

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

**September 6, 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: 816 8335 1061
- 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 August 2, 2023 Meeting Minutes

3. Communications

- As of August 31, 2023, we have not received any communications

4. Public Comment (for items **not** on MPO Agenda)
5. Public Hearing on the Draft 2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

*Note: Action on the 2024-2028 TIP by the MPO is anticipated at the board's October 4th meeting to be held virtually. Written comments on the TIP are invited through Friday, September 22, and should be sent to the MPO offices at 100 State St., Suite 400, Madison, WI 53703 or e-mailed to [mpo@cityofmadison.com](mailto:mpo@cityofmadison.com).*
6. MPO 2023 Resolution No. 9 Approving Amendment No. 5 to the 2023-2027 Transportation Improvement Program for the Madison Metropolitan Area & Dane County (5 Min)
  - USH 18/151 (CTH G to STH 69) Ramp/Auxiliary Lane and Bridge Widening Project
7. Review and Discussion on Nichols Road STBG Urban Project-Limits Change (15 Min)
8. Review of Section 5310 Program (Enhanced Services for Seniors and Individuals with Disabilities) Grant Project Applications for 2024 and Preliminary Approval of Draft Project Funding Recommendations (10 Min)
9. Status Report on Capital Area RPC Activities
10. Announcements and Schedule of Future Meetings
  - Wednesday, October 4th, 2023, Virtual
  - Wednesday, November 1st, 2023, Virtual
11. Adjournment

**Greater Madison Metropolitan Planning Organization (MPO)**  
**August 2, 2023 Meeting Minutes**

Madison Water Utility, 119 E. Olin Ave, Conference Rooms A-B

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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, John Duncan (joined during item #8), Pam Dunphy, Paul Esser, Derek Field, Steve Flottmeyer, Barbara Harrington-McKinney, Charles Myadze, Mark Opitz, Kristi Williams, Doug Wood

**Members absent:** Tom Lynch

**MPO staff present:** Alex Andros, Colleen Hoesly, Ben Lyman, David Kanning, Bill Holloway

**Others present in an official capacity:** Chris Petykowski (City of Madison), Mike Cechvala (City of Madison), Chris James (Dane County)

**2. Approval of June 7, 2023 Meeting Minutes**

Williams moved, Andrae seconded, to approve the June 7, 2023 meeting minutes. Motion carried.

**3. Communications**

- Letter of Support for Madison SS4A Grant Application
- June 14 2023 letter from WisDOT approving the TIP amendment approved by the MPO at the June meeting

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

None.

**5. Election of Officers**

Esser nominated Mark Opitz as Chair and Doug Wood as Vice Chair. Motion carried.

**6. MPO 2023 Resolution No. 8 approving Amendment No. 4 to the 2023-2027 Transportation Improvement Program for the Madison Metropolitan Area & Dane County**

Andros reviewed the TIP amendment additions and revisions:

- Employee Education and Training grant for Metro Transit
- Replacement Accessible Vehicle for Sauk County, Statewide Section 5310 grant
- Fixed Route and Volunteer Driver for Sauk County, Statewide Section 5310 grant
- Safe Streets and Roads for All (SS4A) planning grant for the City of Madison
- Advancing STBG-U funding obligation for Exchange Street project in McFarland from 2024 to 2023

Wood asked for clarification on the Exchange Street reconstruction project's construction schedule. Kanning said that WisDOT will obligate the funding at the end of 2023, but that construction would still commence in 2024.

Williams moved, Harrington-McKinney seconded, to approve MPO 2023 Resolution No. 8 Approving Amendment No. 4 to the 2023-2027 Transportation Improvement Program for the Madison Metropolitan Area & Dane County as amended. Motion carried.

**7. Review of Scoring and Potential Approval of Proposed Funding for Surface Transportation Block Grant (STBG) Urban Program Projects with FFY 2024-2029 Bipartisan Infrastructure Bill Funding**

Kanning stated that the MPO received 13 applications for this funding cycle. Ten are for roadway projects and three are for shared-use path projects. Kanning reviewed the proposed project scores and rankings. Next, Andros provided an overview of the potential funding scenarios.

Andros explained that MPO staff developed three potential funding scenarios for the July 26 Technical Coordinating Committee (TCC) meeting. Scenario 1 would fund the highest scoring roadway projects and highest scoring ped/bike project. Scenario 2 would fund the Glacial Drumlin Trail and highest scoring roadway projects. Scenario 3 would fund the greatest number of projects, regardless of project score. For each scenario, the Rideshare/TDM program and Madison's Ped/Bike Safety Education program would continue to be funded per MPO policy. After discussion, the committee developed and recommended Scenario 4, which would fund the Glacial Drumlin Trail and the highest scoring projects from Scenario 3: West Towne Path (Zor Shrine Place to S. Gammon Road); Windsor Road Path (Sunset Meadows Drive to N. Towne Road); Ph. 2 John Nolen Drive (Olin Avenue to Lakeside St.) Reconstruction; CTH MM/Rimrock Road (John Nolen Drive to Beltline Highway on/off ramps) Pavement Replacement; CTH MM / Rimrock Road (McCoy Rd to Beltline Highway on/off ramps) Pavement Replacement; O'Keefe Avenue (Reiner Road to Summerfield Way) Pavement Replacement; St. Albert the Great Drive (Broadway Drive to N. Bird Street) Pavement Replacement

Following the meeting, staff developed scenario 5, which would fund the Glacial Drumlin Trail project, the highest scoring roadway projects, and smaller projects to spread funding across a larger geographic area. Staff developed this recommendation as an alternative to scenario 4, which would allocate over half of the total available funding to path projects. Andros explained that staff supports adoption of Scenario 4 or Scenario 5.

Andros mentioned that staff received a comment from the City of Madison Transportation Department recommending that some STBG Urban funding be allocated towards the Glacial Drumlin Trail.

Opitz opened the discussion for public comment. Dane County Supervisor Jacob Wright spoke in favor of the Glacial Drumlin Trail project. Opitz opened the discussion to board members. The board discussed the funding scenarios presented by Andros. Esser expressed support for Scenario 4, which the TCC recommended. Andrae asked how often large projects are selected over small projects. Kanning responded that the majority of projects selected are considered large projects, but that the STBG-Urban Selection Process policy recommends that up to 10% of funding be awarded to small projects over time. Andros said that the MPO doesn't have a final allocation figure from WisDOT, but that we anticipate more funding than our current estimate. If the MPO receives additional funding, we will recommend a 65% federal funding share for projects, and perhaps add more projects. McKinney-Harris asked if consideration is given to projects that are more regionally-based that do not score as high. Andros said that the Board has broad discretion in choosing what projects to fund. Scoring is just one way to evaluate projects. Lyman stated that the Glacial Drumlin Trail did not score as high as the West Town Path because there is a lower population density along this section of the Glacial Drumlin Trail. The trail is still important to the region, since its completion will ultimately extend a separated path from Lake Michigan to the Mississippi River. Wood said that the Board has considered the scores in previous funding decisions, but that funding decisions weren't solely based on scores. The scoring system isn't

perfect. If there are projects within a few points of each other, then the scores shouldn't be relied on heavily. He added that it was significant for Tom Lynch to support the Glacial Drumlin Trail project, with an awareness that this could move John Nolen Phase 3 out of consideration for funding. Field and Williams expressed support for the Glacial Drumlin Trail project.

Esser moved, Field seconded, to approve STBG Urban funding for the projects and at the amounts listed in Scenario 4 of the Project Funding Scenarios document, dated August 2, 2023 that was included in the meeting packet. Motion carried.

**8. Approval to Release Draft 2024-2028 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County for Public Review and Comment**

Kanning provided an overview of the Draft TIP. A public hearing on the TIP will be held at the Board's next meeting on September 6. Action on the TIP is anticipated at the Board's October meeting.

Wood moved, Williams seconded, to approve release of the Draft 2024-2028 Transportation Improvement Program for public review and comment. Motion carried.

**9. Initial Overview and Discussion on Adjustments to the MPO Urbanized Boundary**

Hoesly provided an overview of the forthcoming boundary adjustments that the MPO will need to propose in response to the updated urbanized area boundaries (UAB) released by the US Census Bureau. The adjusted UAB is important because the location of the boundary affects roadway eligibility for federal Surface Transportation Block Grant (STBG) funding, dividing STBG funds into STP-Urban and STP-Rural. The UAB is also a factor for Federal Highway Administration (FHWA) Highway Performance Monitoring System (HPMS) reporting.

The biggest changes between the MPO's current adjusted UAB (adopted in 2015) and the 2020 census-defined UAB are the loss of Stoughton and Cross Plains from the UAB. Since Stoughton has a population of over 5,000, it is now considered its own urban area, and cannot be included in the MPO's adjusted UAB. Cross Plains, however, is not considered its own urban area, and therefore could still be included in the MPO's adjusted UAB.

MPO staff are currently working on reviewing the census-defined UAB and proposed adjustments to the boundary. After consultation with the TCC and Policy Board, an initial draft of the proposed adjusted UAB should be complete this fall. The final adjusted UAB map must be approved by June 30th, 2024.

Esser asked if there are any drawbacks to including Cross Plains and Stoughton in the planning area boundaries. Hoesly stated that if a community is included in the urban area, it can only apply for STBG-Urban funding. If a community is located outside of the urban Area, but within the planning area, it can apply for both STBG-Urban and STBG-Rural funding. Dunphy said that the county uses STBG-Rural funds for roadway projects, and won't be able to use that funding for roadways that become part of the urban area. Esser asked if the entire county could be part of the planning area. Esser also asked if staff would be making a recommendation. Hoesly responded that this is a large process, and that the MPO will reach out to local communities to discuss policy implications pertaining to funding prior to making a recommendation. Wood said that it would be important to reach out to Cross Plains. Caravello stated that he would need to speak with City of Stoughton Planning Director Rodney Scheel about the boundary change options.

## **10. Review of MPO Operating Rules and Procedures and Public Participation Plan**

Andros described the significance of the Operating Rules and Procedures and Public Participation Plan. The Operating Rules and Procedures are what the MPO Policy Board and staff must adhere to. The Public Participation Plan is a required element of our Unified Planning Work Program (UPWP) and defines a process for providing citizens, affected public agencies, private transportation providers, users of the transportation system, and others with opportunities to be involved in our planning processes. It outlines the public participation goals and techniques to be used in the Greater Madison MPO's transportation planning and programming processes, with the goal of reaching regional agreement on transportation investments that balance roadway, public transit, bicycle, pedestrian, and other transportation needs. Andrae asked if we get good participation from the Citizen Advisory Committee. Hoesly responded that the board disbanded the Citizen Advisory Committee two years ago.

## **11. Discussion of Potential Future MPO Work Program Planning Activities**

Andros explained that the MPO is required to create a Work Program each year. It describes the work activities of the MPO to be performed in a subsequent calendar year and should reflect local priorities while ensuring that our work is consistent with federal and state requirements. Andros described the certain projects that MPO staff will work on in 2024, along with potential future projects. Lyman provided information on the Coordinated Human Services Transportation Plan, in response to Andrae's request for clarification on that work item. Field asked if there were any coordinated park-and-ride planning initiatives connected to BRT planning. Hoesly said that the MPO's RTP recommends that the MPO or local agencies pursue this. Myadze asked about bike facility planning on the north side of Madison. Staff directed his inquiry to the City of Madison for more specific bike infrastructure plans. Wood asked for additional information about the regional parking study. Hoesly said that this is a recommendation from the RTP, and may include curb space management for ride hailing and parcel deliveries in downtown urban areas. Wood suggested that the parking study provide guidance on best practices for residential parking ordinances since parking requirements can be a barrier to residential development. Harrington-McKinney asked for additional information about the Bicycle Pedestrian Facility Report. Lyman said that the MPO may conduct a review of ordinances that could potentially be enforced in a discriminatory manner and which limit mobility for minorities, such as jaywalking, trick bike riding, riding bikes on sidewalks, etc.

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

Andros provided an update on CARPC work activities, including recent Sewer Service Area amendments. Caryl Terrell was present and highlighted CARPC's work on the Regional Development Framework.

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

Next MPO Board Meeting: Wednesday, September 6, 2023 at 6:30 p.m. (Remote meeting via Zoom).

## **14. Adjournment**

Esser moved, Williams seconded, to adjourn. The motion carried. Meeting adjourned at 8:15 p.m.

# MPO Agenda Cover Sheet

## September 6, 2023

Item No. 5

**Re:**

Public Hearing on the 2024-2028 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

**Staff Comments on Item:**

Staff has reviewed the state and local roadway and bicycle/pedestrian projects and transit projects submitted for inclusion in the draft TIP to ensure consistency with the MPO's long-range regional transportation plan. The MPO Board gave preliminary approval to fund eight projects with STBG – Urban funding at their meeting in August. The draft STBG Urban priority project listings table reflecting the board's action at the August meeting is attached and also included in the draft TIP, which is linked below. Final approval of the STBG – Urban priority project listings occurs as part of approval of the TIP. WisDOT has not released the final STBG-Urban allocation figure for FY 2024-2029. After release of the final allocation figure, MPO and WisDOT SW Region Local Program staff will meet with staff and consultants for sponsors of the proposed new projects to discuss the status and schedule for them.

The complete draft TIP was released on August 17 for public review and comment along with a public hearing notice. The draft TIP and the hearing notice have been posted on the MPO's website.

Comments on the draft TIP will be accepted until September 22. Action is anticipated at the board's October 4 meeting.

**Materials Presented on Item:**

1. 2024-2028 STBG Urban Priority Projects Table
2. [Draft 2024-2028 Transportation Improvement Program](#)

**Staff Recommendation/Rationale:** For review and discussion purposes only at this time. Action is anticipated at the board's October meeting.

2024 - 2029 Madison Area STBG Urban Program - Currently Approved and Proposed New Priority Projects								
Project	Project ID	Score	Const/ Project Calendar Yr. (Yr \$ Obligated if different)	State Fiscal Year	Total Est. Cost <sup>1</sup> (thousands)	Max. Percent (Fed \$)	Federal Funds Approved (thousands)	Comments
Approved Priority Projects (2023-2027)								
MPO Rideshare Program 2024-2028	5992-08-39,52-54	<sup>2</sup>	2024-2028	2024-2028	\$686	80	\$551	Ongoing support per MPO policy. 3% annual increase, with 4% annual increase starting in 2027
C. Madison Ped/Bike Safety Education Program 2024-2028	5992-08-49, 50, 60	<sup>2</sup>	2024-2028	2024-2028	\$590	80	\$474	Ongoing support per MPO policy. 3% annual increase.
Pleasant View Rd. (USH 14 to Timber Wolf Trail) Phase 1	5992-11-00,-01,-02,-50-52	<sup>65</sup> <sup>3</sup>	2022-2024	2023	\$23,396	60	\$12,029	Funding obligated in CY 2022. Construction in '22-'24.
CTH M (Oncken Road to STH 113)	5954-00-00, -01, -51	<sup>68</sup> <sup>3</sup>	2023-2024	2024	\$25,229	60	\$13,021	Funding obligated in '23. Const.in '23-'24.
Exchange Street (Farwell St. to Sleepy Hollow Rd.)	5685-00-04,-05,- 06	<sup>39</sup> <sup>3</sup>	2023	2024	\$3,479	60	\$1,177	Funding obligated in '23. Const. in '24. Selected for funding based on MPO policy goal to use 10% of funds on "small" projects.
Autumn Ridge Path/Overpass	5992-11-10, -11	<sup>80</sup> <sup>4</sup>	2023	2024	\$4,200	60	\$2,520	Funding obligated in in '23. Const. in '24.
Mineral Point Rd. (Beltline Hwy. to S. High Point Rd.)	5992-10-19, -20	<sup>68</sup> <sup>4</sup>	2025	2026	\$6,300	60	\$1,650	Funding obligated in '25. Const. in '26. Cost of stormwater facilities includes regional drainage pipe. Cost share to be determined during design.
John Nolen Drive (Lakeside St. to North Shore Dr.)	5992-11-20, -21-23	<sup>57</sup> <sup>4</sup>	2026-2027	2027	\$30,625	60	\$11,049	Also receiving \$770 in Fed BR funding. Const. in '26-'27.
N. Bird Street (STH 19 to USH 151)	3996-00-35	<sup>50</sup> <sup>5</sup>	2025	2025	\$1,642	60	\$975	Includes new "cycle track" on bridge over USH 151. "Small" project.
N. Thompson Rd. (Main St. to St. Albert the Great Dr.) & St. Albert the Great Dr. (CTH C to N. Thompson)	3996-00-31	<sup>43</sup> <sup>5</sup>	2025	2025	\$3,349	60	\$2,009	
Windsor Road (Charlie Grimm Rd. to CTH CV)	6992-00-21	<sup>38</sup> <sup>5</sup>	2024	2025	\$1,400	60	\$840	Funding obligated in '24. Const. in '25. Selected for funding as "small" project.
Nichols Avenue (Winnequah Rd. to Monona Dr.)	5994-00-02, -03	<sup>38</sup> <sup>5</sup>	2025	2026	\$1,563	60	\$938	Funding obligated in '25. Const. in '26. Selected for funding as "small" project.
S. Fourth Street (Milwaukee St. to Isham St.)	5998-00-01, -02	<sup>34</sup> <sup>5</sup>	2025	2025	\$1,391	60	\$834	Selected for funding as "small" project.
					\$103,850		\$48,067	TOTAL
New Priority Projects (2026-2029)								
West Towne Path (Zor Shrine Place to S. Gammon Road)		86		2027 <sup>6</sup>	\$3,740	60.22%	\$2,252	New Path.
Glacial Drumlin Path (I-39/90 to CTH AB/Buckeye Road)		68		2027 <sup>6</sup>	\$11,114	60.22%	\$6,693	New Path.
Windsor Road Path (Sunset Meadows Drive to N. Towne Road) New Path on South side of Roadway		65		2028 <sup>6</sup>	\$620	76.41%	\$474	New Path. Qualifies for 76.41% federal share based on cost formula for projects less than \$1M from Selection Process Document.
Ph. 2 John Nolen Drive (Olin Avenue to Lakeside St.) Reconstruction		58		2026 <sup>6</sup>	\$6,570	60.22%	\$3,956	New Path on west side of roadway may be constructed.
CTH MM/Rimrock Road (John Nolen Drive to Beltline Highway on/off ramps)		51		2026 <sup>6</sup>	\$1,356	60.22%	\$817	Qualifies as a "small" project. Includes a New Path.
CTH MM / Rimrock Road (McCoy Rd to Beltline Highway on/off ramps) Pavement Replacement		45		2026 <sup>6</sup>	\$2,156	60.22%	\$1,298	Qualifies as a "small" project. Includes bike lanes.
O'Keefe Avenue (Reiner Road to Summerfield Way) Pavement Replacement		44		2028 <sup>6</sup>	\$2,205	60.22%	\$1,328	Qualifies as a "small" project. Will convert two of four travel lanes to bike/bus lanes.
St. Albert the Great Drive (Broadway Drive to N. Bird Street) Pavement Replacement		42		2029 <sup>6</sup>	\$1,212	60.22%	\$730	Qualifies as a "small" project. Includes bike lanes.
					\$28,973		\$17,548	TOTAL
<sup>1</sup> Includes participating cost only (excludes sanitary sewer and water and construction engineering)				<sup>4</sup> Score from regular 2022-2026 program application cycle in 2021.				
<sup>2</sup> Funded annually per MPO policy				<sup>5</sup> Score from supplemental funding 2022-2026 program application cycle in 2022.				
<sup>3</sup> Score from 2020-2025 program application cycle under previous version of criteria.				<sup>6</sup> Requested Project Scheduling. Needs to be finalized, working with WisDOT and project sponsor.				



2024 - 2029 Madison Area STBG Urban Program - Currently Approved and Proposed New Priority Projects								
Project	Project ID	Score	Const/ Project Calendar Yr. (Yr \$ Obligated if different)	State Fiscal Year	Total Est. Cost <sup>1</sup> (thousands)	Max. Percent (Fed \$)	Federal Funds Approved (thousands)	Comments
Candidate Projects								
Ph. 3 John Nolen Drive / CTH MC/ Olin Avenue (Wingra Creek to Beltline Highway on/off ramps) Pavement Replacement		62.6		2027	\$11,750	65%	\$7,638	
Vinburn Road (Main Street to N. Towne Road) Reconstruct to Urban Cross Section		37		2027	\$2,764	65%	\$1,797	
Holum Street (Railroad to N. Towne Road) Reconstruction		30		2025	\$3,639	65%	\$2,365	
Bailey Road (CTH N to Forward Drive) Reconstruction w/ paved shoulders		30		'24-'28	\$1,791	65%	\$1,164	
High Point Road - Mid Town Road - Raymond Road: Construct Roadway on new alignment		29.1		2027	\$20,910	65%	\$13,592	
					\$40,854		\$26,555	TOTAL

# MPO Agenda Cover Sheet

## September 6, 2023

Item No. 6

**Re:** MPO 2023 Resolution No. 9 Approving Amendment No. 5 to the 2023-2027 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

**Staff Comments on Item:**

Amendment No. 5 Project Listing:

- USH 18/151 (CTH G to STH 69) Ramp/Auxiliary Lane and Bridge Widening

**Materials Presented on Item:**

1. MPO 2023 Resolution No. 9 approving TIP Amendment No. 5 (with attachments)

**Staff Recommendation/Rationale:**

Staff recommends approval of 2023-2027 Transportation Improvement Program Amendment No. 5.

## **MPO 2023 Resolution No. 9**

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

**WHEREAS**, the Greater Madison MPO (Metropolitan Planning Organization) approved the *2023-2027 Transportation Improvement Program for the Madison Metropolitan Area & Dane County* on October 12, 2022; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2023 Resolution No. 2 on February 1, 2023, approving Amendment No. 1, adopted MPO 2023 Resolution No. 5 on April 5, 2023, approving Amendment No. 2, adopted MPO Resolution No. 7 on June 7, 2023, approving Amendment No. 3; and adopted MPO Resolution No. 8 on August 2, 2023, approving Amendment No. 4; and

**WHEREAS**, the Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2023–2026 must be included in the effective TIP; and

**WHEREAS**, an amendment is needed to add the federally funded USH 18/151 (CTH G to STH 69) ramp/auxiliary lane and bridge widening project; and

**WHEREAS**, the TIP amendment will not affect the timing of any other programmed projects in the TIP and the TIP remains financially constrained as shown in the attached revised TIP financial table (Table B-2); and

**WHEREAS**, the MPO’s public participation procedures for minor TIP amendments such as this have been followed, including listing the project on the MPO policy board meeting agenda; and

**WHEREAS**, the new project is consistent with *Connect Greater Madison: Regional Transportation Plan 2050*, the long-range regional transportation plan for the Madison Metropolitan Planning Area as adopted on May 11, 2022:

**NOW, THEREFORE, BE IT RESOLVED** that the Greater Madison MPO approves Amendment No. 5 to the *2023-2027 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project addition as shown on the attached project listing table:

1. **ADD** the USH 18/151 (CTH G to STH 69) Ramp/Auxiliary Lane and Bridge Widening Project to page 37 of the Street/Roadway Projects section.

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Date Adopted

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Mark Opitz, Chair, Greater Madison MPO

PROJECT LISTINGS FOR AMENDMENT NO. 5 TO THE 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM

9/6/23

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
WisDOT  NEW    111-23-033	USH 18/151	PE  UTL  CONST   TOTAL	80				80				13,512 3,379 16,891				Continuing								1204-08-03, -73, -74 Construction scheduled for 2025. Verona cost share amount unknown.
	CTH G to STH 69																						
	CTH G to Verona Avenue: Add auxiliary lanes & CTH G ramp lanes, widen bridges over CTH G and Sugar River, extend the box culvert over Military Ridge Trail.																						
	Verona Avenue to STH 69: Add EB ramp/auxiliary lanes, widen bridge (B-13-573).																						
			80				80				13,512 3,379 16,891												
			WI				NHPP WI V																

1 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.

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

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2023	2024	2025	2026	2027	2023	2024	2025	2026	2027
Federal Highway Administration	National Highway Performance Program	2,812	1,168	62,248	37,482	9,962	2,812	1,168	62,248	37,482	9,962
	Bridge Replacement and Rehabilitation	1,353	547	0	2,391	1,738	1,353	547	0	2,391	1,738
	Surface Transp. Block Grant Program - Madison Urban Area	17,885	2,201	3,654	12,191	210	17,885	2,201	3,654	12,191	210
	Surface Transp. Block Grant Program - Small Urban Area	0	0	0	621	0	0	0	0	621	0
	Surface Transp. Block Grant Program - State Flexibility	7,183	16,679	7,610	36	0	7,183	16,679	7,610	36	0
	Surface Transp. Block Grant Program - Transp. Alternatives	1,137	1,853	600	1,198	0	1,137	1,853	600	1,198	0
	Safe Streets and Roads For All Planning Grant	268	0	0	0	0	268	0	0	0	0
	Carbon Reduction Program	1,100	unknown	unknown	unknown	unknown	1,100	unknown	unknown	unknown	unknown
	Highway Safety Improvement Program	5,680	2,106	2,749	845	1,636	5,680	2,106	2,749	845	1,636
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	37,210	4,057	8,025	30,303	30,825	37,210	4,057	8,025	30,303	30,825
	Section 5309 Small Starts	110,600	0	0	0	0	110,600	0	0	0	0
	Sec. 5339 Bus & Bus Facilities	17,894	1,502	2,004	2,042	2,080	17,894	1,502	2,004	2,042	2,080
	Sec. 5337 State of Good Repair	3,987	1,350	934	952	970	3,987	1,350	934	952	970
	Sec. 5310 E/D Enhanced Mobility Program	726	0	0	0	0	726	489	499	509	519
	Sec. 5311 Rural Area Formula Program	2,745	1,505	1,533	1,562	1,592	2,745	1,505	1,533	1,562	1,592
	Areas of Persistent Poverty	670	0	0	0	0	670	0	0	0	0
	CARES/ARPA	19,679	0	0	0	0	19,679	0	0	0	0

\* Fifth year of funding (2027) is informational only.

\*\* Funding shown in calendar year versus state fiscal year.

Note: All state roadway projects using applicable funding sources (e.g., NHPP, STBG State Flexible, BR) are programmed through 2027. Local BR, STBG (BR), and STBG Rural projects are programmed through 2026. HSIP (other than annual small HES program) projects are programmed through 2026. Local STBG -Transp. Alternatives projects are programmed through 2025. Local STBG-Urban (Madison Urban Area) projects are programmed through 2026. Transit funding is not yet programmed and is based on needs and anticipated future funding levels (See also Table B-4 Metro Transit System Projected Expenses and Revenues). Programmed transit funding for 2023 excludes carryover projects for which the Federal funding is already obligated. Roadway and transit inflation rate @ 1.89% per year applied to expenses, except for the STBG-Urban program. Fiscal constraint for this project is being handled at the state level.

# MPO Agenda Cover Sheet

## September 6, 2023

Item No. 7

**Re:**

Review and Discussion on Nichols Road STBG Urban Project-Limits Change

**Staff Comments on Item:**

In 2022, the City of Monona requested STBG-Urban funding to reconstruct Nichols Road, from Winnequah Road to Monona Drive. The project was awarded STBG-Urban funding that same year and is scheduled for construction in 2026. Monona is requesting to revise the project boundaries due to an increase in construction costs. Instead of a project corridor extending from Winnequah Road to Monona Drive, the new project corridor would run from Winnequah Road to Maywood Road.

**Materials Presented on Item:**

1. Letter from the City of Monona to the Policy Board (with attachments)

**Staff Recommendation/Rationale:** Staff recommends continuing to fund the Nichols Road project, not to exceed the previously approved amount of funding.

Staff also recommends updating the [Selection Process for Surface Transportation Block Grant \(STBG\) – Urban Program](#) guidance to clearly establish a change management process and provide transparency for projects sponsors to know what kind of STBG Urban project scope changes would need to be brought before the Policy Board for approval.

# City of Monona – Public Works & Utilities

5211 Schluter Road  
Monona, Wisconsin 53716  
Phone: (608) 222-2525  
Fax: (608) 222-9225  
[www.mymonona.com](http://www.mymonona.com)



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Date: 8/23/2023

Dear MPO Policy Board,

I am writing to request an amendment to the scope of our Nichols Road TIP project which has been awarded \$938,080 in funding. Please know that this proposed change in scope would have essentially the same amount of eligible costs as the original scope. The City is not requesting additional funding in this request. The City hopes that the MPO agrees to fund the project using the previously awarded funding amount of \$938,080.

The City is revising the scope of the project for several reasons. First, the 0.6-mile eastern half of Nichols Road is far less traveled by bikers or pedestrians compared to the western half. The western half is the higher priority area needing significant pedestrian and bike safety infrastructure improvements. Second is the significant cost that the full original project scope would have had on taxpayers. Currently, there is simply not a significant enough need for utility and ped/bike improvements in the eastern section of Nichols Road between Maywood Road and Monona Drive to warrant spending the estimated \$2.56 million, of which only \$1.3 million was eligible for funding. The city has other public works projects in the planning stages which take precedence. The revised scope would cost \$1.2–\$1.3 million, and all components would be eligible for funding.

This project is imperative to improving the City's most heavily used pedestrian corridor. Nichols Road leads from the City's main arterial street, Monona Drive, directly down to the City center. The City center in Monona contains the following important facilities: City Hall, Library, Community Center, Senior Center, Municipal Pool, Winnequah Park (largest and most heavily used park), Fireman's Park, Fire Department, Police Department, Radio Station, Winnequah Elementary School, and Maywood School. This area is also the home to the City's largest events, including several marathons and other races, City run and privately run festivals, All-City Swim meets, and more, which bring thousands of visitors a year. More specifically and importantly this corridor gets heavy use by young children and families. Nichols Road and the City center is also tentatively planned to be part of a future Metro bus route. With the possible addition of a future bus route, the proposed improvements in the City's revised scope of work would likely score even higher in an updated TIP funding application if the City were to reapply.

The original application for funding included ADA accessible ramp improvements to existing sidewalks, new pavement, and pavement markings for bike lanes stretching from Monona Drive to Winnequah Road (1.0 miles). However, this scope also included a significant amount of ineligible utility improvements as well as removal of all street parking throughout the corridor. The revised project scope would encompass only the westernmost 0.4-mile section and is much more likely to get approved by City Council. Instead of a project corridor stretching from Winnequah Road to Monona Drive, the new project corridor would run from Winnequah Road to Maywood Road, cutting the length by 60%.

The revised scope for this project includes the following key improvements: (1) the addition of a multiuse pathway on the south side of Nichols Road which would connect the Lake Loop Bike Route on Winnequah Road to a planned future (2025) multiuse pathway in Maywood Park and other future multiuse pathways for Winnequah and Firemans Parks; (2) the realignment of the Schluter Road intersection which contains a blind hill that hides a heavily used 75' long pedestrian crossing due to its diagonal alignment (please see attached exhibit); and (3) improvements at all sidewalk ramps and pedestrian crossings between Winnequah and Maywood Roads to bring them into ADA compliance; (4) traffic calming measures are also proposed to be installed strategically throughout the project zone as well as pedestrian crossing improvements at the heavily traversed Maywood Road intersection.

In summary:

- Project corridor reduced – Winnequah Road to Maywood Road (from 1.0 mile to 0.4 mile)
- Addition of 8' wide multiuse path on Nichols Road south terrace from Winnequah Road to Maywood Road
- Removal of existing undesignated 4' wide "bike" lanes between Schluter and Winnequah Roads
- Narrowing street by 3'-4' by moving south curb line in; a typical section would be 2'-15' drive lanes with 2' gutter pans to accommodate emergency response vehicles and turning motions of said vehicles.
- ADA improvements to sidewalk ramps
- Realignment of Schluter Road to improve safety and better accommodate future civic campus building driveway entrances.
- Moving existing RRFB to new pedestrian crossing for realigned intersection at crest of the hill to eliminate the current long blind pedestrian crossing.
- Improvements for bike intersection crossings (green crossings)
- No parking on street will remain from Winnequah to Maywood
- A plan to plant new canopy trees on terraces, which vary from 5'-6' in width, between multiuse pathway and new curb. (The addition of a multiuse pathway will require removal of 2 large decaying ash trees and 2 large trees in front of library building which are not in great shape and are heaving the adjacent sidewalk)
- Addition of a pedestrian island or median narrowing drive lanes and slowing traffic at Maywood Road
- OR addition of speed hump on hill, possibly in either direction.

These revisions also accommodate future improvements to the City's, hopefully soon to be, brand new civic campus building and as stated previously would also connect to a future pedestrian and bike pathway projects that would run through Maywood, Winnequah, and Fireman's Parks. All together, this project would connect all three major City parks' spaces to the Lake Loop and to the City Center using a comprehensive off-street pathway system. This will allow bikers and pedestrians to bypass a heavily used (by motorists, bikes, peds, and soon to be busses) section of Winnequah Road that currently does not contain or has only minor bike and pedestrian infrastructure. The improvements would also expand Safe Routes to Schools walk zones for both Maywood and Winnequah Elementary Schools while also aligning with the City's Pedestrian and Bicycle Improvements Plan (<https://www.mymonona.com/DocumentCenter/View/9365/Monona-Pedestrian-and-Bicycle-Improvements-Plan?bidId=>).

The remaining 0.6-mile eastern half of Nichols Road (from Maywood Road to Monona Drive) which is not included in the revised project scope is planned for future ADA improvements, utility improvements, resurfacing, intersection safety and pavement marking improvements. The replacement of streetlights with LED equivalents which was included in the original project scope will still be accomplished, as this has since received funding via the Carbon Reduction Act. (It should be noted that Monona does not have the staff capacity or

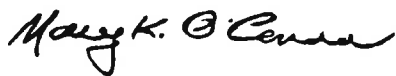


financial ability to spend money to “shelf ready” projects like these. Because of this, when funding opportunities become available, City Staff is required to use general guidance to conceptualize and draft competitive proposals for said funding applications. Because of this, the scope of some projects by necessity must be more fluid as those project details must get worked out over time.)

Attached with this letter you will find updated exhibits that show the proposed improvements as well as an updated opinion of probable cost for the original scope of work vs. the new scope of work. Also attached is the SMA signed by the City as well as the City’s application that was submitted in 2022.

Please let me know if you have any questions or concerns with Monona’s proposal for this request.

Thank you,

A handwritten signature in black ink, appearing to read "Mary K. O'Connor". The signature is fluid and cursive, with the first name "Mary" and last name "O'Connor" clearly distinguishable.

Mayor Mary O'Connor

cc: City Alderperson – Doug Wood  
City Administrator – Neil Stechshulte  
City Public Works & Utilities Director – Dan Stephany  
City Public Works Program Manager – Brad Bruun

**City of Monona  
CAPITAL IMPROVEMENTS REQUEST FORM**

- 1. Project Name:** Nichols Road Reconstruction-Design
- 2. Year Proposed:** 2024
- 3. Rank:** 4
- 4. Requested By:** Dan Stephany
- 5. Prepared By:** Brad Bruun
- 6. Project Description/Justification (briefly indicate the size, location, type of projects or purchases, and time schedule involved in implementation.)**

Monona was granted \$938,080 in BIL funding for this project through the MPO TIP program (based on original scope, amendment request must be sent to MPO). The project scope has since been revised to include reconstruction of Nichols Rd. from Maywood Rd. west to Winnequah Rd, instead of all the way from Monona Drive to Winnequah Road. The South curb and gutter will be moved approximately 3-4' North to accommodate an 8' wide multiuse pathway behind the curb along that side of the street (Library side). This pathway will tie into a planned pathway that will run through a narrow strip of park property that runs behind the school and houses from Nichols Rd. to Maywood Park. This part of the pathway will be installed as part of a stormwater and parks improvements project slated for construction in 2025. This will effectively link the entire Civic Campus and Winnequah/Fireman's Parks with the Lake Loop on South Winnequah Rd. The project also includes replacement of asphalt surface, base repairs, spot curb and gutter replacements, utility improvements (if necessary), intersection safety improvements, realignment of the Schluter Rd. intersection, street tree planting, signage, and street striping. This design will also include accommodations for any new Civic Campus Facility design, including utilities and Fire Apparatus Bay driveway improvements.

This funding request is for design in 2024. Design will include surveys, environmental assessments, coordination with the MPO and DOT, site planning, and public outreach/meetings. Final design and bidding is planned for 2025.

This project is contingent on the MPO amending their TIP to include the revised scope and cost for this project. The TIP amendment will be requested upon Public Works Committee and Council approvals of the capital improvements request for funding.

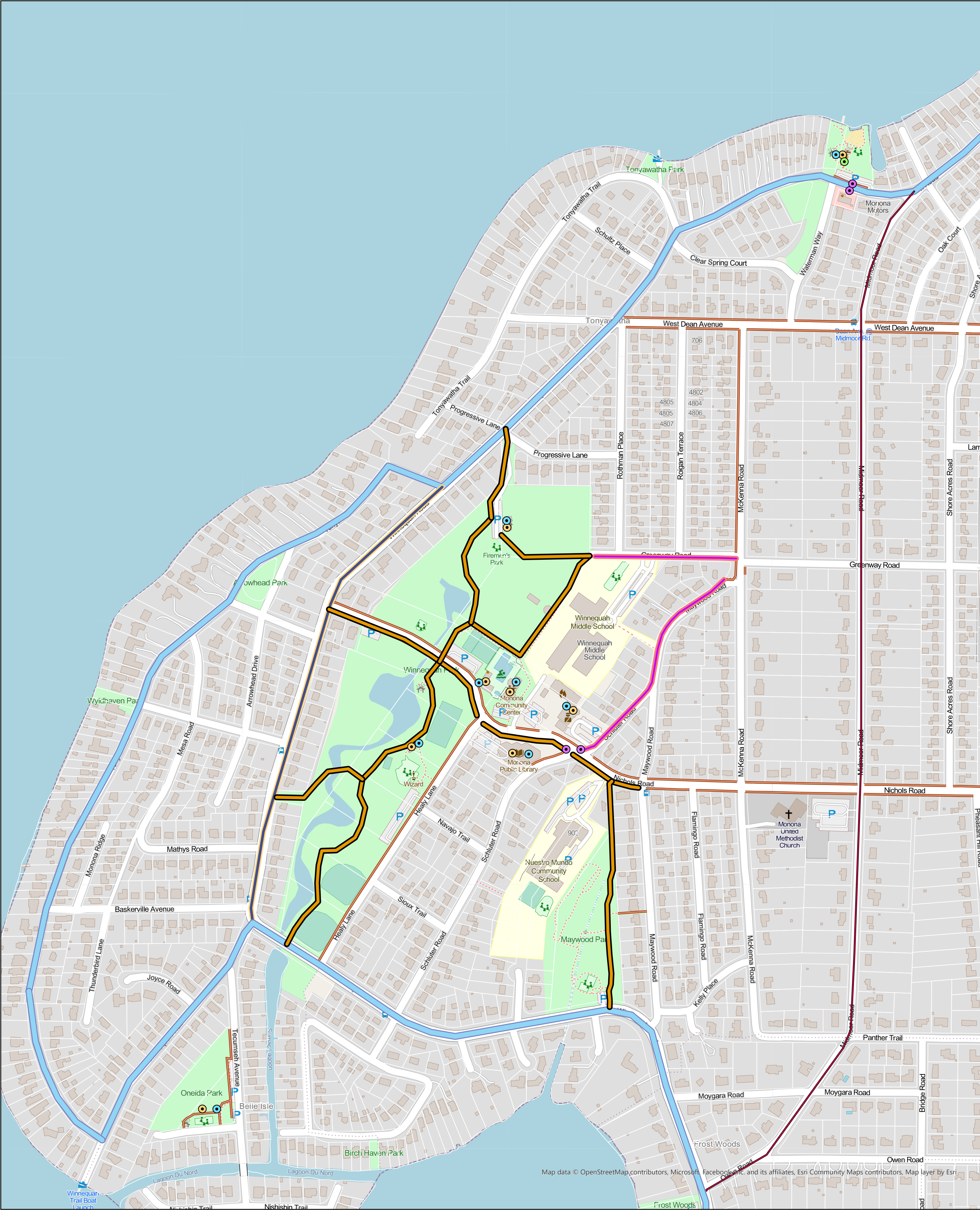
- 7. Total Project Cost:** \$170,000

Future Cost:

2025 Final Design, Administration and WDOT Bid Letting – \$180,000  
2026 Construction - \$1,300,000  
2026 Possible Funding – (\$938,080)



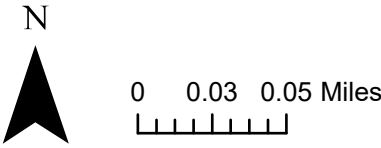
# Proposed Shared Use Pathways - Monona City Center



Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri

Current Time: 8/22/2023 9:03 AM

User: BBruun



## Legend

- |                    |   |                                |                               |
|--------------------|---|--------------------------------|-------------------------------|
| Drinking Fountains | Bike Repair Stations                      | Commuter Bike Route            | Recreational Lake Loop        |
| RFBs               | Restroom                                  | Lake Loop Bike Route Connector | On Street Marked Bike/Walkway |
| Existing Sidewalks | Proposed - Paved Shared Bike/Walk Pathway |                                |                               |



# MPO Agenda Cover Sheet

## September 6, 2023

Item No. 8

**Re:**

Preliminary award of Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) Program 2024 Funding

**Staff Comments on Item:**

Staff has received applications section 5310 funding from Dane County (two), Metro Transit, Madison Area Rehabilitation Centers (MARC), and NewBridge Madison. Projects are described in the attached document. Between the annual apportionment and carryover funding, there is more funding available than all of the applications request; staff recommends funding all of the proposed projects.

Section 5310 awards are finalized with the adoption of the TIP. Action on the TIP is anticipated at the Board's October meeting.

**Materials Presented on Item:**

1. Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) Program Descriptions of Projects Applying for 2024 Funding and Funding Recommendations
2. Draft Section 5310 Program of Projects for 2024 Funding

**Staff Recommendation/Rationale:**

Staff recommends approval of funding of all proposed projects.

DRAFT 2023 Section 5310 Program of Projects for the Madison Urbanized Area										
Subrecipient	Service Area	Service Area Urban/Rural	Sub Type <sup>1</sup>	Project Type	Project Description/ALI	FTA Amount	Local Amount	Total Amount	Coordination Plan Page	Project Type <sup>2</sup>
Category A Projects - Certified as having met federal requirements and approved for funding.										
City of Madison - Metro Transit	Madison Area	Urban	DR	Capital	Patatransit Eligibility & Mobility Coordinatior (Traditional)	\$87,040	\$21,760	\$108,800	33	14f
Dane County DHS	Dane County	Urban/Rural	LG	Capital	One-Call Center (Mobility Management)(Traditional)	\$90,666	\$22,666	\$113,332	33	14f
Dane County DHS	Dane County	Urban/Rural	LG	Capital	Mobility Training and Bus Buddy Program (Operating)(Non-Traditional)	\$7,000	\$7,000	\$14,000	33	15c
Madision Area Rehabilitation Centers (MARC)	Madison Area	Urban	PNP	Capital	Two Accessible Vehicles (Traditional)	\$105,600	\$26,400	\$132,000	33	14a
NewBridge Madison	Madison Area	Urban	PNP	Capital	Accessible Vehicle (Traditional)	\$115,200	\$28,800	\$144,000	33	14a
City of Madison - Metro Transit			DR		Grant Administration	\$47,982		\$47,982		12
Total						\$453,488	\$106,626	\$560,114		
Category B Projects - Pending federal requirements and/or pending approval for funding.										
Total						\$0	\$0	\$0		

<sup>1</sup> DR - Direct Recipient, PNP - Private Non-Profit, LG - Local Government, PO - Private Operator receiving indirect funds

<sup>2</sup> Project type defined in FTA C 9070.1G:

12 - Administration expenses

14a - Rolling stock and related activities (meeting the 55% requirement)

14b - Passenger facilities (meeting the 55% requirement)

14c - Support facilities and equipment (meeting the 55% requirement)

14d - Lease of equipment (meeting the 55% requirement)

14e - Acquisition of transportation services under a contract, lease, or other arrangement, including user-side subsidies (meeting the 55% requirement)

14f - Support for mobility management and coordination programs (meeting the 55% requirement)

15a - Public transportation projects (capital and operating) planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities

15b - Public transportation projects that exceed the requirements of the ADA

15c - Public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on ADA complementary paratransit service

15d - Alternatives to public transportation that assist seniors and individuals with disabilities with transportation

All projects are within Dane County, Madison, WI; Wisconsin Congressional District 2; and consistent with the 2019 Coordinated Public Transit-Human Services Transportation Plan for Dane County.

## Greater Madison MPO

### Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) Program Descriptions of Projects Applying for 2024 Funding and Funding Recommendations

<b>Subrecipient:</b>	<b>Madison Metro</b>
<b>Project:</b>	<b>Paratransit Eligibility &amp; Mobility Coordinator [Mobility Management Project] (Traditional)</b>
<b>Requested FTA Amount:</b>	<b>\$87,040</b>
<b>Recommended FTA Amount:</b>	<b>\$87,040</b>

Metro's Mobility Management project is for the funding of a Paratransit Eligibility & Mobility Coordinator (PE/MC position). The activities of the position include paratransit application processing and eligibility determination, transit orientation for paratransit applicants and others interested in using paratransit or fixed route bus service, and referral of candidates to travel training programs offered by Dane County.

Typical activities of the PE/MC also include: maintain and update client physical and electronic files; document and process visitor eligibility for visitors to Madison and assist with Metro documentation for visitors to other communities; update knowledge on community and transportation resources; continue to work toward completion of Mobility Manager certification; provide information and assistance by phone, email, mail and during eligibility assessments, and; assist with research, resolution and documentation regarding customer feedback.

Staff recommends that this project be fully funded.

<b>Subrecipient:</b>	<b>Dane County Department of Human Services</b>
<b>Project:</b>	<b>One-Call Center, Mobility Training, and Bus Buddy Program [Mobility Management Project] (Traditional)</b>
<b>Requested FTA Amount:</b>	<b>\$113,332</b>
<b>Recommended FTA Amount:</b>	<b>\$113,332</b>

The Dane County Mobility Management Project consists of the Dane County Transportation Call Center (CC). The CC is a transportation resource center staffed by a Mobility Manager. It is a single point-of-entry to transportation information in Dane County and provides information on all modes of available transportation including public transit, human services programs, vehicle acquisition and repair loans, ride sharing and other programs. Personalized services include identification of transportation availability; options counseling; introduction and referral to public transit; individual and group ride services, assessment and eligibility determination to authorize rides for specialized transportation and related programs; enrollment in travel training programs and follow up assistance in maintaining mobility. The service is free and open to everyone.

Staff recommends that this project be fully funded.

<b>Subrecipient:</b>	<b>Dane County Department of Human Services</b>
<b>Project:</b>	<b>Travel Training Bus Buddy Program [Operating] (Non-Traditional)</b>
<b>Requested FTA Amount:</b>	<b>\$7,000</b>
<b>Recommended FTA Amount:</b>	<b>\$7,000</b>

The Travel Training project consists of the RSVP volunteer Bus Buddy program. Bus Buddy trains passengers how to use Metro transit fixed route buses. Bus Buddy Program participants receive accompanied training to familiarize them with mainline transit. Both individualized and group BB training is available. Training is provided by volunteers.

Staff recommends that this project be fully funded.

<b>Subrecipient:</b>	<b>Madison Area Rehabilitation Centers (MARC)</b>
<b>Project:</b>	<b>Purchase Accessible Vehicles [Vehicle Capital Project] (Traditional)</b>
<b>Requested FTA Amount:</b>	<b>\$105,600</b>
<b>Recommended FTA Amount:</b>	<b>\$105,600</b>
<b>Vehicle Description:</b>	<b>Minivan – Rear Entry (3/2) (two)</b>

MARC, Inc. works with approximately 325 individuals with developmental and intellectual disabilities in the Dane County area. Services are provided at five locations throughout the county and at 150 businesses, volunteer agencies, and recreational sites.

This project would support the purchase of two wheelchair accessible vehicles that would be used to transport individuals to and from work, to volunteer in the community, and to cultivate community relationships that enrich their lives in the greater Madison and Stoughton communities.

Staff recommends that this project be fully funded.

<b>Subrecipient:</b>	<b>NewBridge Madison</b>
<b>Project:</b>	<b>Purchase Accessible Vehicle [Vehicle Capital Project] (Traditional)</b>
<b>Requested FTA Amount:</b>	<b>\$115,200</b>
<b>Recommended FTA Amount:</b>	<b>\$115,200</b>
<b>Vehicle Description:</b>	<b>Medium Bus – Accessible (10/2 or 8/3)</b>

This project would support the purchase a second 12-passenger van to provide free transportation to NewBridge Madison programs for low-income older adults in the Madison Metropolitan area. NewBridge provides services for 7,500 older adults, aged 60+, in Madison and the surrounding area. 85% are low-income and over half need regular access to transportation. In 2021, two surveys were conducted to identify unmet needs of older adults. The top issues were lack of transportation and a desire for more activities, especially among those in Black and Hispanic communities. Many older adults no longer drive and are isolated in their homes. They suffer from chronic health issues, insufficient exercise or lack of socialization. For the frail elderly, physical limitations or cognitive issues make it challenging to take a city bus. NewBridge provides 30+ weekly opportunities for older adults to be engaged in the community. Attendance ranges from 8-60 participants.

NewBridge receives \$30,000 to provide transportation, this year they have spent 80% of that on cab rides in just six months. The need for another van has been exacerbated as participant numbers grow and the cab companies can't adequately accommodate requests for 20+ rides to one location at the same time. NewBridge has been forced to limit the number of activities older adults in rural communities can attend because of the excessive cost. A second van will help transport older adults in Madison more efficiently and will allow the use of other transportation funds to provide cab rides for those living in rural communities.

Staff recommends that this project be fully funded.

# MPO Agenda Cover Sheet

## September 6, 2023

Item No. 9

**Re:**

Status Report on Capital Area Regional Planning Commission (CARPC) Activities

**Staff Comments on Item:**

This is the list of updates from CARPC:

- Approved agreement with facilitator for strategic planning process to occur during first quarter of 2024
- Approved agreement with search firm for recruitment of Executive Director
- Held a public hearing on amending the Oregon Urban Service Area
- Recommended amendment of the Northern Urban Service Area and Stoughton Urban Service Area to the DNR
- ❖ More details on the Urban Service Area extensions can be found here:  
<https://www.capitalarearpc.org/environmental-resources/service-areas/>

**Materials Presented on Item:** none

**Staff Recommendation/Rationale:** none