood Hills respectfully requests that the MPO allocate the additional STBG funding for Federal FY 2022 to the University Avenue project scheduled for construction in 2022. This project has already been submitted and approved for use in the STBG program so no additional applications materials are required. This project is a joint project with the City of Madison so allocation of additional funding to this project would benefit two municipalities. From the perspective of the Village of Shorewood Hills, our existing financial contribution commitment to the University Ave project is the single largest contribution the Village has ever incurred for an infrastructure project. Our contribution is roughly two years' worth of our entire Village property tax levy. Given that University Ave is a major area transportation artery (54,000 vehicles per day), any relief that MPO can provide to the existing Village share for this project would be helpful and very much appreciated.

If you have any questions, please contact us.

Sincerely,


Sharon Eveland, Village Administrator


Dave Benforado, Village Board President

CC: Tom Lynch, Director of Transportation, City of Madison

2018-2022 TIP/STBG-URBAN ROADWAY PROJECTS SCORING		Oct-17	Roadway			
			Atwood Avenue (Walter St. to Cottage Grove Rd.) Phase	Gammon Road (Seybold Road to Mineral Point Road)	Pleasant View Road Phase 1	University Avenue (Shorewood Blvd. to University Bay Dr.)
I. Importance to Regional Transportation System		Point Range				
A. Roadway Functional Class		1 - 5	3	5	5	5
B. Traffic Volume		1 - 4	2	4	1	4
C. Length of Route		1 - 3	3	2	3	3
D. System Continuity & Availability/Spacing of Alternate Routes		0 - 3	2	2	2	3
E. Transit Route		0 - 3	3	2	0	3
F. Freight Route		0 - 2	1	1	1	2
II. System Preservation						
A. Pavement Condition		0 - 12	10	10	10	10
B. Condition of Other Roadway Infrastructure		0 - 3	3	3	3	3
III. Congestion Mitigation & Transportation System Management (TSM)						
A. Congestion Mitigation/TSM		0 - 12	2	5	5	7
IV. Safety Enhancement						
A. Crash Rate		0 - 4	1	4	2	1
B. Potential Crash Reduction Impact of the Proposed Roadway Improvement(s)		0 - 6	3	1	5	3
V. Enhancement of Multi-Modal Options						
A. Pedestrian Facilities		0 - 3	3	1	3	3
B. Bicycle Facilities		0 - 3	3	2	3	3
C. Transit Facilities/Route		0 - 2	1	1	1	1
VI. Supports Transportation Efficient Land Use, Livability and Economic Prosperity						
A. Consistency with Regional and Local Land Use Policies/Plans		0 - 5	5	5	5	5
B. Supports Regional Center, Mixed-Use Center, and/or Redevelopment Area		0 - 3	2	3	3	3
C. Project Design		0 - 2	2	1	2	1
VII. Environment						
A. Use of Alternative Modes		0 - 4	2	1	2	3
B. Minimizes Environmental Impact through Design and/or Mitigation Measures		0 - 4	3	2	2	2
VIII. Environmental Justice and Public Health						
A. Environmental Justice		0 - 4	1	1	0	1
B. Public Health/Health Equity		0 - 3	2	1	1	1
IX. Cost Benefit						
A. Cost/benefit ratio		0 - 7	4	5	2	3
B. Cost Efficiency/Leverage of Additional Funding		0 - 3	0	2	1	0
TOTAL POINTS		0 - 100	61	64	62	70

Note: Shaded columns are non-programmed projects seeking supplemental STBG Urban funding should it become available.

University Ave. project approved and will be funded in conjunction with next program cycle when funding becomes available.

2020-2025 TIP/STBG-URBAN ROADWAY PROJECTS SCORING (DRAFT)

Jul-19

Roadway

		CTH M (Oncken Road to Willow Road)	Atwood Avenue (Fair Oaks Ave. to Cottage Grove Rd.)	Exchange Street (Farwell St. to Sleep Hollow Rd.)	John Nolen Drive (Olin Ave. to North Shore Dr.)	Meier Road (Femrite Dr. to Mill Pond Rd.)	Mineral Point Road (Bellline Hwy to S. High Point Rd.)	Pleasant View Road Phase 1 (USH 14 to Timber Wolf Tr	S. Syene Road (McCoy Rd. to Lacy Rd.)
I. Importance to Regional Transportation System	Point Range								
A. Roadway Functional Class	1 - 5	5	3	1	5	1	5	5	3
B. Traffic Volume	1 - 4	3	2	1	4	1	4	1	1
C. Length of Route	1 - 3	3	3	1	2	1	3	3	2
D. System Continuity & Availability/Spacing of Alternate Routes	0 - 3	2	1	2	2	2	1	2	1
E. Transit Route	0 - 3	0	3	0	1	0	2	1	0
F. Freight Route	0 - 2	2	1	0	2	0	1	1	0
II. System Preservation									
A. Pavement Condition	0 - 12	7	11	7	9	6	10	8	11
B. Condition of Other Roadway Infrastructure	0 - 3	3	3	2	3	3	1	3	3
III. Congestion Mitigation & Transportation System Management (TSM)									
A. Congestion Mitigation/TSM	0 - 12	10	3	1	5	4	4	7	6
IV. Safety Enhancement									
A. Crash Rate	0 - 4	2	2	1	4	4	4	3	1
B. Potential Crash Reduction Impact of the Proposed Roadway Improvement(s)	0 - 6	6	3	2	0	6	1	6	5
V. Enhancement of Multi-Modal Options									
A. Pedestrian Facilities	0 - 3	2	3	2	2	3	1	3	3
B. Bicycle Facilities	0 - 3	3	3	2	3	3	2	3	3
C. Transit Facilities/Route	0 - 2	1	1	0	1	0	1	1	0
VI. Supports Transportation Efficient Land Use, Livability and Economic Prosperity									
A. Consistency with Regional and Local Land Use Policies/Plans	0 - 5	5	5	5	5	5	5	5	5
B. Supports Regional Center, Mixed-Use Center, and/or Redevelopment Area	0 - 3	1	2	1	3	1	3	3	1
C. Project Design	0 - 2	2	2	2	2	2	2	2	2
VII. Environment									
A. Use of Alternative Modes	0 - 4	2	3	2	2	1	1	2	2
B. Minimizes Environmental Impact through Design and/or Mitigation Measures	0 - 4	2	3	2	2	2	2	2	2
VIII. Environmental Justice and Public Health									
A. Environmental Justice	0 - 4	0	1	0	0	0	1	0	0
B. Public Health/Health Equity	0 - 3	1	2	2	2	1	1	1	1
IX. Cost Benefit									
A. Cost/benefit ratio	0 - 7	5	4	2	6	2	6	2	3
B. Cost Efficiency/Leverage of Additional Funding	0 - 3	1	1	1	1	3	1	1	1
TOTAL POINTS	0 - 100	68	65	39	66	51	62	65	56

Note: Shaded columns are non-programmed projects seeking supplemental STBG Urban funding should it become available.

2020-2025 TIP/STBG-URBAN ROADWAY PROJECTS CATEGORY SCORING (DRAFT)

Jun-19

Roadway

		2020-2025 TIP/STBG-URBAN ROADWAY PROJECTS CATEGORY SCORING (DRAFT)									
		CTH M (Oncken Road to Willow Road)	Atwood Avenue (Fair Oaks Ave. to Cottage Grove Rd.)	Exchange Street (Farwell St. to Sleep Hollow Rd.)	John Nolen Drive (Olin Ave. to North Shore Dr.)	Meier Road (Femrite Dr. to Mill Pond Rd.)	Mineral Point Road (Bellline Hwy to S. High Point Rd.)	Pleasant View Road Phase 1 (USH 14 to Timber Wolf Tr	S. Syene Road (McCoy Rd. to Lacy Rd.)		
I.	Importance to Regional Transportation System	15	13	5	16	5	16	13	7		
II.	System Preservation	10	14	9	12	9	11	11	14		
III.	Congestion Mitigation & Transportation System Management (TSM)	10	3	1	5	4	4	7	6		
IV.	Safety Enhancement	8	5	3	4	10	5	9	6		
V.	Enhancement of Multi-Modal Options	6	7	4	6	6	4	7	6		
VI.	Supports Transportation Efficient Land Use, Livability and Economic Prosperity	8	9	8	10	8	10	10	8		
VII.	Environment	4	6	4	4	3	3	4	4		
VIII.	Environmental Justice and Public Health	1	3	2	2	1	2	1	1		
IX.	Cost Benefit	6	5	3	7	5	7	3	4		
TOTAL POINTS		0 - 100	68	65	39	66	51	62	65	56	

Note: Shaded columns are non-programmed projects seeking supplemental STBG Urban funding should it become available.

MPO Agenda Cover Sheet

May 11, 2022

Item No. 8

Re:

MPO 2022 Resolution No. 5 Approving Amendment #4 to the 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Staff Comments on Item:

The TIP amendment adds and revises multiple projects. First, the amendment adds the N. Thompson Rd. project and increases federal funding for the MPO funded University Ave. and Pleasant View Rd. projects using the FFY 2022 BIL funding under the STBG Urban program per the staff recommendation. Should the board decide to use all of that funding for the already approved projects, there is an alternate project listing showing the funds that would be allocated to those projects and the resolution will be revised accordingly. Second, the amendment revises the MPO funded Mineral Point Road and John Nolen Drive (JND) projects moving the projects up from 2026 to 2025 construction and adding federal Bridge program funding for the JND project, and also revises the Atwood Ave. project moving it up from 2025 to 2023. Third, the amendment adds the following projects: West Beltline (Terrace Ave. to Gammon Rd.), Resurfacing; CTH M/Century Ave. (Pheasant Branch Creek Bridge), Bridge Replacement; and Tecumseh Ave. (Lagoon Du Nord Bridge), Bridge Replacement. It also revises the cost and schedule for the USH 14 (Pleasant View Rd. Intersection) project. Fourth, the amendment adds one WETAP funded transit project and revises another to reflect awarded grant funding.

Materials Presented on Item:

1. MPO 2022 Resolution No. 5 approving TIP amendment (with attachments)
2. Alternative project listing in the event the board chooses to not fund the N Thompson Rd project with the FFY '22 BIL funding, but instead use all of it to increase funding for University Ave. and Pleasant View Rd.

Staff Recommendation/Rationale: Staff recommends approval of the TIP amendment version with the STBG Urban project funding decided on by the board.

MPO 2022 Resolution No. 5

Amendment No. 4 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, adopted MPO 2022 Resolution No. 1 on January 5, 2022, approving Amendment No. 2, and adopted MPO 2022 Resolution No. 3 on March 2, 2022, approving Amendment No. 3; 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 is needed to add the W. Beltline Highway (Terrace Avenue to Gammon Road) resurfacing project, the CTH M (City of Middleton) bridge replacement over Pheasant Branch Creek project, and the Tecumseh Avenue (City of Monona) bridge replacement over Lagoon De Nord project; and

WHEREAS, an amendment is also needed to modify the USH 14 (Pleasant View Road Intersection) safety project, adding a state funded rail crossing safety component, and moving state funding and federal intersection improvement safety construction funding from 2023 to 2024 with construction continuing in 2025; and

WHEREAS, an amendment is also needed to modify the Atwood Avenue (Fair Oaks Avenue to Cottage Grove Road) STBG-Urban reconstruction project, advancing construction from 2025-2026 to 2023; and

WHEREAS, an amendment is also needed to modify the John Nolen Drive reconstruction project, adding local design funding to 2022, adding federal BR funding, decreasing local construction funding, and advancing federal STBG-Urban and local construction funding from 2026 to 2025 with construction continuing in 2026; and

WHEREAS, an amendment is also needed to modify the Mineral Point Road reconstruction project, adding local design funding, and advancing federal STBG-Urban construction and local funding from 2026 to 2025; and

WHEREAS, an amendment is also needed to modify the University Avenue (Shorewood Blvd. to University Bay Drive) reconstruction project, increasing local utility funding, decreasing local construction funding, and increasing federal STBG-Urban construction funding; and

WHEREAS, an amendment is also needed to modify the Pleasant View Road (USH 14 to Timber Wolf Trail) capacity expansion reconstruction project, increasing federal STBG-Urban funding; and

WHEREAS, an amendment is also needed to add the N. Thompson Road (St. Albert the Great Drive to W. Main St.) and St. Albert the Great Drive (CTH C to N. Thompson Rd.) federal STBG-Urban pavement replacement project to be funded with FFY 2022 BIL funds under the STBG-Urban program; and

WHEREAS, an amendment is also needed to add federal Section 5307/5311 funding to the YW Transit Job Ride Program and to add the Section 5311 SWCAP Work-N-Wheels program; 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 projects are consistent with *Connect Greater Madison: Regional Transportation Plan 2050*, the long-range regional transportation plan for the Madison Metropolitan Planning Area as adopted on May 11, 2022:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves Amendment No. 4 to the *2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project additions and revisions as shown on the attached project listing table:

1. **ADD** the SWCAP Work-N-Wheels Program to page 28 of the Transit Operating section.
2. **REVISE** the YW Transit Job Ride Program on page 28 of the Transit Operating section, adding federal section 5307/5311 funding and local funding to 2022.
3. **ADD** the W. Beltline Highway (USH 12/14) (Sauk City to Madison) (Terrace Avenue to Gammon Road) Resurfacing Project to page 29 of the Street/Roadway Projects section.
4. **REVISE** the USH 14 (Spring Green to Madison) (Pleasant View Road Intersection) Project on page 31 of the Street/Roadway Projects section, adding state rail crossing safety funding to 2022, and moving state funding and federal intersection safety improvement funding from 2023 to 2024 with construction continuing in 2025.
5. **ADD** the CTH M Bridge Replacement over Pheasant Branch Creek Project to page 35 of the Street/Roadway Projects section.
6. **ADD** the Tecumseh Avenue Bridge Replacement over Lagoon Du Nord to page 35 of the Street/Roadway Projects section.
7. **REVISE** the Atwood Avenue (Fair Oaks Avenue to Cottage Grove Road) STBG-Urban Reconstruction Project on page 40 of the Street/Roadway Projects section, advancing construction from 2025-2026 to 2023.
8. **REVISE** the John Nolen Drive (North Shore Drive to Lakeside Street) Reconstruction and Bridge Replacement Project on page 41 of the Street/Roadway Projects section, adding local design funding to 2022, adding federal BR funding to 2025, and advancing federal STBG-Urban and local construction funding from 2026 to 2025 with construction continuing in 2026.
9. **REVISE** the Mineral Point Road (Beltline Highway to S. High Point Road) Reconstruction Project on page 41 of the Street/Roadway Projects section, adding local design funding, and advancing federal STBG-Urban and local construction funding from 2026 to 2025.

10. **REVISE** the University Avenue (Shorewood Blvd. to University Bay Drive) Reconstruction Project on page 42 of the Street/Roadway Projects section, increasing local utility funding, decreasing local construction funding, and increasing federal STBG-Urban construction funding.
11. **REVISE** the Pleasant View Road (USH 14 to Timber Wolf Trail) Capacity Expansion Project on page 44 of the Street/Roadway Projects section, decreasing local utility funding, increasing local construction funding, and increasing federal STBG-Urban construction funding.
12. **ADD** the N. Thompson Road (St. Albert the Great Drive to W. Main St.) and St. Albert the Great Drive (CTH C to N. Thompson Rd.) Pavement Replacement Project to page 47 of the Street/Roadway Projects section.

Date Adopted

Mark Opitz, Chair, Greater Madison MPO

PROJECT LISTINGS FOR AMENDMENT NO. 4 TO THE 2022-2026 TRANSPORTATION IMPROVEMENT PROGRAM

5/11/22

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2022				Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
TRANSIT OPERATING																							
SWCAP NEW *	WORK-N-WHEELS PROGRAM Provide 0% vehicle loans to income eligible families. Create capacity by developing carpooling and vanpooling, coordinating transportation and volunteer drivers. 31-county program.	Oper	950		334	1284																5311 Funding through WETAP. Dane County contributes \$20 annually to this program.	
		TOTAL	950		334	1284																	
			5311		DC/SWCAP																		
YW TRANSIT *	JOB RIDE PROGRAM Provide and expand employment transportation for low-income persons to jobs and training for trips not served by Metro Transit. Funding supplements passenger revenue.	Oper	247		247	493																DWD Commute to Careers program grant in 2020. May seek cont. funding in future. Will also seek WETAP funding. 5307 and 5311 Funding through WETAP.	
		TOTAL	247		247	493																	
			5307/5311		YWCA																		
STREET/ROADWAY PROJECTS																							
WISDOT NEW * 111-22-011	W. BELTLINE HIGHWAY (USH 12/14) Sauk City to Madison Terrace Avenue to Gammon Road Resurfacing (3.6 miles)	PE ROW CONST	696	174		870	Continuing			Continuing			Continuing				Continuing					5300-00-02, -72 Construction is programmed in 2028: \$11 Million in Federal NHPP-Z001 funds and \$2.76 million in State funds. Project will also address pavement between ramp terminals on Old Sauk Road, Mineral Point Road, and Gammon Road	
		TOTAL	696	174		870																	
			NHPP	WI																			
* 111-21-017	USH 14 Spring Green to Madison Pleasant View Road Intersection Construct left turn lanes/monotubes for signals and recondition pavement. (0.225 mi.)	PE ROW CONST	4,393	717		717	1,393	155	1,548													5310-02-75, -55, -56 This construction project is tied to local project 5992-11-01 HSIP funded project. ID's 55 & 56 are for RR Xing 391751U. 55 is resurfacing of the Xing area, and 56 is RR signal Replacement	
		TOTAL	4,393	717		717	1,393	155	1,548														
			ZS30	WI			ZS30	WI															
NEW * 111-22-012	CTH M City of Middleton 0.4 miles west of CTH Q. Replace bridge over Pheasant Branch Creek B-13-0046; New Bridge ID: B-13-0905	PE ROW CONST	218		54	272	Continuing			Continuing			Continuing				1,582		834		2,416	5993-01-07, -77	
		TOTAL	218		54	272											1,582		834		2,416		
			BR		DC												BR		DC				
NEW * 111-22-013	TECUMSEH AVENUE City of Monona 1.6 miles north of USH 12 Replace bridge over Lagoon Du Nord B-13-0074; New Bridge ID: B-13-0906	PE ROW CONST	107		27	134	Continuing			Continuing			Continuing				898		255		1,153	5994-01-00, -70	
		TOTAL	107		27	134											898		255		1,153		
			BR		MO												BR		MO				
* 111-22-007 (111-17-005)	ATWOOD AVENUE Fair Oaks Avenue to Cottage Grove Road. Reconstruct to boulevard arterial with three travel lanes for most of project limits. Includes bicycle facilities and connection to Capital City Trail. (1.13 mi.)	PE ROW CONST	Continuing																			5992-10-15, -16 Const. \$ to be obligated in '26-'22 Const. in '26-'26, '23. Const. may be advanced to '23.	
		UTL					6,684		4,756	11,440				6,684		4,756	11,440			Continuing			
		TOTAL					6,684		5,953	12,637				6,684		5,953	12,637						
							URB		M					URB		M							

¹ Project programming shown in 2025 is for informational purposes only.

(x) = Major project with capacity expansion. (*) = MPO action required. Shading denotes those projects programmed for Federal funding

NOTE: Funds Key page 9.

5/11/22

NOTE: Funds Key page 9.

Table B-2
Summary of Federal Funds Programmed (\$000s) and Those Available in Year of Expenditure Dollars
in the Madison Metropolitan Planning Area

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2022	2023	2024	2025	2026*	2022	2023	2024	2025	2026*
Federal Highway Administration	National Highway Performance Program	24,460	19,221	2,134	38,839	0	24,460	19,221	2,134	38,839	0
	Bridge Replacement and Rehabilitation	1,653	846	0	811	2,657	1,653	846	0	811	2,657
	Surface Transp. Block Grant Program - Madison Urban Area	26,484	19,313	4,171	11,286	503	26,484	19,313	4,171	11,286	503
	Surface Transp. Block Grant Program - State Flexibility	366	6,734	2,958	8,290	0	366	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	9,441	7,057	731	801	0	9,441	7,057	731	801	0
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	26,248	13,971	8,417	14,459	14,711	26,248	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	2,636	1,503	1,529	1,555	1,583	2,636	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 (2026) 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.

5/11/22

(x) = Major project with capacity expansion. (*) = MPO action required. Shading denotes those projects programmed for Federal funding
NOTE: Funds Key page 9.

MPO Agenda Cover Sheet

May 11, 2022

Item No. 9

Re:

Request for Project Applications for FFY 2022 Funding under New Carbon Reduction Program and Discussion of Cost Sharing Policy for Projects

Staff Comments on Item:

The Bipartisan Infrastructure Bill (BIL) created several new funding programs. One of them is the Carbon Reduction Program, 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. Our Federal Fiscal Year 2022 apportionment of funds is a little over \$1 million, and the MPO will choose the projects with this funding.

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.

Because the FFY 2022 funding must be obligated or committed by the end of this fiscal year (September), WisDOT sent out a request for applications for projects using the FFY '22 funds with a very tight timeline. Applications are due Friday, May 6. Because of the timeline, the only projects that can be realistically be funded are non-construction projects such as street lighting, fleet vehicles, and charging infrastructure. MPO staff has heard from three communities that are likely to submit applications. Staff will provide information on the applications at the received at the meeting. Funding for projects will need to be approved at the June meeting. For more information, see this WisDOT link: <https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/carbon.aspx>

There is no time to develop program policies and project scoring criteria for this round of applications, but staff will begin working on that for the next solicitation for use of FFY 2023-2026 funding. Staff would like feedback from the board, though, on the cost sharing policy for the program. The MPO requires a 40% local match (vs. the minimum 20%) for STBG Urban and TAP projects to stretch the funding across more projects. Staff would recommend following that policy for this program, or if there is a desire to reduce the required local match, to adopt a policy consistent across all three programs.

Materials Presented on Item:

1. Carbon Reduction Program Announcement Memo from WisDOT

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

Carbon Reduction Program Announcement

4/11/2022

Background

- The Bipartisan Infrastructure Law of 2021 (BIL) establishes a Carbon Reduction Program. This new federal program provides funding for projects that reduce transportation emissions and requires states to develop comprehensive carbon reduction strategies.
- Wisconsin's Federal Fiscal Year (FFY) 2022 estimated suballocation requirement for the Carbon Reduction Program is \$15.6M.
- The federal cost share on projects eligible for Carbon Reduction funding is 80 percent and 20 percent local share. Projects in areas over 200,000 population must be selected in coordination with the metropolitan planning organization that represents the urbanized area prior to obligating funding.
- This solicitation is to obligate funds to meet the FFY22 draft apportionments.

FFY 2022 Draft Apportionments

Population	Over 200K	50K – 200K	5K – 50K	< 5K
Federal Funding	\$6,111,075	\$2,578,811	\$1,791,560	\$5,091,611

- WisDOT will utilize an expedited process to ensure that available funds are obligated by 9/30/22.
- TMAs representing population areas over 200,000 and MPOs representing population areas between 50,000 and 200,000 will pick their projects (\$8,689,886 of FFY22 funding) that meet eligibility guidelines for the Carbon Reduction Program.
 - MPOs should coordinate applications and submit selected projects to WisDOT by June 1st.

Population Areas > 200K		Population 50K ≤ Areas ≤ 200K	
TOTAL	\$ 6,111,075	TOTAL	\$ 2,578,811
Appleton	\$ 591,909	Beloit	\$ 123,563
Green Bay	\$ 565,528	Duluth	\$ 74,059
Madison	\$ 1,099,895	Eau Claire	\$ 281,647
Milwaukee	\$ 3,769,297	Fond du Lac	\$ 150,339
Minneapolis--St. Paul	\$ 756	Janesville	\$ 190,749
Round Lake Beach	\$ 83,690	Kenosha	\$ 339,722
		La Crosse	\$ 261,541
		Oshkosh	\$ 203,995
		Racine	\$ 366,120
		Sheboygan	\$ 195,281
		Wausau	\$ 204,370
		West Bend	\$ 187,425

- For population areas less than 50,000 (\$6,883,171 of FFY22 funding), local units of government submit applications to WisDOT Regions (see end of document for a list of contacts).
 - Applications must include project cost estimate showing project cost eligible for federal reimbursement. The federal cost share is 80 percent and 20 percent local share.
 - WisDOT reviews and picks projects utilizing a discretionary selection committee structure similar to the Transportation Alternatives Program (TAP).
 - Project award announcements are anticipated in June 2022.

Timeline

- **Week of April 11** – Carbon Reduction Program solicitation distributed to locals (Guidelines, Application, Application Instructions)
- **Week of April 18** – WisDOT holds informational webinar for Carbon Reduction Program
- **May 6, 2022** – Carbon Reduction Program application deadline
- **May 2022** – Project Selection
- **June 2022** – Project Awards

Project Eligibility

- Note Aug 1 PS&E would be required for all FFY22 construction projects.
- The following project activities are listed in the BIL as eligible for Carbon Reduction Program funding:
 - Establishment or operation of a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems ([23 USC, Section 149\(b\)\(4\)](#));
 - A public transportation project that is eligible for federal assistance (23 USC, Section 142);
 - Construction, planning, and design of on- or off-road trail facilities for pedestrians and bicyclists;
 - Advanced transportation and congestion management technologies ([23 USC, Section 503\(c\)\(4\)\(E\)](#));
 - Deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications systems;
 - Replacement of street lighting and traffic control devices with energy-efficient alternatives;
 - Congestion pricing, shifting transportation demand to non-peak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection and transportation demand management strategies;
 - Efforts to reduce environmental and community impacts of freight movements;
 - Deployment of alternative fuel vehicles and charging/fueling infrastructure;
 - Purchase or lease of zero-emissions construction equipment and vehicles;
 - Diesel engine retrofit projects as described in [23 USC, Section 149\(b\)\(8\)](#);
 - A project that does not result in the construction of new capacity ([23 USC, Section 149\(b\)\(5\)](#));
 - Reduction of transportation emissions at port facilities, including through the advancement of port electrification; and
 - Projects eligible under the federal Surface Transportation Block Grant Program (23 USC, Section 133(b)), if the US DOT secretary certifies that the project will reduce transportation emissions.

WisDOT Contacts

To determine which region should receive your application, consult the WisDOT region map

<http://wisconsin.dot.gov/Pages/about-wisdot/who-we-are/dtsd/dtsd-region-offices.aspx>.

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SW Region	Michael Erickson	(608) 246-5361	michael.erickson@dot.wi.gov
NW Region	Randy Kirk	(715) 392-7860	randall.kirk@dot.wi.gov
NC Region	Ben Roskoskey	(715) 365-5783	benjamin.roskoskey@dot.wi.gov
NE Region	Alex Dums	(920) 492-5707	alex.dums@dot.wi.gov
Statewide	Kia Her	(608) 267-7350	kia.her@dot.wi.gov