

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

**May 3, 2023**

**Virtual Meeting via Zoom**

**6:30 p.m.**

This meeting is being held virtually.

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

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

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

3. **Watch the Meeting:** If you would like to join the meeting as an observer, please visit <https://www.cityofmadison.com/clerk/meeting-schedule/watch-meetings-online>
4. **Listen to the Meeting by Phone:** You can call in to the **Greater Madison MPO** using the following number and meeting ID:
  - (877) 853-5257 (Toll Free)  
Meeting ID: 876 4140 5324
  - If you need an interpreter, materials in alternate formats, or other accommodations to access this meeting,  
contact the Madison Planning Dept. at (608) 266-4635 or TTY/TEXTNET (866) 704-2318.  
*Please do so at least 72 hours prior to the meeting so that proper arrangements can be made.*

Si usted necesita un interprete, materiales en un formato alternativo u otro tipo de acomodaciones para tener acceso a esta reunión, contacte al Departamento de Desarrollo Comunitario de la ciudad al (608) 266-4635 o TTY/TEXTNET (866) 704-2318.

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

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

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

如果您出席会议需要一名口译人员、不同格式的材料，或者其他的方便设施，请与 Madison Planning, Community & Economic Development Dept. 联系，电话是 (608) 266-4635 或 TTY/TEXTNET (866) 704-2318。  
*请在会议开始前至少 72 小时提出请求，以便我们做出安排。*

**AGENDA**

1. Roll Call and Introductions
2. Approval of April 5, 2023 Meeting Minutes
3. Communications

4. Public Comment (for items **not** on MPO Agenda)
5. Presentation and Discussion on I-39/90/94 Corridor Study (Frank Pritzlaff and Daniel Schave, WisDOT) (30 Min)
6. Approval to Release for Public Review and Comment Proposed Major Amendment to 2023-2027 Transportation Improvement Program to increase federal funding for East-West Bus Rapid Transit (BRT) Project (5 Min)
7. Review of Scoring and Approval of Carbon Reduction Program Projects with FY 2023 Bipartisan Infrastructure Bill Funding (10 Min)
8. Review and Approval of Draft MPO Complete Streets Policy (10 Min)
9. Review and Approval of Draft STBG-U Program Policy and Evaluation Criteria Recommendations (10 Min)
10. Status Report on Capital Area RPC Activities
11. Announcements and Schedule of Future Meetings
  - Other
13. Adjournment

Next MPO Board Meeting:

**Wednesday, June 7, 2023 at 6:30 p.m.**

**Greater Madison Metropolitan Planning Organization (MPO)  
April 5, 2023 Meeting Minutes**

Virtual Meeting hosted via Zoom

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

**1. Roll Call and Introductions**

**Members present:** Richelle Andrae, Phil Caravello, Pam Dunphy, Paul Esser, Grant Foster, Tom Lynch, Mark Opitz, Kristi Williams, Doug Wood

**Members absent:** Steve Flottmeyer, Barbara Harrington-McKinney, Nasra Wehelie

**MPO staff present:** Colleen Hoesly, Bill Holloway, Zia Brucaya

**Others present in an official capacity:** None

**2. Approval of March 1, 2023 Meeting Minutes**

Esser moved, Andrae seconded, to approve the March 1, 2023 meeting minutes. Motion carried.

**3. Communications**

None.

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

None.

**5. MPO 2023 Resolution No. 5 Approving Amendment No. 2 to the 2023-2027 Transportation Improvement Program for the Madison Metropolitan Area & Dane County**

Hoesly reviewed the list of projects included in the amendment. The list includes the five TAP projects approved at the last board meeting; a Metro Transit safety equipment project; four WisDOT projects; and a Village of DeForest roundabout project.

Esser moved, Williams seconded, to approve Resolution No. 5, Approving Amendment No. 2 to the 2023-2027 Transportation Improvement Program for the Madison Metropolitan Area & Dane County. Motion carried.

**6. Approval of the Interim Project Scoring Criteria for the Carbon Reduction Program**

Hoesly explained that the Carbon Reduction Program (CRP) is a new sub-allocated funding program created under the most recent infrastructure bill. The MPO is set to receive about \$1.1 million annually. Federally eligible project categories under the CRP include public transportation projects; bicycle and pedestrian projects; congestion management technologies; energy efficient street lighting and traffic control devices; and projects supporting the deployment of electric vehicles and charging infrastructure. There was a solicitation in 2022 and the policy board selected four projects for funding. Due to WisDOT funding process issues and limitations, the money was not spent last year, and the CRP program has been pushed back by one year for the next five years. Additionally, prior to approving the Federal Expenditure Plan that authorizes CRP expenditures, the Joint Finance Committee removed some of the

eligible project categories. Previously selected projects that do not fit within these categories will no longer be able to be funded. It is possible that the eligibility restrictions will be lifted next year through the state budget process. WisDOT released the 2023 CRP solicitation in March, and eligible projects submitted last year will be considered again this year. The funding must be spent in 2023 and projects will be selected at the next board meeting in May. Hoesly then briefly reviewed the draft interim project selection criteria developed by staff to guide project selection for the 2023 CRP funding cycle. Staff propose to hold off on finalizing these until more guidance is available.

Foster asked about how the proposed scoring criteria calculate and compare the carbon reduction value of different projects, such as a streetlight project compared to a bikeway construction project. Hoesly stated that there is a calculation that can be done, and that in 2022, street lighting scored higher than fleet vehicle electrification. Foster noted that the City of Madison is focused on mode shift to walking, bicycling and transit, so he would like staff to consider how the value of this can be reflected in the next iteration of evaluation criteria if/when more project types become eligible.

Lynch stated that it makes sense to select lighting projects right now because they can be done quickly, and the funding available under CRP does not go very far for bike/ped construction projects. The city is already seeking other federal funding for these.

Wood seconded Foster's comments and clarified that bike/ped projects are not eligible this year due to the Joint Finance Committee's restrictions. He expressed frustration with the micromanaging of local funds. Hoesly noted that this process has moved quickly, and that the MPOs in the state have communicated to the FHWA their position that MPOs should be able to select projects based on federal eligibility criteria. The MPOs are concerned this could set a precedent for other sub-allocated funding programs and want FHWA to make a statement. Wood stated the board can provide a letter if needed.

Foster stated that if there is more flexibility in the next round, CRP could fund smaller bike/ped repair and improvement projects and traffic calming projects. He hopes to see these types of projects prioritized over motor vehicle electrification.

Hoesly noted that the interim project scoring criteria were recommended for approval by the policy board at the last technical coordinating committee meeting.

Esser moved, Foster seconded, to approve the interim project scoring criteria. Motion carried.

## **7. Presentation on the Development of the Dane County Electric Vehicle Charging Infrastructure Plan**

Hoesly stated that Holloway is project lead for the Dane County EV Charging Infrastructure Plan process. Staff has organized several meetings with the project steering committee to guide plan development. Holloway shared a presentation on the steering committee make-up, plan purpose and scope, process to-date, what the committee has learned so far, and next steps. The plan will help local governments prepare for the shift to EVs and take advantage of new sources of federal funding to support EVs and EV charging infrastructure. In part, the plan will identify priority locations in Dane County for installation of different types of charging infrastructure.

Lynch asked how this plan will interact with the charging plan that the state recently developed. Holloway stated that in order to be eligible for funding through the National Electric Vehicle Infrastructure (NEVI) plan, the state developed a WEVI plan that identifies a network of alternative fuel



corridors and four existing charging stations that meet qualifying criteria. The plan also identifies potential station locations beyond a 25-mile radius around the existing stations, to prioritize spacing that allows cars to travel the longest distances. The Madison area has one of the existing stations, so most of Dane County is outside of the 25-mile radius for new station locations that will be prioritized first to complete the network identified under the WEVI plan.

Holloway state that the Dane County plan will identify project opportunities for future funding under the CRP program if eligibility restrictions are lifted, as well as under the Charging and Fueling Infrastructure (CFI) program. Hoesly noted that the MPO is eligible to submit a regional application under the CFI program, however, this is the first time that MPOs have been eligible to apply for this type of discretionary grant funding, so new administrative processes will need to be put in place for the MPO to manage contracts and compliance. Applications for the current program cycle are due in May. The MPO can support and application, but it is unclear whether the MPO will be able to take the lead this year.

Foster commented that he is glad to see there is another funding option available for EV infrastructure, relating to his prior comment about hoping that the MPO can direct CRP funding to projects that support mode shift. He added that short of leading a CFI application, the MPO could be effective in supporting local communities to apply, and convening them to share insights and lessons learned.

## **8. Presentation on the New RoundTrip Platform**

Brucaya shared an overview of RoundTrip program activities over the past six months. The program released a new Commute Options Program Toolkit for employers and launched a new online ride-matching platform in January in partnership with WisDOT and the Southeast Wisconsin Regional Planning Commission. Staff is managing a new spring marketing campaign, conducting public outreach and engagement, and providing information and promotional resources to employers. Staff is also exploring opportunities to expand and add programming as budget and staff capacity increase.

Andrae asked whether there is a critical mass of residents that the program needs to be using the ride-matching platform in order to make it viable. Brucaya stated that there is not a specific population percent targeted, but that we want to increase the number of users in areas beyond central Madison, as well as increase the number of users who can be carpool drivers as well as riders. Andrae noted that increasing promotion through onboarding processes at major employers would be great.

Wood asked where board members should direct employers who want to learn more. Brucaya said to connect them with her for tailored resources and assistance.

## **9. Status Report on Capital Area RPC Activities**

Hoesly noted that the main updates are included in the meeting packet. In addition, the MPO and CARPC both brought information and presented at a recent Dane County Board meeting, which was a great opportunity to show how the agencies complement each other and support the region.

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

- Staffing Update:

- Alexandra Andros was hired as the new MPO director. She has been a planner with Dane County for over twenty years. She will start on May 1. Opitz thanked the board members who assisted with the hiring process.
- Staff expects to start the hiring process for a new Community Outreach and Communications Specialist after Alexandra starts.
- Board Member Appointments: Several board positions will be up this month and new appointments will be made. Staff is developing a new onboarding packet to support these transitions. Opitz thanked Foster as an outgoing alder for his contributions to the board over the past several years.
- The MPO will release its STBG funding solicitation this month, expected to be around \$18 million.
- Staff will start to develop the 2024 work program within the next couple of months and welcomes input from the board regarding projects to include.
- The May board meeting will include a presentation by WisDOT Staff on Interstate 39/90/94 (Madison to Wis. Dells); proposed revisions to STBG scoring criteria; possible adoption of an MPO Complete Streets policy; and CRP project selection.

Opitz proposed holding the June board meeting in person due to the presence of a several new board members and the new MPO director. General agreement voiced. Lynch stated that quorum should be confirmed prior to meeting in person.

Next MPO Board Meeting: Wednesday, May 3, 2023 at 6:30 p.m.

## **11. Adjournment**

Williams moved, Foster seconded, to adjourn. The motion carried. Meeting adjourned at 7:57 p.m.

# MPO Agenda Cover Sheet

## May 3, 2023

Item No. 5

**Re:**

Presentation on I-39/90/94 Corridor Study

**Staff Comments on Item:**

WisDOT staff will provide an update on the I-39/90/94 corridor study.

The Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration (FHWA) are conducting the I-39/90/94 Corridor Study between US 12/18 in Madison and US 12/WIS 16 in Wisconsin Dells. The study corridor is about 67 miles long and travels through Dane, Columbia, Sauk and Juneau counties.

The purpose of the I-39/90/94 Corridor Study is to address existing and future traffic demands, safety issues, aging and outdated infrastructure.

WisDOT will identify project needs and evaluate a range of alternatives in an environmental impact statement (EIS). The EIS process, which will include ongoing opportunities for public involvement, will lead to the identification of a preferred alternative. Two new interchanges in the Madison area are being evaluated as part of the study at the request of the City of Madison. Off alignment options are not being considered as part of this study.

Study website: <https://wisconsindot.gov/Pages/projects/by-region/sw/399094/default.aspx>

Exhibits from April 2023 Public Involvement Meetings:

Exhibits-<https://wisconsindot.gov/Documents/projects/by-region/sw/399094/exhibits-april23.pdf>

Interchange Alternative Exhibits- <https://wisconsindot.gov/Documents/projects/by-region/sw/399094/interchangealternatives-april23.pdf>

**Materials Presented on Item:**

None

**Staff Recommendation/Rationale:**

For information and comment only.

# MPO Agenda Cover Sheet

## May 3, 2023

Item No. 6

**Re:**

Approval to Release for Public Review and Comment Proposed Major Amendment to 2023-2027 Transportation Improvement Program to increase federal funding for East-West Bus Rapid Transit (BRT) Project.

**Staff Comments on Item:**

The TIP amendment would add \$7.6 million in federal Small Starts program funding to the City of Madison's East-West BRT Line project, increasing program funding from \$103 million to \$110.6 million. Madison's local share for the Small Starts program would increase from \$11.387 million to \$39.368 million, although \$24.115 million of that increase is due to including the BRT bus maintenance facility, which was previously listed as its own project, in the overall project listing. Total cost would increase from \$114.387 million to \$149.968 million.

In addition, the City is receiving additional Section 5307/5337/5339 federal funding for the purchase of 60' articulated buses. Total federal funding for those programs would increase \$2.798 million from what is identified in the 2023-2027 TIP. The local share contribution would increase \$698,000 from what is identified in the 2023-2027 TIP.

Lastly, the amendment would re-list \$24.115 million in local design funding for the BRT bus maintenance facility since funding for that facility will be addressed through the Small Starts program, and add \$1 million in local funding for the Restoring Community Connectivity program. The City of Madison will seek federal funding for that program through the Reconnecting Communities grant.

Because the increase in federal funding is more than \$7 million and due to its regional significance, our TIP amendment procedures call for following the major TIP amendment process, which involves notice and a public hearing. Staff is seeking permission to send out the notice. A hearing and potential action on the TIP amendment would be at the June meeting. For more information, see the City of Madison BRT project website here:

<https://www.cityofmadison.com/metro/routes-schedules/bus-rapid-transit>

**Materials Presented on Item:**

1. Draft memo regarding the proposed 2023-2027 TIP amendment for the East-West BRT project (with attached project map and project listing for TIP).

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

5/3/23

<sup>1</sup> Project programming shown in 2027 is for informational purposes only.  
(x) = Major project with capacity expansion. (\*) = MPO action required. Shading denotes those projects programmed for Federal funding.  
NOTE: Funds Key page 9.

## Memorandum

TO: All Mayors, Village Presidents, and Town Chairs in the MPO Planning Area and Dane County Executive

FROM: Colleen Hoesly, Interim Transportation Planning Manager

DATE: May 5, 2023

RE: Notice of Public Hearing on Proposed Amendment to the 2023-2027 Transportation Improvement Program (TIP) to Increase Federal Funding for the East-West BRT Corridor Project.

The TIP amendment would add \$7.6 million in federal Small Starts program funding to the City of Madison's East-West BRT Line project, increasing program funding from \$103 million to \$110.6 million. Madison's local share for the Small Starts program would increase from \$11.387 million to \$39.368 million, although \$24.115 million of that increase is due to including the BRT bus maintenance facility, which was previously listed as its own project, in the overall project listing. Total cost would increase from \$114.387 million to \$149.968 million.

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The City of Madison is building a Bus Rapid Transit (BRT) system as part of an effort to provide better access to jobs, reduce travel times, and improve transit equity throughout the region. The east-west BRT line will extend from Junction Rd. to East Towne through the downtown and campus area. Construction of dedicated bus lanes, passenger stations, and implementation of larger all-electric articulated buses will last into next year. The system is expected to go officially online in the fall of 2024.

The following is the date of the public hearing on the amendment to the 2023-2027 TIP that would increase federal funding for the East-West BRT Line project, which provides an opportunity to provide oral comments to the board.

### Public Hearing

Wednesday, June 7 at 6:30 p.m.

at MPO Policy Board Virtual Meeting hosted via Zoom

[Note: See agenda when posted [here](#) and on city of Madison and Dane County websites for information on how to register to speak]

Written comments or concerns regarding the amendment to the 2023-2027 TIP for the increase in federal funding to the East-West BRT Line project must be submitted in writing by 4:30 p.m. on Tuesday, June 6. Please email comments to MPO staff at [mpo@cityofmadison.com](mailto:mpo@cityofmadison.com) or mail them to the Greater Madison MPO office at 100 State Street, #400, Madison, WI 53703.

The MPO anticipates taking action on TIP amendment following the public hearing unless the board receives comments expressing concerns prior to or at the hearing in which case action could be delayed.  
Cc (via email):

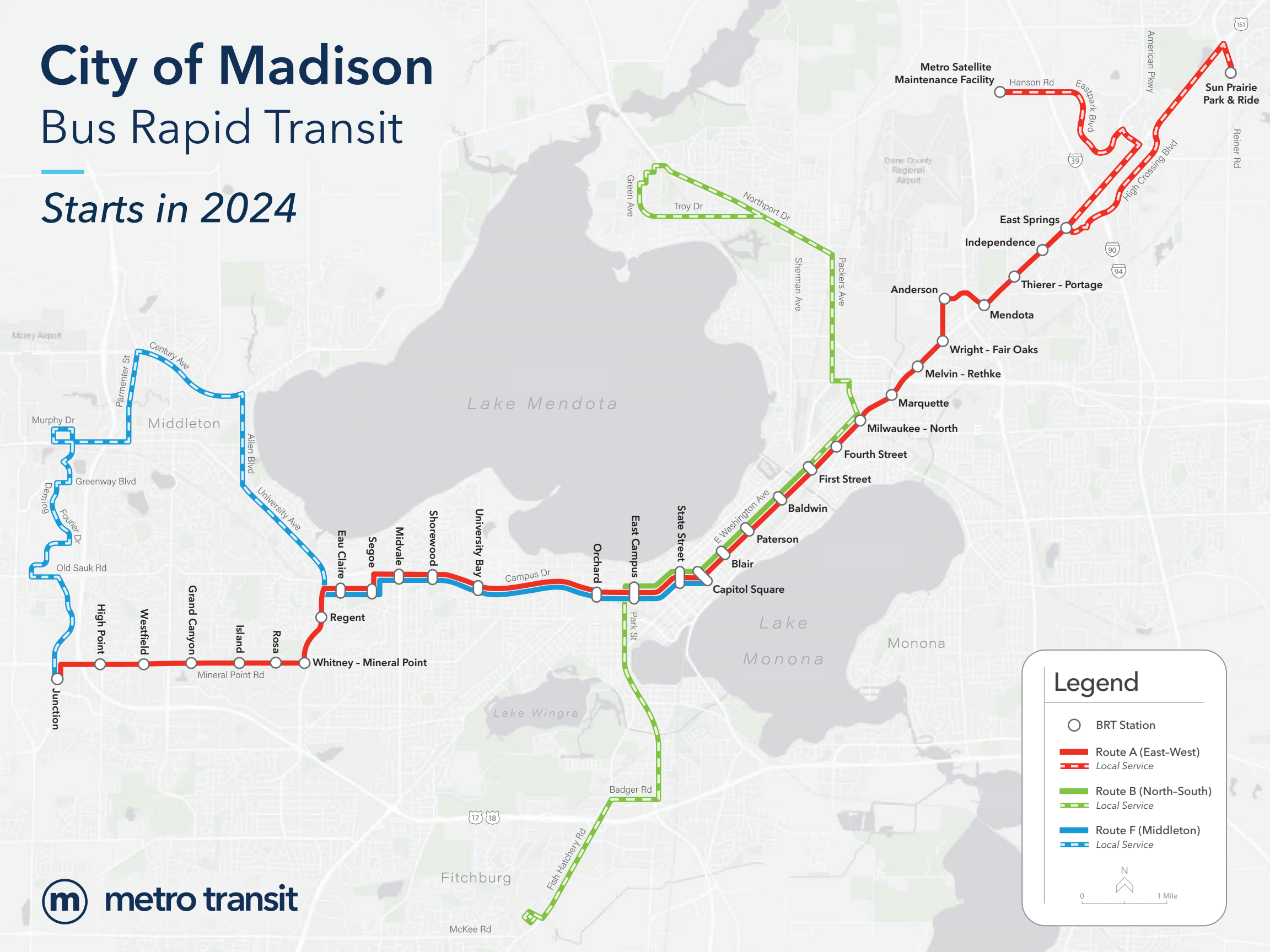
MPO Policy Board and CC List  
MPO Technical Committee and CC List  
Ho-Chunk Nation Contacts  
Administrators/Clerks in the MPO Area  
Dane Co. Supervisors in MPO PL Area  
City of Madison Alders  
City of Madison Policy & Planning Board & TC  
Local Transp. / Public Works Committees

WisDOT Central and SW Region Staff Contacts  
Federal and State Resource Agency Contacts  
Interest Organization Contacts  
Interested Citizen Contacts



# City of Madison Bus Rapid Transit

Starts in 2024





# MPO Agenda Cover Sheet

## May 3, 2023

Item No. 7

**Re:**

Review of Scoring and Approval of Carbon Reduction Program Projects with FY 2023 Bipartisan Infrastructure Bill Funding

**Staff Comments on Item:**

MPO staff reviewed and ranked the six applications received for FY 2023 Carbon Reduction Program (CRP) funding. Five project applications were for LED streetlight conversions, and one was for a dynamic traffic signal system. The streetlight conversion projects submitted by Madison and Fitchburg were selected for funding in 2022 and, as funding was not distributed, have been resubmitted for consideration.

In both funding scenarios staff is proposing that the previously approved lighting projects for Madison and Fitchburg be funded at the same level as approved last year. Scenario 1 funds projects in Sun Prairie and Middleton, which had been selected for funding for different, now ineligible fleet electrification and electric vehicle charging infrastructure, project types last year. Scenario 2 spreads the funding around between all of the eligible LED streetlight conversion projects. In both scenarios, Middleton's project would receive less than 50% federal funding due to the large size of the proposed project. WisDOT staff are currently reviewing the applications as well to make sure that they can be successfully obligated by mid-August, which may result in changes to the funding scenarios.

**Materials Presented on Item:**

1. Carbon Reduction Program Project Summaries
2. Draft Carbon Reduction Program Funding Scenarios

**Staff Recommendation/Rationale:**

All of the LED streetlight conversion projects will result in similar carbon emissions reductions and co-benefits per dollar despite their differences in scale. They do, however, differ in the environmental justice populations that will be effected. The projects in the City of Madison and the City of Fitchburg will involve streetlight conversions in multiple Tier 1 EJ Areas; Madison's project will also include streetlight conversions in numerous Tier 2 EJ Areas. Projects in Sun Prairie and Middleton are also expected to affect a smaller number of EJ areas—two Tier 2 EJ areas in Middleton, and one Tier 1 area and one Tier 2 area in Sun Prairie. There are no EJ areas in the City of Monona.

MPO staff is not recommending Verona's project to install a dynamic traffic signal system at the intersection of Main Street and Verona Avenue for funding due to two primary concerns:

- Though there is limited research on the durability of emissions benefits generated by operational improvements, increased emissions due to induced demand may offset emissions reductions resulting from reduced congestion at the intersection;

- All legs of the intersection are currently high stress (LTS 4) for bicyclists, and the intersection configuration—with slip lanes and pedestrian islands preventing direct crossings—make it unwelcoming and difficult to cross for pedestrians.

While the project appears to have benefits from a congestion management perspective, its focus is on motor vehicle mobility and lacks components that would incentivize more environmentally sustainable travel options.

The Technical Coordinating Committee favored funding Scenario 2.

# Carbon Reduction Program

## FFY 2023 Project Summaries

### Proposed New Projects

#### City of Fitchburg

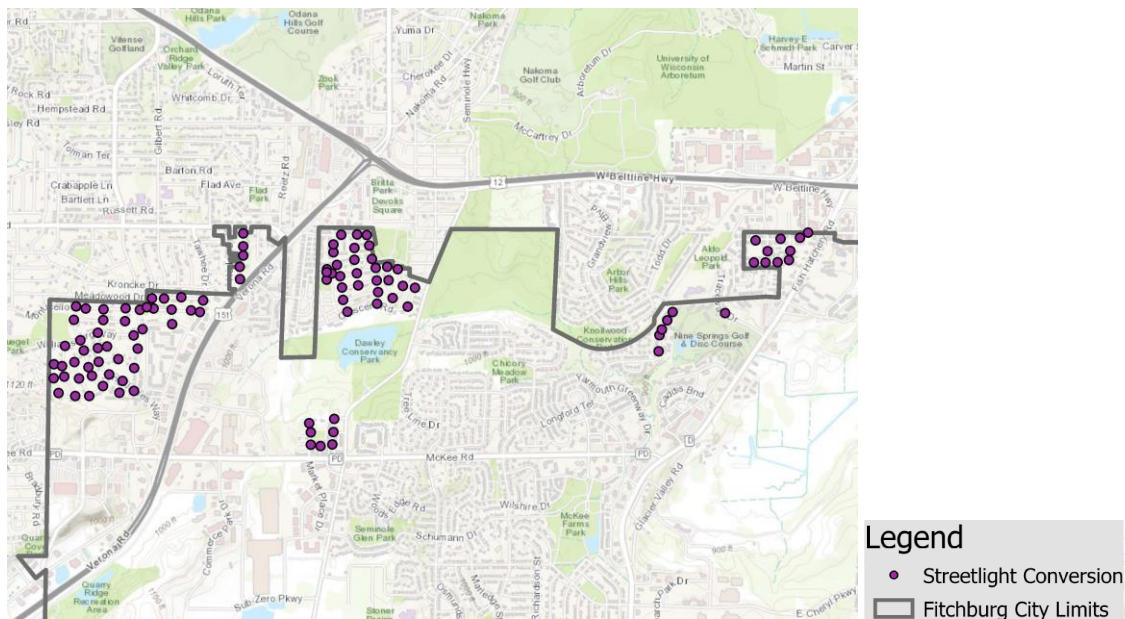
##### *Convert 105 Streetlight Fixtures to LED:*

This project would convert about 105 100-watt high-pressure sodium streetlight fixtures to 66-watt LED fixtures. This change would be expected to decrease total energy usage by at least 15.6 Megawatt-hours (MWh) and over 12.2 tons of CO2 equivalent per year. The new fixtures are also expected to produce higher quality streetlight and reduce uplight (i.e., light pollution). Funding will go towards procurement of the new LED fixtures only; labor and disposal costs associated with fixture replacements are not included as participating expenses. Most of the fixtures to be replaced are located in neighborhoods that have been identified by the City of Fitchburg as historically underserved, and which are part of the City's Healthy Neighborhoods Initiative.

Total project cost estimate: \$95,000

Total participating cost: \$84,840 (includes 1% for WisDOT review)

Federal funding amount per MPO policy: \$67,822 (80%)



#### City of Madison

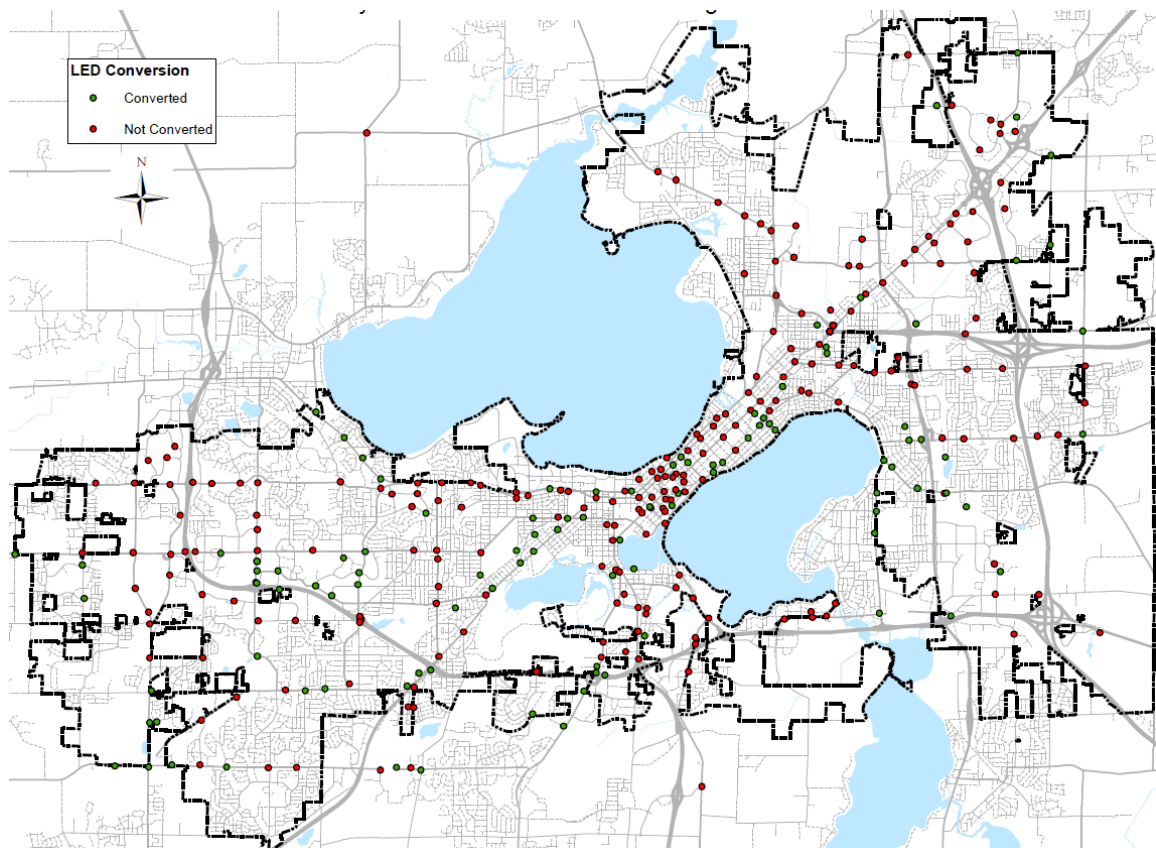
##### *Citywide LED Streetlight Conversion Project:*

This project would complete the conversion of the City's streetlight fixtures to LED from less efficient existing fixtures (high-pressure sodium, metal halide, etc.). LED fixtures are

roughly twice as energy efficient as the fixtures they will replace and last 3-4 times as long before requiring replacement. The conversion to LED fixtures is expected to save roughly \$400,000 in energy costs annually. The less frequent replacement schedule will also improve the reliability of the City's lighting systems and reduce the environmental waste associated with lamp disposal. The City is poised to react quickly to an awarded grant, with planning and logistics for a larger LED conversion project having already been completed, and approximately 20% of the materials required for the transition have already been acquired.

Total project cost estimate: \$1,307,950 (includes 1% for WisDOT review)

Federal funding amount per MPO policy: \$784,770 (60%)



### City of Middleton

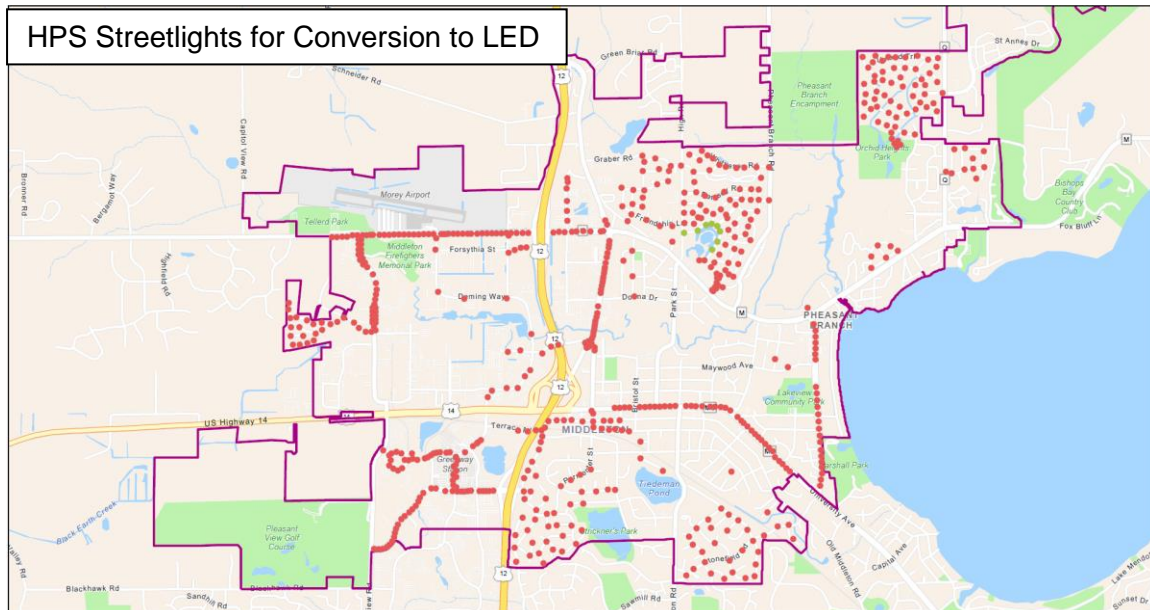
#### *Streetlight Replacement with LEDs*

This project would complete a phased conversion of the City of Middleton's remaining 837 high-pressure sodium (HPS) streetlights to LED over the course of two years to save annual operating budget and energy, reduce maintenance, and improve both light quality and safety.

The City, working with a local electrical contractor, could convert 8-10 lights/day. This work would span the fiscal years 2023-2024. All materials and replacement fixtures could be purchased in 2023, unless supply chain issues pose challenges.

Total project cost estimate: \$530,998

Federal funding amount per MPO policy: \$318,599 (60%)



## City of Monona

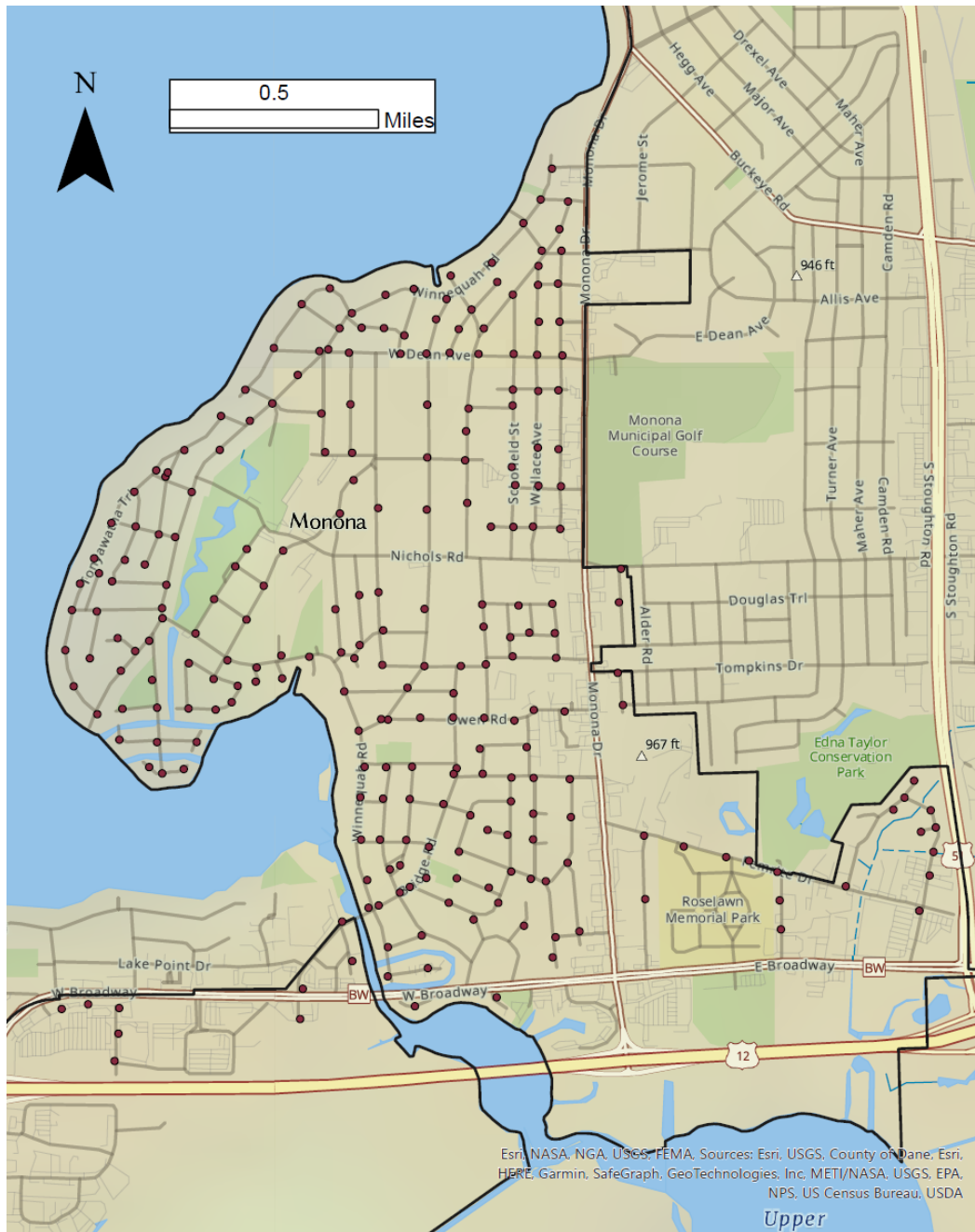
### *Conversion of Residential Streetlights to LEDs*

In 2023, 2024, and 2025 Monona has planned streetlight replacements for all its existing HPS and metal halide streetlights. By receiving funding for this project, once completed, the City of Monona will require approximately 47% less electricity to run the City's residential streetlights and a reduction of 14.45% for all street lighting in the City. If awarded the grant, the City will be able to replace every residential streetlight in its system. The City has budgeted \$100,000 in 2023 to perform this project and have placed another \$100,000 in the City's 5-year Capital Improvement Plan in 2024, and another \$50,000 in 2025. The Carbon Reduction Grant funding would allow the City to expand future projects, which would include expensive corridors on arterial streets like Broadway Avenue, Monona Drive, and South Towne Drive. This project would reduce energy usage by 51,708 kWh per year, approximately 2.8% of the City's total annual electricity usage.

Total project cost estimate: \$100,000

Federal funding amount per MPO policy: \$100,000 (80%)





## Legend

2023 Residential Streetlight Conversion    Monona City Limits



## City of Sun Prairie

### *Streetlight Conversion to LEDs*

This project would coordinate City of Sun Prairie and Sun Prairie Utilities (SPU) budgets and resources to accelerate the conversion of street lighting to high efficiency LEDs.

This would result in a high impact project resulting in large energy savings, as new LED streetlights replacing High Pressure Sodium (HPS) and/or Metal Halide fixtures can result in 25-50%+ energy savings depending on the existing fixture type, application, and mounting height. SPU budgets annually for existing replacements, along with new street lighting being installed as LED but faces financial and operational challenges to accelerating the replacement of existing, working non-LED streetlights to LEDs. The grant funding would result in the conversion of approximately 297 streetlights to LED, saving ~\$10,102 dollars annually, reducing energy consumption by 131,706 kWh annually, and providing SPU with a durable LED street lighting solution that would result in additional operations and maintenance savings over the life of the new LED fixtures. 17% of the new LED fixtures are planned to be installed in Tier 1 and Tier 2 Environmental Justice Areas.

Total project cost estimate: \$150,000

Federal funding amount per MPO policy: \$120,000 (80%)

### City of Verona

#### *Main St & Verona Ave Intersection Traffic Signals*

The project proposes to replace the existing traffic signal cabinet and controller and install GridSmart cameras to further enhance vehicle detection at the Main Street and Verona Avenue intersection. The advanced technology will improve traffic operations by optimizing traffic flow since it will be more dynamic to the changing traffic patterns experienced by the intersection, allow for easier signal timing enhancements, and result in less congestion (queuing & idling) of vehicles. These improvements all help to reduce transportation-related emissions.

Total project cost estimate: \$82,000

Federal funding amount per MPO policy: \$65,600 (80%)



**Scenario 1 - fully fund LED projects selected in 2022 and use remaining funding for LED projects proposed by Sun Prairie and Middleton, which had funding for selected 2022 projects rescinded.**

Greater Madison MPO FY 2023 Carbon Reduction Program Projects				
Selected Projects	Total Cost	Federal Share	Percent	Rank
Fitchburg - Convert 105 Streetlight Fixtures to LED	\$84,840	\$ 67,822	80%	1 (tie)
Madison - Citywide LED Streetlight Conversion	\$1,307,950	\$ 707,191	54%	1 (tie)
Sun Prairie - Convert 297 Streetlight Fixtures to LED	\$150,000	\$ 120,000	80%	2 (tie)
Middleton - Convert 837 Streetlight Fixtures to LED	\$530,998	204,882	39%	2 (tie)
<b>Total Available Federal Funds</b>		\$ 1,099,895		
<b>Remaining Available Federal Funds*</b>		\$ -		

**Scenario 2 - fully fund LED projects selected in 2022 and use remaining funding for LED projects proposed by Sun Prairie, Monona, and Middleton.**

Greater Madison MPO FY 2023 Carbon Reduction Program Projects				
Selected Projects	Total Cost	Federal Share	Percent	Rank
Fitchburg - Convert 105 Streetlight Fixtures to LED	\$84,840	\$ 67,822	80%	1 (tie)
Madison - Citywide LED Streetlight Conversion	\$1,307,950	\$ 707,191	54%	1 (tie)
Sun Prairie - Convert 297 Streetlight Fixtures to LED	\$150,000	\$ 120,000	80%	2 (tie)
Middleton - Convert 837 Streetlight Fixtures to LED	\$530,998	124,882	24%	2 (tie)
Monona - Convert 250 Residential Streetlight Fixtures to LED	\$100,000	80,000	80%	3
<b>Total Available Federal Funds</b>		\$ 1,099,895		
<b>Remaining Available Federal Funds*</b>		\$ -		

DRAFT



# MPO Agenda Cover Sheet

## May 3, 2023

Item No. 8

**Re:**

Review and Approval of Draft MPO Complete Streets Policy

**Staff Comments on Item:**

The Greater Madison MPO (MPO) has required roadway projects funded through the STBG-Urban program to be designed and constructed as complete streets for many years; however, the state law referenced in the MPO's STBG-Urban funding application was rescinded in 2015, making the MPO policy somewhat difficult to interpret. This policy updates and replaces the previous policy, providing local jurisdictions an updated and context-specific policy that can support innovative and locally-appropriate project design and construction.

The draft Complete Streets policy presented here is based on the National Complete Streets Coalition and Smart Growth America's recommended ten "ideal" components of a Complete Streets Policy. This draft policy was developed with feedback from the MPO Technical Coordinating Committee, and on Complete Streets Policies adopted by peer organizations, including the City of Milwaukee and the East Central Wisconsin Regional Planning Commission.

**Materials Presented on Item:**

1. Greater Madison MPO Resolution 2023 No. 6 Adopting the Greater Madison MPO Complete Streets Policy
2. Draft MPO Complete Streets Policy

**Staff Recommendation/Rationale:**

The MPO's Connect Greater Madison: 2050 Regional Transportation Plan (RTP) recommends incorporating complete streets and green streets concepts for regional and local roadways. (Streets and Roadways Recommendation 3)

Staff recommends that the MPO Policy Board adopt the draft MPO Complete Streets Policy. The Technical Coordinating Committee recommended the draft policy for adoption.

## **Greater Madison MPO Resolution 2023 No. 6**

### **Adopting The Greater Madison MPO Complete Streets Policy**

**WHEREAS** the Greater Madison MPO (MPO) is committed to fostering a livable region through the creation of Complete Streets that improve access to neighborhoods, prioritize the safety and health of residents and visitors, support economic growth, improve access to education and jobs, enhance urban design, encourage physical activity, and reduce negative environmental impacts throughout the city; and

**WHEREAS** Complete Streets are defined as facilities that are safe, comfortable and convenient for users of all travel modes, including walking, use of mobility aids, bicycling, riding public transportation, and driving motor vehicles; and

**WHEREAS** the MPO has required that roadway projects selected for funding by the MPO be Complete Streets projects for many years, but that the state law upon which this policy has been based was rescinded in 2015; and

**WHEREAS** the MPO's Connect Greater Madison 2050 Regional Transportation Plan Recommendation #3 for Streets and Roadways is to "Incorporate complete streets and green streets concepts for regional and local roadways", with a supporting action to "Adopt and implement formal complete streets policy"; and

**WHEREAS** although Wisconsin Statute 32.015 limits condemnation authority on establishing or extending pedestrian or bicycle ways, this statute is not a limitation for evaluating bike and pedestrian accommodations as part of projects or from establishing such accommodations within existing right-of-way, or through other land acquisition methods; and

**WHEREAS** the MPO recognizes that Complete Streets must be sensitive to surrounding context including buildings, land use, transportation and community needs; and

**WHEREAS** a Complete Streets policy will further supplement the MPO's Connect Greater Madison 2050 Regional Transportation Plan, encouraging infill, mixed-use, and transit-oriented development that better support travel needs resulting from increased density in neighborhoods and along corridors; and

**WHEREAS** the MPO seeks to establish a Complete Streets Policy that will help guide each phase of the development process for projects within the public realm so as to create safer, more accessible, attractive, and overall more inviting facilities for all users:

**NOW, THEREFORE, BE IT RESOLVED** that Greater Madison MPO adopts the Greater Madison MPO Complete Streets Policy, which will apply to all projects selected for funding by the MPO.

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Date Adopted

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Mark Opitz, Chair

## Greater Madison MPO Complete Streets Policy

### Background

The Greater Madison MPO (MPO) has required roadway projects funded through the STBG-Urban program to be designed and constructed as complete streets for many years; however, the state law referenced in the MPO's STBG-Urban funding application was rescinded in 2015, making the MPO policy somewhat difficult to interpret. This policy updates and replaces the previous policy, providing local jurisdictions an updated and context-specific policy that can support innovative and locally-appropriate project design and construction. The MPO's *Connect Greater Madison: 2050 Regional Transportation Plan (RTP)* recommends incorporating complete streets and green streets concepts for regional and local roadways.<sup>1</sup>

"Complete Streets is an approach to planning, designing, and building that enables safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. This approach also emphasizes the needs of those who have experienced systemic underinvestment, or those whose needs have not been met through a traditional transportation approach, such as older adults, people living with disabilities, people who don't have access to vehicles, and Black, Native, and Hispanic or Latino/a/x communities."

- Smart Growth America

"Complete streets are streets that are designed to help people get where they want to go, whatever their mode of choice. Serving the needs of those who have historically been marginalized in the transportation planning process and underserved by the transportation system—low-income people, elderly and disabled people, and racial and ethnic minority groups—is of particular importance. Integrating community context into all planning, construction, and operations activities can help ensure that the goal of providing free-flowing thoroughfares for motor vehicles does not crowd out safety, equity, and other community priorities. While a complete street may or may not be equipped with facilities like sidewalks and bike lanes, the need for facilities to accommodate travelers using alternative modes should be thoroughly considered prior to construction..."

"MPO policy is to support the adoption of green and complete streets policies by local communities, and to require that streets funded through the STBG-Urban program be designed and constructed as complete streets."

- *Connect Greater Madison: 2050 Regional Transportation Plan (4-18)*

### **1. Vision and intent:**

The Greater Madison MPO's (MPO) Vision is for "a sustainable, equitable regional transportation system that connects people, places, and opportunities to achieve an exceptional quality of life for all."

Complete and connected street networks that accommodate people who walk or bike, use transit, drive or ride in private or for-hire vehicles, and deliver freight or provide services are critical to achieving this vision.

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<sup>1</sup> Streets and Roadways Recommendation 3

The intent of this policy is four-part:

- 1) To promote the development of complete street projects in and around the MPO's Planning Area;
- 2) To be flexible enough to accommodate local preferences and needs, project context, and planned development;
- 3) To prioritize projects benefiting historically disadvantaged communities, including racial and ethnic minorities, and low-income populations; and,
- 4) To be transparent and to ensure that potential applicants for project funding subject to this policy understand the requirements of the policy.

## **2. Serve diverse users:**

Historical underinvestment in predominantly minority and low-income areas have resulted in disparities, including, but not limited to: access to diverse transportation options, crash rates, health outcomes, education, income, and employment opportunities; and that a comprehensive, equitable approach to transportation design and project selection can play a role in addressing these disparities.

Complete streets benefit all users equitably only when they are available equitably; to this end, the MPO prioritizes complete streets projects in neighborhoods that have suffered from historical underinvestment and that lack appropriate infrastructure and facilities.

## **3. Commitment in all projects and phases:**

This Complete Streets Policy applies to all roadway projects selected for funding by the Greater Madison MPO, including new facilities, retrofit and reconstruction, and maintenance projects. Exceptions to this policy will be considered as described in section 4.

Note: Even small projects can be an opportunity to make meaningful and lasting improvements. For example, adding or moving an edge stripe to create room for cyclists or painting a crosswalk adjacent to a bus stop are both relatively low cost improvements. Furthermore, the design of new or reconstructed facilities should anticipate future demand for bicycling, walking, and transit facilities and should not impede the provision of future enhancements.

## **4. Expectations and Exceptions:**

All roadway projects to which this policy applies will be reviewed by MPO staff for consistency with this policy. In the event that staff determine a project does not comply with this policy and is therefore ineligible for MPO-awarded funding, the applicant may petition for an exception to this policy. Requests for exceptions will be reviewed by the MPO's Technical Coordinating Committee (TCC), which will provide recommendations to the MPO Policy Board. The MPO Policy Board will have sole authority to approve exceptions to this policy.

Exceptions may be granted for projects when:

- Bicyclists and pedestrians are prohibited by law from using the roadway.
- The cost of establishing bikeways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined by FHWA and state statutes as bicycle and pedestrian facilities together exceeding 20% of the cost of the larger transportation project.
- Detrimental environmental or social impacts outweigh the need for these accommodations.
- State or other law precludes the applicant's ability to obtain sufficient right-of-way to accommodate facilities designed for one or more modes.

Note: Where bicyclists and/or pedestrians are prohibited from using the roadway, or for any other reason are not accommodated within the roadway, efforts should be made to provide alternative adjacent or nearby parallel routes for bicyclists and pedestrians.

Note: Context-sensitive design, such as where there is no current or reasonably foreseeable need to accommodate a given mode (e.g. transit stops or facilities in an area or community with no transit service) does not constitute a violation of this policy, and does not require an exception.

## **5. Jurisdiction:**

The jurisdiction of this policy is the Metropolitan Planning Area for the Greater Madison MPO in effect at the time of solicitation for funding applications. This policy applies to all roadway projects selected for funding by the MPO, including new construction, rehabilitation, reconstruction, maintenance, or other. This policy does not apply to stand-alone bicycle, pedestrian, transit, Intelligent Transportation System (ITS), or non-infrastructure projects selected for funding by the MPO.

In order to ensure federal compliance, the MPO requires projects receiving federal funding adhere to this policy. The MPO shall give consideration to adopted local Complete Streets policies; however, this regional policy will take precedence for MPO-attributable federal funding criteria. Projects utilizing any other funding sources are also encouraged to adhere to this policy.

## **6. Design:**

The public's ability to safely travel within the public way is paramount, and speeding and reckless driving contribute to crashes that can cause severe injury or even death. Through Complete Streets elements, the design of streets can improve poor motorist behaviors such as excessive travel speeds.

Projects subject to this policy shall be designed for the context of surrounding land uses (see section 7). Complete Streets projects generally provide the following features within the public right-of-way: sidewalks, bicycle facilities (e.g. bike lanes, separated paths, and wayfinding signs), ADA-compliant curb ramps and bus stops, and other reasonably applicable facilities to assist in safe multimodal use of the right-of-way.

Projects shall provide sidewalks or other separated pedestrian ways on both sides of all streets, unless project context and/or ROW restrictions preclude providing such facilities on more than one side of a street or a portion thereof.

Projects shall include low- or moderate-traffic stress bicycle facilities (LTS 1, 2, or 3); no projects resulting in high traffic stress bicycle facilities (LTS 4) will be funded by the MPO unless approved as an exception to this policy (see section 4).<sup>2</sup>

Projects shall be designed in accordance with locally-adopted plans and current best practices and design recommendations from appropriate expert sources, including but not limited to the most up-to-date versions of:

- The National Association of Transportation Officials (NACTO) Urban Bikeway Design Guide
- The NACTO Urban Street Design Guide

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<sup>2</sup> See the Low-Stress Bicycle Network Report

<https://www.greatermadisonmpo.org/planning/documents/LTSRReportFinal.pdf> and the updated 2023 LTS methodology at [https://www.greatermadisonmpo.org/planning/documents/LTS\\_Methodology\\_2023\\_Update.pdf](https://www.greatermadisonmpo.org/planning/documents/LTS_Methodology_2023_Update.pdf)

- The NACTO Transit Street Design Guide
- AASHTO Guide for the Development of Bicycle Facilities
- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities

The MPO's *Pedestrian/Bicycle Facilities, Policies, and Street Standards* report and its addenda<sup>3</sup> should be considered in project design, and project design elements should follow best national practices where those differ from existing local standards.

The above resources and other appropriate guides and plans<sup>4</sup> should be consulted as appropriate when planning and designing new or reconstructed roadways; however, innovative design options that have a comparable level of safety for users when compared to more traditional design options will also be considered. The MPO strongly encourages communities to stay current on new guidance, standards, recommendations and resources regarding bicycle and pedestrian accommodations as well as ADA-accessible accommodations, and is available to provide assistance in identifying appropriate treatments for proposed projects.

#### **7. Land use and context sensitivity:**

Through the regional planning process and local comprehensive planning processes, residents, business owners, and other stakeholders have articulated a vision for the streets and transportation priorities within their individual neighborhoods.

Project design must account for existing or planned adjacent land uses and context sensitivity. Projects must account for expected changes in travel demand, but should not be “over-built” based on speculation. Projects shall be consistent with the functional classifications envisioned in the Regional Transportation Plan, but shall not be designed as a one-size-fits-all response to the roadway functional class.

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<sup>3</sup> <https://www.greatermadisonmpo.org/planning/BikePlan.cfm>

<sup>4</sup> Additional resources and plans to consider include:

- Institute of Transportation Engineers (ITE) Recommended Design Guidelines to Accommodate Pedestrians and Bicycles at Interchanges
- American Association of State Highway and Transportation Officials (AASHTO) Policy on Geometric Design of Highway and Streets
- The US Department of Transportation Federal Highway Administration's Manual on Uniform Traffic Design Controls (MUTCD)
- The Wisconsin Manual on Uniform Traffic Control Devices (WMUTCD)
- The US Department of Transportation Federal Highway Administration's Small Town and Rural Multimodal Networks Guide
- FTA Manual on Pedestrian and Bicycle Connections to Transit
- Wisconsin Department of Transportation's Bicycle Facility Design Handbook
- Wisconsin Department of Transportation's Facilities Design Manual (FDM)
- Local and regional bicycle and pedestrian plans
- Local transit development plans
- Local ADA Transition Plans
- ADA Accessibility Guidelines (ADAAG)
- (Proposed) Public Rights-of-Way Accessibility Guidelines (PROWAG)
- Dane County Bicycle Wayfinding Manual
- City of Madison Complete Green Streets Guide

### **8. Performance measures:**

The MPO currently collects data and reports on performance measures related to the development of complete street networks:

- Miles of Pedestrian Facilities
- Low-Stress Bike Facilities
- BCycle Utilization
- Pedestrian and Bicycle Fatalities and Serious Injuries
- Transit Ridership
- Mode of Transportation to Work

Annual Performance Measure Reports are available at <https://www.greatermadisonmpo.org/trends/>.

As part of the MPO's ongoing efforts to improve transportation access for traditionally marginalized populations, the MPO started to track projects earning points for improving access for identified Environmental Justice (EJ) areas in 2022, including the percentage of funded projects serving EJ areas and the percentage of funding allocated to projects serving EJ areas. These performance measures will be used to evaluate progress on implementing this complete streets policy. The number of exceptions to this policy will also be tracked and reported.

### **9. Project selection criteria:**

It is long-standing MPO policy that all street and roadway construction and reconstruction projects selected for funding by the MPO must comply with the MPO's Complete Streets Policy; however, that policy has for many years referred to a state law and related rules that have been repealed. This policy replaces the previously-referenced state law and related rules, but does not reduce or obviate the requirement that all roadway projects selected for funding by the MPO must comply with the MPO's adopted complete streets policy.

### **10. Implementation steps:**

The MPO shall assist communities in understanding the importance of complete street networks, and shall provide technical assistance and recommendations when requested, both for project design and for development of community-specific complete streets policies.

The MPO shall conduct outreach and education efforts both independently and in cooperation with local agencies and organizations to increase awareness of the importance of complete street networks.

The MPO shall continue to require that roadway projects selected for funding by the MPO comply with the adopted complete streets policy, and shall follow the process described in this policy to evaluate requested exceptions to this policy.

## Glossary

*Benefit:* An effect of a project or program that will be helpful or useful to a given population or residents of and visitors to a given area.

*Marginalized populations:* Populations that have historically been overlooked or excluded from decision-making, including Black, Latino, Indigenous and Native Americans, Asian Americans and Pacific Islanders, and other persons of color; members of religious minorities; female-identifying persons; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; immigrants; persons otherwise adversely affected by persistent poverty or inequality, and the currently or formerly incarcerated.

*Underinvested and underserved communities:* Population groups, which may identify through race, culture, geographic proximity, or other traits, that have limited or no access to resources that are available to other groups.

For the purposes of federal funding eligibility or prioritization of projects benefiting *underserved communities*, refer to the definition in the Notice of Funding Opportunity (NOFO). At the time of the drafting of this policy, that definition is:<sup>5</sup>

An underserved community as defined consistent with the Office of Management and Budget (OMB) and DOT definitions of a disadvantaged community designation, which includes any Tribal land; any territory or possession of the United States; or U.S. Census tracts identified in one of the following tools (may only select one option to identify underserved communities):

- The interim USDOT Equitable Transportation Community Explorer (ETCE) <https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/Applicant-Explorer/>
- Any subsequent iterations of the ETCE released during the NOFO period; or
- The Climate and Economic Justice Screening Tool (CEJST) to identify disadvantaged communities <https://screeningtool.geoplatform.gov/>

Funds to underserved communities are spent in, and provide benefits to, underserved communities.

*Vulnerable Road Users or Vulnerable Users:* Pedestrians, bicyclists, and people using mobility devices; all roadway users who are not in a car, truck, bus, or other protective vehicle.

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<sup>5</sup> Safe Streets and Roads for All (SS4A) NOFO, DOT-OST-2023-0048  
<https://www.transportation.gov/sites/dot.gov/files/2023-03/SS4A-NOFO-FY23.pdf>, April 12, 2023



# MPO Agenda Cover Sheet

## May 3, 2023

Item No. 9

**Re:**

Review and Recommendation on Draft STBG-U Program Policy and Evaluation Criteria  
Recommendations

**Staff Comments on Item:** The proposed revisions to the policies and project evaluation criteria for the STBG – Urban program are designed to ensure maximum consistency with the Regional Transportation Plan (RTP) 2050 goals and policies, reflect current emphasis areas (e.g., equity), and take into account experience gained with the current project evaluation criteria.

**Policy Recommendations:**

- Increase STBG-Urban federal cost share from 60% to 65%.
- Modify the sliding scale range used for small scale projects, increasing the scale range from \$300,000-\$600,000 to \$500,000-\$1,000,000.
- Maintain the policy to allocate up to 10% of the MPO's two-year allocation for smaller projects over time, but increase the total cost limit of smaller projects from \$2.8 million to \$3.0 million.
- Revise the Complete Streets policy reference to reflect the MPO's new Complete Streets policy.
- Increase the annual inflationary amount of the Rideshare/TDM program from 3% to 4%.

**Evaluation Criteria and Scoring Recommendations:**

- Add "locally identified Environmental Justice area" to the Equity scoring criteria category within the Roadway, Transit, ITS, and Bike project types.

Staff reviewed a draft of the proposed changes with the MPO's Technical Coordinating Committee (TCC) at their April 26 meeting. The TCC endorsed the revisions, with the request that MPO staff provide guidance on what constitutes a locally identified Environmental Justice (EJ) area. No further substantive changes were requested.

Staff proposes to add the following guidance to the Equity scoring criteria category: "Locally identified EJ areas may be smaller geographically, such as a single block or development, or may be populated by a high percentage of low-income or minority individuals compared to the remainder of that community. Applicants must provide documentation of their rationale for seeking points for projects serving locally identified EJ areas".

**Materials Presented on Item:**

1. Summary of proposed revisions to STBG-Urban Program Policy and Evaluation Criteria
2. Final draft version of the STBG Urban Project Selection Process document incorporating the proposed revisions to policies and project evaluation criteria

**Staff Recommendation/Rationale:** Staff recommends approval of the revised project selection process document with the proposed changes.

## Summary of Proposed Revisions to STBG-Urban Program Policy and Evaluation Criteria

### Policy Recommendations:

#### 1. Project Cost Share

##### Current Policy:

In order to stretch the limited STBG-Urban funding available over a greater number of projects, the MPO has a 60% federal / 40% local cost-share policy<sup>1</sup> for projects costing \$600,000 or more.

The standard minimum 20% local cost share is applied to small non-infrastructure projects not exceeding \$300,000. A sliding scale for cost share is used for projects costing between \$300,000 and \$600,000 as outlined below.

Formula for computing the federal share:

P = Federal participation percentage (round to zero decimal places)

X = Project cost

Total Project Cost	Federal Share (Percentage)
< \$300,000	80%
\$300,000 - \$600,000	$P = 80 - (X - 300,000) / 10,000$
> \$600,000	60%

##### Proposed Policy:

The MPO's annual allocation of funding had been \$6.86 million per year, but was increased to \$8.99 million under the IIJA – a 31% increase. As such, the MPO could increase the federal share to 65% and still be able to stretch funding over a large number of projects. This would assist with maintaining a minimum 50% federal share if a project cost increases.

With the increase in funding, it may also be feasible to modify the sliding scale range.

A standard 80% federal cost share would be applied for projects not exceeding \$500,000. A sliding scale for cost share would be used for projects costing between \$500,000 and \$1,000,000 as outlined below. The federal cost share for projects greater than \$1,000,000 would be 65%.

Total Project Cost	Federal Share (Percentage)
< \$500,000	80%
\$500,000 - \$1,000,000	$P = 80 - ((X - 500,000) / 33,333.33)$
> \$1,000,000	65%

#### 2. Funding Set Aside for Smaller Projects

##### Current Policy:

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<sup>1</sup> Very low cost projects such as the MPO Rideshare Program and City of Madison Pedestrian/Bicycle Safety Education Program were exempted from this and funded at 80%.

The MPO currently seeks to allocate up to 10% of its two-year allocation for smaller projects over time. Since the two-year STBG-Urban allocation is increasing from \$13.72 million to \$17.98 million under the IJA, the following edits are proposed:

Proposed Policy:

“The MPO will seek to allocate up to 10% of the available funds for projects with a total cost of no more than ~~\$2.8~~ \$3.0 million. ~~and total federal funding amount of no more than \$1.4 million.~~ The actual amount of funding allocated for small, lower cost projects will vary with each program cycle and will depend upon required funding for the highest scoring/priority projects, remaining funds available, number and strength of small project applications, and project funding in previous program cycles.”

3. Complete Streets

The MPO’s Selection Process for STBG-Urban Program document currently references the State of Wisconsin’s Pedestrian and Bicycle Accommodations Law and associated rules that were in effect in May 2015, but that law and its associated rules are no longer in effect. As such, the following edits are proposed:

“All roadway projects must comply with the MPO’s Complete Streets Policy. Sidewalks with ADA compliant curb ramps and appropriate bicycle accommodations are expected for projects in developed and developing areas with limited exceptions (e.g., real estate required and not feasible due to state law). ~~The State of Wisconsin’s Pedestrian and Bicycle Accommodations law and associated rules in effect on May 2015 will be used as a general guide in determining compliance with the policy.~~”

Note: the MPO is currently developing a new Complete Streets Policy. The policy board will review and potentially adopt the new policy at their meeting in May. A reference will be made to the adoption date when that policy is approved.

4. Rideshare/TDM Program

Current Policy:

The MPO currently funds the City of Madison pedestrian/bicycle safety education program and the MPO Rideshare/TDM program with an “off-the-top” allocation of total STBG-Urban funding. The allocations for these programs are based on a 3% annual inflationary increase from previous year levels.

Proposed Policy:

Staff suggests increasing the annual inflationary amount of the Rideshare/TDM program from 3% to 4%. A larger annual increase in funding for the Rideshare/TDM program would allow the program to more effectively raise awareness and expand the use of transportation options in Dane County, and to ensure that programming keeps pace with public and employer engagement needs as the region grows. This includes opportunities to expand marketing in Dane County to new channels and longer timeframes; implement consistent behavior-change incentives and rewards through the RoundTrip platform; sponsor and attend more events to engage with individuals and employers; and explore new programming opportunities such as multi-family residential and new movers outreach.

Staff is not proposing any funding changes to the City of Madison’s pedestrian/bicycle safety education program.

## **Evaluation Criteria and Scoring Recommendations:**

### **1. Equity**

#### **Current Policy:**

Under the Equity scoring criteria category, points are awarded if a project is located in or directly benefits a Tier 1 or Tier 2 MPO-defined Environmental Justice (EJ) area. There is no provision for awarding points to a project that is located in or directly benefits a locally identified EJ area.

#### **Proposed Policy:**

Add “locally identified EJ area” to the Equity scoring criteria category within the Roadway, Transit, ITS, and Bike project types. Locally identified EJ areas will be eligible to receive the same amount of points as a Tier 2 MPO-defined EJ area.

The Roadway project type Equity scoring criteria category would be revised as follows. The Transit, ITS, and Bike project types would be revised in a similar way:

<b>7. Equity– 10 Points Total</b>		
<b>Criteria</b>	<b>Points</b>	<b>Scoring Guidelines</b>
<u>Environmental Justice:</u> <ul style="list-style-type: none"> <li>The project is located within or directly benefits an MPO-defined Tier 1 or Tier 2 Environmental Justice (EJ) Area, providing improved multi-modal access/mobility and/or otherwise improving the area’s livability.</li> </ul> <p>[Note: See maps of Tier 1 and Tier 2 EJ Areas at the following link:  <a href="https://www.greatermadisonmpo.org/maps/list.cfm#EJ">https://www.greatermadisonmpo.org/maps/list.cfm#EJ</a> </p>	0 – 10	Maximum points will be awarded for projects located in/connecting to and directly benefiting a Tier 1 EJ Area. Up to 6 points will be awarded for projects located in/connecting to and directly benefiting a Tier 2 EJ Area.
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; text-align: center;"> <u>or a locally identified EJ area,</u> </div> <div style="border: 1px solid black; padding: 5px; text-align: center;"> <u>or locally identified</u> </div> </div>		

# Attachment A: Selection Process for Surface Transportation Block Grant (STBG) – Urban Program

## I. Introduction

The [Infrastructure Investment & Jobs Act](#), also known as the Bipartisan Infrastructure Law, signed into law in November 2021, is the current federal transportation law, providing the policy and funding framework for state and metropolitan area transportation planning and project programming of federal funds. Under the metropolitan planning provisions of law, the Greater Madison MPO, as the designated Metropolitan Planning Organization (MPO) for the Madison Urban Area, is responsible for developing, in cooperation with the Wisconsin Department of Transportation (WisDOT), Metro Transit and other transit operators, a long-range Regional Transportation Plan (RTP) and a Transportation Improvement Program (TIP) for the Madison metropolitan area. The MPO's current RTP, adopted in May 2022, is [Connect Greater Madison: 2050 Regional Transportation Plan \(RTP\)](#).

The TIP is a coordinated listing of multi-modal transportation improvement projects programmed or budgeted for implementation during the next five-year period.<sup>1</sup> All projects within the Madison Metropolitan Planning Area involving federal funding or that are regionally significant (e.g., a new interchange, capacity change on regional roadway) must be included in the TIP. For coordination and public information purposes, the MPO also attempts to include other significant projects (e.g., roadway projects located on the regionally classified network) even if only state and/or local funding is being used. Projects in the TIP must be either specifically included in the RTP – in the case of major capacity expansion projects (e.g., added travel lanes, bus rapid transit) – or consistent with the goals, policy objectives, and general recommendations in the plan.

WisDOT and Metro Transit select the projects for the federal program funds that they control. For WisDOT this includes programs that fund state highway projects (e.g., National Highway Performance Program) and programs that fund local projects which WisDOT administers (e.g., Local Bridge, Highway Safety Improvement Program). These projects are submitted to the MPO for inclusion in the TIP. The MPO determines their consistency with the RTP and approves them as part of the TIP process.

As a large MPO (urbanized area population over 200,000), the MPO receives its own allocation of federal highway funding under the Surface Transportation Block Grant (STBG) (formerly named Surface Transportation Program or STP) program, which includes the Urban program and the Transportation Alternatives (TA) program set aside used to fund bicycle/pedestrian projects. Under the IIJA, the MPO now also receives its own allocation of funding under the Carbon Reduction program. The MPO scores and selects projects for funding under these programs using a set of approved screening and scoring criteria. Eligible applicants are Dane County and local units of government.

The MPO's average annual funding allocation for the STBG – Urban program \$6.86 million, but increased to \$8.99 million under the IIJA. Most of the MPO's STBG – Urban funding has historically been used for local arterial street (re)construction projects, but STBG – Urban funding can be used for a wide variety of capital projects such as transit vehicles and bicycle/pedestrian projects and TDM programs such as the MPO's TDM program ("RoundTrip").

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<sup>1</sup> The U.S. Department of Transportation considers the fifth year as informational.

## II. 2015 and 2021 STBG (formerly STP) – Urban Program Policy and Scoring Criteria Revisions

The MPO conducted a comprehensive review and revision of its STBG – Urban program policies and project scoring criteria in 2014-2015. This was the first comprehensive review since the program policies and scoring criteria were first developed and adopted in the mid-1990s. The project scoring criteria were completely overhauled in order to provide more detailed information to applicants on how projects will be scored and provide more guidance in scoring projects. The changes were also made to better align the criteria with the MPO goals and policies in the Regional Transportation Plan.

Using a consistent framework of scoring categories, the project scoring system developed in 2015 uses different criteria tailored to the major types of potential projects (roadway, transit, bicycle/pedestrian, intelligent transportation systems or ITS). The scoring category weighting varies for some of the project types to reflect the relevance and significance of each category for those types of projects. Some revisions to the scoring categories and weights were made in 2021 to reflect experience with the new project scoring system, new information, and to again better align the criteria with revised goals and policies in the Regional Transportation Plan 2050. The new *Connect Greater Madison plan* maintains the same core goals. The table included after section VI of this document shows the relationship between the RTP 2050 goals and policies and the scoring criteria categories.

The scoring system scale is the same for all projects, regardless of project type, with all capable of earning up to 100 points. This permits a general comparison of the strength of the different applications. However, because the criteria are different for the different types of projects the scoring system is not designed to permit a direct comparison of the scores for the different types of projects. The projects will only be ranked within the each project category. The decision on the mix of projects to fund will be based on the MPO's STBG – Urban Program objectives outlined in Section IV below and priorities of the MPO in any given application cycle.

The following sections of this document outline the MPO's STBG – Urban program objectives and policies, process for selecting projects, and project screening and scoring criteria for evaluating project applications. Some minor revisions were made to the policies in 2019 and again in 2021.

## III. Regional Transportation Plan and IJJA Goals

The following are the goals for the regional transportation system identified in the *Connect Greater Madison: 2050 RTP*:

### 1. Livable Communities

*Create connected livable places linked to jobs, services, education, retail, and recreation through a multimodal transportation system that supports compact development patterns, increasing the viability of walking, bicycling, and public transit.*

### 2. Safety

*Ensure that the transportation system enables all people to get to where they need to go safely with an emphasis on enhanced protection for vulnerable roadway users through use of a safe systems approach, thereby helping to achieve the long-term goal of eliminating fatal and serious traffic injuries.*

### 3. Prosperity

*Build and maintain a transportation system that provides people with affordable access to jobs, enables the efficient movement of goods and services within the region and beyond, and supports and attracts diverse residents and businesses, creating a shared prosperity that provides economic opportunities for all.*

### 4. Equity

*Provide convenient, affordable transportation options that enable all people, regardless of age, ability, race, ethnicity, or income, to access jobs, services, and other destinations to meet their daily needs; engage traditionally underrepresented*

*groups; and ensure that the benefits of the regional transportation system are fairly distributed, taking into consideration current inequities resulting from past decisions, and that environmental justice populations are not disproportionately impacted.*

## **5. Environmental Sustainability**

*Minimize transportation-related greenhouse gas emissions that contribute to global climate change; avoid, minimize, and mitigate the environmental impacts of the transportation system on the natural environment and historic and cultural resources; and design and maintain a transportation system that is resilient in the face of climate change.*

## **6. System Performance**

*Maximize the investment made in the existing transportation system by maintaining it in a state of good repair and harnessing technological advances; promote compact development and travel demand management to minimize new roadway lane-miles and maximize mobility options; and manage the system to maximize efficiency and reliability.*

The federal transportation act, MAP-21 (2012), set in motion the requirement to implement a performance-driven, outcomes-based, transportation planning and decision making process. The FAST Act carried over and built upon the national performance goals established in MAP-21, and the IIJA continues those goals.

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase accessibility and mobility for people and freight
- Protect and enhance the environment, promote energy conservation, and improve the quality of life for the community
- Promote consistency between transportation improvements and planned State and local growth and economic development patterns
- Enhance the integration and connectivity of the transportation system for all modes
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Enhance travel and tourism
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of transportation

## **IV. STBG – Urban Program Objectives and Policies**

### **A. Objectives**

The MPO will accept applications for most types of eligible projects under the STBG – Urban program. However, in an effort to maximize federal funding to the region and balance the needs of the different modes of transportation, the availability of alternative federal sources of funding for certain types of projects (e.g., STBG – Transportation Alternatives Set Aside Program for bicycle/pedestrian projects, Bridge Program, Highway Safety Improvement Program (HSIP) for certain safety projects, and FTA transit formula and discretionary programs for transit projects) will be considered in making project funding decisions.

The specific MPO objectives for the STBG – Urban program are to:

- 1) Fund the highest priority projects that will help achieve the goals and recommendations of the RTP as outlined in the *Connect Greater Madison: 2050 Regional Transportation Plan (RTP)*, including sub-element plans, national



performance goals specified in the IJJA, and other regional performance measure goals as identified in the MPO's annual Performance Measures Report.

- 2) Evaluate candidate projects fairly, using appropriate criteria reflective of these goals and policy objectives, which are consistently applied.
- 3) Use performance-based standards to evaluate projects, where feasible.
- 4) Utilize STBG-Urban funds for projects with the highest need considering availability of other federal and state funding sources.
- 5) Maximize the amount of discretionary federal and state funding to the Madison metropolitan area, including HSIP and Bridge funds for roadway projects and STBG Transportation Alternatives Set Aside funds for bicycle/pedestrian projects.
- 6) Utilize STBG-Urban funds on projects that have demonstrated local support and commitment and will likely be ready to proceed when scheduled for construction.
- 7) Utilize STBG-Urban funds generally on larger-sized projects with significant beneficial impacts to the regional transportation system to ensure efficient utilization of both local and state administrative resources given the extensive requirements for federally funded projects.
- 8) While recognizing the above objective, also strive to achieve equity in funding of projects over time from a geographic standpoint. In part to achieve this objective, the MPO will seek to utilize on average up to 10% of its funding allocation on smaller, relatively low cost projects over time (see Project Funding under Section B below). This percentage is likely to vary in any particular application cycle depending upon project applications received and prior project funding decisions.

## **B. Policies**

### Eligible Project Categories

The MPO will accept applications for most types of projects eligible for funding under the STBG-Urban program, as listed below:

1. Construction, reconstruction, rehabilitation, and operational improvements for roadways functionally classified as arterials or collectors, and bridges on roadways of all functional classifications, including improvements necessary to accommodate other modes of transportation and drainage systems for roadway runoff.
2. Capital costs for transit projects.
3. Construction or enhancement of multi-use paths and/or grade separated bicycle/pedestrian crossings of major barriers.
4. Roadway and transit safety infrastructure improvements, including projects related to intersections that have disproportionately high crash rates and/or high levels of congestion.
5. Capital and operating costs for traffic monitoring, management, and control facilities and programs.
6. Infrastructure-based intelligent transportation systems (ITS) capital improvements.
7. Surface transportation planning programs.
8. Transportation demand management (TDM) programs, including rideshare/carpool programs and establishment and provision of transportation services by Transportation Management Associations.

Federally eligible projects for which the MPO will not utilize its STBG-Urban funds include reconstruction of existing multi-use paths or recreational trails unless the project includes a substantial enhancement (e.g., paving, widening),

independent sidewalk projects (e.g., to comply with ADA), and most “transportation enhancement” activities, including environmental mitigation, historic preservation, and scenic beautification (see 23 U.S.C. Section 133 (b) for the complete list of eligible project activities under federal law).

#### Eligible Cost Categories:

The following are eligible costs for roadway projects under federal law and MPO policy:

1. Street/roadway construction\*
2. Drainage systems needed to carry storm water runoff from street/roadway\*\*
3. Sidewalks\*\*\*
4. Multi-use path, grade separated ped/bike crossing in corridor (where appropriate)
5. Transit facilities (e.g., bus priority treatment, bus pad, bus pull-out, bench or shelter, park-and-ride lot), including real estate cost for transit stops/stations.
6. Park-and-ride facilities in conjunction with roadway or transit projects, including real estate cost.
7. Standard streetscape items (lighting, colored crosswalks, etc.)
8. Signs and signals (where warrants are met)
9. Standard landscaping items (street trees, plants, etc.)

\* The needs of bicyclists and pedestrians must be considered for all roadway projects per federal and MPO policy. Projects must comply with the MPO’s “complete streets” policy.

\*\* Expansion of storm water system for future/planned development is not an eligible cost, but the local unit of government can fund the difference with 100% local funds.

\*\*\* Local units of government may only assess for the local match.

Utilities (e.g., water, sewer) are not an eligible roadway project cost per federal law. Real estate acquisition, engineering/design, and compensable utility relocation are eligible costs per federal law, but not eligible under MPO policy in order to stretch the limited available federal funding. Exceptions: WisDOT design review costs and real estate costs for transit related and park-and-ride facilities, as stated herein

#### Minimum/Maximum Project Cost Amounts

In order to ensure efficient utilization of state and local administrative resources given the significant additional requirements for federal projects and to fund projects with significant beneficial impacts, the MPO will apply the following total project cost minimums to STBG-Urban projects:

- Roadway Infrastructure Projects: \$750,000
- Transit and Independent Pedestrian/Bicycle Infrastructure Projects: \$300,000
- Transit Vehicle, Intelligent Transportation Systems (ITS), and other Capital Purchase Projects: \$125,000
- Non-Infrastructure Projects (e.g., TDM programs): \$75,000

There is no maximum project cost amount, but segmentation of projects over \$10 million is strongly encouraged.

#### Project Funding

Per long-standing policy, the City of Madison’s pedestrian/bicycle safety education program and the MPO Rideshare/TDM program will continue to receive an “off-the-top” allocation of total STBG-Urban funding. The allocation for the City of Madison’s pedestrian/bicycle safety education program will be based on a 3% annual inflationary increase from previous year levels. The allocation for the MPO Rideshare/TDM program will be based on a 4% annual inflationary increase from previous year levels, starting with the 2024-2029 program cycle. No “off-the-top” allocation of funding will be provided for any other project at this time.

No set percentage or sub-allocation of funds will be directed toward particular types of projects (e.g., roadway preservation vs. capacity expansion or roadway vs. transit) in order to maintain maximum flexibility to fund the highest priority projects taking into account all other project funding sources and other program objectives.

The MPO will seek to allocate up to 10% of the available funds for projects with a total cost of no more than \$3 million. The actual amount of funding allocated for small, lower cost projects will vary with each program cycle and will depend upon required funding for the highest scoring/priority projects, remaining funds available, number and strength of small project applications, and project funding in previous program cycles.

The MPO will utilize the project scores and ranking by project type and size as the primary basis for awarding project funding. Final decisions on the award of funding, including the distribution of funding between the different project types, will be based on the MPO's STBG-Urban program objectives outlined above.

### Cost Share

In order to stretch the limited STBG-Urban funding available over a greater number of projects, the MPO generally requires more than the minimum 20% local match for federally funded projects. Under WisDOT local program policy guidance designed to comply with federal fiscal constraint requirements, the MPO is not able to maintain a "reserve or contingency" fund and therefore has little flexibility to increase funding for approved projects that increase in cost from the initial estimate. In order to mitigate the risk of cost increases and provide additional support for priority projects, the MPO reduced the required local share for projects from 50% to 40% for new projects programmed beginning with the 2016-2020 program cycle. The federal cost share was therefore increased from 50% to 60%. Beginning with the 2024-2029 program cycle, the federal share for new projects will be 65% and the local share will be 35%. This applies to all projects costing \$1,000,000 or more. The standard minimum 20% local cost share will be applied for projects not exceeding \$500,000. A sliding scale for cost share will be used for projects costing between \$500,000 and \$1,000,000 as outlined below.

Formula for computing the federal share:

P = Federal participation percentage (round to zero decimal places)

X = Project cost

Total Project Cost	Federal Share (Percentage)
< \$500,000	80%
\$500,000 - \$1,000,000	$P = 80 - ((X - 500,000) / 33,333.33)$
> \$1,000,000	65%

### Conditional Project Approval

Major street construction projects involving capacity expansion, property acquisition, a railroad crossing, potential impacts to sensitive environmental areas or parkland, and/or other complicating factors can take five (5) years or more to complete the process from initial project concept to construction. Because of this and the limited flexibility under WisDOT policy for MPOs to modify the schedules and funding of approved projects, the MPO has adopted a policy providing for conditional approval of major projects beyond the current 5-year program cycle in limited cases for high scoring projects. By conditionally approving a project, the MPO is indicating that it will provide funding for the project in the subsequent program cycle if funding is available after funding already approved projects and any other higher priority projects that have also been conditionally approved (if more than one). New projects for which funding is applied for in the subsequent application cycle will not "bump" the conditionally approved project even if they have a higher score. Any conditional funding shall not exceed 75% of the anticipated funding available in the next program cycle.

The reason for this conditional approval policy is to provide assurances to a project sponsor that the project will eventually be funded so that the sponsor can feel comfortable investing local funds to begin the design and environmental study process for the project since per MPO policy such costs are not eligible for funding. The condition on which the project is approved is that the design process be far enough along at the time of the next funding cycle that it is reasonably certain the project will be able to be constructed in the year in which funding is programmed. The conditional approval applies only to the scope of the project at the time of the initial project application. Any major changes to the scope of the project or large increases in project cost would render the conditional approval invalid.

### Project Management

Once projects are initially approved by the MPO, the projects are scheduled through a collaborative process that includes input from the local project sponsor and WisDOT, which manages the statewide STBG program for MPOs. The local project sponsor shall provide a schedule update (Environmental document, RE, DSR, PS&E, LET) as part of the annual TIP update process. Subsequent schedule changes must be approved by the MPO and WisDOT per WisDOT's Local Program Guidelines. WisDOT SW Region's Local Program Manager will work with local project sponsors and MPO staff through the project development process to ensure that projects stay on schedule for construction, or in the event of delays or unforeseen circumstances, to make adjustments to the schedule well ahead of construction. Any schedule change must be approved by the MPO and WisDOT.

If a project sponsor is not meeting the schedule for delivering a project, the MPO reserves the authority to withdraw approval of STBG-Urban funding for the project in order to maximize the MPO's allocation of current and future allocations of federal funding and/or avoid the risk of losing federal funding under WisDOT's program guidance. The project sponsor may also decide to not move forward with a project for various reasons. In this event, written notice to the MPO shall be provided as soon as possible to allow the funds to be reallocated to another project. In the event federal funding is removed from an STBG-Urban project under either of these circumstances, the MPO will follow its procedures for major amendments to the TIP, which calls for notice and a 30-day public comment period and hearing before the MPO Policy Board.

### Reallocation of STBG-Urban Funds in the Event of a Project Delay or Cancellation

In the event the MPO must reallocate funding from one project to another due to project delays or cancellation of a project, the general priority for use of the funds is:

- (a) Provide additional funding for already approved project(s) that are short of the maximum 60% federal funding share due to increases in the project cost estimate that are not the result of major changes in the scope of the project;
- (b) Provide funding for new project(s) from the list of candidate projects from previous STBG-Urban application cycles if the project(s) are far enough along in the design process that they are reasonably likely to be ready for construction in the same year(s) as the funding is available.
- (c) Provide additional funding up to the federal maximum of 80% for approved projects programmed in the year the funding is available.
- (d) Provide funding for a new project not on the candidate project list that is reasonably likely to be ready in the same year(s) as the funding is available (e.g., roadway maintenance, bus or ITS equipment purchase).

The ability to follow these general priorities will depend upon the ability to move the funding from one year to another, amount of funding to be reallocated, cost of potential projects to be added, and other factors. In general, funding programmed within the following 2-3 years must be spent in the same year, otherwise the funding will be lost. Given the possibility of project delays or cancellations it is desirable to have projects that are ready or close to ready for construction that can be substituted for cancelled projects. Project sponsors are encouraged to continue to move projects forward through the federally required environmental study and design process even if they are not funded in a given program cycle if they score reasonably well in order to maintain some "on the shelf" projects.

## V. Process

MPO staff initiates the process of soliciting applications for STBG-Urban program projects biennially in the spring of odd numbered years in conjunction with the WisDOT Local Program process. A five- to six-year program of projects is maintained with this process. Typically, with each program cycle projects will already be scheduled for the first three years and the biennial process will allow for any needed adjustment in the schedule for those projects. Funding will be available and awarded for the 4<sup>th</sup> and 5<sup>th</sup> (or in some cases 6<sup>th</sup>) year projects in the program.

The request for project applications typically goes out in April. Project applications are generally due in June. Project sponsors are strongly encouraged to meet with MPO and WisDOT SW Region staff well in advance of submitting an application to review the scope, timeline, potential complicating factors, cost estimate, etc.

MPO staff scores and ranks the projects by project type according to the criteria outlined below, and make a recommendation on the projects to be funded. Funding is allocated to projects based on the cost share policy outlined above. The actual cost share for each project will depend upon the cost of all programmed projects and the MPO's funding allocation. Per WisDOT policy<sup>2</sup>, all available funding must be programmed in each program cycle. Funding may not be reserved for cost increases or carried over from one program cycle to another. In cases where there is not sufficient funding to cover the full federal cost share per MPO policy, the local project sponsor may agree to contribute greater than the minimum local cost share but in no case can the federal cost share be less than 50% when the project is first approved and brought into the program.

The MPO's Technical Coordinating Committee (TCC) reviews the MPO staff's scoring of projects and recommendation regarding projects to be funded. The committee make an initial recommendation on the program of projects to the MPO Policy Board. The MPO Policy Board reviews and approves the preliminary program of projects, with any changes, for inclusion in the draft TIP distributed for public review and comment. Following the public review process, the TCC makes a final recommendation on the STBG projects and funding to the MPO Policy Board. The MPO Policy Board reviews and approves the TIP, including the STBG-Urban projects, for submittal to WisDOT for approval and inclusion in the Statewide TIP.

## VI. Project Selection Criteria

Two types of criteria are used in the STBG project selection process: (a) screening criteria; and (b) scoring criteria.

*Screening criteria* are first used to ensure that the proposed projects meet eligibility requirements, are consistent with the adopted *Connect Greater Madison: 2050 Regional Transportation Plan (RTP)*, have local policy body commitment, and have a reasonable expectation of being implemented in the schedule outlined or at a minimum the required time frame. Per WisDOT sunset policy, projects must be constructed and in final acceptance within six and a half years from the start of the year following project approval.

*Scoring criteria* are used to evaluate the merits of the projects. The scoring criteria have been designed to incorporate the goals of the *Connect Greater Madison: 2050 Regional Transportation Plan* and goals of the IJA. Performance-based criteria have been used to the extent feasible while providing necessary flexibility in the evaluation of projects.

### A. Project Application Screening Criteria

1. All projects must be included in or consistent with the *Connect Greater Madison: 2050 Regional Transportation Plan*, *Regional Intelligent Transportation Systems (ITS) Strategic Plan*, and other separate mode-specific elements of the plan such as the five-year Transit Development Plan and the Bicycle Transportation Plan.

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<sup>2</sup> WisDOT administers the STBG-Urban funding program statewide for all MPOs and smaller urban areas.

2. All major roadway and transit capacity expansion projects must be listed by reference in the financially constrained *Connect Greater Madison: 2050 Regional Transportation Plan*.
3. All roadway projects must comply with the MPO's Complete Streets Policy, adopted by the Policy Board at their meeting on May 3, 2023. Sidewalks with ADA compliant curb ramps and appropriate bicycle accommodations are expected for projects in developed and developing areas with limited exceptions (e.g., real estate required and not feasible due to state law).
4. Projects are expected to have a reasonable cost relative to benefit in terms of helping achieve the RTP goals and policies and number of people served. Given limited available funding, project cost is a factor in making project funding recommendations.
5. For bus purchase projects, the transit agency shall maintain a maximum spare ratio of 20% of vehicles operated in peak or maximum fixed-route service after acquisition of the new buses. Any new buses resulting in that ratio being exceeded would not be eligible for funding.
6. Bicycle projects must be located on the MPO defined primary or secondary bikeway route system, or in an essentially parallel and equivalent corridor, to be eligible for funding.  
[Note: The bikeway network has been classified into primary, secondary, and local routes according to the function they serve or are planned to serve within the overall network. Primary routes are typically high volume, direct, longer distances routes that are comfortable for the majority of bicyclists and serve major destinations. Secondary routes fill in the gaps between primary bikeways and provide neighborhood access. They typically consist of lower use routes. Local routes provide access to the secondary and primary network.]
7. Projects shall not create significant adverse human health, environmental, social, or economic impacts on Title VI/environmental justice population groups or fail to avoid those impacts that could be avoided or mitigate unavoidable impacts on these groups.
8. Local Policy Body Commitment

The project must have the approval of the local policy body and a demonstrated commitment of financial resources to provide the required local funds for design and right of way (if needed) and local matching funds for construction in the schedule outlined. The commitment may be demonstrated by inclusion of the project in an approved capital budget plan or by local resolution approving the project application and committing local funds for the project. For multi-jurisdictional projects, an agreement in principle on cost sharing and future jurisdiction and maintenance must be reached within one year of approval of the project and demonstrated through a memorandum of understanding or similar document. Otherwise, approval of the project funded will be rescinded and the funding reallocated to other project(s) based on the policy outlined above.

## 9. Timely Implementation

In order to be considered for funding, projects must be fully scoped and applicants must demonstrate that the project has a high likelihood of being implemented within the proposed schedule. The WisDOT document at the following link, along with other factors such as the need for right of way acquisition, rail crossings, potential environmental issues, and the need for detailed traffic operations analysis, will be used as a general guide in determining whether or not the project is likely to be able to be implemented within the proposed schedule:

<https://wisconsin.gov/Documents/doing-bus/local-gov/astnce-pgms/highway/tools/definitions.pdf>

According to this WisDOT guidance document, applicants should plan for up to two (2) years for design for simple resurfacing and pavement replacement projects and 4-5 years or more for reconstruction projects depending upon the scope and cost.

## 10. Financial Requirements

All projects must include reasonable, accurate cost estimates that are supported by an itemized project budget, which should be attached to the application. Cost estimates should be in current year dollars. The MPO will then use an annual inflation rate and the proposed year of construction to determine the funding award. The MPO will provide the contingency factor/percentage to use for projects depending upon the level of design completed. For projects that have not yet reached 30% design, this is typically 20-30% of construction cost. The purpose is to ensure consistency across applications and account for the uncertainty in cost estimates for projects at an early design phase.

For resources to aid in developing roadway project cost estimates, see local tools developed by WisDOT at the following link: <http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/tools.aspx>

Larger projects with construction proposed to be done in phases over multiple years must have a reasonable project phasing schedule. All sources of funding in addition to the requested STBG-Urban funds should be identified.

### **B. Project Scoring Criteria**

The following tables (1) show the relationship between the RTP 2050 goals and policies and the scoring criteria categories and (2) provide the scoring criteria for the different potential major types of projects (roadway, transit infrastructure, bicycle/pedestrian, and ITS). Transit vehicle purchase projects are eligible for funding, but will not be evaluated with a scored application. Background information on the planned use of new or replacement vehicles and purchase prioritization shall be provided by the applicant. Such projects will then be considered for funding along with the scored projects.

The scoring categories for the different project criteria are identical. The percentage weight given to each category varies for some categories to reflect the importance of the categories for those types of projects. See the table below, which lists the project scoring categories and total points assigned to them for each of the project types. The maximum total score for all projects is 100 points.

### Relationship of Regional Transportation Plan (RTP) Goals and Policies to STBG - Urban Project Evaluation Criteria

	RTP Goal	Relevant Supporting Policies	STBG-U Project Criteria Category
1	Livable Communities	Promote walkable, mixed-use neighborhoods.	Multi-Modal; Environment; Equity
		Encourage growth in dev. areas, activity centers, and along transit corridors.	Regional Transp. System/Reg Dev. Framework
		Support the adoption of green and complete streets policies by local communities.	Multi-Modal; Safety; Environment; Equity
		Utilize context sensitive transportation facility design (i.e., street typology)	Multi-Modal; Environment; Equity
2	Safety	Address the safety and security of all users in planning, designing, building, and maintaining the transportation system.	Multi-Modal; Safety; Equity
			Safety; System Preservation
		Support the adoption of local safety initiatives such as Vision Zero and efforts to identify intersection and corridor level systemic safety improvements (e.g., safety countermeasures).	
		Retrofit existing transp. facilities that pose safety risks with safer, modern designs.	Safety; System Preservation
		Minimize conflicts between motorized and non-motorized traffic through lower roadway speeds where appropriate, safe crossings, and other means.	Multi-Modal; Safety; Equity
		Prioritize active transportation facility improvements that will improve access to jobs, schools, etc., and those located in areas with underserved populations.	Multi-Modal; Environment; Equity
		Promote and facilitate active transportation for short trips including maintenance of active transportation facilities.	Multi-Modal; System Preservation; Environment
		Manage access to the regional roadway system to preserve and improve safety and operational efficiency.	Congestion Mitigation. & TSM; Safety
		Employ ITS to improve safety and system reliability	Congestion Mitigation. & TSM; Safety
3	Prosperity	Address security and resiliency needs related to the regional roadway system. Reduce vulnerability of transp. system to natural hazards.	Environment
		Provide for efficient, reliable travel on regional roadways serving major employment centers and those critical to freight movement.	Regional Transp. System/Reg. Dev. Framework; Congestion Mitigation & TSM
		Support downtown Madison as the region's largest, most important activity center through improvements to it's accessibility by transit and other modes.	Regional Transp. System/Reg. Dev. Framework; Multi-Modal
		Provide convenient, inexpensive transportation options that allow HHs to go car-light or car-free.	Multi-Modal; Environment
		Encourage redevelopment of established employment/activity centers and major transit corridors.	Regional Transp. System/Reg. Dev. Framework
		Provide efficient freight access to regional roadways, railroad, and the airport.	Regional Transp. System/Reg. Dev. Framework; Congestion Mitigation & TSM
		Integrate local public transit with intercity service and facilities such as the airport. Improve multi-modal access to the airport.	Multi-Modal



	RTP Goal (cont.)	Relevant Supporting Policies (cont.)	STBG-U Project Criteria Category (cont.)
4	Equity	Provide convenient, affordable transportation options that enable people of all ages and abilities to access jobs, services, and other destinations.	Multi-Modal; Environment; Equity
		Improve transit accessibility to jobs, especially in transit dependent areas.	Multi-Modal; Environment; Equity
		Prioritize transit service expansions and adjustments that serve the needs of low-income and minority populations.	Multi-Modal; Environment; Equity
		Seek meaningful community input from underrepresented groups in the transportation planning process.	Equity
		Ensure benefits of regional transportation system investments are fairly distributed and that environmental/health impacts do not disproportionately impact minority and low-income populations.	Equity; Environment; Equity Screening Criterion
		Plan for, support, and implement the strategic expansion of the bike share program by increasing the coverage area and the density of stations.	Multi-Modal; Environment; Equity
		Retrofit existing transportation facilities to make them ADA compliant.	Equity; Multi-Modal Screening Criterion
5	Environmental Sustainability	Design and build sustainable transportation infrastructure.	Environment
		Incorporate green streets elements into street (re)construction where feasible.	Environment
		Pursue ITS technologies to improve traffic flow, make transit and bicycling easier and more convenient.	Congestion Mitigation & TSM; Multi-Modal
		Develop a transportation system resilient in the face of climate change and rising fuel prices in the future.	Environment; Multi-Modal
		Promote electric vehicle charging infrastructure to reduce greenhouse gas emissions.	Environment
		Promote transition to low and no emission fuels for vehicles.	Environment
6	System Performance	Encourage development in identified transp./transit corridors and activity centers.	Regional Transp. System/Reg. Dev. Framework
		Utilize transportation systems management and operations strategies to maximum efficiency and reliability for all modes.	Congestion Mitigation & TSM
		Identify, prioritize, and implement corridor and intersection TSM projects to improve traffic and transit operations and safety on the arterial roadway system.	Congestion Mitigation & TSM, Safety
		Manage access to the regional roadway system to preserve and improve operational efficiency.	Congestion Mitigation & TSM
		Seek to provide and maintain an acceptable level service for all travel modes.	Congestion Mitigation & TSM
		Utilize ITS to make travel by all modes more reliable and convenient.	Congestion Mitigation & TSM
		Prioritize capacity investment on critical bottlenecks and corridors that serve regional employment centers.	Regional Transp. System/Reg. Dev. Framework; Congestion Mitigation & TSM

## STBG-Urban Project Scoring System

Category		Scoring System			
		Roadway	Transit (Infrastr.)	ITS	Bike
<b>1</b>	Importance to Regional Transportation System and Supports Regional Development Framework	18	25	15	25
<b>2</b>	System Preservation	20	15	5	5
<b>3</b>	Congestion Mitigation/TSM	12	15	20	5
<b>4</b>	Safety Enhancement	20	5	20	20
<b>5</b>	Enhancement of Multi-modal Options/Service	12	15	15	25
<b>6</b>	Environment	8	10	15	5
<b>7</b>	Equity	10	15	10	15
	<b>Total</b>	100	100	100	100

Note: The Transit (Bus Purchase) project type was removed as a scored project type.

Applications requesting bus purchase funding will be evaluated but not scored.

1. Importance to Regional Transportation System and Supports Regional Development Framework – 18 Points Total		
Criteria	Points	Scoring Guidelines
<ul style="list-style-type: none"> <li><u>Roadway Functional Class:</u> The Greater Madison MPO Functional Classification System map assigns the following functional classifications to roadways within the urban area: Principal Arterial, Minor Arterial, and Collector. The functional classification defines the role the roadway plays (mobility, connectivity, accessibility) in serving travel needs through the regional network. See link to map below: <a href="http://www.madisonareampoint.org/maps/documents/FunctionalClassesDaneCountyCurrentRds.pdf">http://www.madisonareampoint.org/maps/documents/FunctionalClassesDaneCountyCurrentRds.pdf</a></li> </ul>	3 – 9	Principal Arterial: 9 Points  Minor Arterial: 6 Points  Collector: 3 Points
<ul style="list-style-type: none"> <li><u>Freight Route:</u> The project is located on a freight route as identified on the Truck Routes and Truck Volume map below: <a href="https://www.greatermadisonmpoint.org/maps/documents/Truck_Vol_2019_Percent.pdf">https://www.greatermadisonmpoint.org/maps/documents/Truck_Vol_2019_Percent.pdf</a>             [Note: “Key” locations are those with higher truck volumes and/or serving industrial parks.]</li> </ul>	0 – 3	Freight Route: 3 Points if key location, 1-2 point otherwise  Non-Freight Route: 0 Points
<u>Supports Employment or Mixed-Use Center and/or Serves Mixed-Use Corridor:</u> <ul style="list-style-type: none"> <li>The project is located within or serves an existing or planned employment or mixed-use center or corridor.             [Note: See map of existing and planned centers, page 2-11 of the Regional Transportation Plan 2050. Will update with map from Regional Development Framework being prepared.]</li> <li>The project improves multi-modal accessibility and connectivity to employment and/or mixed-use center or corridor.</li> </ul>	0 – 6	Project serves an existing regional employment center or mixed-use center or corridor: 6 Points  Project serves an existing local employment or mixed-use center or community corridor: 4 Points  Project serves a planned regional employment or mixed-use center: 2 Points  Project does not serve an existing or planned center or corridor: 0 Points

2. System Preservation – 20 Points Total		
Criteria	Points	Scoring Guidelines
<ul style="list-style-type: none"> <li><u>Pavement Condition:</u> The current weighted average (by segment length) pavement condition for the candidate roadway project.             [Note: Calculation: (The PASER rating for segment “s”) * (length of segment “s” / total project length) for all segments. Sum all figures to obtain a weighted PASER rating average.]</li> </ul>	0 – 20	See table below.

Rating/Points Table	
Avg. PASER Rating	Points
1 - 3	20
4 - 5	18-16
6 - 7	12-10
8 - 10	0

### 3. Congestion Mitigation & Transportation System Management (TSM) – 12 Points Total

Criteria	Points	Scoring Guidelines
<p><u>Congestion Mitigation/TSM:</u></p> <ul style="list-style-type: none"> <li>Level of existing traffic congestion and extent to which the project improves travel times or traffic flow conditions by (a) providing additional motor vehicle capacity; and/or (b) providing transit and/or non-motorized facility improvements, increasing the attractiveness of those modes of transportation.</li> <li>The extent to which the project reduces intersection delay through improved traffic signal operations (better coordination and/or signal equipment upgrades, including responsive signal controls) and/or through intersection design changes (e.g., addition or lengthening of turn bays).</li> <li>The project provides or improves an alternative or parallel route to an existing congested roadway or intersection, thereby improving the operational performance/efficiency of that congested facility.</li> <li>The project improves roadway access management (e.g., addition of a median) in a manner that improves the capacity of the roadway.</li> </ul> <p>Note: Project that do not include capacity expansion or TSM component will not receive points under this criteria.</p>	0 – 12	(See tables below, which show the points that will be awarded based on the existing and near-term future projected traffic congestion and the extent to which the project will reduce congestion/ improve traffic operations.)

Estimated Planning Level Arterial/Collector Roadway Design Capacity	
Roadway Facility Type (Signalized Arterial)	Design Capacity (vehicles per 24 hours)
Two Lane Undivided	16,000
Two Lane Divided	17,500
Four Lane Undivided	31,000
Four Lane Divided	34,000
Six Lane Divided	48,000

Source – WisDOT. “Capacity” is Level of Service E threshold for signalized urban street. Calculations based on *TRB Highway Capacity Manual (6<sup>th</sup> edition)*.

V/C Ratio Points Table for Corridor Projects	
V/C Ratio	Points
<0.70	0
0.70 – 0.79	Up to 8
0.8 – 0.99	Up to 10
1.0 or greater	Up to 12

LOS Points Table for Intersection Projects		
Control Delay (s/veh)	LOS	Points
≤20	A – B	0
>20-35	C	0
>35-55	D	Up to 8
>55-80	E	Up to 10
>80	F	Up to 12

4. Safety Enhancement – 20 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Project Tier:</u></p> <ul style="list-style-type: none"> <li>Tier 1-Project includes a high severity crash segment or intersection (Using 5-year crash history) <ul style="list-style-type: none"> <li>A crash history with 1 or more fatalities; or</li> <li>3 or more Type A crashes; or</li> <li>1 or more Type B or higher bike/ped crash</li> </ul> </li> <li>Tier 2- Project does not include a high severity crash segment or intersection but has a documented crash history or safety problem.</li> </ul> <p>Crash history will be weighted by the EPDO Index developed for the Intersection Safety Screening Analysis</p>	-	<p><b>Severity:</b></p> <p><b>Weight-EPDO Index</b></p> <p>K: Fatal 155.5</p> <p>A: Incapacitating 16.0</p> <p>B: Non-Incapacitating 4.4</p> <p>C: Possible Injury 2.3</p> <p>O:Property Damage 1.0</p>
<p><u>Potential Crash Reduction Impact of the Proposed Roadway Improvement(s):</u></p> <ul style="list-style-type: none"> <li>Extent to which the project addresses documented safety concerns and the estimated impact the improvement(s) will have in reducing motorist, bicyclist, and/or pedestrian crashes based on crash modification factor (CMF) of the countermeasure(s).</li> </ul> <p>[Note: See <a href="http://www.cmfclearinghouse.org/">http://www.cmfclearinghouse.org/</a>. The CMF Clearinghouse presents both CMFs and CRFs, or Crash Reduction Factors. The difference is that CRF provides an estimate of the percentage reduction in crashes, while CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given improvement. Mathematically, <math>CMF = 1 - (CRF/100)</math>.]</p>	0 – 20	<p>High-Impact Safety Improvements: Tier 1: Up to 20 Points Tier 2: Up to 15 points</p> <p>Medium-Impact Safety Improvements: Tier 1: Up to 15 points Tier 2: Up to 10 points</p> <p>Minimal-Impact Safety Improvements Tier 1: Up to 10 points Tier 2: Up to 5 points</p> <p>Project does not include a safety countermeasure: 0 Points</p>

5. Enhancement of Multi-Modal Options – 12 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Pedestrian Facilities:</u></p> <ul style="list-style-type: none"> <li>Extent to which the project enhances pedestrian street crossing facilities (e.g., pedestrian refuge islands, mid-block crossing), and/or traffic signals (e.g., pedestrian countdown, HAWK beacon, RRFB beacon).</li> </ul> <p>[Note: Projects are generally expected to provide sidewalks and ADA compliant curb ramps in compliance with the MPO's complete streets policy.]</p>	0 – 2	<p>Project incorporates significant pedestrian street crossing improvements: 2 Points</p> <p>Project incorporates minor pedestrian street crossing improvements: 1 Point</p> <p>Project incorporates no pedestrian facility improvements: 0 Points</p>
<p><u>Bicycle Facilities – Level of Traffic Stress (LTS):</u></p> <ul style="list-style-type: none"> <li>The project provides a new link (segment, grade-separated crossing) in the low-stress bikeway system, connecting residential neighborhoods, employment centers, or other destinations to the existing low-stress network, where other reasonably direct, low-stress route alternatives do not exist.</li> </ul> <p>[Note: See <a href="https://www.greatermadisonmpo.org/maps/documents/Low%20Stress%20Bike%20Network%202021.pdf">Low Stress Bike Route Finder</a> or .pdf of LTS Map at <a href="https://www.greatermadisonmpo.org/maps/documents/Low Stress Bike Network 2021.pdf">https://www.greatermadisonmpo.org/maps/documents/Low Stress Bike Network 2021.pdf</a>]</p>	0 – 6	<p>Up to 4 points for new links of LTS 2 and up to 6 points for new links of LTS 1, depending on length and impact on regional low-stress network connectivity. 2 points for reducing LTS on roadway from 4 to 3.</p>
<p><u>Transit Facilities/Route:</u></p> <ul style="list-style-type: none"> <li>The project includes a bus lane or other transit priority improvement(s) (e.g., bus queue jump at intersection, transit signal priority), bus stop improvements and/or amenities (e.g., in lane bus stop, improvements, ADA compliant bus pads), and/or, new sidewalk connection to route) to improve transit travel time, reliability, and/or attractiveness, and/or accessibility.</li> <li>The project is located on a bus route and will improve transit as well as motor vehicle operations.</li> </ul>	0 – 4	<p>Project accommodates and provides significant benefits to transit (e.g., bus lanes or other priority treatment): 4 Points</p> <p>Project provides new or improved bus stops and/or new sidewalk connection to route: 2 Points</p>

		<p>Project is located on a bus route and provides some benefits (e.g., improved traffic flow, relocated bus stop or enhanced bus stops): 1 Point</p> <p>Project is not located on a bus route: 0 Points</p>
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## 6. Environment– 8 Points Total

Criteria		Scoring Guidelines
<p><u>Use of Alternative Modes:</u></p> <ul style="list-style-type: none"> <li>Extent to which project enhancements to alternative transportation options are likely to be used based on existing and estimated future transit ridership and bicycling and walking levels, and extent to which this is likely to result in a shift to these modes and reduced vehicle trips/VMT.</li> </ul>	0 – 4	<p>High transit, bicycling, walking levels which project will increase: 3 - 4 Points</p> <p>High levels, but modest impact from project; Moderate existing or projected levels which project will increase: 1 - 2 Points</p> <p>Minimal or no impact on use of alternative modes: 0 Points</p>
<ul style="list-style-type: none"> <li>The extent to which the project is anticipated to improve storm water control through rain garden, infiltration, TSS, or catch basin.</li> </ul>	0 – 4	<p>Maximum points for projects that have high potential/plans to significantly improve storm water control.</p>

## 7. Equity– 10 Points Total

Criteria	Points	Scoring Guidelines
<p><u>Environmental Justice:</u></p> <ul style="list-style-type: none"> <li>The project is located within or directly benefits an MPO-defined Tier 1 or Tier 2 Environmental Justice (EJ) Area, or a locally identified EJ area, providing improved multi-modal access/mobility and/or otherwise improving the area's livability.</li> </ul> <p>[Note: See maps of Tier 1 and Tier 2 EJ Areas at the following link:  <a href="https://www.greatermadisonmpo.org/maps/list.cfm#EJ">https://www.greatermadisonmpo.org/maps/list.cfm#EJ</a> </p>	0 – 10	<p>Maximum points will be awarded for projects located in/connecting to and directly benefiting a Tier 1 EJ Area. Up to 6 points will be awarded for projects located in/connecting to and directly benefiting a Tier 2 or locally identified EJ Area.</p>

# Transit Infrastructure Projects (Excluding Bus Purchases)

1. Importance to Regional Transportation System and Regional Development Framework– 25 Points Total		
Criteria	Points	Scoring
<p><u>Category of Bus Route(s) Served:</u></p> <ul style="list-style-type: none"> <li>Metro’s fixed routes can be categorized according to the function they serve within the overall transit system. “Core” routes operate in high volume corridors through the central area and form the backbone of the system. This includes the planned BRT system; “commuter” routes serve major employer centers, adding service frequency during commute periods and often providing faster service; “peripheral” routes connect outlying areas to the transfer points; and “circulator” routes serve short trips within activity centers or between nearby neighborhoods and the centers.</li> </ul>	1 – 5	<p>Project affects planned BRT routes: 5 points.</p> <p>Project affects other core routes or network segments with all day service: 3 points.</p> <p>Project affects route segment with only commuter or peripheral route service part of the day: 1 Point</p>
<p><u>Transit Level of Service:</u></p> <ul style="list-style-type: none"> <li>Number of daily bus trips (peak and off-peak) affected by the project (both current and anticipated future, if new service planned).</li> </ul>	1 – 5	<p>10+ buses/hour during weekday peak, 5+ off-peak, and 2+ weekends: 5 Points</p> <p>6+ buses peak, 3+ off-peak, and 2+ weekends: 4 Points</p> <p>4+ peak, 2+ off-peak, 1+ weekends: 3 Points</p> <p>2+ peak, 1+ off-peak/weekend: 1 Point</p> <p>Weekday peak period service only: 0 Points</p>
<p><u>Passenger Boardings:</u></p> <ul style="list-style-type: none"> <li>Number of passenger boardings per day on all route(s) affected by the project (both current and anticipated future boardings, if new service planned).</li> </ul>	0 – 5	<p>&gt;6,000: 5 Points</p> <p>1 Point per 1,000 rounded up (after 1,000) to 6,000</p> <p>&lt; 1,000: 0 Points</p>
<p><u>Supports Employment or Mixed Use Center or Corridor:</u></p> <ul style="list-style-type: none"> <li>The project is located within or serves an existing or planned employment center or mixed-use center or corridor.</li> </ul> <p>[Note: See map of existing and planned centers, page 2-11 of the Regional Transportation Plan 2050. Will update with map from Regional Development Framework being prepared.]</p> <ul style="list-style-type: none"> <li>The project improves multi-modal accessibility and connectivity to employment center or mixed-use center or corridor.</li> </ul>	0 – 10	<p>Project serves an existing regional employment or mixed-use center or corridor: 8-10 Points</p> <p>Project serves an existing local employment or mixed-use center or corridor: 5-7 Points</p> <p>Project serves a developing/planned regional employment or mixed-use center or corridor: 3-4 Points</p>



## Transit Infrastructure Projects (Excluding Bus Purchases)

		<p>Project serves a developing/planned local employment or mixed use center or corridor: 1-2 Points</p> <p>Project does not serve an employment or mixed-use center or corridor: 0 Points</p>
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### 2. System Preservation – 15 Points Total

Criteria	Points	Scoring
<ul style="list-style-type: none"> <li>The project will help maintain the reliability of transit service or address facility maintenance or expansion needs (e.g., bus queue jump(s), bus shelter replacement, transfer center or PNR lot construction/expansion).</li> <li>The project will preserve the viability of existing transit facilities.</li> </ul>	0 – 15	<p>Maximum points awarded for projects that significantly improve transit reliability/schedule adherence and/or replace, improve, or expand facilities that are past their useful life, in disrepair, under capacity, and/or do not meet current design standards.</p>

### 3. Congestion Mitigation & Transportation System Management (TSM) – 15 Points Total

Criteria	Points	Scoring
<p><u>Congestion Mitigation/TSM:</u></p> <ul style="list-style-type: none"> <li>Level of existing traffic congestion in the affected corridor(s) and the extent to which the project mitigates that congestion by enhancing the attractiveness of transit service.</li> <li>Capacity issues with facilities or service(s) and the extent to which the project addresses the issue(s) by expanding the capacity or operational efficiency of them.</li> <li>The project improves the operational performance/efficiency of existing transit route(s) in congested corridors (e.g., decrease in travel times, increase in on-time performance). Examples include transit runningway improvements, consolidation and/or relocation of bus stops, and construction or removal (to create dedicated bus lanes) of bus bulb-outs.</li> <li>The project implements ITS strategies that improve the operational efficiency and/or attractiveness of transit service. Examples include transit signal priority, dynamic message signs that display real-time bus schedule information, fare collection systems, passenger counting systems, and other data and reporting mechanisms that make or can be used to make the transit system more efficient.</li> </ul>	0 – 15	<p>Maximum points for projects in congested corridors that increase the attractiveness of transit by providing facilities, amenities, or information and/or improving the operational performance (travel time, schedule adherence) of transit service.</p>

## Transit Infrastructure Projects (Excluding Bus Purchases)

4. Safety Enhancement – 5 Points Total		
Criteria		Scoring
<p><u>Safety Enhancements:</u></p> <ul style="list-style-type: none"> <li>Extent to which the project addresses passenger, driver, or maintenance staff safety or security concerns (e.g., moving bus stops, adding cameras to transit facilities, improving bus communications/safety monitoring, modifying maintenance facilities to improve safety).</li> </ul>	0 – 5	Maximum points for project that significantly improve passenger safety on vehicles or at high ridership locations, or address documented driver or maintenance staff safety issues.

5. Enhancement of Multi-Modal Options/Service – 15 Points Total		
Criteria	Points	Scoring
<p><u>Transit Connections:</u></p> <ul style="list-style-type: none"> <li>The project improves connections between transit and other modes of transportation (e.g., increases opportunities for bicycle storage at major bus stops/stations, park-and-ride lot/facility).</li> <li>The project enhances transfer station or bus stop facilities/amenities.</li> </ul>	0 – 5	Maximum points for projects that accommodate and provide significant improvements to multi-modal transit connections
<p><u>Transit Facilities:</u></p> <ul style="list-style-type: none"> <li>The project includes transit runningway improvements or other transit improvements (e.g., in-lane bus stops, bus queue jump, transit signal priority) and/or amenities that reduce transit travel times, improve on-time performance, and/or otherwise increase the attractiveness of transit.</li> </ul>	0 – 10	Maximum points for projects that accommodate and provide significant benefits to transit operations

6. Environment–10 Points Total		
Criteria		Scoring
<p><u>Existing/Projected Use of Transit:</u></p> <ul style="list-style-type: none"> <li>Extent to which project is likely to result in increased transit ridership and reduced vehicle trips/VMT.</li> </ul>	0 – 10	<p>High transit levels in corridor(s)/area(s) which project will increase: 7-10 Points</p> <p>High levels, but modest impact from project; Moderate existing or projected levels which project will increase: 4-6 Points;</p> <p>Low levels, but project will increase: 1-3 Points</p>

## Transit Infrastructure Projects (Excluding Bus Purchases)

7. Equity – 15 Points Total		
Criterion	Points	Scoring
<p><u>Environmental Justice &amp; Accessibility:</u></p> <ul style="list-style-type: none"> <li>The project improves accessibility of the transit system for persons with disabilities through upgrades to existing fixed-route buses or bus stops.</li> <li>The project is located within or directly benefits a Tier 1 or Tier 2 MPO-defined Environmental Justice (EJ) Area, or a locally defined EJ area, and provides improved transit access and mobility and/or otherwise improves the attractiveness of transit service.</li> </ul> <p>[Note: See maps of Tier 1 and Tier 2 EJ Areas at the following link:  <a href="https://www.greatermadisonmpo.org/maps/list.cfm#EJ">https://www.greatermadisonmpo.org/maps/list.cfm#EJ</a>]</p>	0 – 10	Maximum points will be awarded for projects located in/connecting to and directly benefiting a Tier 1 EJ Area. Up to 6 points will be awarded for projects located in/connecting to and directly benefiting a Tier 2 or locally defined EJ Area.
<p><u>Public Health:</u></p> <ul style="list-style-type: none"> <li>The project provides public health benefits (e.g., provides community/social space or improved access to parks/open space, improves access to health care or other services, healthy food resources, etc., provides opportunities for physical activity, improves safety, etc.).</li> </ul>	0 – 5	Maximum points awarded to projects that provide public health benefits.

1. Importance to Regional Transportation System and Supports Regional Development Framework – 25 Points Total		
Criteria	Points	Scoring Guidelines
<ul style="list-style-type: none"> <li><u>System Connectivity and Continuity:</u> The project provides a new link (segment, grade-separated crossing) in the low-stress bikeway system, connecting residential neighborhoods, employment centers, or other destinations to the existing low-stress network, where other reasonably direct, low-stress route alternatives do not exist.  [Note: See <a href="https://www.greatermadisonmpo.org/maps/documents/Low_Stress_Bike_Network_2021.pdf">Low Stress Bike Route Finder</a> or .pdf of LTS Map at <a href="https://www.greatermadisonmpo.org/maps/documents/Low_Stress_Bike_Network_2021.pdf">https://www.greatermadisonmpo.org/maps/documents/Low Stress Bike Network 2021.pdf</a>]</li> </ul>	0 – 20	Up to 17 points for new links of LTS 2 and up to 20 points for new links of LTS 1, depending on length and impact on regional low-stress network connectivity.
<ul style="list-style-type: none"> <li>The project provides bicycling and walking opportunities in areas of natural, cultural, or historic interest, enhancing use of the facility for recreational as well as transportation purposes.</li> </ul>	0 – 5	Maximum points for projects that utilize natural etc. areas, providing high quality recreational opportunities

2. System Preservation – 5 Points Total		
Criteria	Points	Scoring Guidelines
<u>Facility Maintenance:</u> <ul style="list-style-type: none"> <li>The project sponsor has a bicycle facility pavement condition monitoring and maintenance program.</li> <li>The project sponsor has a winter bike facility maintenance program and the facility will be maintained year round.</li> </ul>	0 – 5	Maximum points for projects with sponsors with an effective pavement/facility monitoring and maintenance program, and a high-quality year-round maintenance program

3. Congestion Mitigation/TSM – 5 Points Total		
Criteria	Points	Scoring Guidelines
<ul style="list-style-type: none"> <li>The project will increase the attractiveness of bicycle/pedestrian travel in a corridor or area with significant existing peak period traffic congestion.</li> <li>The project will improve access to transit stops in a corridor or area with significant existing peak period traffic congestion.</li> </ul>	0 – 5	

4. Safety Enhancement – 20 Points Total		
Criteria		Scoring Guidelines
<ul style="list-style-type: none"> <li>The project is located in a corridor or area with a history of bicycle/pedestrian crashes, and the project addresses the safety problem(s) or issue(s).</li> <li>The project addresses a documented hazardous condition that discourages bicyclists from using the facility or corridor.</li> <li>The project addresses perceived hazardous condition that discourages bicyclists from using the facility or corridor.</li> <li>The project addresses a network deficiency identified in a Safe Routes to School Plan.</li> </ul>	0 – 10	Maximum points for projects that address an existing major safety problem based on number of crashes relative to use and/or a documented safety issue.
<ul style="list-style-type: none"> <li>The project provides a facility that is suitable for less experienced, skilled bicyclists.</li> </ul>	0 – 10	Maximum points for projects providing an off-street facility in a corridor without an existing low-stress alternative.

5. Enhancement of Multi-modal Options – 25 Points Total		
Criteria	Points	Scoring Guidelines
<u>Population Served:</u> <ul style="list-style-type: none"> <li>The project serves a large number of people based on population within 0.5 to 1 mile of the facility, location of the facility within the overall bikeway network, and location within the region and community.</li> </ul>	0 – 13	Maximum points for projects with a large population within a relatively short distance of the facility or likely to make use of the facility due to its location.
<u>Destinations Served:</u> <ul style="list-style-type: none"> <li>The project serves to increase bicycling and walking access to jobs, services, schools, shopping, parks/recreational facilities, and/or entertainment.</li> </ul>	0 – 12	Maximum points for projects providing access to regional or local mixed-use or employment/activity centers, community facilities, and services.

6. Environment– 5 Points Total		
Criterion		Scoring Guidelines
<u>Use of Alternative Modes:</u> <ul style="list-style-type: none"> <li>Extent to which the project will result in an increase in bicycling, walking, and transit trips for transportation purposes, resulting in reduced motor vehicle trips/VMT.</li> </ul>	0 – 5	

7. Equity – 15 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Environmental Justice &amp; Accessibility:</u></p> <ul style="list-style-type: none"> <li>The project is located within or improves bicycle/pedestrian access/mobility for an MPO-defined Tier 1 or Tier 2 Environmental Justice (EJ) Area, or a locally defined EJ area.</li> </ul> <p>[Note: See maps of Tier 1 and Tier 2 EJ Areas at the following link: <a href="https://www.greatermadisonmpo.org/maps/list.cfm#EJ">https://www.greatermadisonmpo.org/maps/list.cfm#EJ</a>]</p>	0 – 12	Maximum points will be awarded for projects located in/connecting to and directly benefiting a Tier 1 EJ Area. Up to 7 points will be awarded for projects located in/connecting to and directly benefiting a Tier 2 or locally defined EJ Area.
<p><u>Public Health:</u></p> <ul style="list-style-type: none"> <li>The project improves bicycle/pedestrian/transit access to parks/open space, health care or other services, healthy food resources, etc.</li> </ul>	0 – 3	Maximum points awarded to projects that will provide improved access to healthy food resources, health care, and active recreation opportunities.

1. Importance to Regional Transportation System and Supports Regional Development Framework– 15 Points Total		
Criteria	Points	Scoring Guidelines
<ul style="list-style-type: none"> <li><u>Roadway Functional Class</u>: The Greater Madison MPO Functional Classification System map assigns the following functional classifications to roadways within the urban area: Principal Arterial, Minor Arterial, and Collector. The functional classification defines the role the roadway plays (mobility, connectivity, accessibility) in serving travel needs through the regional network. See link to map below. <a href="https://www.greatermadisonmpo.org/maps/documents/FunctionalClassesDaneCountyCurrentRds.pdf">https://www.greatermadisonmpo.org/maps/documents/FunctionalClassesDaneCountyCurrentRds.pdf</a></li> </ul>	3 – 6	Principal Arterial: 6 Points  Minor Arterial: 3 Points  Collector: 0 Points
<ul style="list-style-type: none"> <li><u>Freight Route</u>: The project is located on or would benefit a freight route, or would otherwise improve the reliability of truck or rail movements. For routes, see link to Truck Routes and Truck Volume map below: <a href="https://www.greatermadisonmpo.org/maps/documents/Truck_Vol_2019_Percent.pdf">https://www.greatermadisonmpo.org/maps/documents/Truck_Vol_2019_Percent.pdf</a>  [Note: “Key” routes include those serving industrial parks or other locations with relatively high truck volumes.]</li> </ul>	0 – 3	Project located on or benefits key freight route location(s): 3 Points  Project provides minor improvements to freight system/ freight movements: 1-2 Points  Non-freight route or no freight-related improvements: 0 Points
<u>Supports Employment or Mixed-Use Center, and/or Serves Mixed-Use Corridor</u> : <ul style="list-style-type: none"> <li>The project is located within or serves an existing or planned employment or mixed-use center or corridor.  [Note: See map of existing and planned centers, page 2-11 of the Regional Transportation Plan 2050. Will update with map from Regional Development Framework being prepared.]</li> <li>The project improves multi-modal accessibility and connectivity to employment and/or mixed-use center or corridor.</li> </ul>	0 – 6	Project serves an existing regional employment center or mixed-use center or corridor: 6 Points  Project serves an existing local employment or mixed-use center or corridor: 4 Points  Project serves a planned regional employment or mixed-use center: 2 Points  Project does not serve an existing or planned employment or mixed-use corridor: 0 Points
2. System Preservation – 5 Points Total		
Criterion	Points	Scoring Guidelines
<ul style="list-style-type: none"> <li>The project will help preserve the viability of existing transportation infrastructure.</li> <li>The project improves ability to maintain the roadway (e.g., winter snow/ice clearing) or transit system/vehicles.</li> </ul>	0 – 5	

3. Congestion Mitigation & Transportation System Management – 20 Points Total		
Criteria	Points	Scoring Guidelines
<p><u>Congestion Mitigation/TSM:</u></p> <ul style="list-style-type: none"> <li>Overall level of existing recurring and non-recurring traffic congestion and extent to which the project mitigates it, improving travel times or traffic flow conditions.</li> </ul> <p>[Note: The level of traffic congestion will be measured based on the best data available, including volume-to-capacity ratio (using AAWT and planning level capacities in the regional travel model – see tables in Roadway Projects criteria), intersection Level of Service during the peak periods, and congested travel speeds.]</p> <ul style="list-style-type: none"> <li>The project will reduce intersection delay through improved traffic signal operations (better coordination and/or signal equipment upgrades, including responsive signal controls).</li> <li>The project will reduce congestion caused by incidents and special events through improved traffic control operations, real-time information systems (travel time, transit service, parking availability, etc.), improved incident response/management, or other strategies.</li> <li>The project will increase the attractiveness of transit, ridesharing, bicycling, and/or walking in congested areas or corridors through enhanced signal operations (e.g., transit signal priority, adding detection for bicyclists, etc.), real-time information systems, or other strategies.</li> <li>The project will provide data that will assist in identifying and addressing problem congestion areas or intersections for all transportation modes.</li> </ul>	0 – 20	Maximum points for projects that significantly mitigate recurring and non-recurring congestion in one or more of the most congested local arterial corridors.

4. Safety Enhancement – 20 Points Total														
Criteria		Scoring Guidelines												
<p><u>Project Tier:</u></p> <ul style="list-style-type: none"><li>• Tier 1-Project includes a high severity crash segment or intersection (Using 5-year crash history)<ul style="list-style-type: none"><li>○ A crash history with 1 or more fatalities; or</li><li>○ 3 or more Type A crashes; or</li><li>○ 1 or more Type B or higher bike/ped crash</li></ul></li><li>• Tier 2- Project does not include a high severity crash segment or intersection but has a documented crash history or safety problem.</li></ul> <p>Crash history will be weighted by the EPDO Index developed for the Intersection Safety Screening Analysis</p>	-	<table><tr><td>Severity:</td><td>Weight-EPDO Index</td></tr><tr><td>K: Fatal</td><td>155.5</td></tr><tr><td>A: Incapacitating</td><td>16.0</td></tr><tr><td>B: Non-Incapacitating</td><td>4.4</td></tr><tr><td>C: Possible Injury</td><td>2.3</td></tr><tr><td>O:Property Damage</td><td>1.0</td></tr></table>	Severity:	Weight-EPDO Index	K: Fatal	155.5	A: Incapacitating	16.0	B: Non-Incapacitating	4.4	C: Possible Injury	2.3	O:Property Damage	1.0
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<p><u>Potential Crash Reduction Impact of the Proposed Roadway Improvement(s):</u></p> <ul style="list-style-type: none"> <li>Extent to which the project addresses documented safety concerns and the estimated impact the improvement(s) will have in reducing motorist, bicyclist, and/or pedestrian crashes based on crash modification factor (CMF) of the countermeasure(s).</li> </ul> <p>[Note: See <a href="http://www.cmfclearinghouse.org">http://www.cmfclearinghouse.org</a>. The CMF Clearinghouse presents both CMFs and CRFs, or Crash Reduction Factors. The difference is that CRF provides an estimate of the percentage reduction in crashes, while CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given improvement. Mathematically, <math>CMF = 1 - (CRF/100)</math>.]</p>	0 – 20	<p>High-Impact Safety Improvements: Tier 1: Up to 20 Points Tier 2: Up to 15 points</p> <p>Medium-Impact Safety Improvements: Tier 1: Up to 15 points Tier 2: Up to 10 points</p> <p>Minimal-Impact Safety Improvements Tier 1: Up to 10 points Tier 2: Up to 5 points</p> <p>Project does not include a safety countermeasure: 0 Points</p>
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#### 5. Enhancement of Multi-Modal Options –15 Points Total

Criteria	Points	Scoring Guidelines
<p><u>Pedestrian and Bicycle Facilities:</u></p> <ul style="list-style-type: none"> <li>The project includes ITS infrastructure that will increase the convenience and attractiveness of bicycling and walking (e.g., pedestrian signals or warning lights, pedestrian and bicyclist detection devices, etc).</li> </ul>	0 – 4	<p>Project accommodates and provides significant benefits to pedestrians and bicyclists: 3-4 Points</p> <p>Project accommodates and provides limited benefits to pedestrian and bicyclists: 2 Points</p> <p>Project accommodates, provides limited benefits to pedestrians only: 1 Points</p> <p>No additional or improved accommodations for pedestrians or bicyclists: 0 Points</p>
<p><u>Transit Facilities:</u></p> <ul style="list-style-type: none"> <li>The project includes ITS infrastructure (e.g., transit signal priority, real time information systems, fare collection systems, etc.) that will improve transit travel time, reliability, and/or attractiveness.</li> </ul>	0 – 8	<p>Project accommodates and provides significant benefits to transit (e.g., transit signal priority): 8 Points</p> <p>Project provides some benefits (e.g., fare collection systems): 4 Points</p> <p>Project is located on a bus route and thus benefits transit to limited degree (e.g., improving traffic flow): 2 Points</p>

		Project is not located on a bus route: 0 Points
<u>Data Collection:</u> <ul style="list-style-type: none"> <li>The project includes ITS infrastructure that will improve data collection for alternative transportation modes needed for planning and project design purposes.</li> </ul>	0 – 3	Project provides significant benefits in terms of archived data: 3 Points  Project provides some benefits (e.g., fare collection systems): 2 Points  Project is located on a bus route and thus benefits transit to limited degree (e.g., improving traffic flow): 1 Point  Project is not located on a bus route: 0 Points

6. Environment – 15 Points Total		
Criteria		Scoring Guidelines
<u>Impact on Use of Alternative Modes:</u> <ul style="list-style-type: none"> <li>Extent to which project is likely to result in increased transit ridership and bicycling and walking levels and therefore reduced vehicle trips/VMT.</li> </ul>	0 – 10	Significant impact on transit, bicycling, and walking levels: 7-10 Points  Modest impact: 4-6 Points  Limited or no impact: 0-3 Points
<u>Impact on Fuel Use/Emissions and Groundwater Quality:</u> <ul style="list-style-type: none"> <li>Extent to which the project will reduce fuel consumption and vehicle emissions through improved traffic flow (e.g., less stop/start conditions) and/or reduced non-recurring congestion caused by incidents and special events.</li> <li>Extent to which project will reduce salt and other chemical usage for winter maintenance, improving ground water quality and roadside vegetation.</li> </ul>	0 – 5	Significant estimated impact on fuel use/vehicle emissions and/or salt/chemical usage based on studies: 4-5 Points  Modest impact: 1-3 Points  No impact: 0 Points

<b>7. Equity – 10 Points Total</b>		
<b>Criteria</b>	<b>Points</b>	<b>Scoring Guidelines</b>
<p><u>Environmental Justice:</u></p> <ul style="list-style-type: none"><li>• The project is located within or directly benefits a MPO-defined Tier 1 or Tier 2 Environmental Justice (EJ) area, or a locally defined EJ area, providing improved multi-modal access/mobility and/or otherwise improving or maintaining the area's livability.</li></ul> <p>[Note: See maps of Tier 1 and Tier 2 EJ Areas at the following link: <a href="https://www.greatermadisonmpo.org/maps/list.cfm#EJ">https://www.greatermadisonmpo.org/maps/list.cfm#EJ</a>]</p>	0 – 10	Maximum points will be awarded for projects located in/connecting to and directly benefiting a Tier 1 EJ Area. Up to 6 points will be awarded for projects located in/connecting to and directly benefiting a Tier 2 or locally defined EJ Area.

# MPO Agenda Cover Sheet

## May 3, 2023

Item No. 10

**Re:**

Status Report on Capital Area RPC Activities

**Staff Comments on Item:**

- Held a public hearing in April on an amendment to the Waunakee Urban Service Area.
- Held a webinar, “Catalyzing a Salt Wise Transformation to Keep Fresh Water Fresh”
- Working with consultant to prepare for CARPC strategic planning later this year.
- Officially launched process to seek Regional Organization designation from SolSmart, a national organization funded by US DOE. To receive bronze, silver, gold, or platinum designation, municipalities and regional organizations demonstrate actions that reduce barriers to installation of solar photovoltaic systems.
- Submitted letter of commitment to Wisconsin Office of Sustainability and Clean Energy for their application to the Climate Pollution Reduction planning grant.
- Released [2022 Annual Report](#)

**Materials Presented on Item:**

None

**Staff Recommendation/Rationale:**

For Review/Discussion Only