

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

November 3, 2021

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).

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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: 917 6738 2102

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.

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Por favor contáctenos con al menos 72 horas de anticipación a la reunión, con el fin de hacer a tiempo, los arreglos necesarios.

Yog tias koj xav tau ib tug neeg txhais lus, xav tau cov ntaub ntawv ua lwm hom ntawv, los sis lwm yam kev pab kom koom tau rau lub rooj sib tham no, hu rau Madison Lub Tuam Tsev Xyuas Txog Kev Npaj, Lub Zej Zos thiab Kev Txhim Kho (Madison Planning, Community & Economic Development Dept.) ntawm (608) 266-4635 los sis TTY/TEXTNET (866) 704-2318.

Thov ua qhov no yam tsawg 72 teev ua ntej lub rooj sib tham kom thiaj li npaj tau.

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 October 6, 2021 Meeting Minutes
3. Communications

4. Public Comment (for items **not** on MPO Agenda)
5. Presentation on Second Regional Telework Survey Results and Next Steps
6. MPO 2021 Resolution No. 11 Adopting Annual Federal Highway Safety Improvement Program Performance Measure Targets
7. MPO 2021 Resolution No. 12 Adopting Annual Transit Asset Management and Public Transit Agency Safety Plan Performance Measure Targets
8. MPO 2021 Resolution No. 13 Amending the 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County to Revise Attachment E to Incorporate Reference to the 2022 Federal Performance Measure Targets
9. MPO 2021 Resolution No. 14 Approving the 2022 MPO Unified Planning Work Program
10. MPO 2021 Resolution No. 15 Authorizing the City of Madison to Enter into an Agreement with Dane County for MPO to Provide Specialized Transportation Coordination Services to Dane County in 2022
11. MPO 2021 Resolution No. 16 Authorizing the City of Madison to Enter into an Agreement with the Capital Area Regional Planning Commission (CARPC) for MPO to Provide Transportation Planning Work Activities to CARPC in 2022
12. Continued Discussion and Potential Action Regarding Expansion of the Area of Eligibility for STBG Urban and TA Program Funding from the Urban Area to the Planning Area
13. Update on *Connect Greater Madison* Regional Transportation Plan 2050
14. Status Report on Capital Area RPC Activities
15. Announcements and Schedule of Future Meetings
16. Adjournment

Next MPO Board Meeting:

Wednesday, December 1, 2021 at 6:30 p.m.

**Greater Madison Metropolitan Planning Organization (MPO)
October 6, 2021 Meeting Minutes**

Virtual Meeting hosted via Zoom

Opitz called the meeting to order at 6:33 PM.

1. Roll Call and Introductions

Members present: Margaret Bergamini, Paul Esser, Steve Flottmeyer, Dorothy Krause, Tom Lynch, Jerry Mandli, Barbara Harrington-McKinney, Mark Opitz, Nasra Wehelie, Doug Wood

Members absent: Yogesh Chawla, Grant Foster, Gary Halverson

MPO staff present: Bill Schaefer, Ben Lyman

Others present in an official capacity: Kristi Williams (Town of Cottage Grove, pending appointee to Policy Board)

2. Approval of September 1, 2021 Meeting Minutes

Krause moved, McKinney seconded, to approve the September 1, 2021 meeting minutes. Motion carried.

3. Communications

- September 17, 2021 Letter from WisDOT to FHWA and FTA approving the TIP Amendment approved by the Policy Board on September 1, 2021 (Amendment #5)

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

None.

5. MPO 2021 Resolution No. 9 Adopting the 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Schaefer reviewed MPO selected projects for funding through the STBG-U program, with cost estimate and schedule revisions to some projects. He then reviewed the Addition/Change sheet in the packet, and highlighted significant changes from the Draft TIP.

Wood asked about the City of Madison funding for intercity passenger rail terminal planning, and if there was a proposal to bring intercity rail to Madison. Lynch responded that the Invest America Act proposes to provide significant funding for intercity rail, and that Amtrak views Madison as a favorable market for 75 MPH rail as an extension of the Hiawatha service between Chicago and Milwaukee. This project would plan for possible routing and station locations so that Madison is prepared to act on available funding if the Invest America Act is passed.

Bergamini asked about the revision to North-South BRT funding and the removal of programmed funding for construction. Lynch spoke to the funding in the Executive Budget, which will allow entry to the Project Development phase for FTA funding purposes, and described the project schedule. Schaefer asked about coordination with WisDOT on Park Street reconstruction to accommodate BRT. Lynch responded that WisDOT is responsible for reconstruction of Park Street, and that city staff have been proactive in working with WisDOT as reconstruction projects occur. He spoke to feedback received from South Madison residents through the Complete Green Streets

Initiative, and commented that Park Street could become a different corridor than it currently is. Bergamini asked about the number of articulated buses being purchased by Metro, and if there would be enough of them to serve the North-South BRT corridor. Lynch responded that Metro is using the strong warrants for the East-West BRT corridor to purchase enough vehicles to operate the North-South BRT corridor, which increases service frequency in the core/overlapping portion of the BRT corridors. Krause asked how many bikes can be carried on articulated buses, and Lynch responded that they will hold two or perhaps three bicycles. He acknowledged that this will require facilities for bicyclists to feel comfortable leaving/locking their bikes at BRT stations. Opitz asked about the extent of the Atwood Ave. project and where bicycle lanes will be provided. Schaefer responded that the limits were Fair Oaks to Cottage Grove Road (excluding those intersections) and separated paths will be provided east to Walter Street with on-street bike lanes from there to Cottage Grove Road connecting to the existing bike lanes. Opitz clarified that his concern is that a continuous route be provided.

Lynch moved, Krause seconded, to approve MPO 2021 Resolution No. 9 Adopting the Draft 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County with the revisions listed in the Addition/Change sheet. Motion carried.

6. Approval of Proposed Revisions to Scoring Criteria for Transportation Alternatives Program Projects

Schaefer introduced the purpose of the proposed changes, which is to make them more consistent with STBG-U criteria. Lyman described the proposed changes to the STBG-Transportation Alternatives (TA) Program project scoring criteria.

Lynch asked about the timing of projects and local body financial commitment to them for application purposes, and if a project has to be in a local CIP prior to application. Schaefer stated that the project could be in the CIP or there could be a resolution of support for the project from the governing body. He clarified that it is preferred that projects have undergone public review and are supported by policy makers.

Bergamini moved, Lynch seconded, to approve the proposed revisions to scoring criteria for Transportation Alternatives Program projects. Motion carried.

Schaefer noted that the TA program application cycle is currently open, with applications due at the end of January. The MPO will be informed of its apportionment in the end of October, and will follow its usual process to review, score, and make recommendations to the Policy Board.

7. MPO 2021 Resolution No. 10 Approving Amendment to the MPO 2021 Work Program

Schaefer explained that the Work Program needs to be amended to allow the carry-over of about \$21,000 to next year. The plan is to use this money to hire a consultant to assist in developing an interactive data dashboard to replace the Performance Measures Report that has been produced in the past. Some funding from the 2022 budget will also likely need to be used for this. This data dashboard would include interactive maps replacing the current static .pdf maps.

Lynch asked if the specific amendment to the Work Program is to allow the use of these funds next year. Schaefer confirmed this. Lynch asked if the annual cost of the Streetlight subscription is actually \$125,000 as shown in the budget. Schaefer confirmed this, and indicated that continuing the subscription may be re-evaluated next year, with possible alternatives including purchasing a less-extensive subscription from Streetlight or a subscription to an alternate data provider. Schaefer indicated that the cost of the subscription is one of the reasons he supports widespread use of the platform by city staff.

Krause moved, Wood seconded, to approve MPO 2021 Resolution No. 10 approving the amendment

to the 2021 Work Program. Motion carried.

8. Approval to Release Draft 2022 MPO Unified Planning Work Program (UPWP) for Review and Comment

Schaefer highlighted points of interest, including the Work Program summary and discussions with WisDOT and USDOT staff regarding the Work Program and required additions to it, including that FHWA will be doing a recertification of the MPO next year on its regular cycle; and, depending on when the new Census Urbanized Areas are released, the MPO will need to set new Planning Area boundaries and update the roadway classification system. Schaefer noted that work on the Regional Transportation Plan Update continues, and needs to be adopted by May of 2022. The MPO will begin work next year on implementing planning-related actions called for in the RTP Update, including assisting communities in implementing bicycle and pedestrian-related programs and potentially supporting development of local ADA Transition Plans. Work with UW TOPS Lab will continue on identification of a high injury network. Hiring a consultant to assist with further analysis of top problem intersections and preparing HSIP grant applications may also be part of follow up work. The MPO has been supporting the Metro Transit Network Redesign and will continue to support those efforts, and has also been asked by Metro to lead an upcoming on-board passenger survey in the fall of 2022 and spring of 2023. The MPO will be following and supporting the BRT projects and WisDOT corridor study projects with travel forecasting and other assistance. The TDM program has received recent publicity surrounding its rebranding, and work is underway with WisDOT to evaluate potential changes to the web platform; staff will continue to work with City of Madison staff on their TDM ordinance.

Lynch asked whether MPO staff have the capacity to track VMT within the municipal boundary and not just at the county level. Schaefer stated that Streetlight data can be used to estimate VMT for smaller areas and that the MPO anticipates being able to provide this important data to communities. Krause noted the lack of pedestrian and bicycle accommodation at Broadway and Stoughton Road, and asked what is being done to improve the crossing of Stoughton Road in the corridor planning process, and how the MPO is involved in that work. Schaefer stated that the board will be hearing more about that project in the coming months, and that there are quite a few pedestrian and bicycle improvements planned in the corridor. Schaefer noted that Alder Foster is on the Policy Committee for the project, and that MPO staff are on the Technical Committee. Flottmeyer stated that WisDOT is just starting up on the project, and that more information will be coming as it gets underway. Lynch stated that the City of Madison recently approved a homeless encampment at Femrite Dr., and there will be pedestrian traffic at the Broadway and Stoughton Road intersection; the city lacks jurisdiction over the highway intersection, so WisDOT may need to make temporary improvements in the near-term to avoid pedestrian casualties in the intersection.

Krause moved, Wehelie seconded to approve the release of the Draft 2022 MPO Unified Planning Work Program (UPWP) for review and comment. Motion carried.

9. Review and Recommendation on Draft 2022 MPO Budget

Schaefer provided background on how the Policy Board approves the Work Program, and that the City of Madison Common Council approves the budget. The Policy Board is asked to provide a recommendation on the budget to the Common Council. He noted that last year, about \$30,000 of the MPO's federally allocated funding had to be returned due to insufficient local matching funds. This year he anticipates being able to use the entire federal allocation, and expects that federal funding will increase in 2023. At this point staff is proposing to use most of the MPO's discretionary funding on the Streetlight platform and the remainder on the data dashboard consultant discussed

during item No. 7. He described various other cost increases and savings from the prior year's budget. Regarding local match funding, he was very conservative in including potential new community funding and did not include communities which are considering contributing. Opitz stated that he thought it was very helpful when Schaefer explained to communities that some of the federal funding had to be returned due to insufficient local match, and that he continues to advocate for full funding by the City of Middleton.

Wood moved, Krause seconded, to recommend approval of the Draft 2022 MPO budget by the City of Madison. Motion carried.

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

Schaefer explained that work is just beginning on travel forecasting, so that information will be provided at the next meeting. An interactive commenting map tool was available for the public and Lyman will provide a summary of those responses. Work is also underway on the draft future transit and future bike networks, with maps included in the packet. Interactive versions of these maps will be made available for public review and comment. He noted that comments received through the commenting map will be forwarded to the appropriate community or organization. Lyman provided a summary of the number and categories of comments received through the interactive map commenting tool. Schaefer described the draft planned regional bikeway network map and how routes are determined. An interactive version of the map will be made available for public review; MPO staff will be meeting with local community staff to discuss the draft network once more information has been compiled.

Krause stated that it is important when reviewing the map comments that there are populations who will not be able to interact with or use these tools, and that the MPO needs to work to ensure that their needs and desires are also represented and considered. Lyman stated that staff was aware of that issue at the beginning of the planning process, and that is why focus groups with disadvantaged populations were held early in the process. He described the focus group organization and process, and the community organizations hired to support those groups. Schaefer added that for specific facility improvements, MPO staff conduct Environmental Justice (EJ) analyses of improvements in the plan, including impacts to identified EJ areas.

Lynch stated that the City of Madison is in the middle of its Complete Green Streets planning initiative, and it would be nice if the future bicycle network was aligned with that; even more so, the network redesign project should be aligned with the future transit network, which shows BRT on corridors he doesn't see as feasible. He asked if the draft network maps could be discussed more deeply among staff before running analyses on the networks. Wehelie offered to help facilitate outreach to community organizations, and asked if faith communities had been included in outreach; additionally, she has connections to other communities, such as immigrant communities, that she can assist staff with connecting to.

Lyman described the development of the draft future transit network map, which is based on current BRT plans and adjusted with the ridership alternative from the Network Redesign study and commuter express routes from 2017's 2050 RTP. He described how the draft network is used in the travel model. Schaefer stated that this is one of the purposes of the map, but that there is value in identifying potential BRT and other transit corridors beyond phase 1 and 2. Lynch asked that MPO staff meet with City of Madison staff to discuss these networks prior to continuing with coding the networks in the model. Lynch noted that there are areas with acute needs, and other areas like Stoughton Road that may redevelop in the coming decades – or not. Lyman noted that the timelines of the Network Redesign and the Regional Transportation Plan have built-in conflicts, but that he has been working with City staff throughout the process. Lynch asked about the timeline of the RTP.

Schaefer stated that it needs to be adopted by May, but that the Board could re-adopt the current RTP for a period of time if more time was needed. Opitz asked about the express route on CTH T and TT as opposed to CTH BB (Cottage Grove Road). Schaefer responded that this routing serves the existing WisDOT Park & Ride lot on CTH TT and planned development in Madison's Northeast neighborhood. However, he agreed that CTH BB was a logical alternative. McKinney stated the Metro Network Redesign and the future transit network need to be coordinated so as to best serve the entire county in a collaborative manner. Bergamini stated that this discussion highlights the need for coordination between various economic development and transportation staff, and to structure those conversations so as to equitably and efficiently use dwindling resources to provide services. Krause asked how staff from other communities are being involved, and pointed out destinations in Fitchburg that are not served by transit. Schaefer stated that the RTP is based on future land use plans and growth assumptions that were developed in coordination with CARPC and local staff; the intent is to circle back to local staff after developing draft transportation recommendations for feedback. Lyman reiterated that the maps presented are drafts, and they serve as the basis for conversation and feedback.

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

Schaefer provided background on the difference between the planning area and the urban area, and why the Village of Oregon is not in the Urban Area but is in the Planning Area. As a result, Oregon is not eligible for MPO funding. He said Oregon did receive a very small annual allotment of funding through the STBG program as a small urban area, but staff still recommended that the area for eligible MPO funded projects be expanded to include the planning area or to just include the Village of Oregon in addition to the urban area.

Krause asked if areas such as Oregon could be included as a lower-priority area for funding; Schaefer indicated that the scoring criteria already favor projects that will serve larger populations, but that priority language could be adopted. Wood asked if Oregon's current allotment would continue if the area of eligibility for MPO funded projects was expanded to include the village. Schaefer stated that yes, they would continue to receive that funding, but the MPO could require a larger local share of funding using this funding. Wood asked if expanding the area of eligibility would exacerbate sprawl. Schaefer stated that this would be unlikely unless the MPO selected a major roadway expansion or new road for funding. He gave examples of county highways that could conceivably receive funding through the MPO and suggested that these projects would not score as well as projects in the urban area. Schaefer stated that this is not an urgent issue if the Board wants more time to think about it. Krause suggested that adding shoulders to county highways would be good projects to fund in these areas. Schaefer stated that it would be more typical for shoulders to be added in a resurfacing project and not as stand-alone projects.

Bergamini moved, Wood seconded, to defer action on the issue to a future meeting. Motion carried.

12. Brief Updates:

- Issues Regarding WisDOT Calculation of Suballocated MPO Funding for STBG Urban and TAP and WisDOT's Use of MPOs' CRRSAA Funding

Schaefer provided a status update of this issue and will share more information as it develops.

- Request for Local Contributions to the MPO's 2022 Budget

Schaefer has been presenting on this to various communities and the cities and villages and towns associations.

13. Status Report on Capital RPC Activities

Schaefer stated that CARPC is working to finalize the draft Regional Development Framework, and that he will ask them to present to the board when that is complete.

14. Announcements and Schedule of Future Meetings

The next board meeting is scheduled for Wednesday, November 3.

15. Adjournment

Moved by Krause, seconded by Wehelie, to adjourn. Meeting adjourned at 8:50 PM.

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

Governor Tony Evers
Secretary Craig Thompson
wisconsindot.gov
Telephone: (608) 266-2665
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Greetings,

I am sending this letter in response to recent inquiries from our Metropolitan Planning Organization (MPO) partners regarding WisDOT's use of federal funding. On December 27, 2020, the federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) was enacted. Under this new legislation, Wisconsin, through its state Department of Transportation (WisDOT), received CRRSA funding that included roughly \$18 million specifically "suballocated" for projects located in urbanized areas with a population greater than 200,000 (TMA).

WisDOT has consulted with FHWA to fully understand the eligible uses of CRRSAA funding. Federal guidance issued on February 24, 2021 reveals the state has the discretion to obligate CRRSAA funds in one of three ways:

- Activities eligible under 23 U.S.C. 133(b)
- CRRSAA Special Authority purposes as defined by the Act
- A transfer of funds to a public tolling agency or a ferry system

WisDOT and FHWA concur that CRRSAA funds are being distributed to WisDOT and should follow established federal obligation requirements and procedures. WisDOT has chosen to use the CRRSAA funds on projects eligible under section 133(b)—the Surface Transportation Block Grant (STBG).

Additionally, WisDOT and FHWA concur that under Section 133, WisDOT is required to obligate a suballocation of STBG funds in urbanized areas with a population greater than 200,000. This can be accomplished in one of two ways:

- The MPO may select projects within the metropolitan planning area from the approved TIP in consultation with WisDOT.
- WisDOT may select projects on the National Highway System (NHS) within the metropolitan planning area from the approved TIP in cooperation with the MPO.

All projects selected to receive CRRSAA funding suballocated to TMAs are located on the NHS. Therefore, FHWA and WisDOT agree that WisDOT has the discretion to make these selections. Additionally, the selected NHS projects are in an approved TIP, and standard TIP procedures outlined in 23 C.F.R. 450 and the Wisconsin TIP Preparation Guide demonstrate that funding source changes do not require a TIP amendment, only an Administrative Modification. Also, it is not atypical for project funding mix to be changed depending on statewide need to best use available funding. There is nothing in the CRRSAA language or existing federal regulations to indicate the application of CRRSAA funds to a project should be treated differently than standard federal funds.

WisDOT's coordination with MPOs has always been through the approval of the TIP. WisDOT staff participate on MPO Technical Advisory Committees and Policy Boards and share information as part of those roles, and staff did so as a part of coordination efforts to place the selected NHS projects in their respective TIP.

WisDOT acknowledges its decision to use Section 133 to select NHS projects already in the MPO TIP could have been communicated in a more-timely manner, which would have enhanced coordination. We sincerely apologize for any inconvenience this delay in communication may have caused.

Due to CRSSAA funding being new, it took some time for us to fully understand and confirm some of the funding requirements. Now that we have confirmed with FHWA that our intended use of suballocated CRSSAA funds aligns with our authority under the federal code, I am sending this letter to inform the MPOs of WisDOT's initial plan and how it will apply the suballocated CRSSAA funding designated for use urbanized areas with a population greater than 200,000. Details shown in the following table identify the NHS projects selected for suballocated CRSSAA funding.

MPO Area	TIP Number	Project Description	Let Schedule Date	MPO Sub-Allocation Applied	Project Total Cost
SEWRPC	014-21-009	I-41 Zoo Freeway, Burleigh to Capitol Dr. (Resurface)	2/14/23	\$11,106,036	\$25,424,745
Madison	111-19-019	STH 113, Knutson Dr. to STH 19 (Pavement Replace)	2/14/23	\$3,240,784	\$8,283,931
Fox Cities	252-19-070	I-41, Appleton - Green Bay (STH 15 - CTH J, Resurface)	2/8/22	\$1,744,029	\$3,656,001
Green Bay	158-20-023	STH 172, Oneida - Green Bay (Resurface)	12/13/22	\$1,666,297	\$4,837,601
Total Suballocated Amount to be allocated to MPO's				\$17,757,146	
*Remaining amount to be assigned				\$248,815	
Total Suballocated Amount				\$18,005,961	

*Remaining project obligations for the Round Lake Beach MPO and Minneapolis-St. Paul MPO sub-allocations to be determined

Respectfully,



Charles Wade
 Director, Bureau of Planning and Economic Development
 Wisconsin Department of Transportation

Schaefer, William

From: Forlenza, Mary (FHWA) <mary.forlenza@dot.gov>
Sent: Monday, October 18, 2021 6:06 PM
To: Schaefer, William
Cc: Melissa Kraemer Badtke; Runge, Cole M.; kmuhs@sewrpc.org; Fulkerson, Glenn (FHWA); Swann, Linda (FHWA); Batuzich, Michael (FHWA); Forlenza, Mary (FHWA)
Subject: WisDOT Allocation of CRRSAA funding
Attachments: WisDOT CRRSAA Letter_10152021.pdf

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Bill –

Thank you for the communication this morning and sharing the letter with us.

In response to your question, WisDOT did recently reach out to the FHWA Wisconsin Division on the use of CRRSAA funds, specifically its discretion to select NHS projects already in the TIPs for this sub-allocated funding. We took a close look at this issue, and even reached out to our FHWA Headquarters staff. We were able to verify that WisDOT does have the discretion to use these sub-allocated funds in this manner. Of course, this is to be done in cooperation with the TMAs, which at a minimum the fact that the projects were on the TIP demonstrates cooperation. With that said, it would seem obvious that we would hope to see a greater level of coordination and cooperation so that these types of communication issues do not occur.

I would also like to apologize if FHWA's communication on this issue has added to the confusion. Going forward, we also hope to do better, and we will continue to look for and support improvements to the state DOT-TMA/MPO relationship in Wisconsin and the processes under which federal aid funds are approved and implemented.

In terms of the locally selected STBG Urban funding, it is our understanding that Wisconsin State Budget appropriation definitions may play a role in how these funds are used, but that would probably be a conversation best had with WisDOT.

Kind regards,

Mary



Mary Forlenza
Planning & Program Development Team Leader
Planning, Air Quality, Environment, Civil Rights, Freight
City Center West | 525 Junction Rd, Suite 8000 | Madison, WI 53717
Email: mary.forlenza@dot.gov | Phone: 608-829-7517

From: Schaefer, William <WSchaefer@cityofmadison.com>
Sent: Monday, October 18, 2021 8:37 AM
To: Forlenza, Mary (FHWA) <mary.forlenza@dot.gov>; Batuzich, Michael (FHWA) <Michael.Batuzich@dot.gov>
Cc: 'Melissa Kraemer Badtke' <mbadtke@ecwrpc.org>; Runge, Cole M. <Cole.Runge@browncountywi.gov>; kmuhs@sewrpc.org <kmuhs@sewrpc.org>
Subject: FW: WisDOT Allocation of CRRSAA funding

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Mary/Mitch,

WisDOT is claiming that FHWA has concurred that WisDOT can spend our suballocated CRRSSA funding rather than the MPO choosing the projects. Were you aware of this? This would mean that WisDOT could choose to program our regular STBG Urban funding if it so chose. Makes no sense. We can still go the route of letter to WisDOT Secretary, but it is difficult for me to believe he has not been briefed on this issue. Sounds like we may need to go to FHWA Headquarters folks if FHWA Wisconsin Division is saying WisDOT can spend our money on state projects.

Bill Schaefer (he/him)

PLANNING MANAGER

ph: (608) 266-9115

email: wschaefer@cityofmadison.com

GreaterMadisonMPO.org

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From: Wade, Charles J - DOT <Charles.Wade@dot.wi.gov>

Sent: Monday, October 18, 2021 8:11 AM

To: Melissa Kraemer Badtke <mbadtke@ecwrpc.org>; Runge, Cole M. <Cole.Runge@browncountywi.gov>; Schaefer, William <WSchaefer@cityofmadison.com>; kmuhs@sewrpc.org

Cc: Nestler, Joseph - DOT <Joseph.Nestler@dot.wi.gov>; Shell, Justin R - DOT <JustinR.Shell@dot.wi.gov>; Mechler-Hickson, Merrill - DOT <Merrill.MechlerHickson@dot.wi.gov>; Murray, Jennifer - DOT <Jennifer.Murray@dot.wi.gov>; Van Fossen, Todd P - DOT <Todd.VanFossen@dot.wi.gov>

Subject: WisDOT Allocation of CRRSAA funding

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

All,

The attached letter identifies WisDOT initial plan for suballocation of CRRSAA funding in MPO areas. As stated in the letter, my apologies for the delayed notice.

Charles Wade

Charles Wade, AICP, CTP

Director, Bureau of Planning and Economic Development (BPED)

Wisconsin Department of Transportation

Charles.wade@dot.wi.gov

4822 Madison Yards Way, 6th Floor South, S610

PO Box 7913

Madison, WI 53707-7913

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Schaefer, William

From: Muhs, Kevin J. <kmuhs@sewrpc.org>
Sent: Thursday, October 21, 2021 12:52 PM
To: Schaefer, William; Runge, Cole M.; Melissa Kraemer Badtke
Cc: Mary Forlenza; Mitch Batuzich
Subject: FW: WisDOT Allocation of CRRSAA funding
Attachments: Letter to Mr. Charles Wade.pdf

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Bill, Cole, Melissa,

See attached for a letter we just sent to Chuck Wade, Secretary Thompson, and Glenn Fulkerson, in addition to their respective staffs. We'll let you know if we receive a meaningful response.

-Kevin



Kevin Muhs, PE, AICP | Executive Director
kmuhs@sewrpc.org | 262.953.4288

sewrpc.org/news



From: Muhs, Kevin J.

Sent: Thursday, October 21, 2021 12:49 PM

To: Wade, Charles J - DOT <Charles.Wade@dot.wi.gov>

Cc: Nestler, Joseph - DOT <Joseph.Nestler@dot.wi.gov>; Shell, Justin R - DOT <JustinR.Shell@dot.wi.gov>; Mechler-Hickson, Merrill - DOT <Merrill.MechlerHickson@dot.wi.gov>; Murray, Jennifer - DOT <Jennifer.Murray@dot.wi.gov>; Van Fossen, Todd P - DOT <Todd.VanFossen@dot.wi.gov>; craigm.thompson@dot.wi.gov; glenn.fulkerson@dot.gov; Mary Forlenza <mary.forlenza@dot.gov>; Mitch Batuzich <michael.batuzich@dot.gov>; Hiebert, Christopher T. <CHIEBERT@SEWRPC.org>; Hoel, Ryan W. <RHOEL@SEWRPC.org>

Subject: RE: WisDOT Allocation of CRRSAA funding

Hi Chuck,

Good to see you in person a couple weeks ago at UWM. Please see attached in regards to this matter.

Sincerely,
Kevin



Southeastern
Wisconsin
Regional
Planning
Commission

Kevin Muhs, PE, AICP | Executive Director
kmuhs@sewrpc.org | 262.953.4288

sewrpc.org/news



From: Wade, Charles J - DOT <Charles.Wade@dot.wi.gov>

Sent: Monday, October 18, 2021 8:11 AM

To: Melissa Kraemer Badtke <mbadtke@ecwrpc.org>; Runge, Cole M. <Cole.Runge@browncountywi.gov>;
wschaefer@cityofmadison.com; Muhs, Kevin J. <kmuhs@sewrpc.org>

Cc: Nestler, Joseph - DOT <Joseph.Nestler@dot.wi.gov>; Shell, Justin R - DOT <JustinR.Shell@dot.wi.gov>; Mechler-
Hickson, Merrill - DOT <Merrill.MechlerHickson@dot.wi.gov>; Murray, Jennifer - DOT <Jennifer.Murray@dot.wi.gov>;
Van Fossen, Todd P - DOT <Todd.VanFossen@dot.wi.gov>

Subject: WisDOT Allocation of CRRSAA funding

CAUTION: This e-mail originated from outside the Commission. Do not click links or open attachments unless you recognize the sender and know the content is safe.

All,

The attached letter identifies WisDOT initial plan for suballocation of CRRSAA funding in MPO areas. As stated in the letter, my apologies for the delayed notice.

Charles Wade

Charles Wade, AICP, CTP
Director, Bureau of Planning and Economic Development (BPED)
Wisconsin Department of Transportation

Charles.wade@dot.wi.gov

4822 Madison Yards Way, 6th Floor South, S610

PO Box 7913

Madison, WI 53707-7913

office: 608-261-0260

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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October 21, 2021

Mr. Charles Wade
Director of Planning and Economic Development
Wisconsin Department of Transportation
Division of Transportation Investment Management
4822 Madison Yards Way, 6th Floor South
P.O. Box 7913
Madison, WI 53707-7913

Dear Mr. Wade:

This letter is to acknowledge and respond to your letter transmitted via email on October 18, 2021, that provided the initial set of projects the Wisconsin Department of Transportation (WisDOT) has identified for Federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding allocated to the State's Transportation Management Areas (TMAs), including the Milwaukee urbanized area. Within the Milwaukee urbanized area, WisDOT identified the IH 41 resurfacing project between W. Burleigh Street and W. Capitol Drive (STH 190) as its priority for the \$11,106,036 in CRRSAA funds allocated to the urbanized area. In addition, you noted that the switching of the current programmed Federal funds with the CRRSAA funds should only require an administrative modification—which involves no action by the Commission or its Committees and does not require public comment—as the project is currently programmed in the adopted 2021-2024 transportation improvement program (TIP) for Southeastern Wisconsin. However, the TIP amendment process, as outlined on pages 9 and 10 of the 2021-2024 TIP¹, indicates that funds suballocated by Congress to an urbanized area (discretionary funds) are not eligible for administrative modification. This is opposed to non-discretionary (Statewide) funds, that the Commission has always worked with WisDOT staff to adjust and switch in a prompt manner. Therefore, it is the Commission staff's understanding that the change in funding source for the I-41 project would require an amendment to the TIP, rather than an administrative modification, to be consistent with the amendment procedures laid out within the currently adopted TIP and the Commission's Public Participation Plan².

In addition, your letter argued that the previous approval by the Milwaukee TIP Committee and the Commission of the IH 41 project being funded with Federal National Highway Performance Program (NHPP) funds means that the agencies coordinated on the selection of this project. However, the Committee members may feel differently about their approval of a given project depending on its funding source and have provided specific comments in the past that would indicate this to be true when discussing other projects. Additionally, Commission staff would not concur with WisDOT's opinion that applying funding—that the Milwaukee urbanized area could have otherwise used on a local priority project—to a State priority project, which is included in the TIP using funds that the State has sole

¹ https://www.sewrpc.org/SEWRPCFiles/Publications/TIP/21-24_TIP.pdf

² <https://www.sewrpc.org/SEWRPCFiles/PublicParticipation/PublicParticipationPlan.pdf>

discretion over, constitutes cooperation. Specific to the CRRSAA funding in question, the Metropolitan Planning Organizations (MPOs) serving the TMAs of Wisconsin have been trying to work with WisDOT in a cooperative fashion on how to best use the funding. In response, the State has not included these

MPOs in any part of the decision-making process short of informing them of the Department's final decision. Nonetheless, the Commission staff is willing to work with WisDOT in changing the TIP via the requisite amendment process to reflect the use of CRRSAA funds on the IH 41 project.

We would like to note that, by not coordinating with the Commission, the MPO for the Milwaukee urbanized area, WisDOT has missed an opportunity to identify projects that would have a more meaningful impact to the urbanized area than a one-mile freeway resurfacing project that was already programmed in the TIP with NHPP funds. Had we been consulted, we would have suggested, as we did so in our August 13, 2021, email to WisDOT, that the \$11 million in CRRSAA funding allocated to the Milwaukee urbanized area (of the total \$187 million in CRRSAA funding allocated to the State) would have been better utilized on clearing the backlog of county and local rehabilitation and reconstruction projects in the urbanized area. These projects have already been prioritized for funding in future Surface Transportation Block Grant Program (STP) cycles and would be expected to have a similar economic benefit as the State project (and certainly a greater impact on the quality of life of the Region's residents). Historically, requests for funding from the STP program in the Milwaukee urbanized area far exceed the available funds. For example, in the current funding cycle, WisDOT has received applications in the Milwaukee urbanized area requesting over \$260 million, for the \$42 million in STP funding that WisDOT has indicated is available to new projects in the urbanized area.

Even if WisDOT had insisted that the funding be utilized for a project on the National Highway System (NHS) similar to the IH 41 project, we could have assisted in identifying local projects on the NHS that could utilize the funds. This would have been particularly impactful, as Counties and communities having NHS facilities under their jurisdiction do not have access to the NHPP funds that WisDOT dedicates to only their NHS facilities. With respect to State projects, the CRRSAA funds allocated to the Milwaukee urbanized area could have been utilized on projects along State highways in the area that experience high levels of crashes, such as the Fond du Lac Avenue (STH 145), Capitol Drive (STH 190), and Greenfield Avenue/National Avenue (STH 59) corridors. Even if there are not such projects currently in the TIP, with the expiration of the CRRSAA funds being September 30, 2024, there was ample time for WisDOT to reach out to the Commission to identify potential new projects on the NHS.

However, WisDOT not including the Commission—and the other TMAs in Wisconsin—in the decision-making process is another lost opportunity to repair relationships with the Commission, other MPOs, and the counties and communities within the State's TMAs; relationships that have been strained by the Department's actions regarding local funding programs over the past five years. We continue to see WisDOT as an important partner in implementing transportation options for the residents and businesses of Southeastern Wisconsin, and we are committed to doing our part in coordinating and collaborating with WisDOT. However, coordinating and collaborating requires sincere efforts by all parties involved in such coordination. We remain optimistic that such coordination is still possible.

Sincerely,



Kevin J. Muhs, PE, AICP
Executive Director

Mr. Charles Wade
October 21, 2021
Page 3

KJM/cp
#00259631

cc: Mr. Glenn Fulkerson, Administrator, Wisconsin Division, Federal Highway Administration
Mr. Craig Thompson, Secretary, Wisconsin Department of Transportation

WisDOT Division of Transportation Investment
Bureau of Planning and Economic Development
4822 Madison Yards Way 6th Floor South
PO Box 7913
Madison WI 53707-7913

Governor Tony Evers
Secretary Craig Thompson
wisconsindot.gov
Telephone: (608) 261-2060
FAX: (608) 267-0294
Email: charles.wade@dot.wi.gov



Date: October 19, 2021

To: Mitch Batuzich, Federal Highway Administration

From: Charles Wade, Wisconsin Department of Transportation

Subject: Amendment to the 2021 Unified Planning Work Program for the Greater Madison Metropolitan Planning Organization (MPO)

In accordance with FHWA rule regarding the reporting of changes made to work programs, please accept the following as notification of such changes to the Greater Madison MPO's 2021 Unified Planning Work Program (UPWP).

The Bureau of Planning and Economic Development within the Division of Transportation Investment Management recommends approval of the enclosed request by the Greater Madison MPO for work activity and budget adjustments to the UPWP.

This approval will extend the period of eligibility to complete these 2021 UPWP activities until May 31, 2022. The requested work activities to be completed are estimated in the amount of \$21,000. These work activities will be reimbursed at the current 2021 UPWP Federal, State and Local allocation percentages. Any 2021 UPWP funding not expended and invoiced by May 31, 2022 will not be eligible for reimbursement. Total reimbursements for 2021 UPWP activities are limited to the approved 2021 UPWP funding allocation of \$977,410.00.

The Wisconsin Department of Transportation asks for your approval to proceed with this request. Thank you for your prompt attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Charles Wade".

Charles Wade, Director
Bureau of Planning and Economic Development
Division of Transportation Investment Management,
Wisconsin Department of Transportation

Approved:

A handwritten signature in blue ink, appearing to read "Mary P. Forlenza".
MARY P FORLENZA
2021.10.25 07:52:06
FHWA -05'00'

FHWA Division

Date

Cc via email: William Schaefer, Greater Madison MPO
Mary Forlenza, Federal Highway Administration
Steve Flottmeyer, WisDOT Southwest Region
Diane Paoni, WisDOT Bureau of Planning and Economic Development

October 22, 2021

Mr. Jason Fields
President
Madison Region Economic Partnership (MadREP)
8517 Excelsior Drive #107
Madison, Wisconsin 53717

Dear Jason,

We are writing in support of MadREP's Workforce Innovation Grant (WIG) application. As the federally designated metropolitan planning organization (MPO) for the Madison urban area, the Greater Madison MPO's mission is to lead the collaborative planning and funding of a sustainable, equitable transportation system for the greater Madison region. A regional vanpool program would be a valuable addition to our existing transportation network and grow our region's capacity to connect individuals with affordable, sustainable transportation options to access needed employment.

The regional transportation proposal within the WIG grant is an innovative approach that does not currently exist in our area. Vehicle ownership is costly and a significant burden for many households in Dane County. Transportation options that allow individuals who cannot or don't want to drive or cannot afford a reliable private vehicle to participate in the workforce are a critical component of an equitable transportation system. In Dane County, an estimated 4.2% of households with at least one worker (9,256) do not have a motor vehicle available while another 6.2% of households (13,910) have an insufficient number of vehicles available for the number of workers. The majority of affordable transportation options such as Metro Transit, bike share, and the bicycle network, are concentrated in and around downtown Madison and the central Madison urban area. As a result, many individuals throughout our region lack reliable transportation connections between their homes and employment.

To support travel demand management in the greater Madison region and connect commuters with alternatives to driving alone, the MPO manages a program called RoundTrip that includes a ridematching service for those interested in carpooling, vanpooling, and other transportation alternatives. RoundTrip currently has 1,130 registered users actively looking for matches, of which 621 are searching to be a rider in a carpool and/or vanpool (rather than a driver or backup driver); of these, 449 indicate that they do not have a vehicle available.

The Wisconsin Department of Administration operates a vanpool program for groups of 7-15 commuters that serves both state and non-state employees traveling to Madison from outlying communities; however, each van must include at least one state employee and drop-offs are almost all in downtown



ph: 608.266.4336
madisonareampo.org

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

Madison and the UW-Madison campus. In 2017, prior to COVID-19, the program operated 70 vans with 920 passengers. While well used, this program cannot meet existing demand for vanpools from Madison to employment centers in outlying communities, or vanpools to employment locations in Madison other than downtown and the UW campus.

Transportation issues are a significant barrier to employment for many individuals in the greater Madison region, leading to negative impacts on families, employers, and our region as a whole. The regional transportation proposal is an innovative approach to a critical need.

We are exceptionally pleased to support this workforce transportation opportunity and open to further collaboration with MadREP and its partners to ensure that it is a success.

Thank you for your efforts on behalf of the South Central Wisconsin region.

Sincerely,

A handwritten signature in cursive script that reads "William Schaefer".

William Schaefer
Greater Madison Metropolitan Planning Organization

MPO Agenda Cover Sheet

November 3, 2021

Item No. 5

Re:

Presentation on Second Regional Telework Survey Results and Next Steps

Staff Comments on Item:

Staff will present on results from the second regional telework survey conducted in response to the COVID-19 pandemic. The MPO conducted the first regional survey between June 9-30, 2020, to assess the impact of COVID-19 on remote work trends and attitudes in the greater Madison region and to inform, in part, the activities of the RoundTrip TDM program. The second survey was conducted from July 20-August 16, 2021, to assess changes in attitudes and expectations toward telework over the past year. The 2021 survey also explored in greater depth participants' views and behaviors relating to the connection between telework, sustainability, and vehicle miles traveled.

The MPO partnered with Sustain Dane and the Dane County Office of Energy and Climate Change (OECC) to conduct the 2021 regional survey as part of an OECC grant-funded scoping study. The study is looking at the connection between telework and sustainability from the employer and business perspective, and will result in recommendations to the county for action steps to solidify that connection and support long-term telework and sustainability norms in the Madison region.

The 2021 survey received 1,179 responses from executives, managers and non-managers from a range of organization sizes and types, including private companies and public agencies. The survey asked respondents to reflect on their experience with telework since the start of the pandemic; its impact on their transportation choices; and their desires and expectations for the future.

As with the 2020 survey, the purpose was to understand changing attitudes toward telework among executives, managers, and non-managers; implications of changing workplace norms for long-term commuter trends and transportation choices in the Madison region; and opportunities to support telework and other sustainable commute options through the RoundTrip program and other avenues.

Staff will provide the attached presentation of the 2021 survey results alongside comparisons to 2020 responses. Results will include respondent demographics; pre-pandemic commute habits; challenges and benefits; future expectations; and views on telework as a strategy to reduce vehicle trips. Staff is developing a summary report to be released later this month (November). A link to the lengthy full report of the survey responses is below if you are interested in checking it out.

Materials Presented on Item:

1. PowerPoint presentation on the 2021 telework survey
2. [Full report of the 2021 telework survey results](#)

Staff Recommendation/Rationale: For information and discussion purposes only.

Madison Region Telework Survey 2021 Results

Zia Brucaya, AICP
RoundTrip TDM Program Manager
Greater Madison MPO

MPO Policy Board | November 3, 2021



Why Telework Surveys?

- › To **understand the implications** of COVID-19 for commuter trends in the Madison region
- › To **identify opportunities** to connect employers and employees with tools to support telework and other sustainable commute options
- › To **inform next steps**
 - 2020 TeleWORKS Toolkit developed
 - 2021 telework scoping study led by Sustain Dane and funded by Dane County OECC, exploring :
 - Local evolution of telework and its connection to sustainability
 - Best practices and resources for local businesses
 - Opportunities to support telework as a VMT reduction strategy in the region



Can Telework Reduce VMT? Maybe.

- During April 2020, at the height of restrictions (March 25-May 26):
 - ADT dropped to 40-60% of normal
 - Transit usage dropped to 10% of normal
- Over summer 2020, daily traffic volumes climbed back to 70-90% of normal
- By September 2020, total VMT in Dane County climbed back to just under 5% of normal, but peak traffic volumes generally remain lower – indicating fewer work & school trips, and more trips for other reasons





Telework Survey Results: 2020 & 2021



2020 & 2021 Surveys Overview

2020

June 9-20, 2020

1,881 responses

Focused on height of Safer at Home Order, beginning March 25, 2020

2021

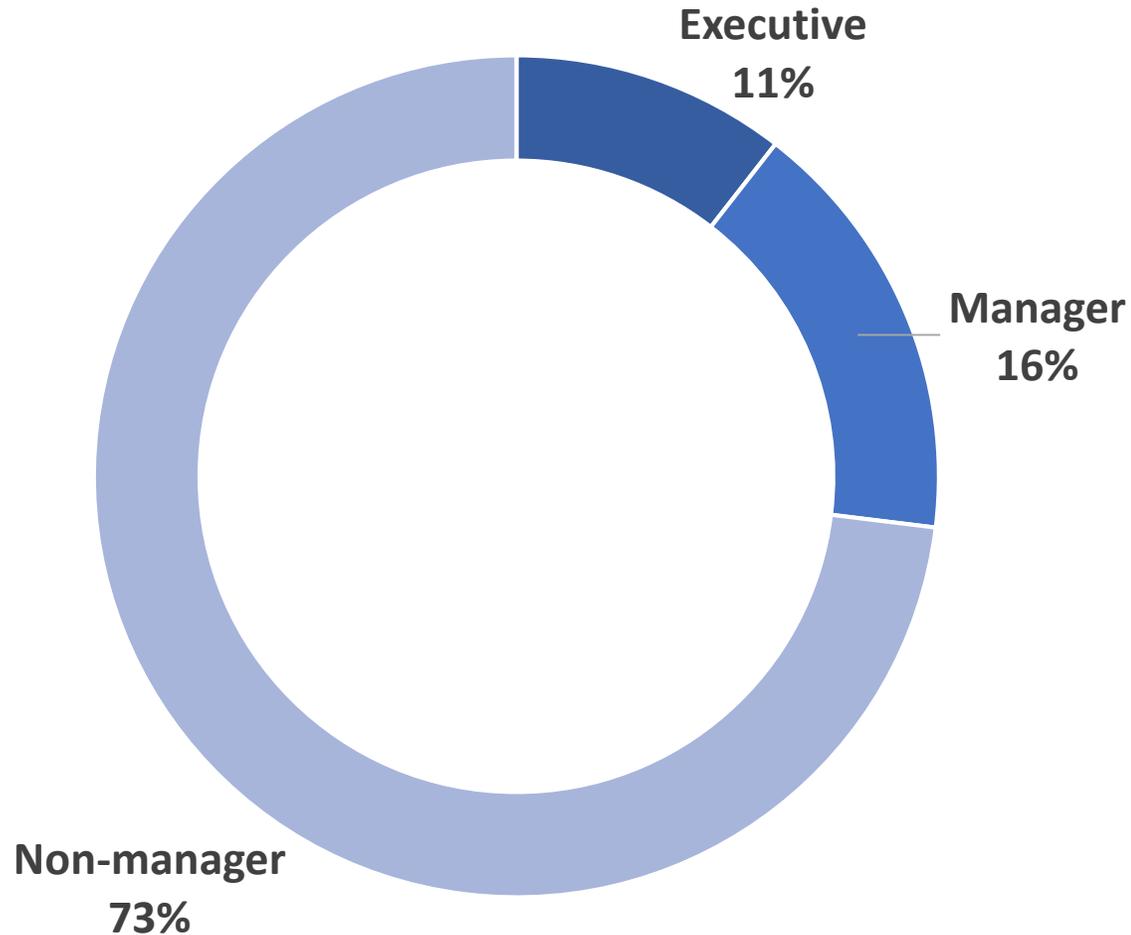
July 20-August 16, 2021

1,179 responses

“During pandemic” defined as ~ April 2020-May 2021

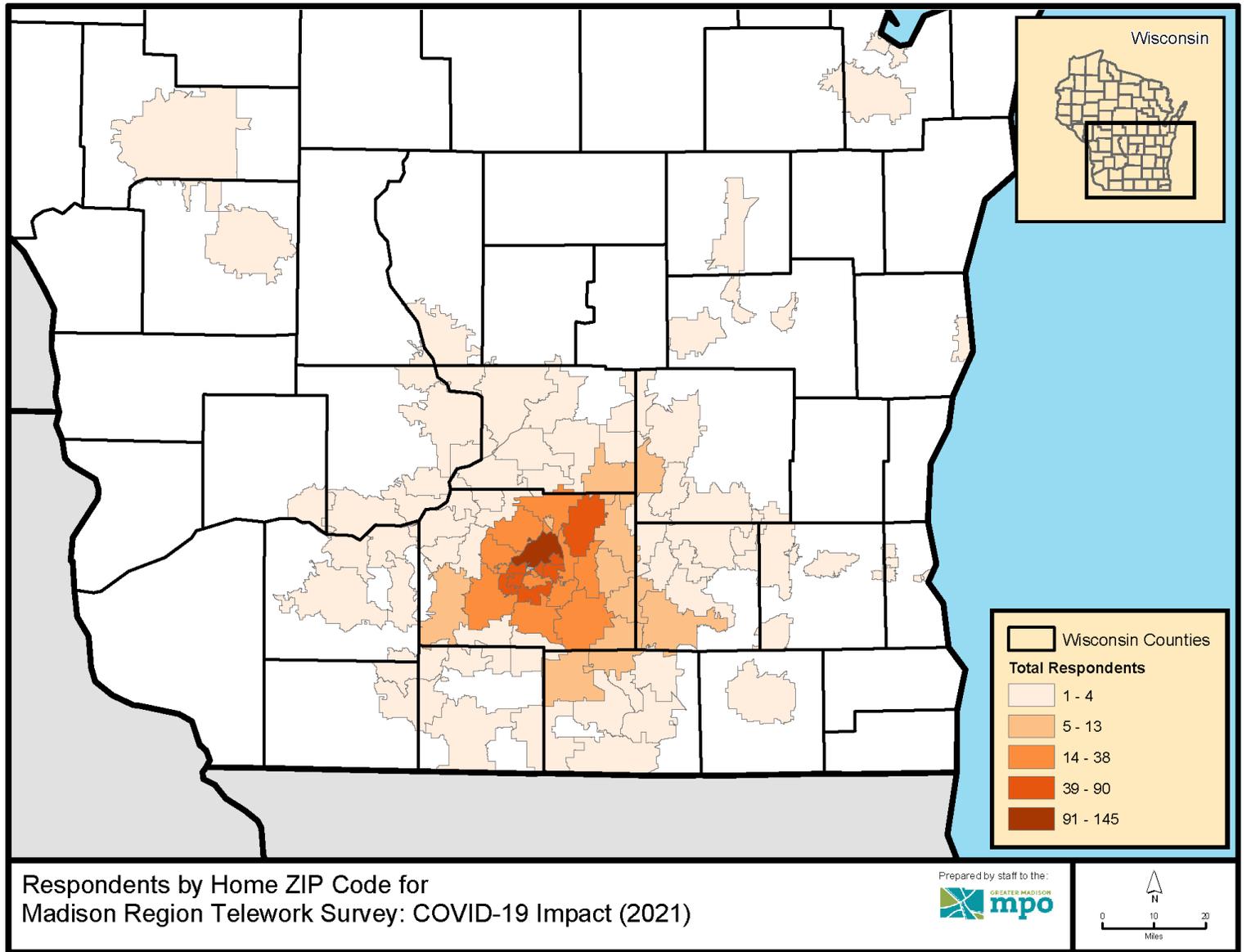


2021 Survey Demographics



- › 1,179 responses
- › 61% government/civil services, followed by medical, education, tech, and non-profit
- › 96% 25-64 years old
- › 64% female, 30% male
- › 41% parent or routine caretaker of children
- › 74% White, 3% Hispanic origin, 3% Asian, and 2% Black or African-American
- › 10% with a disability; primarily physical, followed by mental health and/or substance abuse

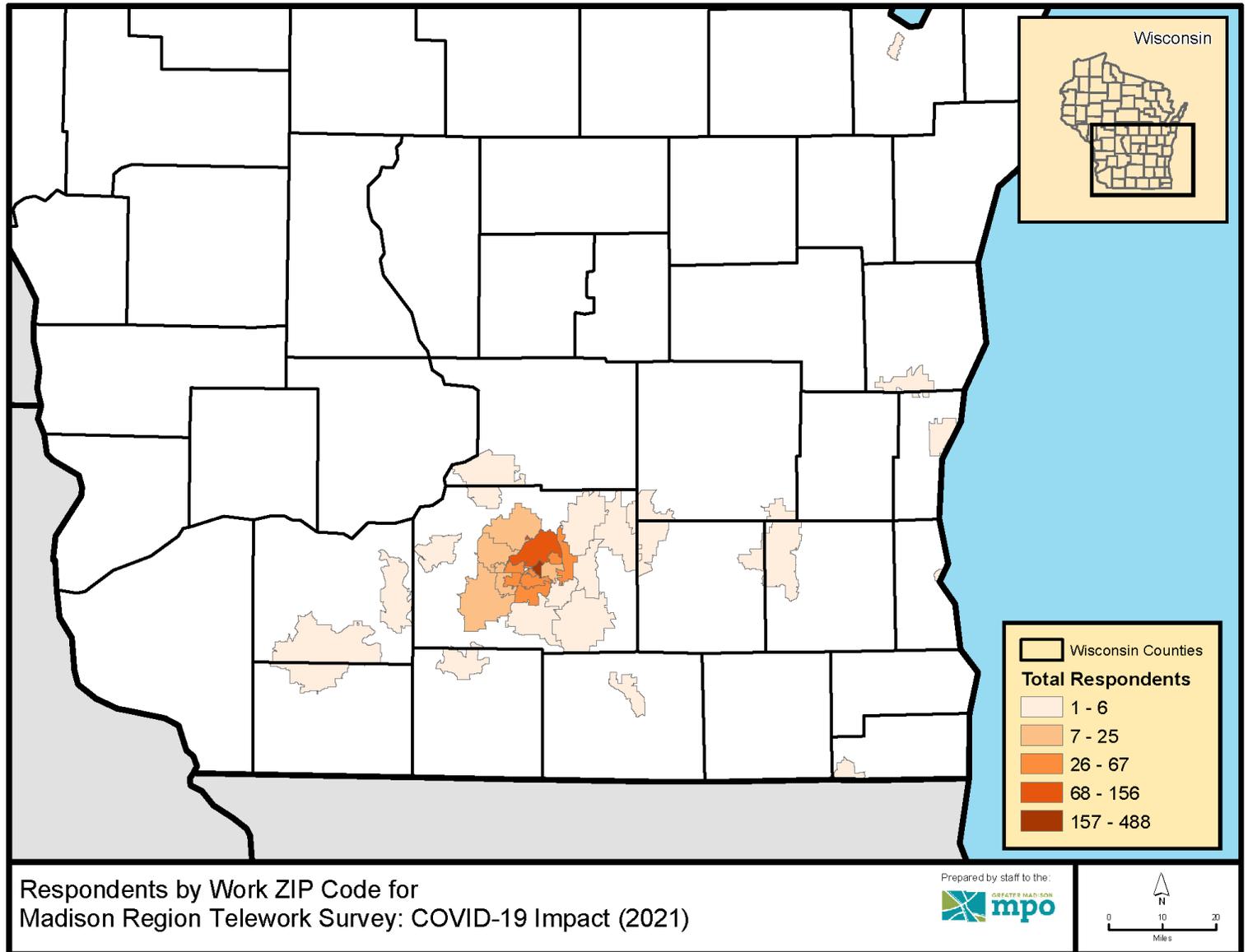
Home Zip Code



Respondents by Home ZIP Code for
Madison Region Telemarketing Survey: COVID-19 Impact (2021)



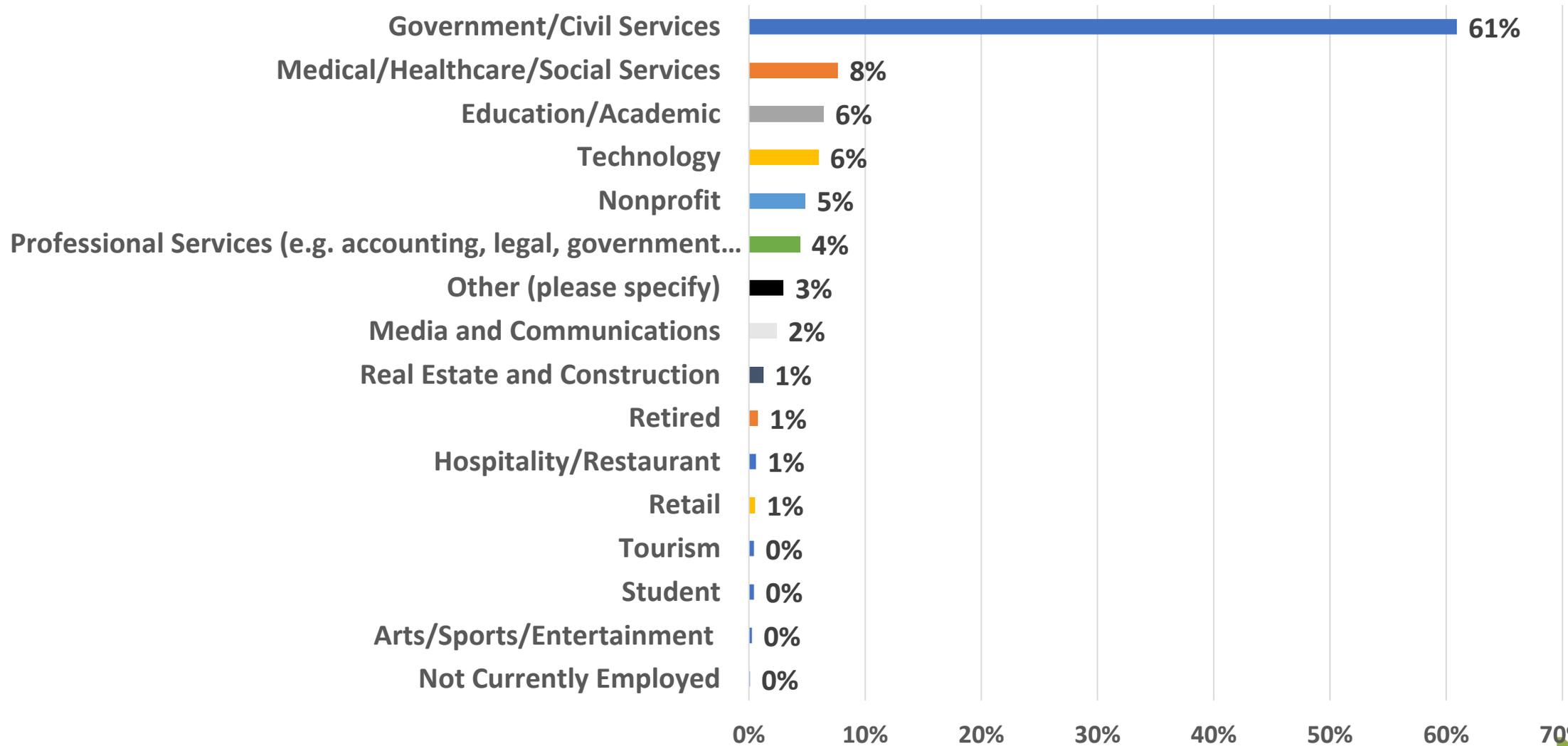
Work Zip Code Code (Pre-COVID)



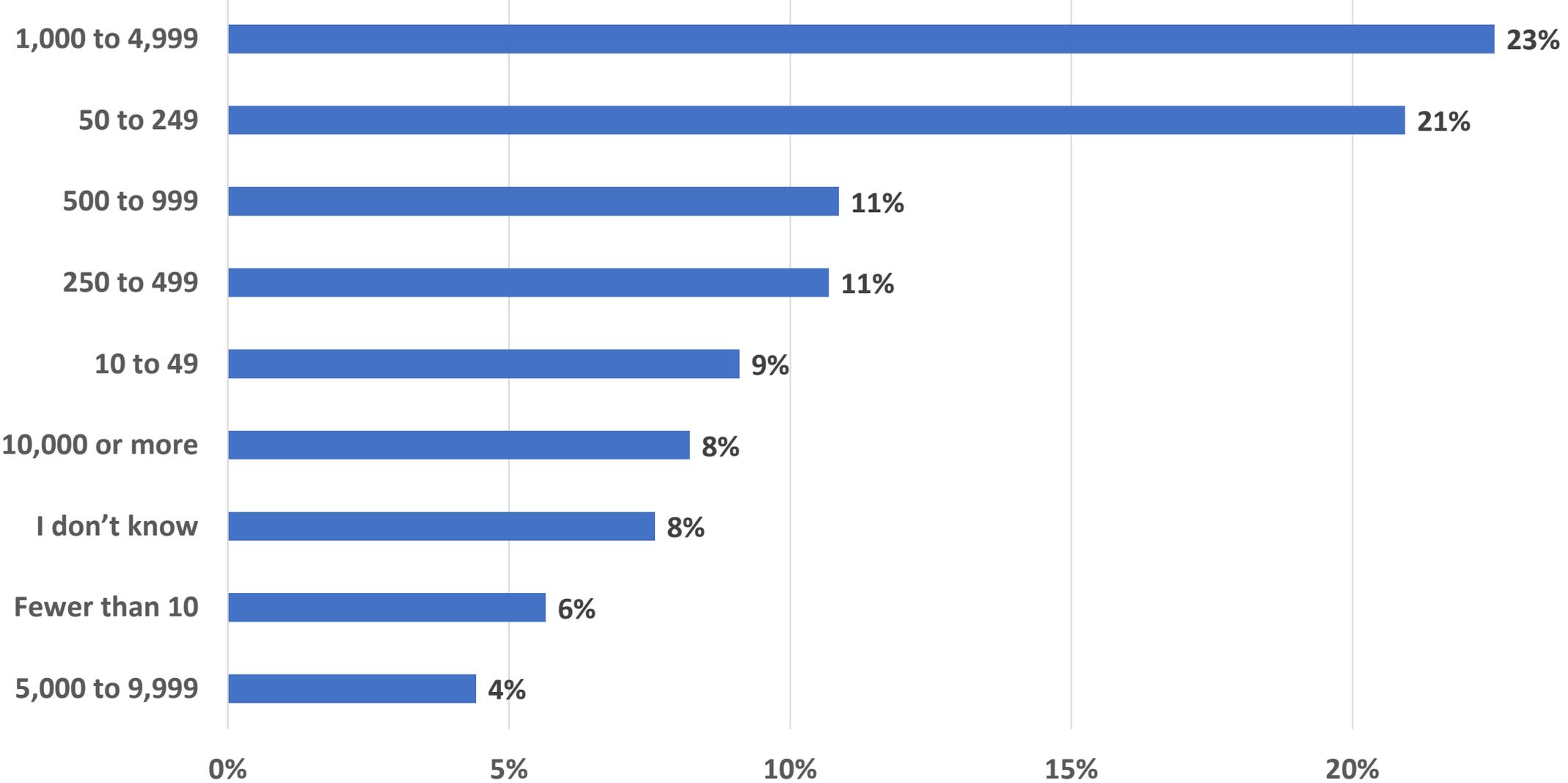
Respondents by Work ZIP Code for
Madison Region Telework Survey: COVID-19 Impact (2021)



Primary Industry/Occupation



Number of Employees

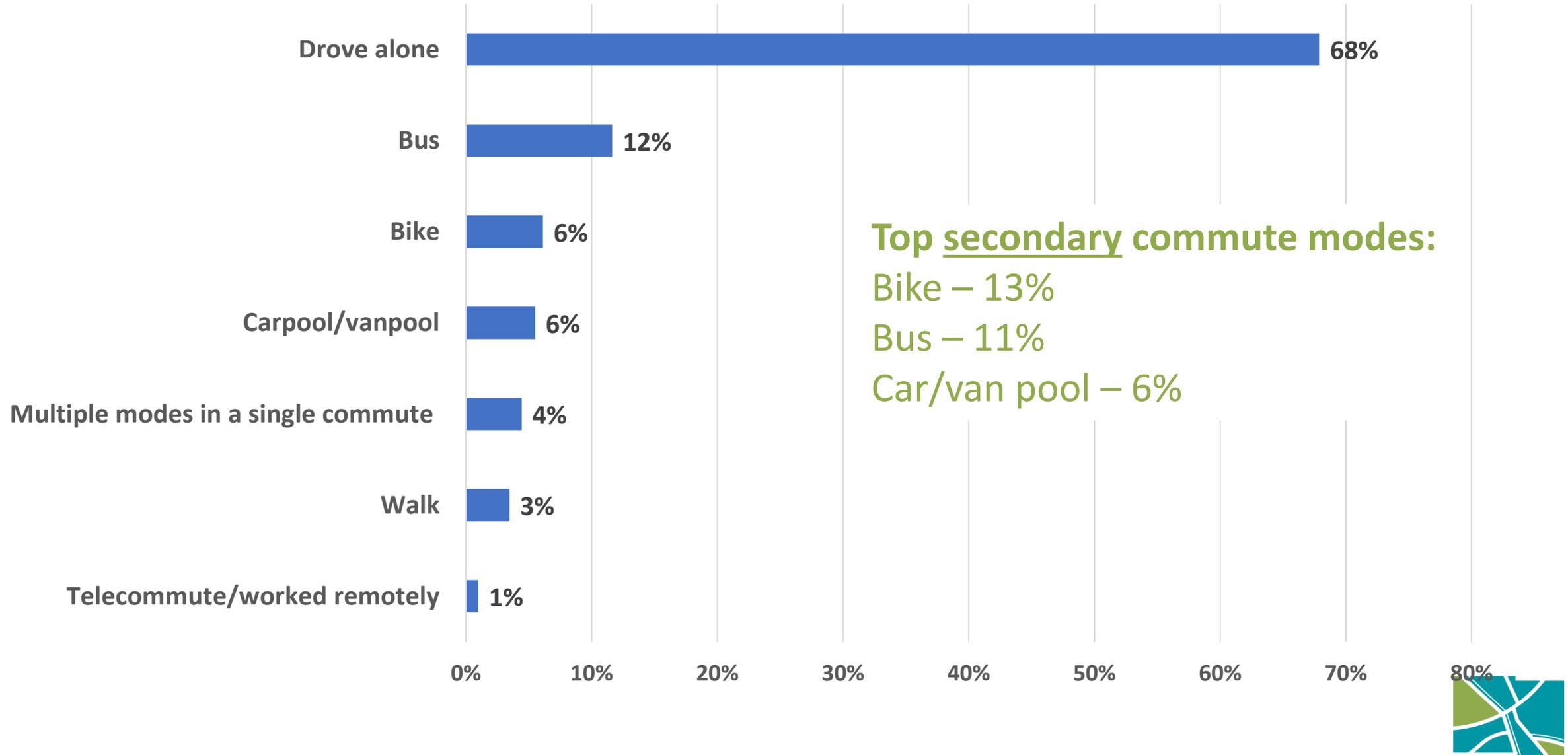




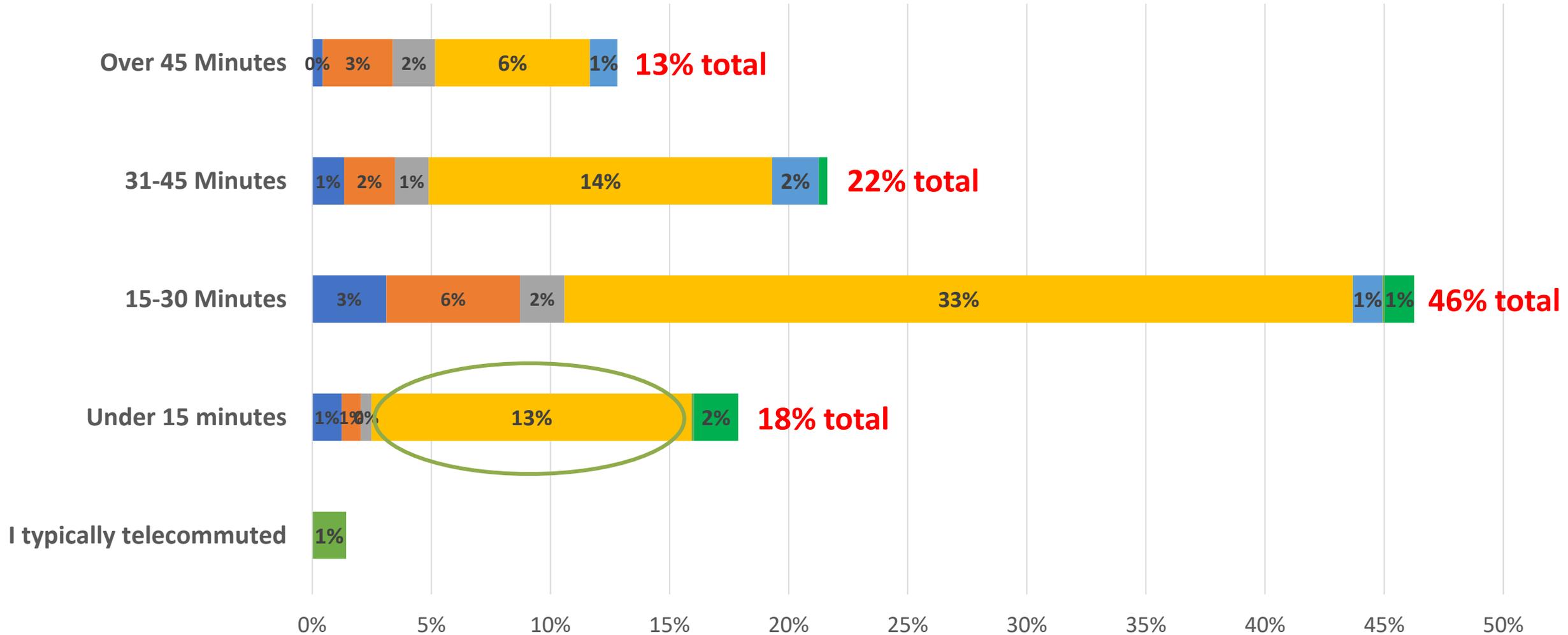
Pre-COVID Commutes



Q8: Prior to COVID-19, how did you typically commute?



Door-to-Door Commute Time by Mode (pre-COVID)



■ Bike ■ Bus ■ Carpool/vanpool ■ Drove alone ■ Multiple modes ■ Telecommute/worked remotely ■ Walk

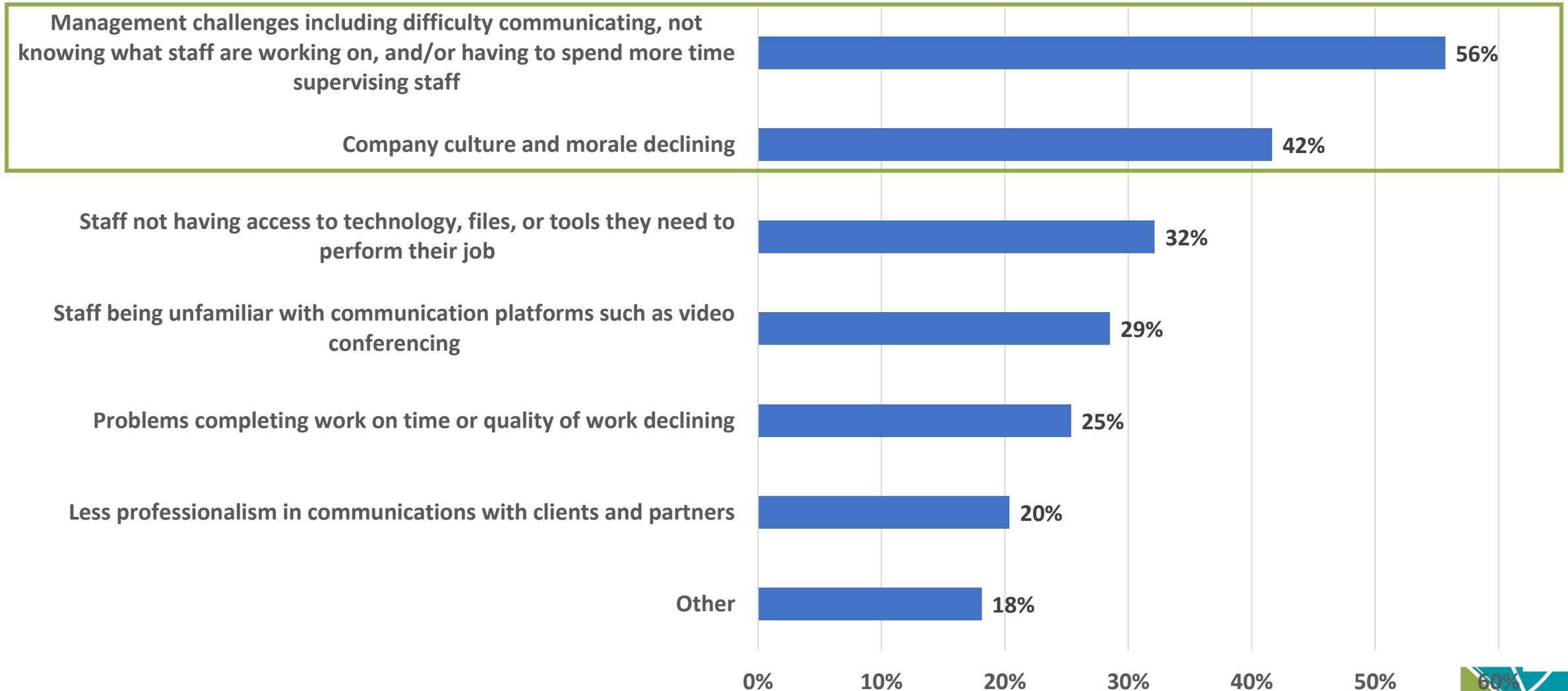




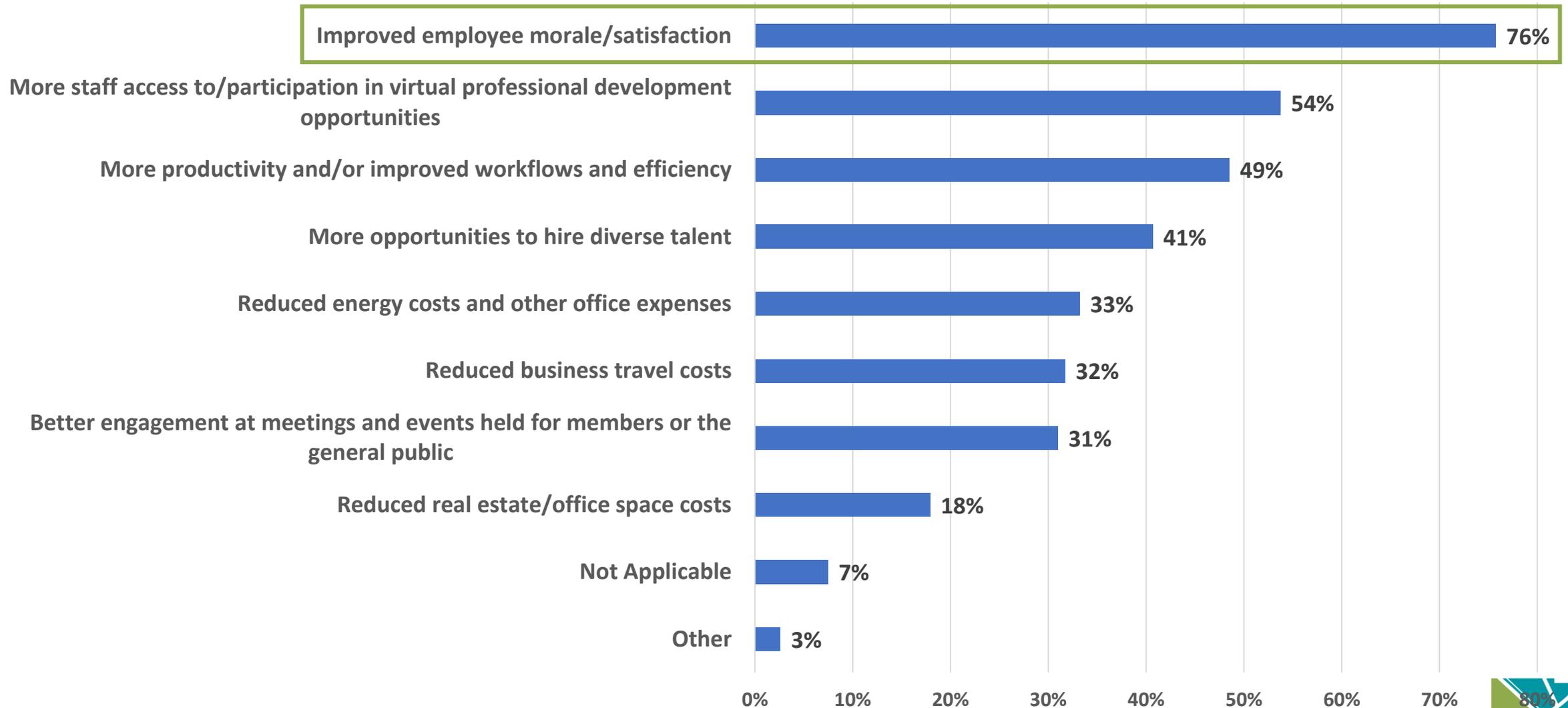
Perspectives from Executives and Managers



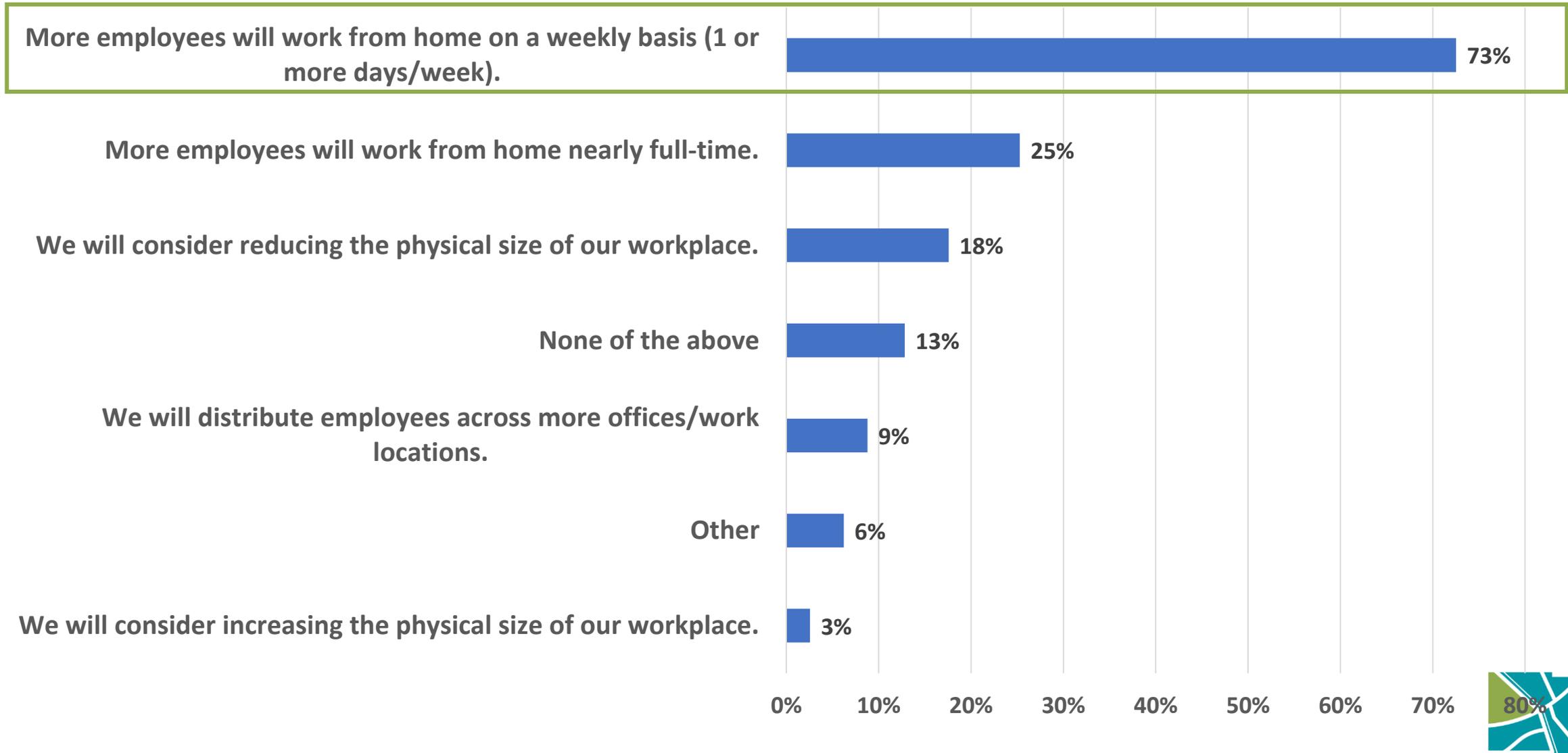
Q16: Please tell us about any challenges that your organization sees today and expects to continue to see as a result of increased telework:



Q15: Please tell us about any benefits that your organization sees today and expects to continue to see as a result of increased telework

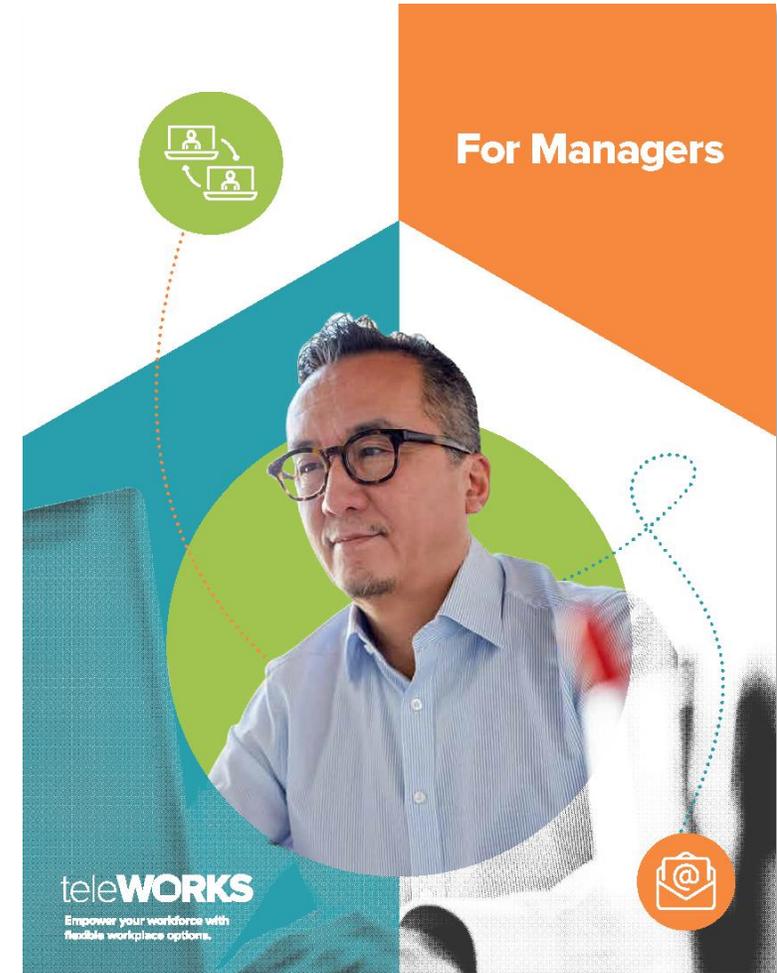


Q13: What impact will the pandemic have on workplace norms at your organization? Select all that apply.



Perspectives from Executives & Managers

- › 71% are taking steps to make telework easier
- › 71% have or will have a telework policy
- › 51% view telework as a sustainability strategy (e.g., to reduce SOV commutes, reduce GHG emissions, reduce office energy use, etc.)
- › 48% have a commute options program where they work





All Respondents

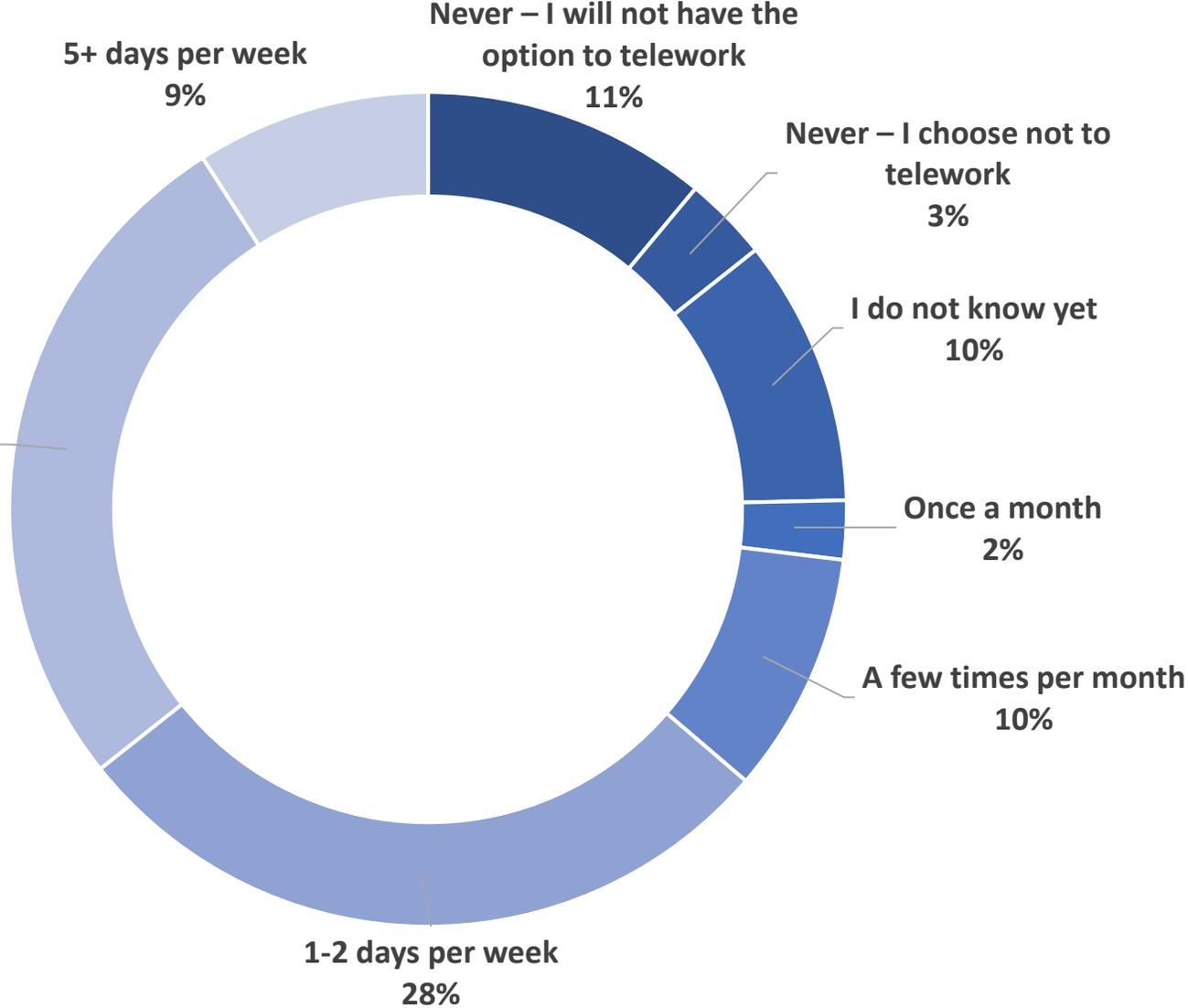


Q20: How frequently do you expect to telework when business returns to “normal”?

87% teleworked at least one day per week during the pandemic.

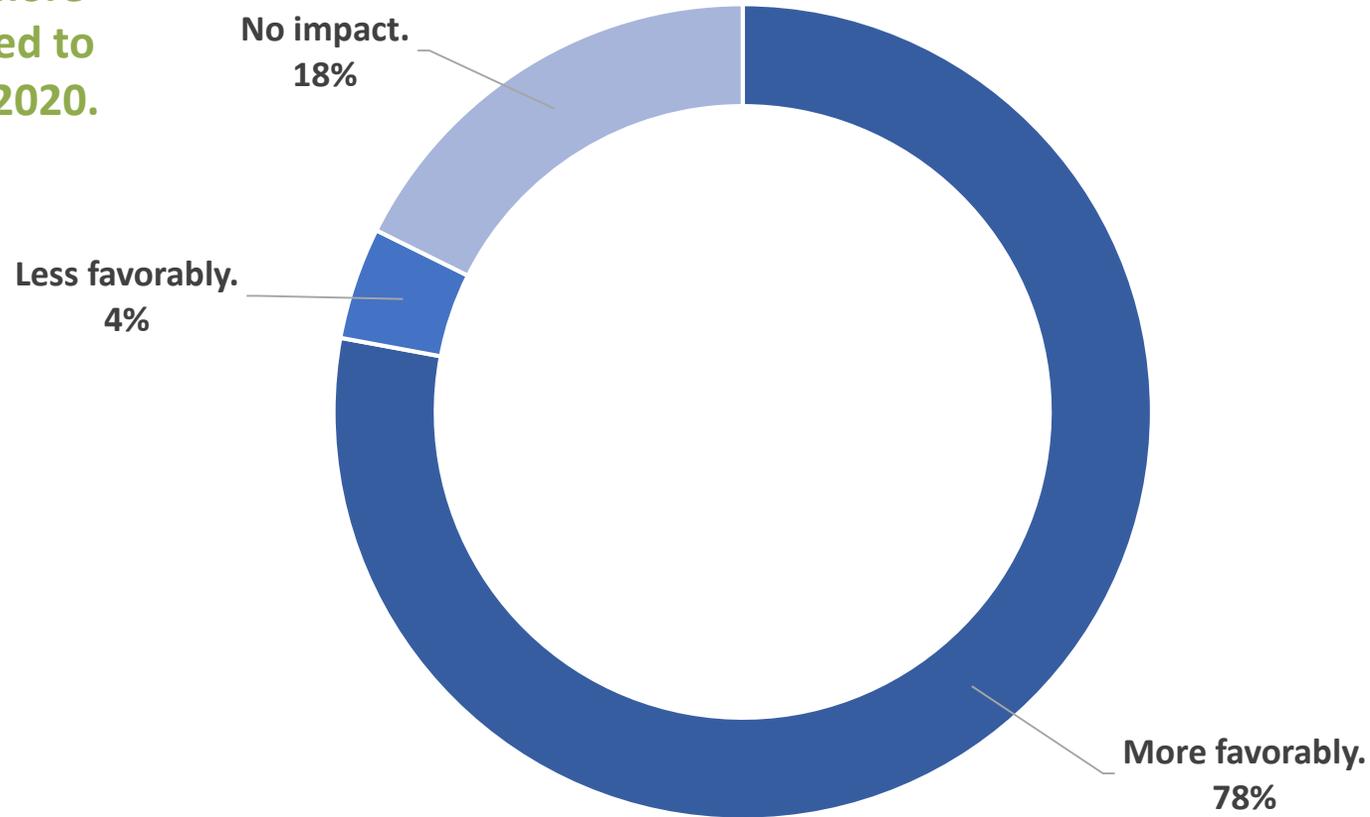
64% of respondents expect to telework at least one day per week in the future.

79% of 2020 survey respondents indicated that they would like to telework at least one day per week in the future.



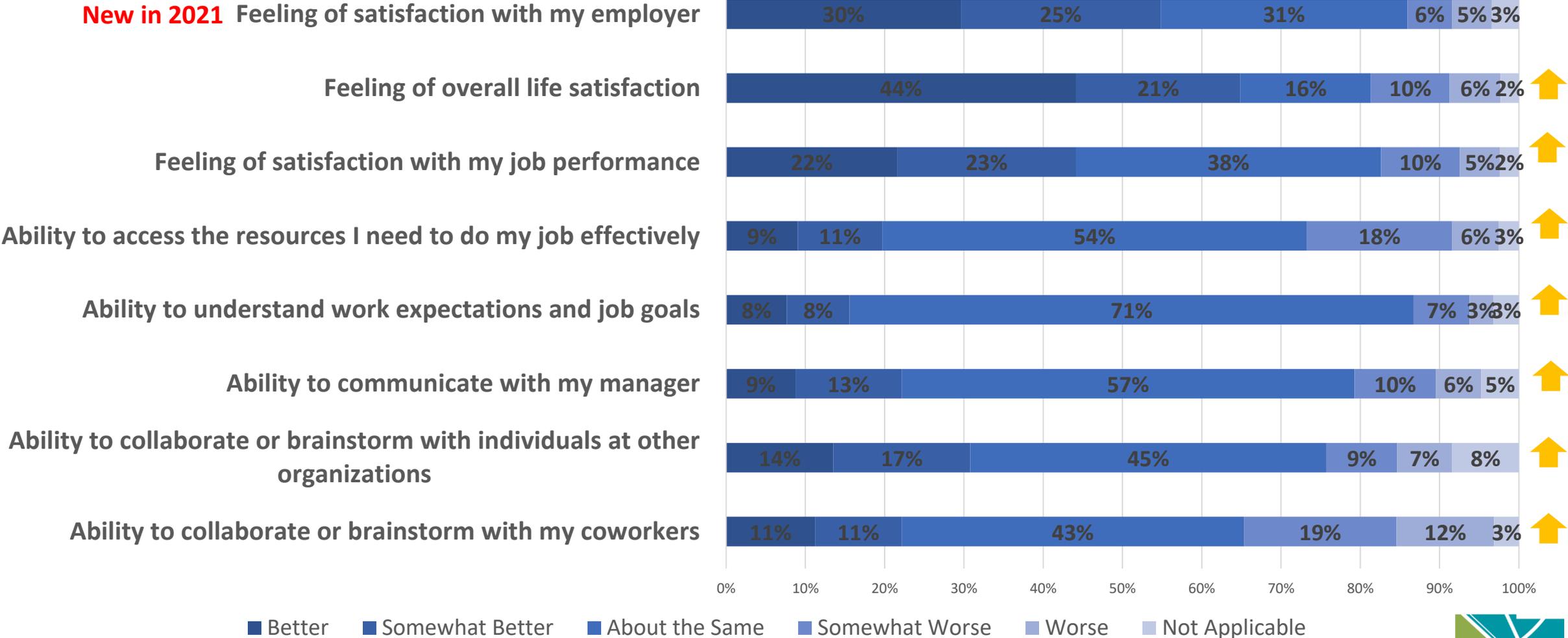
Q27: How will having the option to telework impact your view of an employer in the future?

“I will view them more favorably” increased to 78%, from 69% in 2020.

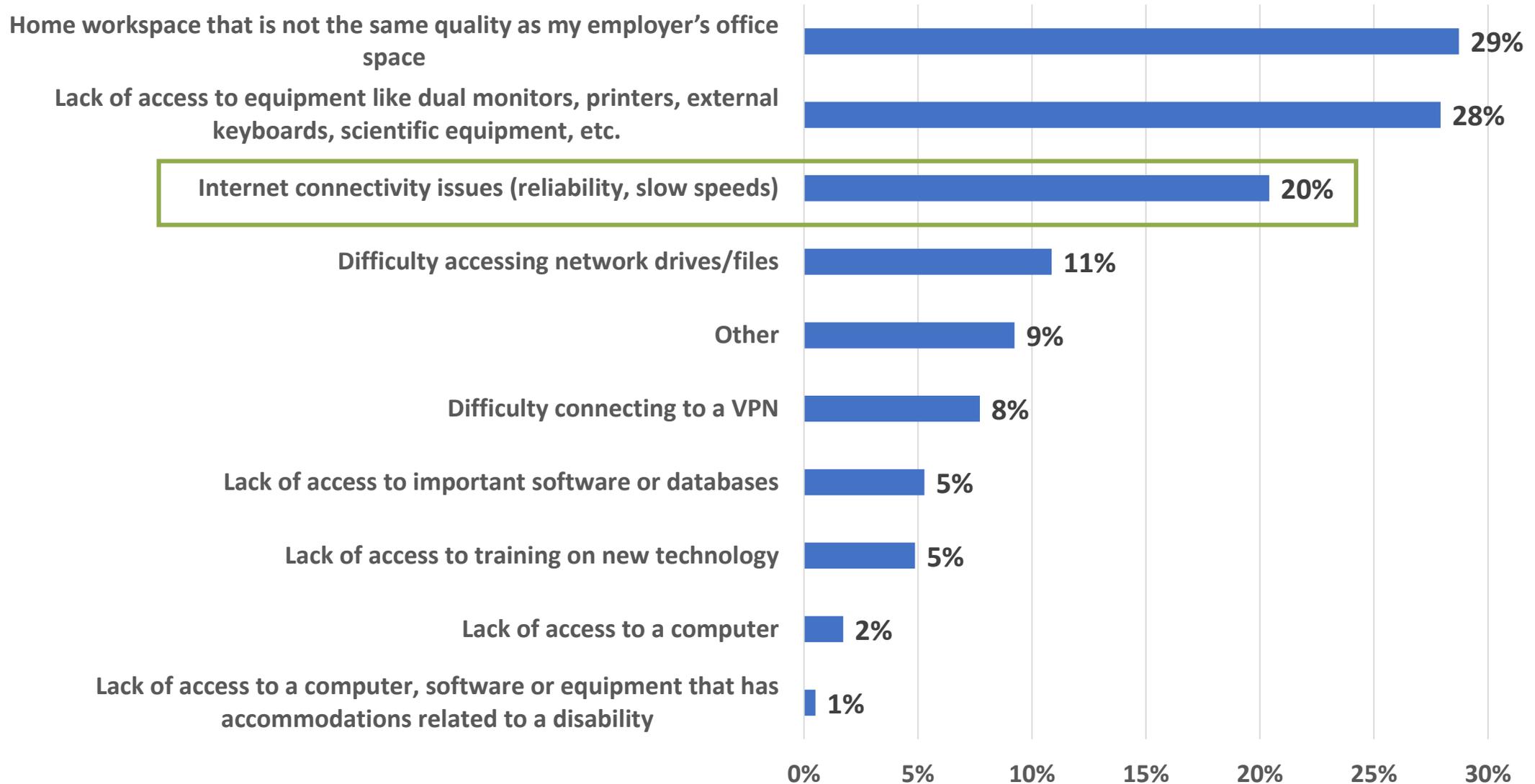


Gold arrows indicate overall change from 2020 survey responses.

While teleworking during the pandemic, how did the following compare to your experience prior to COVID-19? (Q23)

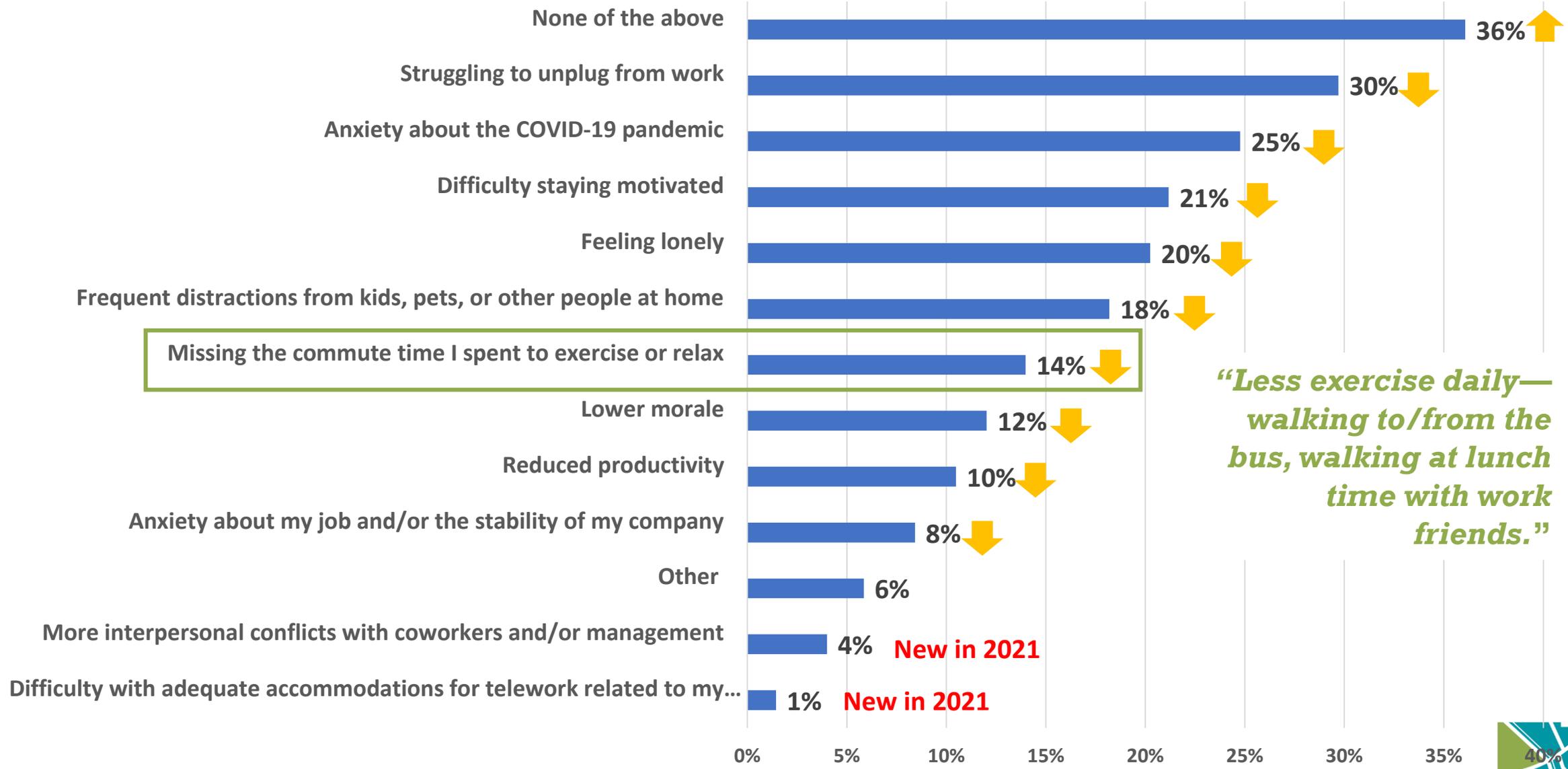


What barriers do you expect to encounter with telework in the future? (Q24)



Gold arrows indicate overall change from 2020 survey responses.

Personal challenges due to teleworking more frequently? Select all that apply. (Q25)

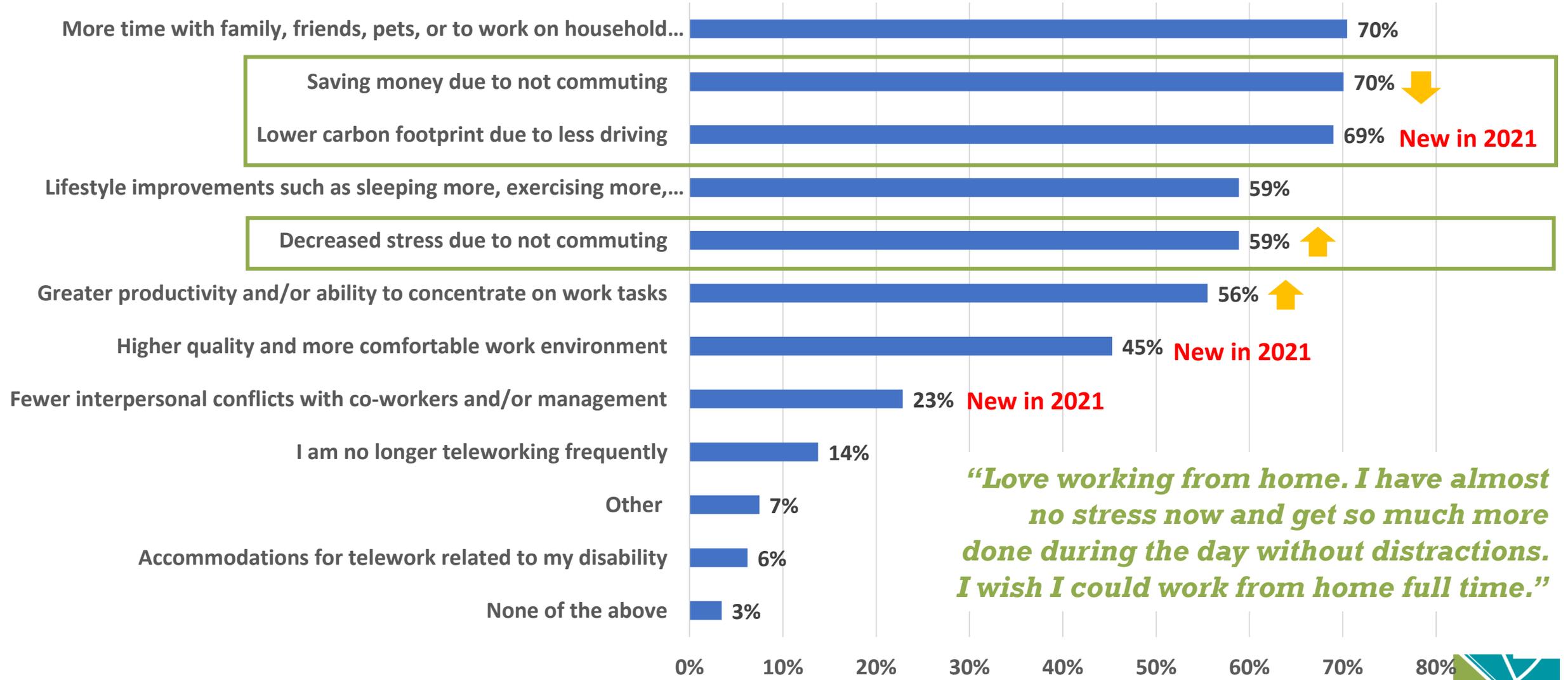


“Less exercise daily—walking to/from the bus, walking at lunch time with work friends.”



Gold arrows indicate overall change from 2020 survey responses.

Benefits of teleworking more frequently? Select all that apply. (Q26)

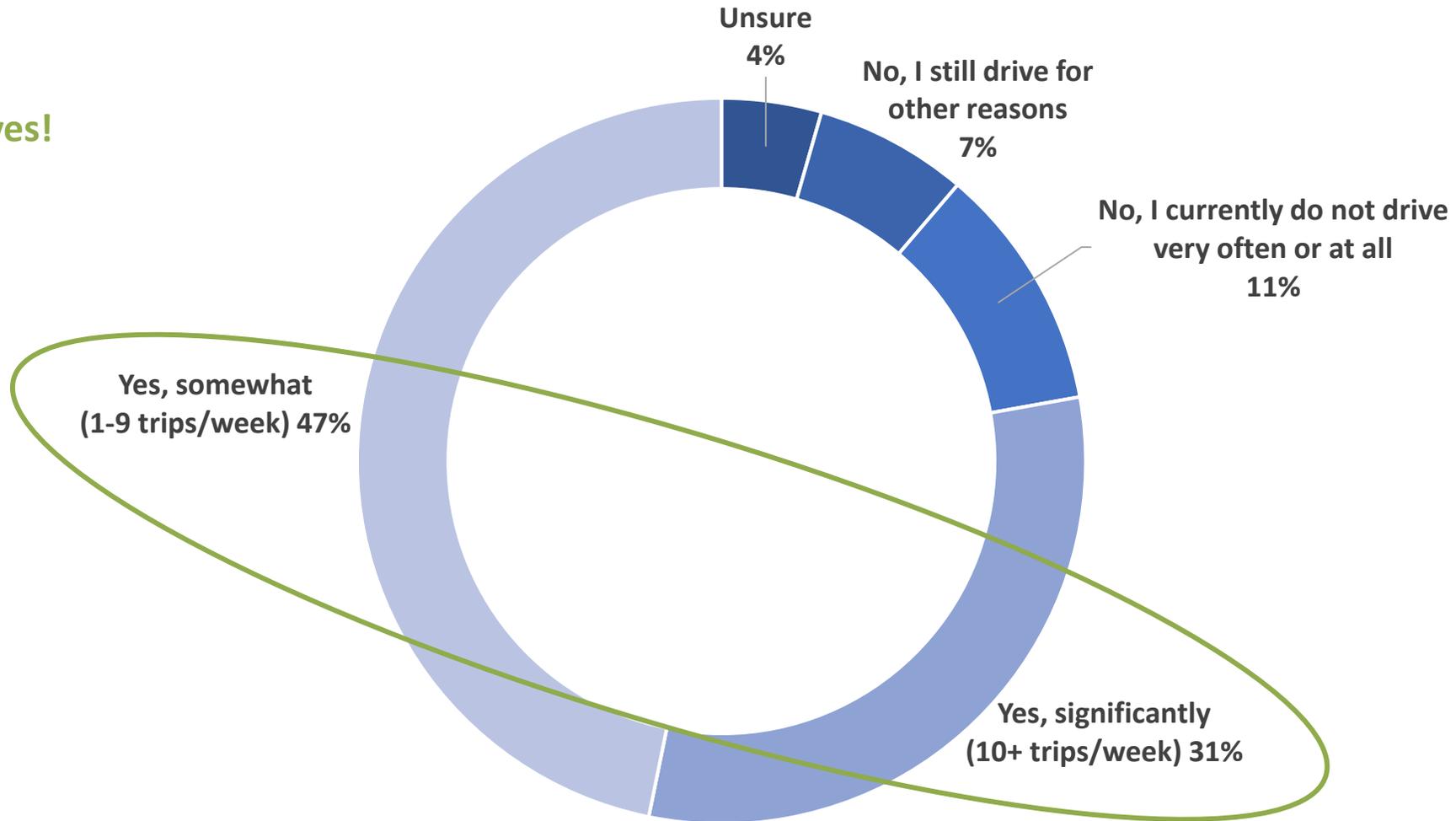


“Love working from home. I have almost no stress now and get so much more done during the day without distractions. I wish I could work from home full time.”

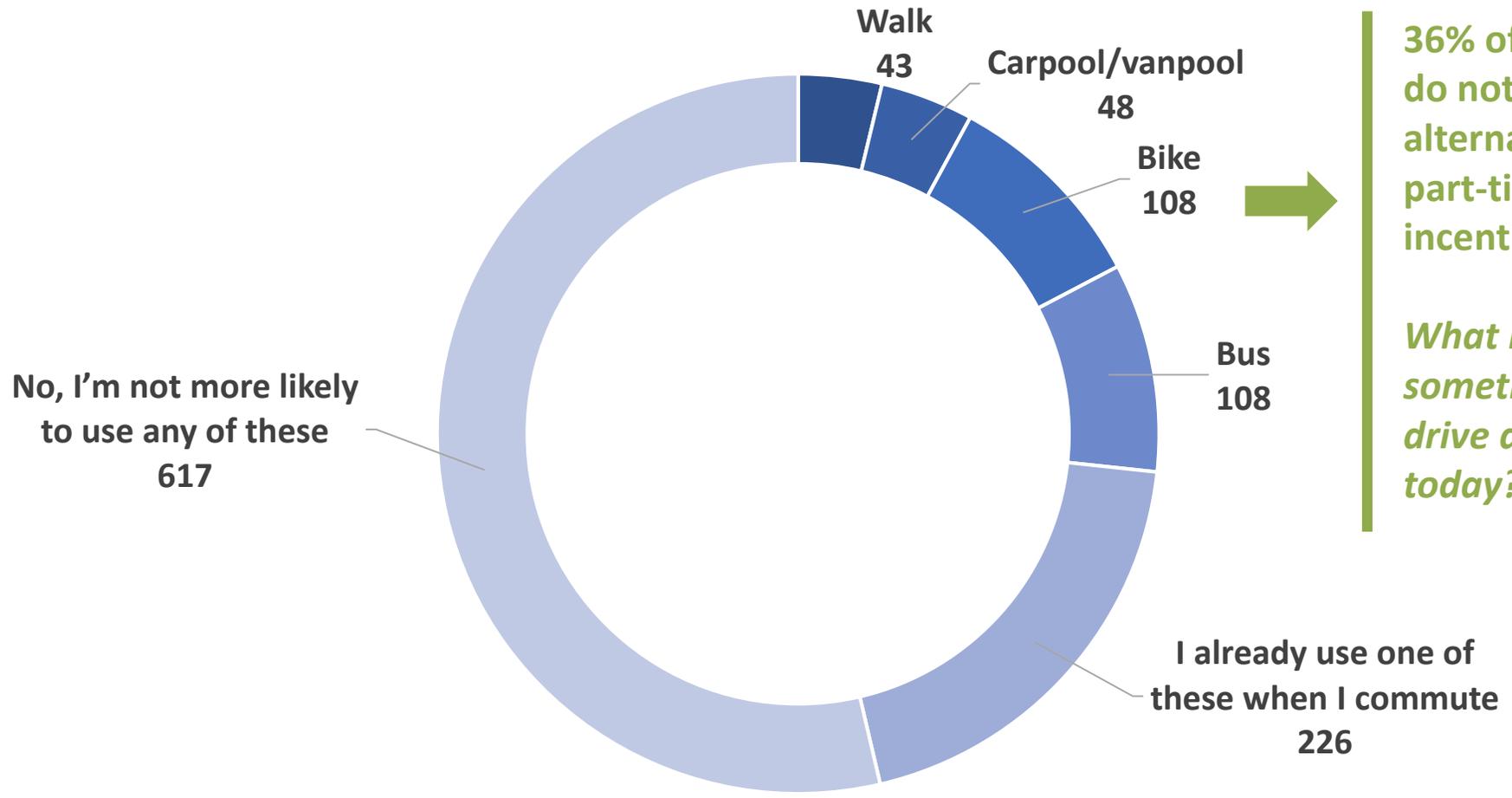


Q28: Based on the frequency that you expect to telework in the future, do you believe that teleworking can help you reduce the amount of driving you do in a given week?

78% say yes!



Q29: Does/would part-time telework make you more likely to use any of these other modes on days when you commute to the office?

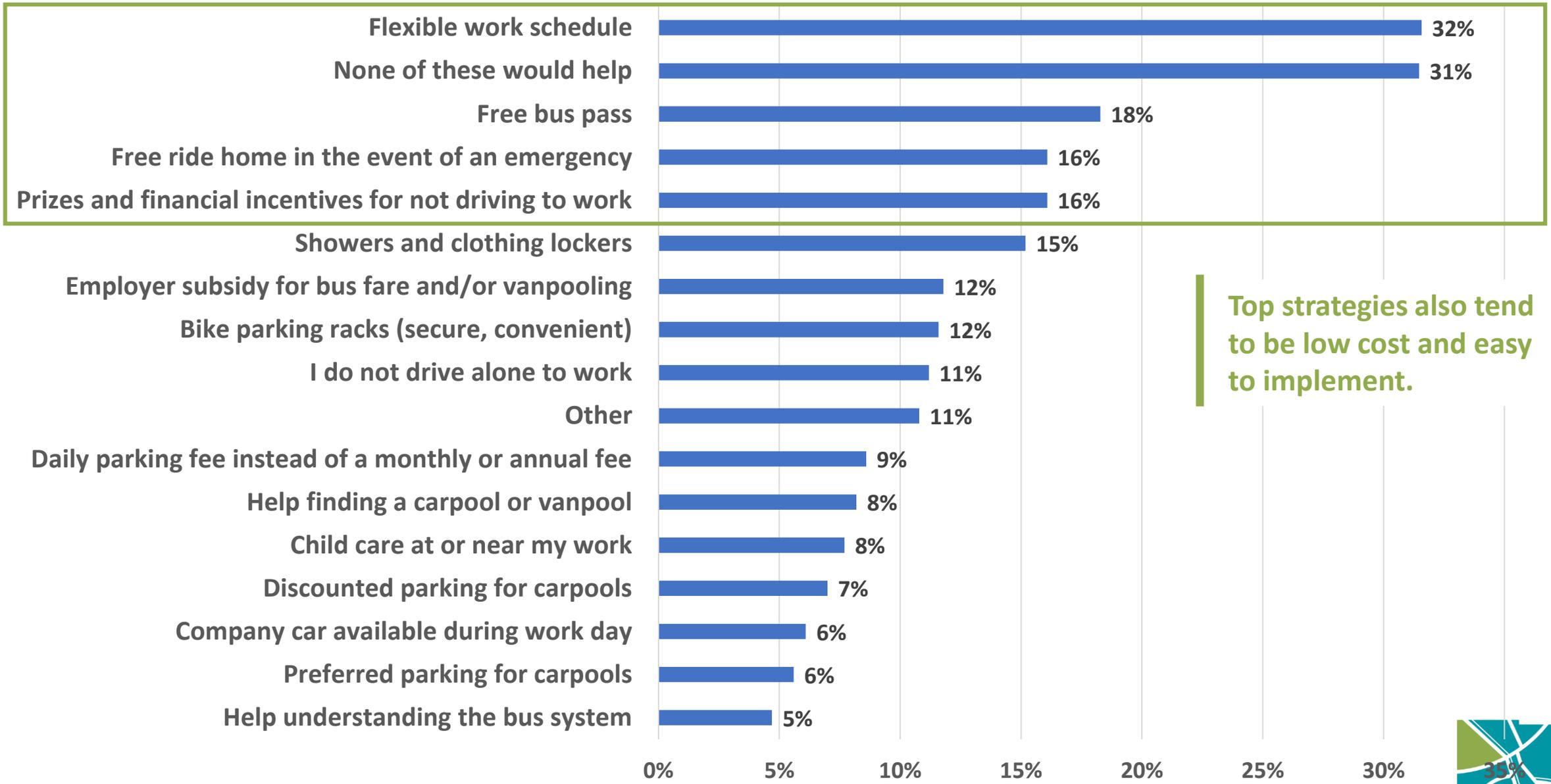


36% of respondents who do not already use an alternate mode say that part-time telework is an incentive to do so.

What if 307 people did something other than drive alone to work today?



Q30: What else would help you reduce how often you drive alone to work? (check all that apply)

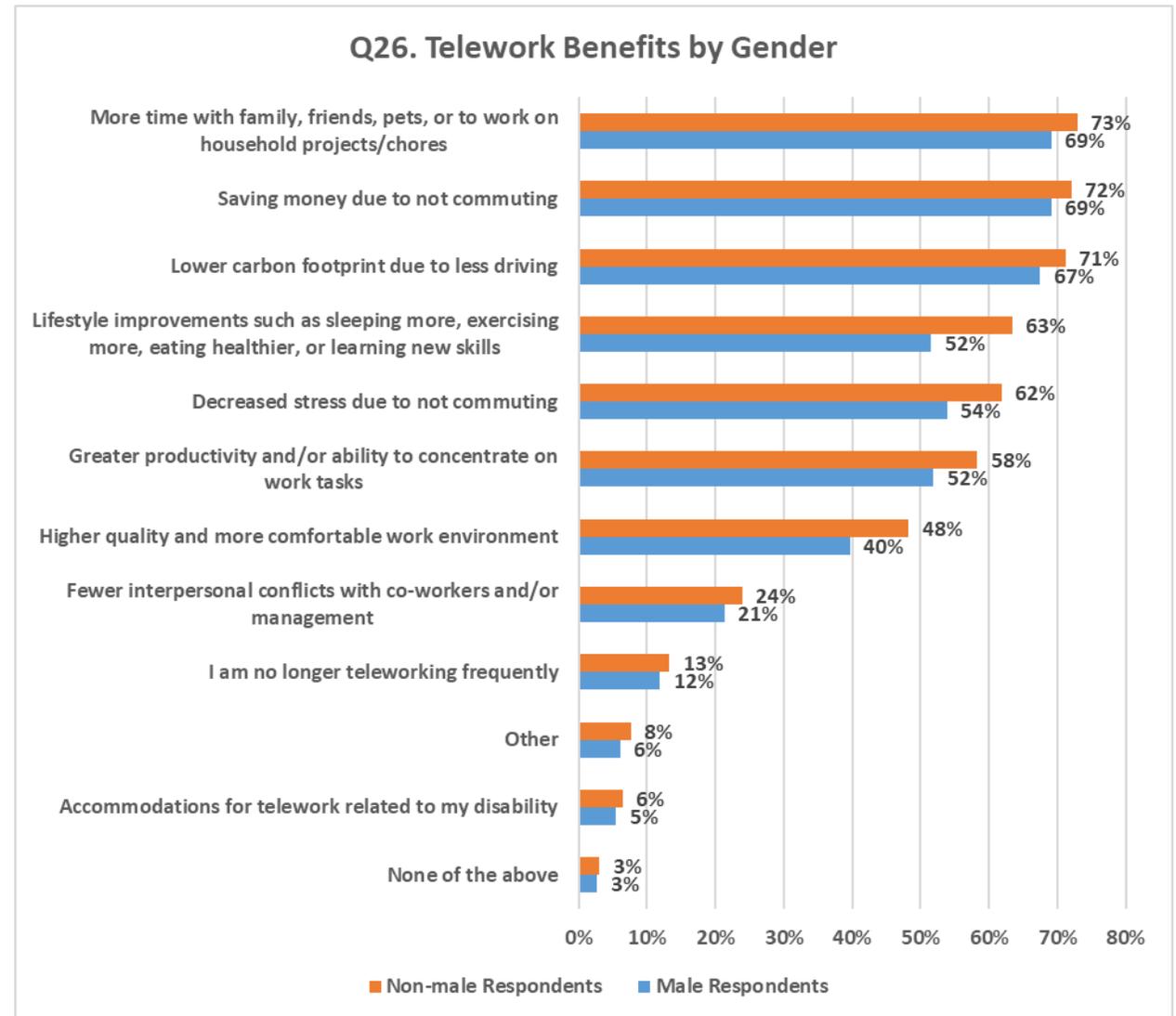


Top strategies also tend to be low cost and easy to implement.



Equity Analysis

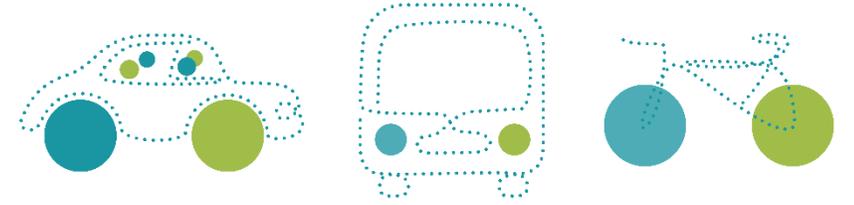
- › Cross-tab analysis in full results document looks at responses based on the following demographic characteristics:
 - Non-white
 - Non-male
 - Respondents with a disability
 - Parent/caregiver responsibilities
 - Under age 35
- › Compares responses to:
 - Challenges experienced
 - Benefits experienced
 - Anticipated barriers if they expect to continue teleworking



Takeaways & Next Steps



Takeaways for Planning



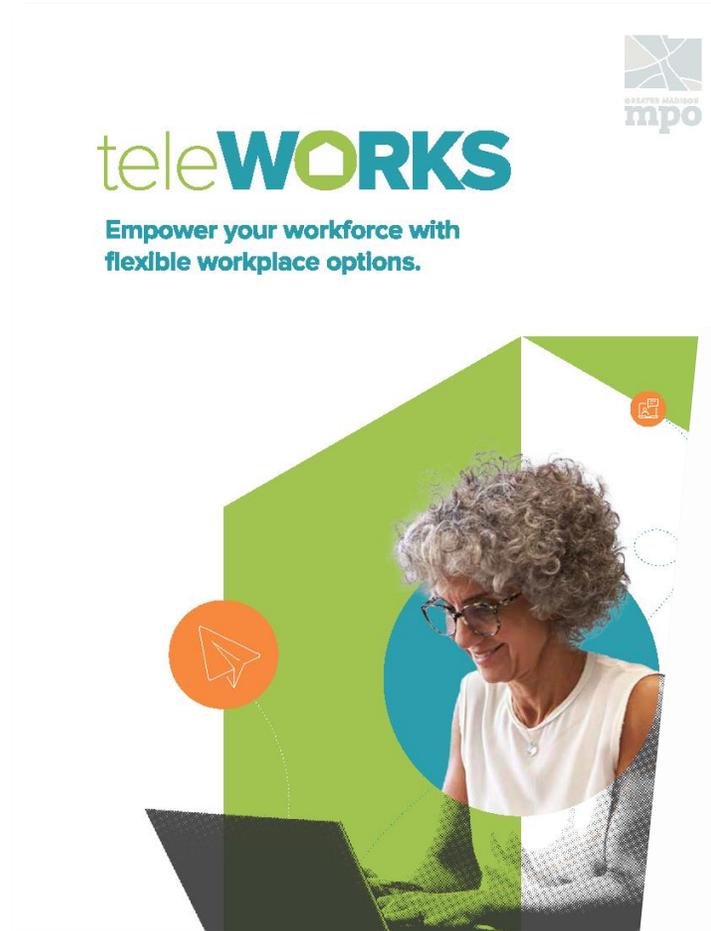
- › Hybrid schedules will be common post-pandemic and the demand for flexible work locations and schedules will be high.
- › There is a baseline awareness of the connection between telework and driving that we can build upon.
- › If more people telework more often, how can land use and transportation planning support outcomes for sustainability?
 - Account for peak-period travel shifts in planning (midday transit service levels, roadway design, parking design)
 - Plan for more mixed-use development, live-work spaces, and repurposed office buildings
 - What else?

“The bottom line is clear: Working from home will be very much a part of our post-COVID economy. So the sooner policymakers and business leaders think of the implications of a home-based workforce, the better our firms and communities will be positioned when the pandemic subsides.”

--“How working from home works out,” Stanford SIEPR, June 2020

Our Next Steps

- › Summary report
- › Share results with employers and policymakers
- › Support Sustain Dane in wrap-up of the telework scoping study grant, including draft recommendations:
 - › Teleworking Resource Specialist
 - › Education, Outreach and Marketing
 - › Internet Access
 - › Commuter Calculator Tool
 - › Behavioral Science Research Partnership
 - › Local Land Use Policy?





Thank You!

Zia Brucaya, RoundTrip/TDM Program Manager

Greater Madison MPO

zbrucaya@cityofmadison.com

GreaterMadisonMPO.org

RoundTripGreaterMadison.org



MPO Agenda Cover Sheet

November 3, 2021

Item No. 6

Re:

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

Staff Comments on Item:

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

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

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

The federal safety performance measures require annual review and adoption. The five Highway Safety Improvement Program (HSIP) measures are the number and rate of fatalities and serious injuries and the number of non-motorized fatalities and serious injuries. State DOTs and MPOs must establish annual targets for each of the five HSIP measures. For 2022, the Wisconsin targets are:

- Number of motor vehicle crash fatalities – 584.7 or less (2% reduction from 2016-'20 average)
[Note: Dane County number is 33.0]
- Rate of fatalities per 100 million vehicle miles traveled – 0.919 or less (2% reduction from 2016-'20 average)
[Note: Dane County rate is 0.655]
- Number of serious injuries – 2,995.5 or less (2% reduction from 2016-'20 average)
[Note: Dane County number is 203.2.]
- Rate of serious injuries per 100 million vehicle miles traveled – 4.712 or less (2% reduction from 2016-'20 average)
[Note: Dane County rate is 4.038]
- Number of non-motorized fatalities and serious injuries – 358.48 or less (2% reduction from 2016-'20 average)
[Dane County number is 41.8.];

MPOs have the option of either agreeing to support the state targets or adopting their own targets. As has been done previously, staff is recommending that the MPO agree to support the state targets.

Materials Presented on Item:

1. MPO 2021 Resolution No. 11

Staff Recommendation/Rationale:

Staff recommends approval. Based on the discussion we had on this with the board last year, the consensus was that MPO actions to make progress on improving safety and tracking progress was more important than setting our own targets. We can revisit again in the future.

MPO 2021 Resolution No. 11

Adopting Annual Federal Highway Safety Improvement Program Performance Measure Targets

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

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

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

WHEREAS, the Wisconsin Department of Transportation (WisDOT) has established statewide calendar year 2022 targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209 as part of its HSIP report as follows;

- Number of motor vehicle crash fatalities – 584.7 or less (2% reduction from 2016-'20 average)
- Rate of fatalities per 100 million vehicle miles traveled – 0.919 or less (2% reduction from 2016-'20 average)
- Number of serious injuries – 2,995.5 or less (2% reduction from 2016-'20 average)
- Rate of serious injuries per 100 million vehicle miles traveled – 4.712 or less (2% reduction from 2016-'20 average)
- Number of non-motorized fatalities and serious injuries – 358.48 or less (2% reduction from 2016-'20 average); and

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

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

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

WHEREAS, the Greater Madison MPO encourages implementing agencies, including WisDOT, Dane County, and local jurisdictions, to adopt more aspirational safety goals such as Vision Zero and to

increase their efforts to develop projects, programs, and policies to help achieve more dramatic reductions in fatalities and serious injuries, including adopting a Safe Systems approach; and

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

WHEREAS, the Greater Madison MPO remains committed to achieving more aspirational safety goals and using the annual safety measure reporting and target setting process to evaluate the region's progress toward making the regional transportation system safer for all users:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO agrees to plan and program projects within the Madison Metropolitan Planning Area so that the projects contribute toward the accomplishment of WisDOT's calendar year 2022 HSIP targets for all five of the following HSIP performance measures:

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

November 3, 2021
Date Adopted

Mark Opitz, Chair
Greater Madison MPO

MPO Agenda Cover Sheet
November 3, 2021

Item No. 7

Re:

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

Staff Comments on Item:

As part of the performance management framework established by the two most recent federal transportation bills, MAP-21 and the FAST Act, the Federal Transit Administration (FTA) has adopted rules with requirements and performance measures related to transit asset management and safety. The rule on transit asset management requires transit agencies that receive FTA grant funds to develop transit asset management (TAM) plans and adhere to specified asset management practices, including establishing and reporting results on the federal TAM performance measures. The Public Transportation Agency Safety Plan (PTASP) rule requires transit agencies to develop safety plans that include processes and procedures necessary for implementing Safety Management Systems (SMS). Metro Transit completed its TAM plan in late 2018. Metro completed its required safety plan last year, and a presentation was made on the plan to the board.

Federal planning rules require MPOs to integrate the transit performance measures into their planning processes. This includes setting performance targets for the measures in coordination with transit agencies. Metro conducted a review of the PTASP in 2021, with only changes being staff listed in the plan. Metro continues to collect data and will conduct another review in 2022 to determine if adjustments to targets are needed. Metro is proposing no changes to their TAM targets. Metro anticipates meeting their TAM revenue vehicle target in 2022; non-revenue vehicles are farther from meeting their TAM target due to all 2020 vehicle replacements being postponed due to COVID-19 budget constraints. Facility upgrades to the Metro East Washington Ave facility are underway, and the new satellite facility is under construction; when these projects are complete Metro will meet the TAM facilities target. Staff recommend that the MPO adopt Metro's annual TAM performance measure targets and safety performance targets as established in its safety plan.

Materials Presented on Item:

1. MPO 2021 Resolution No. 12

Staff Recommendation/Rationale: Staff recommends approval.

MPO 2021 Resolution No. 12

Adopting Annual Transit Asset Management and Public Transit Agency Safety Plan Performance Measure Targets

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

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

WHEREAS, the Federal Transit Administration (FTA) published the Final Rule on Transit Asset Management (TAM) in 2016 (49 CFR Part 625) to establish a plan and system to monitor and manage public transportation assets to improve safety and increase reliability and performance, under which public transit providers receiving federal funds are required to set annual asset management targets; and

WHEREAS, the Federal Transit Administration (FTA) published the Final Rule on Public Transportation Agency Safety Plans (PTASP) in 2018, effective July 2019 (49 CFR Part 673) requiring transit agencies that receive Section 5307 Formula funding to develop safety plans that include processes and procedures necessary for implementing Safety Management Systems (SMS); and

WHEREAS, federal transportation planning rules require MPOs and transit providers to coordinate on setting TAM and PTASP performance targets, and require MPOs to establish TAM and PTASP performance targets within 180 days of the transit agency setting targets and to integrate those performance targets into their planning documents and transportation improvement programs; and

WHEREAS, the FTA TAM Rule requires transit operators to develop and adopt a TAM Plan that addresses state of good repair for rolling stock (buses), infrastructure, equipment, and facilities, and Metro Transit, the major transit operator for the region, has completed this required TAM Plan; and

WHEREAS, Metro Transit has established the following 2022 TAM performance measure targets, which are the same as those established for 2021:

- Percentage of rolling stock (buses) that have met or exceeded their Useful Life Benchmark (USB) – 11% [Currently at 16%]
- Percentage of non-revenue service vehicles that have met or exceeded their USB – 38% [Will be 45% by the end of 2021]
- Percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirement Model (TERM) scale – 0% [Currently 100% as main admin/maintenance facility still needs upgrades to meet rating and new satellite facility is not yet open]

WHEREAS, Metro Transit has developed its required safety plan and has established the following 2021 PTASP performance measure targets, which are the same as those established for 2020 even though Metro exceeded those targets due to the impacts of COVID on travel and transit service and ridership last year, thereby reducing the amount of risk incurred, making 2020 not a good baseline:

- Number of reportable fatalities – Bus transit and ADA/Paratransit targets: 0 [0 in '20-'21]
- Rate of reportable fatalities per 100,000 vehicle revenue miles – Bus transit and ADA/Paratransit targets: 0 [0 in '20-'21]
- Number of reportable injuries – Bus transit target: 15 [1 in '20-'21]; ADA/Paratransit target: 1 [2 in '20-'21]
- Rate of reportable injuries per 100,000 vehicle revenue miles – Bus transit target: 0.23 [0.02 in '20-'21]; ADA/Paratransit target: 0.15
- Number of reportable safety events – Bus transit target: 340 [174 in '20-'21]; ADA/Paratransit target: 20 [3 in '20-'21]
- Rate of reportable safety events per 100,000 vehicle revenue miles – Bus transit target: 5.46 [2.90 in '20-'21]; ADA/Paratransit target: 3.07 [0.67 in '20-'21]
- Mean distance between major mechanical failures – Bus transit target: 65,000 miles [32,000 in '20-'21]/failure; ADA/Paratransit target: 54,000 miles/failure ['20-'21 data not yet available]

WHEREAS, the Greater Madison MPO, in consultation with Metro Transit, has decided to adopt Metro Transit's TAM and PTASP performance measure targets, and to work with Metro to plan and program projects that contribute toward the accomplishment of these targets; and

WHEREAS, the Greater Madison MPO intends to track the TAM and PTASP performance measures and report on them annually as part of its Performance Measures monitoring process:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO adopts the 2022 TAM and 2021 PTASP performance measure targets described above established by Metro Transit and agrees to work with Metro to plan and program projects within the Madison Metropolitan Planning Area that contribute toward the accomplishment of these targets.

November 3, 2021

Date Adopted

Mark Opitz, Chair

Madison Area Transportation Planning Board

MPO Agenda Cover Sheet
November 3, 2021

Item No. 8

Re:

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

Staff Comments on Item:

Federal planning rules related to the required performance-based planning approach to decision making require that TIPs and long-range regional transportation plans, when updated, must include a discussion of the anticipated effect of the TIP and plan in meeting the adopted federal performance measure targets.

Attachment E of the 2022-2026 TIP approved by the board at the October meeting includes this required analysis, however the 2021 Public Transit Agency Safety Plan, 2022 annual transit asset management (TAM), and 2022 annual traffic safety measure targets were not included as the MPO had not yet adopted them. The MPO was waiting for VMT data for the traffic safety measure targets and county performance data and for Metro Transit to update its annual TAM targets. Adoption of targets for these federal measures is on the agenda for this meeting prior to this item. Staff has updated Attachment E to incorporate the new targets. This will allow the TIP to be approved by WisDOT and FHWA and amended next year as needed.

Materials Presented on Item:

1. MPO 2021 Resolution No. 13
2. Revised version of Attachment E – Analysis of Anticipated Effect of TIP Toward Meeting Federal Performance Measure Targets

Staff Recommendation/Rationale: Staff recommends approval of MPO 2021 Resolution No. 13 amending the 2022-2026 TIP to revise Attachment E to incorporate reference to the updated annual federal performance measure targets.

MPO 2021 Resolution No. 13

**Amending the 2022-2026 Transportation Improvement Program (TIP)
for the Madison Metropolitan Area & Dane County to Revise Attachment E – Analysis of
Anticipated Effect of TIP in Achieving Federal Performance Measure Targets**

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, federal transportation legislation (MAP-21 and FAST Act) and associated federal rules (23 CFR 490) require states and MPOs to undertake a transportation planning process that provides for the establishment and use of a performance-based approach to transportation decision making to support national goals, which includes establishing performance targets for the measures to use in tracking progress toward attainment of desired outcomes for the regional transportation system; and

WHEREAS, the MPO has now established the annual performance targets related to safety and Transit Asset Management and Public Transit Safety through MPO 2021 Resolutions No. 11 and 12, adopted on November 3, 2021; and

WHEREAS, the performance management elements of the federal planning rules (23 CFR 450) require a discussion in the TIP and long-range Regional Transportation Plan (RTP) as to the effect of programmed and planned investments toward achieving the performance targets; and

WHEREAS, the approved 2022-2026 TIP included the required analysis of the anticipated effect of the TIP toward achieving the federal performance measure targets in Attachment E, but the analysis needs to now be revised to include the new annual targets adopted by the MPO in order to be approved by WisDOT and USDOT and amended, if necessary, next year; and

WHEREAS, the MPO's public participation procedures for minor TIP amendments such as this have been followed:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves an amendment to the *2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, revising Attachment E to the TIP (attached to this resolution) modifying the required discussion of the anticipated effect of the TIP in meeting the required federal performance measure targets to include the adopted annual targets for the safety, TAM, and PTASP measures.

November 3, 2021

Date Adopted

Mark Opitz, Chair
Greater Madison MPO

Attachment E: Analysis of Anticipated Effect of TIP Toward Achieving Federal Performance Measure Targets

Introduction

Performance-Based Planning and Programming

The most recent two federal transportation bills, MAP-21 and the FAST ACT, require incorporation of performance-based planning and programming into the development of Metropolitan Planning Organization (MPO) Long-Range Regional Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). The goals of the new performance management process are to make the most efficient use of federal transportation funds, refocus on national goals, increase accountability and transparency, and improve decision-making.

Federal performance measures have been established to track progress in achieving national goals, which include the following:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System (NHS)
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment

The Greater Madison MPO (Metropolitan Planning Organization)¹, the MPO for the Madison Metropolitan Area, has made significant progress in the transition to performance-based planning and programming. The MPO has tracked transportation system performance measures for many years and included its first official list of measures in its 2035 Regional Transportation Plan (RTP) Update adopted in 2012. The MPO also developed a list of congestion and reliability measures in its [Congestion Management Process](#) adopted in 2011, and has been tracking those for which data is readily available. As part of the [RTP 2050](#) adopted in April 2017, the MPO identified seven goals consistent with the national goals above, along with associated policies, and developed a revised set of performance measures tied to these goals. While mostly based on a qualitative analysis, the multi-modal set of recommended transportation facility and service investments in the RTP 2050 were selected based on these goals and measures.

¹ Formerly named Madison Area Transportation Planning Board – An MPO.

The MPO began publishing an annual Performance Measures report in 2016 for 2015 baseline data to gauge progress in achieving the RTP goals and fulfill federal performance management requirements. A link to the 2020 report for 2019 data is at https://www.greatermadisonmpo.org/trends/documents/2019PMR_FinalWeb.pdf. The report for 2019 incorporates the federal measures along with numerous other regional measures tied to RTP 2050 goals. Due to the impacts of the COVID-19 pandemic in 2020, the MPO will be collecting and reporting required data for the federal performance measures, but will not produce a Performance Measures Report for 2020. The plan is to move to an online interactive performance measures dashboard going forward.

The MPO revised its set of project scoring criteria for the Surface Transportation Block Grant (STBG) – Urban program in 2021 (see Appendix A of the TIP) and for the Transportation Alternatives Program (TAP) in 2020 for use in evaluating and prioritizing projects for funding the MPO receives from those federal programs. Both sets of criteria rely heavily on quantitative scoring guidelines that are tied to RTP goals and policies.

The performance measures established by FHWA and FTA were developed to measure the effectiveness of the following federal funding programs:

Federal Transportation Performance Measures	
Performance Measure Area	Performance Measures
FHWA Highway Safety Improvement Program (HSIP)	
Number of Fatalities and Serious Injuries	Number of Fatalities
	Number of Serious Injuries
	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries
Rate of Fatalities and Serious Injuries	Rate of Fatalities per 100 Million Vehicle Miles Travelled (MVMT)
	Rate of Serious Injuries per 100 Million Vehicle Miles Travelled (MVMT)
FHWA National Highway Performance (NHPP) and Surface Transportation Block Grant (STBG) Programs	
Condition of Pavements on the Interstate System	Percentage of Pavement of the Interstate System in Good Condition
	Percentage of Pavement on the Interstate System in Poor Condition
Condition of Pavements on the National Highway System (NHS) Excluding the Interstate	Percentage of Pavement of the Non-Interstate NHS System in Good Condition
	Percentage of Pavement of the Non-Interstate NHS System in Poor Condition
Condition of Bridges on the NHS	Percentage of NHS Bridges Classified as in Good Condition
	Percentage of NHS Bridges Classified as in Poor Condition
Performance of the Interstate System	Percentage of the Person-Miles Traveled on the Interstate that are Reliable

Performance of the NHS Excluding the Interstate	Percentage of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable
FHWA National Highway Freight Program (NHFP)	
Freight Movement on the Interstate System	Truck Travel Time Reliability Index
FTA Section 53 Funding (5307, 5310 ² , 5311 ¹ , 5337, 5339)	
Transit Asset Management	Percentage of Revenue Vehicles Exceeding Useful Life
	Percentage of Non-Revenue Service Vehicles Exceeding Useful Life
	Percentage of Facilities Exceeding the Transit Economic Requirements Model (TERM) Scale
	Percentage of Track Segments Having Performance Restrictions
Public Transportation Safety Program	Number of Reportable Fatalities
	Rate of Reportable Fatalities Per Vehicle Revenue Miles
	Number of Reportable Injuries
	Rate of Reportable Injuries per Vehicle Revenue Miles
	Number of Reportable Safety Events
	Rate of Reportable Safety Events Per Vehicle Revenue Miles
	Mean Distance Between Major Mechanical Failures

Setting Targets for Performance Measures

Under the federally required performance management process, targets must be set for each of the federal performance measures on a schedule based on when the measures were finalized. States must then report to the U.S. Department of Transportation (USDOT) on progress in achieving the targets on a schedule specific to each measure. At the state level, there are funding implications in cases where progress is not being made on a particular measure. State departments of transportation (DOTs) and transit agencies are to first set their performance measure targets in coordination with MPOs. In the case of DOT targets, MPOs may either choose to support the state targets or establish their own targets. In the case of the transit agency targets, MPOs may adopt the same targets or establish their own.

Given the limited amount of historical data for most of the measures and the uncertainty in what trends the data may show as more years are collected, the Greater Madison MPO has elected to support the state/transit agency targets for these measures, and to plan and program projects to contribute towards meeting these targets. The MPO approved the targets

² “The [[Public Transportation Agency Safety Plan \(PTASP\) Final Rule](#)] applies to all operators of public transportation systems that are recipients and sub-recipients of federal financial assistance under the Urbanized Area Formula Program (49 U.S.C. § 5307). However, FTA is deferring applicability of this requirement for operators that only receive funds through FTA’s [Enhanced Mobility of Seniors and Individuals with Disabilities Formula Program](#) (Section 5310) and/or [Rural Area Formula Program](#) (Section 5311).” <https://www.transit.dot.gov/PTASP> July 22, 2020

for infrastructure condition, NHS system performance, and freight through the adoption of TPB Resolution No. 145 in 2018. The annual 2022 safety targets are addressed in MPO 2021 Resolution No. 11, dated November 3, 2021. The MPO once again has chosen to support the WisDOT safety targets. The MPO has also elected to support the Metro Transit targets for transit asset management (TAM) since Metro is the agency with expertise to best manage its assets in light of funding challenges and address safety (See MPO 2021 Resolution No. 12 for the 2022 TAM and PTASP targets. TAM targets will not change for 2022; performance will be reviewed in 2022, and targets may be adjusted for 2023 based on that review).

The MPO will report annually the Madison Metropolitan Area or Dane County data for all of the federal measures and the prior year performance and overall trend as part of its annual Performance Measures monitoring process.

Linkage of Investments to Performance Measures

The federal rules for metropolitan transportation planning require that the RTP (when next updated) and TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the RTP and TIP toward achieving the federal transportation system performance measure (see 23 CFR 490) targets established, thereby linking investment priorities to those performance targets (23 CFR 450.326(d)).

The following section outlines the federal performance measures and current performance at the state and Madison Metropolitan Area/Dane County level, and then discusses how the projects programmed in the TIP and supporting regional transportation planning activities will assist in achieving the federal measure targets. It is anticipated that this analysis will evolve over time as methods are developed to better quantify the impacts of projects on the federal performance measures.

Federal Performance Measures and TIP Analysis

Safety

Performance Measures and Data

The safety measures and the WisDOT/MPO targets for 2022 are identified in the table below:

Performance Measure	2022 Target	Dane County	
		2016-2020 Average	% Change from 2015-2019
Number of Fatalities	Reduce by 2% (584.7 or less)	33.0	-1.2%
Fatality Rate*	Reduce by 2% (.919 or less)	.655	1.1%
Number of Serious Injuries	Reduce by 2% (2995.5 or less)	203.2	0.4%
Serious Injury Rate*	Reduce by 2% (4.712 or less)	4.038	2.8%

Number of Non-Motorized Fatalities and Serious Injuries	Reduce by 2% (358.48 or less)	41.8	0%
* Per 100 Million Vehicle Miles Traveled			

Highway Safety Improvement Program (HSIP) Project Prioritization

WisDOT evaluates potential HSIP projects by comparing the estimated crash reduction benefits expected from the project with the cost of that project. Crash reduction benefits are estimated by multiplying up to two crash modification factors (CMFs) by five years of observed crash data. CMFs and target crashes are identified by the Safety Analyst software and a spreadsheet tool developed by WisDOT to calculate the estimated crash reduction benefits. The projects approved for HSIP funding are reviewed and prioritized based on their ability to reduce crashes and their achievement of the goals of the State’s Strategic Highway Safety Plan. WisDOT is responsible for all HSIP project programming.

HSIP Project Analysis

Fourteen (14) roadway projects in Dane County – twelve in the MPO Planning Area – will receive Highway Safety Improvement Program (HSIP) funding, including:

- One new grade-separated interchange project; and
- Thirteen (13) roadway design deficiency and intersection improvement projects.

In recent years, the intersections of USH 12-18/CTH AB and USH 12-18/Millpond Road have experienced high crash frequencies with high crash severity indexes. To address this safety problem, WisDOT will be constructing a grade-separated diamond interchange at the USH 12-18/CTH AB intersection, extending Millpond Road to CTH AB, and modifying the existing USH 12-18/Millpond Road intersection so that only eastbound right turning movements are permitted. Access to Long Drive will only be via a frontage road. Roundabouts will be constructed at the interchange ramp terminals. Construction of the interchange will eliminate the turning movement conflict points where crashes have occurred.

The thirteen programmed roadway design deficiency and intersection improvement projects are described below:

- USH 14 (Spring Green to Madison) (Pleasant View Road Intersection) -- Construct left turn lanes, monotubes for signals, and recondition pavement.
- USH 14 (Spring Green to Madison) (Deming Way Intersection) Recondition intersection, lengthen USH 14 WB left-turn lane, and widen shoulders.
- USH 14 (STH 92 Intersection) - Improve intersection efficiency and safety with construction of a roundabout.
- USH 51 (CTH B and CTH AB Intersection) - Improve intersection efficiency and safety with construction of a roundabout.
- USH 51 (Roby Road Intersection) - Improve intersection efficiency and safety with construction of a roundabout. Sidewalks will be provided.
- USH 151 (S. Blair Street) / John Nolen Drive (E. Wilson Street/Williamson Street Intersection) – Construct intersection improvements with upgraded pedestrian and

bicycle facilities. Pedestrian and bicycle facilities were constructed in 2019. Safety improvements that will be constructed as part of the S. Blair St. reconstruction project in 2022 include addition of protected left-turn bays on northbound John Nolen Drive and southbound Blair Street and moving and consolidating driveway access points.

- STH 19 (USH 151 Interchange) – Improve efficiency and safety by constructing monotube traffic signals with a signal head per lane and protected left turn phasing, which requires left turn lane extensions due to increased queue lengths.
- STH 113 (CTH P and V Intersection) – Reconstruct and reconfigure the intersection to improve safety.
- STH 113 (Madison to Lodi) (Knutson Drive to STH 19) -- Mill & Pavement overlay, Bridge Repairs & RAB at Arboretum Drive.
- CTH MM (McCoy Road Intersection) – Improve efficiency and safety by reconstructing intersection. Install monotube traffic signals with vehicle detection, countdown pedestrian timers with pedestrian push buttons, and retro-reflective backplates. Street lights will also be installed. Add exclusive northbound left turn lane and exclusive northbound through lane. Add offset southbound right turn lane. Move Capital City Trail crossing from current mid-block location to intersection.
- Gammon Rd & Watts Road -- Intersection improvements; improve efficiency and safety by adding left-turn lanes and monotube traffic signals.
- Main Street (Walker Way, Bird St., and Linnerud Dr. Intersections) -- Intersection Improvements. Recondition and widen shoulders.
- Windsor Street/STH 19 (North Thompson Rd. and Davison Dr. Intersections) Reconstruct intersections; improve efficiency and safety by adding left-turn lanes and monotube traffic signals.

Non-HSIP Projects

Safety is an important consideration in the scoping process of all projects included in the TIP. Resurfacing, recondition, and reconstruction projects can include elements that improve the safety performance of roadways, such as correcting geometric design deficiencies, improved pavement traction, improved traffic flow and improved pavement markings and signage. Pedestrian and bicycle infrastructure improvements help to separate vulnerable roadway users from automobile traffic. FHWA's [Crash Modification Factors \(CMF\) Clearinghouse](#) can provide a comprehensive overview of the potential safety benefit of any roadway improvement.

There are six major infrastructure projects that will add capacity and improve safety:

- Interstate 39/90 (Beltline to County Line) – The largest project by far is the WisDOT project to reconstruct and expand I-39/90 from the Beltline south to the state line. All eleven interchanges along the corridor have outdated design features that contribute to safety concerns. Further, all sections of I-39/90 are expected to operate at unacceptable levels of service in the future during peak periods, meaning unstable traffic flow and stop-and-go conditions. In order to address those safety and congestion concerns, the project will reconstruct and expand I-39/90 in Dane County from four to six lanes and reconfigure all interchanges, including the Beltline Interchange.
- West Beltline (USH 12/14/18/151) (Whitney Way to I-39/90) – This project will add capacity to the Beltline during weekday peak periods and other times when the

roadway is congested with low speeds through dynamic part-time hard shoulder running, reducing congestion related rear-end crashes, which tend to be more severe. This project will be completed at the end of 2021 or in early 2022.

- USH 51 (Stoughton to McFarland) (Jackson Street to Roby Road) -- This portion of Segment 2, Section 2 of the USH 51 (Stoughton to McFarland) project will be expanded to a four-lane cross-section with improved pedestrian and bicycle accommodations.
- Fish Hatchery Road/CTH D (Sparkle Stone to 450' S. of Byrneland) -- This project will expand the road to a four-lane cross-section and will include intersection improvements.
- CTH M (STH 113 to Oncken Rd.) – This section of CTH M, which is heavily congested during weekday commute periods, will be expanded to a four-lane cross-section with bike lanes, an off-street trail, intersection improvements (including a roundabout at CTH K), and driveway consolidation. Rear-end crashes at the intersections is the predominant crash type, which will be addressed with the project.
- Pleasant View Rd. (USH 14 to Timber Wolf Trail) – The first phase of this roadway reconstruction will expand the road to a four-lane divided cross-section with bike lanes, an off-street path and ped/bike bridge crossing at an existing path, and correct vertical and horizontal curve deficiencies that create safety problems.

There are multiple other programmed roadway projects, which will improve safety through intersection improvements such as addition of turn lanes and signalization, addition of bike facilities, improved pedestrian crossings, and/or other safety enhancements. Some of the more significant projects include:

- USH 14 (STH 138 to STH 92) – Resurfacing project that will include intersection and other safety improvements such as widened shoulders and rumble strips.
- USH 51 (Stoughton to McFarland) -- This federally funded project will be constructed in four segments. Some of the segments will include intersection improvements (e.g., Segment 1, I-39/90 to CTH N) and auxiliary lanes (e.g., auxiliary lane to be added between the north ramps of the Siggelkow Road interchange and Meinders Rd as part of Segment 4, Section 2).
- USH 51 (STH 138 and Silverado Dr./Hoel Ave. Intersections) – This federally funded project, separate from the USH 51(Stoughton to McFarland) project, will reconstruct the intersections with roundabouts. Roundabouts reduced injury crashes by 75% where stop signs or signals were previously used for traffic control, according to a study by the Insurance Institute for Highway Safety (IIHS).
- Fitchrona Rd. (Lacy Rd. to Nesbitt Rd.) – Locally funded project that will include intersection and ped/bike improvements, including possible side path.
- Lacy Rd. (Fitchrona Rd. to Seminole Hwy.) – Locally funded project that will include intersection improvements, buffered bike lanes, and side path.
- Lacy Rd. (Seminole Hwy. to Savanna Oaks.) Locally funded project that will reconstruct road to an urban cross section with bike lanes and sidewalk.
- Seminole Hwy. (Lacy Road to Schuman Drive) - Locally funded project that will reconstruct road to an urban cross section with bike lanes and sidewalk.

- South Syene Road (McCoy Road to Lacy Road) – Locally funded project that will reconstruct road to an urban cross section with bike lanes and sidewalk (note: side path already exists).
- University Ave. (Shorewood Blvd. to University Bay Dr.) – Federally funded project that will include University Bay Dr. intersection improvements and new ped/bike facilities, including grade-separated crossing of University Bay Dr.
- Vision Zero Initiative – Locally funded project sponsored by the City of Madison with the goal of eliminating fatal crashes.
- Grand Ave./CTH C and STH 19/Windsor Street – Intersection reconstruction will occur prior to opening of new Sun Prairie West High School, located adjacent to intersection, which will include improved pedestrian crossings.
- Exchange Street (Farwell Street to Yahara River Bridge) – Federally funded reconstruction project that will include sidewalk and may include bicycle facilities.

Federal funding will be used for the following railroad project:

- STH 113 (Madison to Lodi) (South of Verleen Rd.) -- WSOR Railroad Signal Work

Local funding will be used for the following railroad program:

- Madison's MISC Railroad Crossings and Quiet Zones – Repair Railroad Crossings and Install Warning Devices program.

About 30 roadway projects will include new or enhanced pedestrian/bicycle infrastructure such as bicycle lanes, paved shoulders, off-street path, sidewalks, and pedestrian crossing improvements. According to studies, the safety benefits of adding bike lanes are mixed, partially due to conflict points at intersections, but the consensus is that they do provide safety benefits. The benefits depend upon design of the facilities and design of intersections. Carrying the bike lane through the intersection adds to safety.

Multi-use paths separate pedestrians and bicyclists from vehicle travel on a roadway. Conflict points are limited to path/roadway or path/driveway intersections. Major path and ped/bike crossing projects are illustrated in the first map after the projects summary at the beginning of this document. The 2022-2026 TIP contains two federally funded pedestrian/bicycle education programs: Transportation Alternatives program funded Dane County Safe Routes to School program and the STBG-Urban funded Pedestrian & Bicycle Safety Education program administered by the City of Madison. In addition to education, the City of Madison funds a Safe Routes to School infrastructure program.

Planning Analysis

The MPO completed an intersection safety analysis with the help of the UW-TOPs Lab for all arterial and collector intersections in Dane County. The safety analysis ranks intersections by frequency, rate, and severity of crashes. This analysis flags intersections with over-represented crash histories for further detailed study and potential safety improvements. A second phase of this analysis will be completed in 2021 with an updated crash prediction model, updated ranking of intersections based on 2017-'19 data, and a diagnostics tool to identify potential

countermeasures. The City of Madison has added safety as a major factor in prioritizing street projects along with pavement and utility condition, using data from the MPO’s study. The city also hired a firm to identify potential HSIP projects, evaluating its high crash severity intersections. The city has also initiated a Vision Zero Initiative, which will include multiple strategies and some advance projects to reduce speed limits and add improved pedestrian crossing facilities at select intersections.

The MPO is an active member of the Dane County Traffic Safety Commission (TSC). The TSC meets quarterly to review traffic crash data in order to enhance the level of safety on all public roadways in Dane County for all roadway users. The TSC is comprised of representatives including planners and engineers, law enforcement, medical professionals and other interested community participants to foster a coordinated effort to address the “4 E’s” of road safety: Education, Enforcement, Engineering, and Emergency Care. The MPO assists with compiling crash statistics and facilitating the crash incidence review. The MPO is currently assisting with a project to develop recommendations for how the TSC reviews and acts on crash trends and to develop a coordinated 3 E program to address identified problem safety issues.

Bridge Condition

Performance Measures and Conditions Data

The table below shows the WisDOT/MPO targets and current conditions in the Madison Metro Area for NHS bridges in good and poor condition.

Performance Measure	2019 and 2021 Target*	Madison Metro Area (2020)
Percentage of NHS Bridges in Good Condition	≥ 50%	44%
Percentage of NHS Bridges in Poor Condition	≤ 3%	1%
*Same target for two- and four-year target		

A total of 97 bridges with a deck area of 86,069 m² or 44% were in good condition in 2020, an increase from the 42% that were in good condition in 2019.

Project Analysis

The 2022-2026 TIP contains 22 projects that will repair or replace bridges or bridge decks as part of their scope. The following programmed projects are located on the NHS:

- S. and W. Beltline (Verona Road Interchange) – Thin Polymer Deck Overlays
- I-39/90/94 (USH 51 Bridges) – Bridge deck overlay
- I-39/90/94 (STH 19 Interchange Bridges) – Bridge deck overlay
- I-39/90 (S. Beltline to Rock County Line) – Reconstruction and expansion with associated reconstruction of bridges and interchanges
- STH 30 (Fair Oaks Ave. Bridges B-13-0206, 0211) – Bridge deck overlays

- CTH M (Pheasant Branch Creek -- B-13-0046) -- Replace bridge and construct bike underpass
- John Nolen Drive (North Shore Drive to Olin Avenue) -- Replace or rehab six bridges as part of reconstruction project.

Pavement Condition

Performance Measures and Conditions Data

The table below shows the WisDOT/MPO targets and 2019 conditions for Interstate and non-Interstate NHS roadways.³ “Good condition” suggests no major investment is needed. “Poor condition” suggests major reconstruction investment is needed. The data is for International Roughness Index (IRI) only as other data on cracking and rutting is not currently available for the entire system.

Performance Measure	2019 and 2021 Target*	Madison Metro Area (2019)**
Percentage of Interstate Pavement in Good Condition	≥ 45%	65%
Percentage of Interstate Pavement in Poor Condition	≤ 5%	4%
Percentage of Non-Interstate NHS Pavement in Good Condition	≥ 20%	31%
Percentage of Non-Interstate NHS Pavement in Poor Condition	≤ 12%	23%
*Same target for two- and four-year target		
**Only includes the International Roughness Index (IRI) calculation		

Because the 2019 data is only for the IRI metric, it doesn’t represent a complete picture of the condition of the roadways. There are also some concerns about the accuracy of the data. The pavement condition rating systems historically used by WisDOT and local governments in the state provide a different picture of pavement conditions in the Madison Metro Area. WisDOT utilizes the Pavement Condition Index (PCI) system to evaluate state roadways while local governments use a simplified version of that called the Pavement Surface Evaluation Rating (PASER) system. These rating systems provide a better representation of the overall structural condition of roadways. This data is updated every other year. The most current available PCI and PASER data is from 2019 and 2020, respectively. It indicates that 59% of all major roadways (both NHS and non-NHS) within the Madison Metro area were in good or excellent condition and only 8% were in poor or very poor condition. One-hundred percent (100%) of the Interstate system was in good or very good condition.

³ 2019 data is latest available.

Project Analysis

The Madison Metropolitan Area (MMA) contains a total of 157.6 NHS Interstate Highway lane miles, 462.9 non-Interstate NHS US/State highway lane miles, and 87.7 local road NHS lane miles. The 2022-2026 TIP contains 33 projects comprising about 224.7-lane miles of roadway (NHS and non-NHS) that will be reconstructed (and in some cases expanded) in the county. Of this amount:

- 31.3 lane miles (I-39/90 capacity expansion project) are located on the Interstate System (19.9% of total existing Interstate System lane miles) in the MMA;
- 0 lane miles are located on NHS US/State highways in the MMA; and
- 17.5 lane miles (three projects) are located on NHS local roads (20% of total existing NHS local road lane miles) in the MMA.

The 2022-2026 TIP contains 50 projects comprising 368.6 lane miles of roadway (NHS and non-NHS) that will be resurfaced (and in some cases expanded) or reconditioned in the county. Of this amount:

- 23.8 lane miles (I-39/90 concrete pavement repair project) are located on the Interstate System (15.1% of total existing Interstate System lane miles) in the MMA;
- 173.89 lane miles (eight projects) are located on NHS US/State highways (37.6% of total existing NHS state highway lane miles) in the MMA. (Includes 76.1- lane mile West Beltline Dynamic Part Time Shoulder Use project, which includes a resurfacing component); and
- 1.4 lane miles (CTH MM – Wolfe Street to Spring Street resurfacing project) are located on NHS local roads (1.6% of total existing NHS local road lane miles) in the MMA.

Travel Time Reliability and Freight Movement

Performance Measures and Conditions Data

The table below shows the WisDOT/MPO target level of travel time reliability and 2020 data for both the Interstate and non-Interstate NHS system.

Performance Measure	2019 Target	2021 Target	Madison Metro Area (2020)
Percentage of Person-Miles Traveled on the Interstate that are Reliable	94%	90%	100%
Percentage of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	N/A	86%	94%

The percent of person-miles traveled with unreliable travel times in the Madison Metro area on the non-Interstate NHS system exceeds the four-year target. Even still, the relatively high percentage of the Madison area system that meets the reliability measure is skewed by the 4-hour peak periods used for the federal measure. The AM and PM peak periods in Madison are 60 or 90 minutes at most.

The table below shows the WisDOT/MPO target truck travel time reliability index (on the Interstate system) targets and 2020 data for interstate freight movement.

Performance Measure	2019 Target	2021 Target	Madison Metro Area (2020)
Truck Travel Time Reliability Index	1.4	1.6	1.2

The 2020 data shows that the Madison Metro area currently exceeds the two-and four-year targets for freight travel time reliability on the Interstate system. An index of 1.2 indicates a high reliability of system performance. The Interstate typically only experiences heavy congestion and slower travel times on summer Friday nights and Sundays due to tourist traffic.

Project Analysis

Seven projects comprising 126.89 lane miles of roadway in the Madison Metropolitan Area will add travel lanes and therefore improve travel time reliability. The largest project by far is the WisDOT project to reconstruct and expand I-39/90. The projects with the most impact in terms of improving travel time reliability are the West Beltline (USH 12/14/18/151) Dynamic Part Time Shoulder Use (DPTSU) project and the CTH M (Willow Rd. to Oncken Rd.) expansion project, including improvement to the CTH K intersection.

The 2022-2026 TIP contains about 30 projects that will include a transportation systems management (TSM) component. One of the most significant is the Beltline Highway DPTSU project, which will provide hard shoulder running during periods of congestion. The goal of these projects is to maximize the efficiency, safety, and utility of the transportation infrastructure. TSM considers the full range of options for maximizing the performance of existing transportation infrastructure without expanding the infrastructure itself (e.g., adding general purpose lanes, etc.). TSM strategies can include physical changes to the roadway, changes to how the roadway is used, and efforts aimed at reducing demand for use of the roadway (travel demand management). Most of the TSM projects listed in the 2022-2026 TIP are intended to increase vehicle throughput at intersections and reduce average delay along with improving safety. The following are examples of TSM projects in the 2022-2026 TIP:

- Blair Street (USH 151) intersection improvement at John Nolen/Williamson/Wilson Street;
- USH 51 roundabouts to be added at several intersections in Stoughton;
- University Avenue and University Bay Drive intersection improvement;
- STH 19 improvement at USH 151 Interchange;
- CTH MM intersection improvement at McCoy Road; and
- MPO TDM/Rideshare program, which includes employer based programs and an online transportation matching service that allows commuters to quickly find carpool partners, vanpool options, bike buddies, transit routes, and park and ride lots based on their specific circumstances.

Planning Activities

The MPO began an update to its Congestion Management Process (CMP) in 2019, including the analysis of current conditions. Part of that analysis included purchase of StreetLight Analytics travel time data to be used to help identify bottlenecks that might be alleviated through lower cost intersection improvements and TSM strategies. The updated CMP will be incorporated into the RTP 2050 Update to be adopted in 2022.

Transit Assessment Management

Performance Measures and Conditions Data

[Note: Metro has not released updated targets or 2021 TAM statistics; this section will be updated for the Final 2022-2026 TIP.]

Metro Transit completed and certified its initial Transit Asset Management (TAM) Plan in December 2018. The plan is considered a “living document” with reviews and revisions planned on an annual basis. The initial plan incorporated Metro’s initial 2019 TAM performance measure targets for the applicable measures, which relate to the different assets, including equipment (non-revenue vehicles), rolling stock (revenue vehicles), and facilities, which in the case of Metro is its bus maintenance garage. Metro’s TAM targets did not change for 2020-’21, and will not change for -21-22; Metro expects to update TAM targets in 2023. The MPO adopted the same 2021-’22 targets that Metro adopted via the resolution referenced above.

The table below shows the 2021-22 Metro/MPO targets and 2020 baseline conditions for Metro Transit for the three TAM performance measures related to buses, non-revenue service vehicles, and facilities, which for purposes of the TAM plan is Metro’s bus maintenance facility at 1101 E. Washington Avenue.

Performance Measure	Baseline (2020)	Performance (2021)	Target (2021-’22)
Percentage of Rolling Stock (Buses) that Have Met or Exceeded their Useful Life	14%	16%	11%
Percentage of Non-Revenue Service Vehicles that Have Met or Exceeded their Useful Life	55%	50% (45% by Dec. 31, 2021)	38%
Percentage of Facilities with a Condition Rating Below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale.	100%	100%	0%

For buses, a 2021 target was set of having 11% of Metro’s inventory exceed the useful life benchmark (ULB) of 14 years. As of August 2021, 16% of Metro’s bus fleet exceeded the ULB. Metro uses 14 years as the ULB rather than the federal minimum of 12 years because Metro

uses the oldest buses for school and other peak period only service and as reserves, thus limiting the number of miles on buses as they age. ULB performance declined from 2020-'21 because the usual annual bus procurement in 2021 was deferred to support the purchase of 43 60' articulated buses for the BRT system in the next year; the only buses added to the fleet in 2020-'21 were three all-electric Proterra buses that were scheduled for delivery in 2020 and received in 2021. The bus replacement plan calls for the annual replacement of 15 buses based on age and condition. These factors resulted in an increased fleet size and an older average vehicle age.

For non-revenue service vehicles, a 2021 target was set of having 38% of Metro's inventory exceed the ULB of 8 years. As of August 2021, 50% of Metro's inventory of cars, trucks, and vans exceeded their ULB. Metro developed a long-range strategic replacement plan for non-revenue vehicles in 2019, with the intention of replacing two vehicles each year; however, due to the COVID-19 pandemic, Metro did not replace any non-revenue service vehicles in 2020, which resulted in an increase in the percentage of vehicles over their useful life. Two vehicles, including a very old van, were disposed of in 2021; two trucks are on order in August 2021, and when received they will reduce the percentage of vehicles past their ULB to 45%

For TAM performance measure purposes, the only applicable current facility is Metro's maintenance facility. The target is to have 0% of facilities rated under 3.0 (Adequate) on the TERM scale. In 2020, the Metro facility was rated 2.5. It had been rated 1.0 (Poor), but repairs and upgrades have recently been made, including roof repairs in 2018 and a new wash bay in 2019. [waiting for updated TERM score] Metro has purchased a new satellite facility on Hanson Road, which is under construction and not included in this measure as it is not yet in use.

Project Analysis

Metro Transit has programmed funds to continue adhering to its current bus replacement schedule of 15 buses per year. Metro received a VW Settlement Grant award of \$4.8 million in 2020, which covered 10 buses, and will aid the agency in maintaining this schedule. If Metro had been able to maintain this schedule, the percentage of buses at or past their ULB would have met or dropped below the 11% target by 2021; however, Metro was not able to add new electric buses as scheduled in 2020 and retained a bus scheduled for disposal to use in the interim. Increasing the fleet size by retaining a vehicle past its ULB negatively affected this performance measure in 2020 and exacerbated the measure in 2021 as the entire fleet aged, but the scheduled 2022 bus replacement will bring this measure under the 11% target to 9%. This improvement may be short-lived, as twice as many vehicles will hit their ULB in 2023 as have in previous years due to the procurement schedule in 2008-09.

Metro's replacement plan for service vehicles is more flexible with funding allocated each year and a decision made annually on which vehicles to replace based on age, repair history, and any anticipated major repairs. It is less certain whether Metro will be able to meet its performance target for service vehicles based on the funding currently programmed. Due to the combined need to make facility repairs and the unexpected costs associated with the COVID-19 pandemic, these purchases did not take place in 2020. Accordingly, the performance measure data in the fall of 2020 showed an inventory that was a year older, and percentages over useful life higher than they were in 2019. Two vehicles were disposed of in 2021, including a very old van, which kept the percentage of vehicles past their ULB to 50%; two new trucks are on order and

expected to be delivered by year's end, which will reduce this to 45% of vehicles being over their ULB.

Metro plans to extend the useful life benchmark for non-revenue vehicles in 2023 to reflect the fact that particular vehicle types have longer useful lives than others, which affects the average useful life expectancy for all vehicles.

Metro's maintenance facility at 1101 E. Washington Avenue is in need of major renovation. It is also over capacity, having been designed to serve 140 buses, but servicing 220 buses currently. The facility has had no significant upgrades since it was built 40 years ago, until renovations began in 2018. Investment in the facility was delayed for years in anticipation of a relocation, but a full relocation of the facility is no longer being considered. Facility and functional issues included: inadequate ventilation, heating, and cooling; an open-air wash line creating air quality problems; needed upgrades to emergency egress lighting; confined number of work bays and poor space layout; and right-turn vs. desired left-turn circulation for buses.

A facility renovation plan was developed with the assistance of an engineering firm, Mead & Hunt, with improvements to be implemented in 6 phases starting in 2019. Roof repairs were already made. Because of the need to use its federal formula funding for buses and capital maintenance, the facility renovation will be 100% locally funded. The facility renovation plan, which has been adjusted to changing conditions and to prioritize certain components is as follows:

- 2019: Phase 1 Wash Bay Fire Alarm and Electric Bus Updates
- 2020: Phase 2 HVAC Mechanics and Storage Area
- 2021: Phase 3A Maintenance/Driver Support/Infrastructure Improvements
- 2021: Masonry Restoration to Bus Storage Area
- 2022: Design 3B
- 2023: Phase 3B Admin Improvements - Operation/Dispatch/Locker rooms
- Not in CIP: Phase 3C Bus Storage
- Not in CIP: Phase 4 Exterior Upgrades

Implementation of the programmed facility renovation plan will allow the facility to meet the federal performance measure target. It is possible, however, that one or two phases may need to be delayed due to funding needed to implement the planned east-west BRT route and other needs. An inventory and condition assessment completed in 2020 reflects the impact of ongoing repairs and upgrades on meeting the facility TAM performance target, with the TERM rating increasing from 1.0 to 2.0 in 2019 and to 2.5 in 2020. [update when new TERM rating received]

Metro prioritized its capital investment needs and ranked replacement buses and its maintenance facility as the two highest priorities. That was followed by the addition of a satellite bus maintenance facility, which is needed to expand service, including implementation of Bus Rapid Transit, a high priority of the city. Metro was awarded a federal FTA discretionary grant for the BRT maintenance facility in 2020, and purchased a site on Hanson Road in 2021, with construction and remodel activities currently underway.

Public Transportation Agency Safety Plan

Performance Measures and Conditions Data

Metro Transit completed and certified its initial Public Transportation Agency Safety Plan (PTASP) in July 2020. The plan is considered a “living document” with reviews and revisions planned on an annual basis. The initial plan incorporates Metro’s initial 2020 PTASP performance measure targets for the applicable measures. The MPO adopted the same 2020 targets that Metro adopted in the above referenced resolution.

The table below shows the 2022 Metro/MPO targets and 2020-21 baseline conditions for Metro Transit for the seven safety-related performance measures. Baseline data is not available for Paratransit due to insufficient reporting from contracted service providers to Metro, so the 2020 target is used as the baseline; reporting improvement processes are in development and baseline data will be available for Paratransit in future years.

The Metro Safety Planning Team has been planning and developing the framework for PTASP and Safety Management System Development. Although the Covid-19 pandemic has slowed progress, Metro has made steps toward meeting its overall goal of developing an agency-wide Safety Management System.

2021 Annual Safety Performance Targets and 2020-21 Baseline							
Mode of Service	Fatalities (total)	Fatalities (per 100000 VRM)	Injuries (total)	Injuries (per 100000 VRM)	Safety Events (total)	Safety Events (per 100000 VRM)	System Reliability (VRM/Failures)
Bus Transit - Target	0	0	15	0.23	340	5.46	65000/failure
Bus Transit – Baseline (2020-21 Actual)	0	0	1	0.02	174	2.90	32000/failure
Paratransit - Target	0	0	1	0.15	20	3.07	54000/failure
Paratransit - Baseline (2021-21 Actual)	0	0	2	0	3	0.67	54000/failure*

- *Fatalities = Any fatal accident involving a Metro Transit vehicle regardless of fault*
- *Injuries = Any occurrence resulting in a passenger transported from the vehicle via ambulance*
- *Safety Events = any accident, incident, or occurrence*
- *VRM = vehicle revenue miles*
- *System Reliability = VRM between on-road, mechanical failure*
- **Paratransit System Reliability data is still being collected. Baseline reflects established 2020 target*

Project Analysis

Safety-related projects in the Transit Capital and Transit Operating categories include preventative maintenance of transit vehicles, which is fundamental to meeting the System Reliability target, and facility renovations at Metro’s maintenance facility at 1101 E. Washington

Avenue, which is in need of major renovation. It is over capacity, having been designed to serve 140 buses, but servicing 219 buses currently. The facility has had no significant upgrades since it was built 40 years ago. Investment in the facility was delayed for years in anticipation of a relocation, but that is no longer likely. Facility and functional issues include: inadequate ventilation, heating, and cooling; an open-air wash line creating air quality problems; needed upgrades to emergency egress lighting; confined number of work bays and poor space layout; and right-turn vs. desired left-turn circulation for buses.

A facility renovation plan was developed with the assistance of an engineering firm, Mead & Hunt, with improvements to be implemented in 6 phases starting in 2019. Because of the need to use its federal formula funding for buses and capital maintenance, the facility renovation will be 100% locally funded. The facility renovation plan is as follows:

- 2019: Phase 1 Wash Bay Fire Alarm and Electric Bus Updates
- 2020: Phase 2 HVAC Mechanics and Storage Area
- 2021: Phase 3A Maintenance/Driver Support/Infrastructure Improvements
- 2021: Masonry Restoration to Bus Storage Area
- 2022: Design 3B
- 2023: Phase 3B Admin Improvements - Operation/Dispatch/Locker rooms
- Not in CIP: Phase 3C Bus Storage
- Not in CIP: Phase 4 Exterior Upgrades

It is possible, however, that one or two phases may need to be delayed due to funding needed to implement the planned east-west BRT route and other needs. Implementation of the programmed facility renovation plan will improve safety for Metro staff, and will help Metro continue to meet or exceed the performance targets for Fatalities, Safety Events, and System Reliability; the performance targets for Injuries relate to riders of vehicles in service, and will not be impacted by safety improvements at the maintenance facility.

The renovation will have positive impacts on system reliability. Employees will be provided a better, more modern, and healthier place to work. A new, proper, environment will enable employees to be more productive without compromising their safety. This could improve the number of vehicles inspected on a daily basis which would improve the spare ratio and overall road failure rate.

The 3B phase includes the operations unit areas. The biggest impact will be new driver amenities, including a break room that is the proper size to accommodate all drivers, quiet spaces and rooms to rest, kitchen amenities, and new furniture. Well-rested drivers are safe drivers. The current environment for them is sub-optimal. Operations will have a larger dispatch office and supervisor amenities to improve their working environment. This will have positive impacts to service delivery and safety. A more organized and properly sized work space will enable supervisors to work with a lower rate of error. If an operations supervisor makes a mistake, it often has an impact on service delivery. For example, when a supervisor takes a sick call from a driver but forgets to assign the work to a standby driver. That bus doesn't run or is heavily delayed which as a domino effect on the system with passenger overloads, potential safety issues with passengers or students waiting outdoors for a longer period of time, etc. A better work environment will reduce the likelihood of this type of mistake.

MPO Agenda Cover Sheet
November 3, 2021

Item No. 9

Re:

MPO 2021 Resolution No. 14 Approving the 2022 MPO Work Program

Staff Comments on Item: A notice and summary of the draft 2022 Unified Planning Work Program was distributed to all local units of government within the MPO planning area and appropriate agencies, committees, and commissions for review and comment. MPO staff met with WisDOT, FHWA, and FTA staff to review the draft document, and incorporated changes they recommended into the draft document. No comments were received on the draft work program from local officials or the general public.

No changes are being made to the draft document.

For reference, the Draft 2022 MPO Unified Planning Work Program is posted on the MPO website at this link: https://www.greatermadisonmpo.org/planning/documents/UPWPFinal22_Web.pdf

Materials Presented on Item:

1. MPO 2021 Resolution No. 14

Staff Recommendation/Rationale: Staff recommends approval of the draft Work Program. The 2022 Unified Planning Work Program is the basis for MPO contracts with local units of government and with state and federal agencies for 2022 planning activities and funding.

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

WHEREAS a Unified Planning Work Program (UPWP) is a requirement for receiving various federal and state planning financial assistance; and

WHEREAS the UPWP for the Greater Madison MPO (Metropolitan Planning Organization) is annually updated, and the 2022 Work Program is the first year of the 2022-2024 Overall Program Design Report; and

WHEREAS separate grant applications will be required to apply for the 2022 programmed planning grant funds, including applications to the Federal Transit Administration, Federal Highway Administration, Wisconsin Department of Transportation, Dane County, and various local governmental units; and

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

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves the 2022 Unified Planning Work Program dated November 2021, which reflects no changes to the draft Work Program document dated October 2020; and

BE IT FURTHER RESOLVED that the MPO Transportation Planning Manager is authorized and directed to submit necessary applications to appropriate state, local, and federal departments for planning activities indicated for 2022 and to execute appropriate agreements and contracts with said agencies on behalf of the MPO; and

BE IT FURTHER RESOLVED that the MPO Transportation Planning Manager is authorized to file appropriate supporting documents and requisitions and to perform other duties and acts, which may be required as part of these planning grant contracts; and

BE IT FURTHER RESOLVED that the planning agency agrees to abide by all the provisions, terms, and conditions of said contracts; and

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

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
3. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;

7. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

November 3, 2021

Date Adopted

Mark Opitz, Chair

Greater Madison MPO

MPO Agenda Cover Sheet
November 3, 2021

Item No. 10

Re:

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

Staff Comments on Item:

It is proposed that the MPO continue to provide staff assistance to Dane County for specialized transportation planning and coordination services as provided in previous years. The services are outlined in the attached scope of work. The agreement also includes Metro Transit's service agreement with the county since the City of Madison is the contracting agent for both the MPO and Metro.

Materials Presented on Item:

1. MPO 2021 Resolution No. 15
2. Description of scope of work for proposed County funding of MPO planning and coordination services and Metro Transit's promotion and transit information services

Staff Recommendation/Rationale: Staff recommends approval.

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

WHEREAS, the staff of the Greater Madison MPO (Metropolitan Planning Organization) has historically provided assistance to Dane County for specialized transportation planning and coordination services; and

WHEREAS, the MPO intends to continue this assistance of planning and coordination services to the county again in 2022; and

WHEREAS, the County has budgeted \$5,000 for this service for the year 2022; and

WHEREAS, this service is included in the Greater Madison MPO's adopted 2022 Unified Planning Work Program; and

WHEREAS, the County requests that this agreement be part of Metro Transit's service agreement and contract for transit information, promotion efforts, and operations, since the contracting agent for both Metro Transit and the MPO is the City of Madison; and

WHEREAS, the services to be provided by the MPO and Metro Transit are outlined in the attached scope of services document:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO agrees to have MPO staff provide this service to Dane County in 2022 and authorizes the City of Madison on behalf of the MPO to execute the agreement and contract to provide this service.

November 3, 2021

Date Adopted

Mark Opitz, Chair
Greater Madison MPO

**DANE COUNTY FUNDED 2022 PUBLIC TRANSIT SERVICES
PROVIDED BY METRO TRANSIT
AND
SPECIALIZED TRANSPORTATION COORDINATION SERVICES
PROVIDED BY
GREATER MADISON MPO**

Schedule A: Scope

Public Transit Services. Dane County will fund the following public transit services of the City of Madison to be provided by Metro Transit.

1. Assistance to Customer Service Center (CSC)

The major area-wide information point for transit has been Metro's Customer Service Center, which provides information on routes, schedules, etc., for those who telephone and responds to E-mail questions regarding routes and schedules. CSC representatives also provide paratransit ride scheduling, transportation referrals, and ridesharing (266-RIDE) referrals for vanpool and carpool services. Representatives utilize Teleinterpreters for interpretation services when callers who speak only foreign languages contact the CSC.

2. Transit Information/Promotion Assistance

Provide assistance to Metro Transit for transit information and promotion costs including:

- Printing map and schedule information.
- Promoting Commute Card pass and existing prepaid fares such as 31-Day, 31-Day Senior/Disabled.
- Promoting Park & Ride lots, commuter routes and routes to outlying parts of the Madison urban area (such as Fitchburg and Middleton routes).
- Creating other promotional materials, including public information to increase awareness of Metro.

Overall transit information/promotion program is to be approved by County Public Works & Transportation Committee prior to release of funds.

3. Contribution Toward Operating Costs of Metro Transit

During 2022 Metro Transit plans to continue to focus on employee pass programs (such as the UW and St. Mary's employee passes) and the Commuter Choice Benefit program to attract more county and regional use. Additional plans, in 2022, include continuing bus stop sign replacement program and installing maps and schedule information in Metro shelters to make riding Metro easier. This funding will assist Metro with some local share costs of this effort.

Specialized Transportation Coordination. Dane County will fund the following specialized transportation planning and coordination services of the City of Madison to be provided by the Greater Madison MPO (Metropolitan Planning Organization) staff.

- 1) Serve on and provide technical assistance to the Dane County Specialized Transportation Commission, as needed.

- 2) Provide assistance to the Adult Community Services Division of the Department of Human Services in planning, coordinating and evaluating their specialized transportation services.
- 3) Assist in monitoring of and collecting data on the operations of specialized transportation providers, and collecting and analyzing data on the location of elderly and persons with disabilities from the American Community Survey and other sources.
- 4) Assist in implementation of the 2019 Dane County Coordinated Public Transit – Human Services Transportation Plan recommendations.
- 5) Work with Metro Transit to implement the Section 5310 (Enhanced Mobility for E/D Persons) Program Management and Recipient Coordination Plan, including project scoring and selection by the MPO and administration of the program by Metro.
- 6) Coordinate various projects with county agencies and service providers, both public and private, to make Dane County's specialized transportation services more cost-effective.

Schedule B: Payments

- a. Upon receipt of invoice from the City of Madison, payment will be rendered as follows:

Payment in full for Public Transit Services (\$24,300 to Metro Transit)

1. Assistance for Customer Service Center
2. Transit Info/Promotion Assistance (following committee approval)

- b. Upon receipt of invoices from the Greater Madison MPO, payment will be rendered as follows:

Payment for Specialized Transit Coordination (\$5,000 to Madison Area Transportation Planning Board)

June 2022	\$2,500
December 2022	<u>\$2,500</u>
	\$5,000

Schedule C: Reports

Narrative progress reports will be provided by MPO staff to County staff in conjunction with the invoices.

MPO Agenda Cover Sheet
November 3, 2021

Item No. 11

Re:

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

Staff Comments on Item:

CARPC is once again requesting around \$11,000 in Federal Planning funds from the Wisconsin Department of Transportation for transportation planning activities for areas in Dane County generally outside of the Madison Metropolitan Area. A total of \$5,457 of this amount will be set aside for MPO planning services. CARPC is requesting that the MPO provide services similar to previous years.

These MPO staff services consist primarily of conducting analyses of the impact of proposed Sewer Service Area amendments in the county on the multi-modal transportation system, including an assessment of the capacity to handle the traffic to be generated, ability to serve the development with public transit, accommodations for pedestrians and bicyclists, other design issues, and overall consistency with the goals, policies, and recommendations in the Regional Transportation Plan 2050. MPO staff will also continue to coordinate with CARPC on its work to finalize and then begin implementing the Regional Development Framework plan. This includes coordination on the performance measures to be used to measure successful implementation of the plan goals and objectives.

This MPO activity is included in the 2022 MPO Unified Planning Work Program.

Materials Presented on Item:

1. MPO 2021 Resolution No. 16
2. Agreement between City of Madison and CARPC for MPO to provide planning services

Staff Recommendation/Rationale: Staff recommends approval.

MPO 2021 Resolution No. 16

Authorizing the City of Madison to Enter into an Agreement with the Capital Area Regional Planning Commission (CARPC) for the Greater Madison MPO to Provide Transportation Planning Services to CARPC in 2022

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

WHEREAS, the Capital Area Regional Planning Commission (CARPC) is the regional land use planning and area-wide water quality management planning agency for the Dane County region with responsibilities that include preparing a master framework plan for the physical development of the region; and

WHEREAS, CARPC is in need of services to conduct transportation planning for areas in Dane County, particularly outside of the Madison Metropolitan Area; and

WHEREAS, CARPC is requesting federal Planning funding from the Wisconsin Department of Transportation for transportation planning activities for areas in Dane County outside of the Madison Metropolitan Area; and

WHEREAS, CARPC is also requesting that the Greater Madison MPO provide these services in a similar manner to previous years; and

WHEREAS, these services are to consist of: (1) conducting analyses of the impact of proposed Urban Service Area amendments on the multi-modal transportation system, including capacity to handle the traffic to be generated, ability to serve the development with public transit, accommodations for pedestrians and bicyclists, other design issues, and the overall consistency with the goals, policies, and recommendations in the MPO's Regional Transportation Plan; and (2) coordinating on CARPC's work to finalize and begin implementing the Regional Development Framework plan, including coordination on the performance measures to be used to gauge successful implementation of plan goals and objectives; and

WHEREAS, the MPO will bill CARPC on a quarterly basis for the cost of these services not to exceed \$5,457 for calendar year 2022; and

WHEREAS, these MPO work activities are included in the adopted 2022 MPO Unified Planning Work Program:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO authorizes the City of Madison to enter into an agreement with CARPC for MATPB to provide transportation planning services to CARPC in calendar year 2022 with CARPC providing for the reimbursement of MPO staff services for an amount not to exceed \$5,457.

November 3, 2021

Date Adopted

Mark Opitz, Chair

Greater Madison MPO

**AGREEMENT BETWEEN
CITY OF MADISON ON BEHALF OF THE GREATER MADISON MPO
AND THE
CAPITAL AREA REGIONAL PLANNING COMMISSION
FOR TRANSPORTATION PLANNING SERVICES**

Parties: This agreement is by and between the City of Madison, hereafter “City,” and Capital Area Regional Planning Commission, hereafter “CARPC.”

Term: The term of this agreement is January 1, 2022 through December 31, 2022.

Scope of Services by City/MPO: The city will provide transportation planning services to CARPC. These services will be provided by city staff to the Greater Madison MPO (Metropolitan Planning Organization) housed within the city’s Planning Division. These planning services will consist of:

(1) conducting analyses of the impact of proposed Sewer Service Area amendments in the county on the multi-modal transportation system, including an assessment of the capacity to handle the traffic to be generated, ability to serve the development with public transit, accommodations for pedestrians and bicyclists, other design issues, and overall consistency with the goals, policies, and recommendations in the MPO’s Regional Transportation Plan; and

(2) coordinating on CARPC’s work to finalize and begin implementing the Regional Development Framework plan, including coordination on the performance measures to be used to gauge successful implementation of plan goals and objectives.

Payment: The City of Madison will bill CARPC on a quarterly basis for the cost of providing the transportation planning services. The city will provide a progress report on services provided, which will be submitted with the quarterly invoice. The total cost of MPO transportation planning services will not exceed \$5,457 for calendar year 2022.

Non-Discrimination: During the term of this agreement, the parties agree to abide by their respective policies of non-discrimination and affirmative action. Further, the parties agree that this agreement does not subject either party to the other’s jurisdiction for the determination of such matters.

Liability: CARPC shall be responsible for injuries, claims and losses arising from or caused by the acts or omissions of its officers, employees, agencies, boards, commissions and representatives. The city shall be responsible for injuries, claims and losses arising from or caused by the acts or omissions of its officers, employees, agencies, boards, commissions and representatives. The obligations of the parties under this paragraph shall survive the expiration or termination of this agreement.

IN WITNESS THEREOF, the parties have caused this agreement to be executed by individuals and officers duly authorized on the dates noted below.

**CAPITAL AREA REGIONAL
PLANNING COMMISSION**

By: _____
Steve Steinhoff
Agency Director

Date: _____

CITY OF MADISON

By: _____
Satya Rhodes-Conway
Mayor

Date: _____

By: _____
Maribeth Witzel-Behl
City Clerk

Date: _____

Countersigned:

By: _____
David Schmiedicke
City Finance Director

Date: _____

Approved as to Form:

By: _____
Michael Haas
City Attorney

Date: _____

MPO Agenda Cover Sheet

November 3, 2021

Item No. 12

Re:

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

Staff Comments on Item:

Federal law and regulations provide for MPO suballocated funding under the Surface Transportation Block Grant (STBG) Urban and Transportation Alternatives programs with the amount based on the MPO's urbanized area population. MPOs are permitted to spend the funding on projects within the MPO's designated planning area, which is based on the urbanized area, but allow MPOs to provide for a more restrictive area. The Greater Madison MPO has had a long-standing policy to fund projects only within the urban area (which is based on the Census defined urbanized area, but also includes some additional areas for roadway functional classification purposes). The reason for the MPO policy is the desire to prioritize funding for the developed, urban area rather than rural areas on the fringe that might develop in the future and/or carry regional commuter traffic.

In discussing with village of Oregon staff the MPO request for financial support, it occurred to staff that it is perhaps unfair to exclude the village from eligibility for funding under these programs solely because of the unique circumstance (of rural Fitchburg), which leads to the village not being included in the urban area. The city of Stoughton is included, for example, but only because of residential development around Lake Kegonsa. A map showing the urban and planning area boundaries is attached. Oregon is clearly part of the metro area, which was why the MPO chose to include it in the planning area.

There are two reasons for continuing to exclude the village from eligibility for MPO funding:

1. The population of the village, which determines the MPO's allocation of funding, is not included.
2. Unlike other cities/villages in the Madison urban area, the village does receive an annual entitlement of funding under the STBG program for small urban areas (in Oregon's case, communities between 5,000 and 25,000 population). The village's entitlement has varied by year, but comes to an average of \$50,000 annually between 2010 (when the village first became eligible for the entitlement) and 2020. That is a small amount of funding and would require many years to accumulate enough money to fund a project. However, if the MPO chose to allow Oregon to compete for funding it could require the village to use this funding for a project the MPO funds with the MPO funding adjusted accordingly.

If the MPO board wishes to change the policy to allow the village of Oregon to be eligible for funding under these programs, there are two options:

1. Expand the area of eligibility to the planning area; or
2. Expand the area of eligibility to include the village of Oregon in addition to the urban area.

Option 1 is simplest, but would result in making some rural county and local roadways eligible for STBG Urban funding. [Note: In order to be eligible the roadways must still be classified as an arterial or collector roadway.] Currently, those roadways are neither eligible for STBG Urban nor STBG Rural funding since STBG

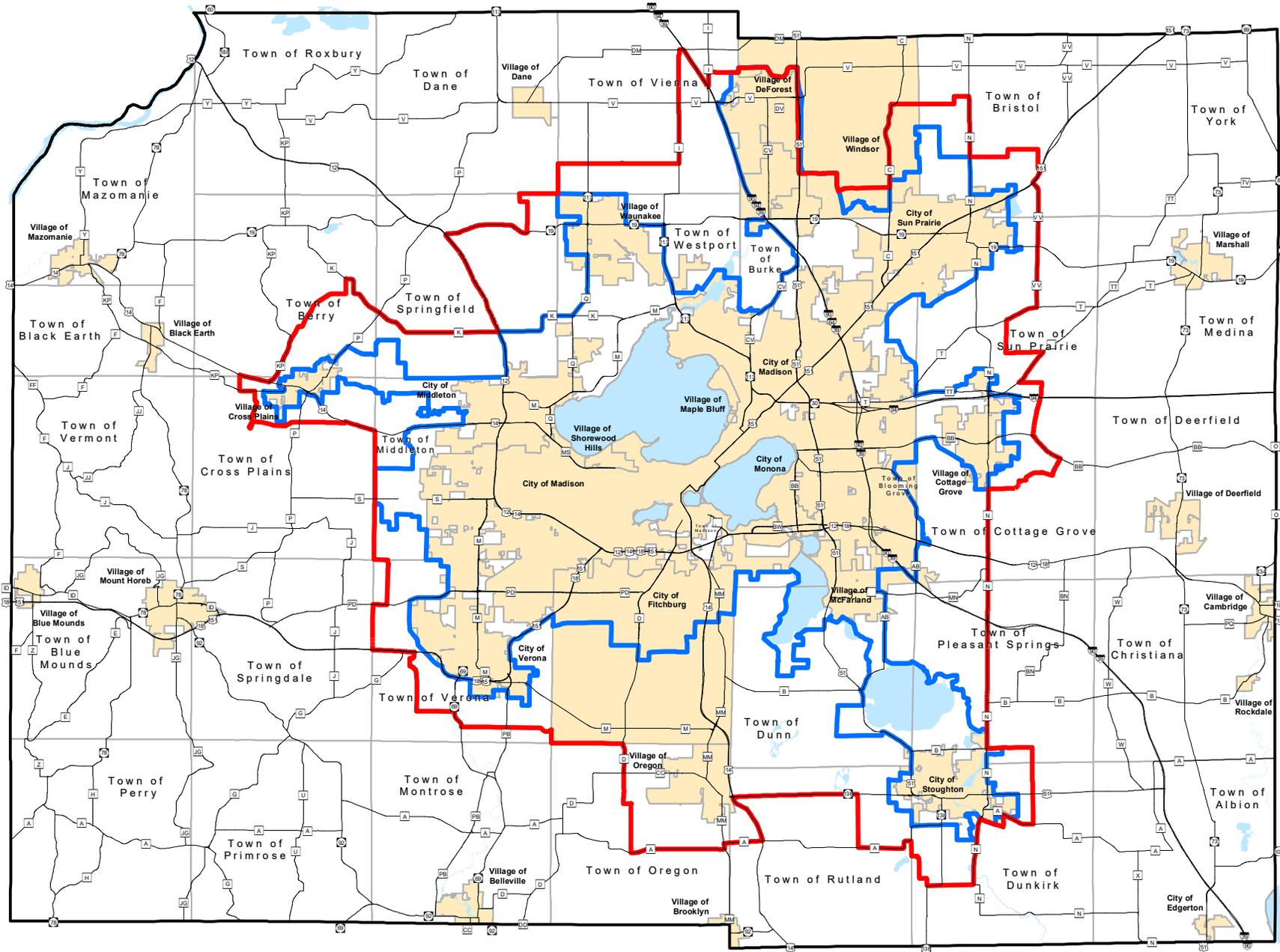
Rural funding must be spent outside the planning area. The MPO's project scoring criteria would limit the chances of a rural roadway being funded. Option 2 would just add projects within the village limits.

Materials Presented on Item:

1. Map of the Madison MPO urban and planning area boundaries

Staff Recommendation/Rationale:

Staff recommends revising the MPO's policy to expand the area of eligibility to encompass the MPO's planning area or alternatively the urban area plus the village of Oregon. Staff can see merit in the arguments for only funding projects in the urban area, since the population in this area is the basis for funding allocation and Oregon does get a limited entitlement under the STBG program. However, Oregon is clearly part of the Madison metro area and part of the MPO's jurisdictional area as determined by the MPO. Allowing Oregon to compete for funding will lead to greater engagement of the village with the MPO, something the MPO has been seeking to encourage for all communities. Expansion to the full planning area will make some county and local roadways in undeveloped areas eligible for STBG funding, but currently they are neither eligible for STBG Urban nor STBG Rural funding. Our project evaluation criteria will still lead to prioritization of funding for projects that help best achieve the MPO's goals. Expanding the area of eligibility just gives the MPO more flexibility with respect to projects to fund.



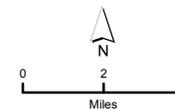
Planning Boundaries of the
Greater Madison MPO
A Metropolitan Planning Organization

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

Prepared by staff to the:



Date Revised: 4/27/2021



**MPO Agenda Cover Sheet
November 3, 2021**

Item No. 13

Re:

Update on *Connect Greater Madison* Regional Transportation Plan 2050

Staff Comments on Item:

Work on the travel forecast modeling for the plan update was delayed due to issues with the model reporting performance metrics (roadway level of service, transit ridership, mode choice, etc.). That work just started, but staff will have some preliminary results to share at the meeting.

The next set of public meetings on the RTP update are scheduled for mid-November (Thursday, Nov. 11 at 5:30 pm and Tuesday, Nov. 16 at 12 pm). Staff will review with the board a draft of the presentation to be provided at those meetings.

Materials Presented on Item:

None

Staff Recommendation/Rationale:

For information and discussion purposes only.