

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

September 1, 2021

Virtual Meeting via Zoom

6:30 p.m.

This meeting is being held virtually.

1. **Written Comments:** You can send comments on agenda items to mpo@cityofmadison.com.
2. **Register for Public Comment:**
 - Register to speak at the meeting.
 - Register to answer questions.
 - Register in support or opposition of an agenda item (without speaking).

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: 965 3543 7352

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 4, 2021 Meeting Minutes
3. Communications

4. Public Comment (for items **not** on MPO Agenda)
5. Public Hearing on the Draft 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Note: Action on the 2022-2026 TIP by the MPO is anticipated at the board's October 6 meeting to be held virtually. Written comments on the TIP are invited through Friday, September 24, and should be sent to the MPO offices at 100 State St., Suite 400, Madison, WI 53703 or e-mailed to mpo@cityofmadison.com.

6. MPO 2021 Resolution No. 7 Approving Amendment #5 to the 2021-2025 Transportation Improvement Program
 - Interstate 39/90 (CTH AB to Illinois State Line), Pavement Markings Corridor Wide [Const. in '22]
 - Park Street/USH 151 (WSOR Crossing to Olin Ave.), Pavement Replacement [Const. in '28]
7. Review of Section 5310 Program (Enhanced Services for Seniors and Individuals with Disabilities) Grant Project Applications for 2022 and Preliminary Approval of Draft Project Funding Recommendations
8. MPO 2021 Resolution No. 8 in Recognition and Appreciation of Distinguished Service of Long-Time MPO Board Member Ed Minihan and Honoring his Memory
9. Brief Updates on:
 - *Connect Greater Madison*: RTP 2050 Update Public Engagement
 - Issue of WisDOT's Use of the MPO's CRRSAA Funding
 - Request for Local Contributions to the MPO's 2022 Budget
10. Status Report on Capital Area RPC Activities
11. Announcements and Schedule of Future Meetings
12. Adjournment

Next MPO Board Meeting:

Wednesday, October 6, 2021 at 6:30 p.m.

Greater Madison Metropolitan Planning Organization (MPO)
August 4, 2021 Meeting Minutes

Virtual Meeting hosted via Zoom

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

1. Roll Call and Introductions

Members present: Margaret Bergamini, Paul Esser, Steve Flottmeyer, Grant Foster, Gary Halverson Dorothy Krause, Tom Lynch (joined during item #6, left after item #7), Barbara Harrington-McKinney (joined during item #6), Mark Opitz, Nasra Wehelie, Doug Wood

Members absent: Yogesh Chawla, Jerry Mandli, Ed Minihan

MPO staff present: Bill Schaefer, Neil Janes

Others present in an official capacity: Mike Cechvala (City of Madison Transportation), Forbes McIntosh (DCCVA), Diane Paoni (WisDOT Planning), Chris Petykowski (City of Madison Engineering)

2. Approval of July 7, 2021 Meeting Minutes

Esser moved, Krause seconded, to approve the July 7, 2021 meeting minutes. Motion carried, with Bergamini and Flottmeyer abstaining.

3. Communications

- Letter from WisDOT approving 2021-2025 TIP amendment #4.

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

None.

5. Election of Chair and Vice Chair

Esser nominated Opitz to continue to serve as Chair. There were no other nominations. Unanimous ballot was cast for Opitz. Esser nominated Wood to continue to serve as Vice Chair. There were no other nominations. Unanimous ballot was cast for Wood.

6. Update on Bus Rapid Transit Project and Metro Transit Network Design Study

Mike Cechvala (City of Madison Transportation) gave a presentation on the East-West BRT project and the Metro Transit Network Design Study. He explained that the planned route for the East-West BRT will extend from Junction Rd south of Mineral Point Rd to East Towne Mall. There will be local BRT service extensions – to Middleton and the other on east side to American Center and Sun Prairie PNR Lot. The main route will be roughly 1/3 center-running, 1/3 side-running, and 1/3 mixed traffic. Station designs on State St have been adjusted to ameliorate some of the concerns raised by stakeholders. The project is currently in the project development phase, which will continue into 2022, and construction is expected to take place during 2023 and 2024 with service starting in late summer '24. The City has received 30% design plans from the consultant, and there will be public outreach events later this year to share those plans more widely.

Next, Cechvala described the Transit Network Redesign Study, which is envisioned as a ground-up redesign effort. He explained the two competing goals of ridership and coverage area that must be balanced as a part of any effort to design a transit network. A focus on ridership requires

concentrating service on high-ridership corridors to reduce travel and wait times and attract more riders. Focusing on coverage involves spreading routes across the area, offering infrequent service that can be accessed by all residents but which leads to longer travel times and is not attractive to riders with other transportation options. He then exhibited maps of a coverage and ridership alternatives, which are being used as starting points for engaging the community in the discussion about how to best balance these goals. Implementation of the network redesign will be largely completed in 2022 and 2023, with BRT to be added in 2024.

Wood asked what happens to bicycles when BRT is implemented and the outside lanes are opened up to traffic at rush hour on East Washington Avenue. Cechvala replied that bikes would still be able to use the lane but they would be biking in mixed traffic, which would make it prohibitively stressful for many people. He said that the City would be working to improve biking conditions on parallel routes between STH 30 and Capital Square. Wehelie asked two questions: What has been the process of the network redesign in terms of the criteria used and the coverage and ridership alternatives? What is being done to increase bus stop accessibility and bus frequency for residents of District 7? Cechvala responded that the decision about how to balance ridership and coverage is a pure policy decision; our current network leans towards coverage. Staff will be engaging the public as well as transportation bodies. There is value in moving more towards ridership; various policy documents support the goal of shifting more people onto buses from private cars, but this is a policy decision. He noted that District 7 (in the vicinity of Maple Grove Rd and McKee Rd on Madison's southwest side) is a known transit service coverage gap, which used to have only rush-hour service and now has all-day but infrequent service. Under almost any scenario, service to this area will improve following the network redesign. Wehelie asked if there was any way to provide better service to residents that live south of McKee Rd. Cechvala replied that nothing is set at this point, and that it may be possible to adjust the routes to provide better access to residents in that area.

Krause said that if we make stops too distant from residences or jobs, people won't use the system. Ensuring stops are close enough to homes and jobs has to be a preliminary consideration. She also noted the importance of providing park and ride facilities to reduce auto traffic downtown and increase transit ridership. Cechvala replied that the goal is to make it easier to use the bus—by making it simpler, easier, and faster. Bergamini asked about bus service in the near term, prior to the redesign going into effect. Is the plan to bring back the previous network to the extent possible prior to implementing the new network? Cechvala replied no; there will be some small service changes this August and the next change will be the implementation of the new network in 2022. Bergamini noted that some people are missing their previous routes—e.g., routes 56 and 19. Cechvala replied that Metro is monitoring the need for additional routes and will continue to do so as the weather gets colder, but that a primary obstacle to additional routes is a driver shortage; restoring the 19 would require at least four additional full time drivers. He said that any changes made to the network in the near term would be aimed at shifting it towards its future design. Bergamini then asked Cechvala to clarify his comment that the redesign would be implemented in 2022 and 2023. Cechvala replied that if everything comes together perfectly, it could all be done in 2022, but that due to the short timeline, it is most likely that some of the changes would occur in 2022 with the remainder being completed in 2023. Bergamini then asked Cechvala to confirm that the BRT would be implemented in 2024. Cechvala replied that the 2024 date applied to the BRT infrastructure, but that conventional buses would begin operating on the BRT route in August 2023. The electric buses, BRT stations, etc. will all begin operation in 2024.

Foster asked about the possibility of maintaining parking in the side lanes on East Washington Ave throughout the day, and allowing bikers to use the remainder of the parking/bike lane, rather than opening them up to mixed traffic during rush hour. Cechvala replied that that would not hinder BRT at all but that there would be spillover traffic onto Johnson St and Gorham St, congestion on East

Washington Ave would worsen, and WisDOT would have to approve of the plan due to the road's status as a connecting state highway. Grant commented that we should consider making East Washington Ave on the isthmus, more of a multimodal urban street.

7. Review of Draft Scoring of STBG – Urban Project Applications and Draft Priority Listing of Projects for 2022-2027

Schaefer reviewed the currently approved and proposed new STBG Urban Program projects. He noted that surprisingly only the City of Madison submitted project applications. He reported that as a result of a change to the schedule of the Pleasant View Road project, the amount of available funding for this cycle is over \$20 million, as opposed to the \$9 million that had been expected. Staff evaluated and scored the projects. The Autumn Ridge Path/Overpass and Mineral Point Road projects scored the highest, with the Atwood Ave and John Nolen Drive projects receiving essentially the same score. The adaptive signal projects had the lowest scores. Staff has proposed to fund the Autumn Ridge, Mineral Point Rd., and Atwood Ave projects, and to partially fund the John Nolen Dr. project with the remaining \$9 million, which represents about 1/3 of the project cost. He said that the Atwood Ave. and Autumn Ridge projects were also submitted for earmarks in the federal transportation authorization legislation that is currently being debated, and there is a good chance they will receive that funding. If one or both receive funding, the STBG Urban funds for these projects could be reallocated to the John Nolen Dr. project.

Schaefer noted that the project scoring had not been presented to the MPO's technical committee because the scoring wasn't completed in time and the funding allocation wasn't known. MPO staff did meet with City of Madison Engineering staff who expressed a desire for more fully funding the John Nolen Dr. project. Schaefer ran through some funding scenarios where funding was shifted to the John Nolen Dr. project. He said that the only decision for tonight is about how to prioritize the projects and how to show the funding for them in the draft TIP. The final decision is made in conjunction with approval of the TIP in October.

Wood noted that the Atwood Ave project was going to be funded a few years ago, but was removed for the Gammon Rd. project. It was not funded in the last cycle, due to the Pleasant View Rd. and CTH M projects being prioritized. He said that he would not support any change to the TIP that does away with funding for the Atwood Ave. project. He said it seemed like the John Nolen Dr. project just appeared, and wondered why it is so urgent now. Petykowski said the city had applied for funding for the John Nolen Dr. project during the last cycle. He said the city has been working on the design, but that because it is such a big, expensive project it is very difficult for the city to do without outside funding. It is a regional roadway with 50,000 cars per day and sometimes 4,000 bicyclists per day. He said the bridges have been moving since they were installed, and the city has been doing repairs on them regularly. The City's work on the bridges may actually be counting against it, in terms of being eligible for Bridge funding, by keeping the bridges in better shape than they would otherwise be.

Foster asked for clarification on whether Petykowski is advocating for Atwood Ave. to be removed and for that funding to be transferred to the John Nolen Dr project. Petykowski said that he just wanted to emphasize how important the John Nolen Dr. project is and that, if it is not close to fully funded, it would be very difficult for the City to do. Foster said he would be concerned if the Atwood project gets pushed back again.

[Note: The following comments occurred during item #13 but more appropriately should be reflected under this item]

Schaefer noted that he had not discussed the MPO's COVID related (CRRSAA) funding as part of item #7 but that he would put it on the agenda for the next meeting if necessary. He said he is hoping that

FHWA will step in because WisDOT should not be able to use the MPO's suballocated CRRSAA funding for state projects. However, if the FHWA does not step in the MPO will have to use other means to address this. The funding amounts to \$3.2 million. He said it is frustrating because WisDOT has not passed on the correct amount of funding in the past, and FHWA had to step in. He emphasized it was a decision by WisDOT Division of Investment Management and not the SW Region, which had no say in the matter. [Ed. Note: WisDOT Bureau of Planning also had no say.]

8. Approval to Release Draft 2022-2026 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County for Public Review and Comment

Schaefer briefly described the process of listing projects in the TIP. He said the TIP consists mainly of projects proposed by implementing agencies. The MPO's role is to ensure all projects are consistent with the MPO's plan. The main issue before the Board is how to show funding for the STBG Urban projects previously discussed in the draft TIP. Opitz asked if the projects could be shown as proposed by staff, but with an added memo describing the funding scenarios discussed earlier in this meeting. Schaefer said that would be OK. Foster said he did not think an additional memo was necessary, and that these decisions would all be hashed out later.

Bergamini moved, Foster seconded, to approve release of the draft TIP with the STBG Urban priority listings as shown in Scenario 1, as recommended by staff, with the understanding that these would be re-visited after learning whether the Atwood Ave. and/or Autumn Ridge path/overpass projects will receive a federal funding earmark in the transportation bill.

9. Presentation on Regional Travel Forecast Model Project

Schaefer gave a brief presentation on the update to the MPO's regional travel forecast model. He noted the major changes including: use of new household travel survey data and use of StreetLight origin-destination data, addition of a bike network using the bicycle level of traffic stress into the model, new intersection control/delay information, expanded trip purposes, replacement of the gravity model for trip distribution with a new destination choice model, and new time of day trip distribution. In addition, the projected 2050 Dane County population and employment figures have been revised upwards. The MPO is working with the consultant to use model for test a number scenarios related to autonomous vehicles, ridesharing, teleworking, auto operating and parking costs, online shopping, increased transit service/access, and bikeway network quality/access.

10. Review of *Connect Greater Madison: Regional Transportation Plan 2050 Update Public Survey Results*

Schaefer introduced MPO intern, Neil Janes, who presented the findings from the MPO's public survey for the RTP 2050 Update. Janes described the survey findings, challenges related to weeding out non-human (bot) responses, and demographics of respondents.

Foster noted that he was impressed by the public's interest in Vision Zero and safety, and that he would like to see the MPO continue to prioritize that in project selection and elsewhere in our work.

11. Brief Update on Responses to Letter Sent Seeking Financial Contribution to Support the 2022 MPO Budget

Schaefer noted that he was encouraged by the responses to the letter, and that some municipalities that have not previously contributed will begin to do so and that some others that currently contribute will be increasing their contribution. He said that he will be following up with municipalities that he has not heard from.

Opitz, noting Forbes McIntosh's attendance, asked if this could be a topic for the Dane County Cities and Villages Association's (DCCVA) next meeting, and also suggested reaching out to the Towns Association, specifically mentioning that the Towns of Westport, Blooming Grove, and Cottage Grove are participating in our regional planning work. Opitz said he heard that the Town of Middleton discussed contributing to the MPO but that it does not seem like they will.

Foster asked what benefits the MPO could potentially offer to contributing municipalities. Schaefer said that when the issue has been brought up before some of the ideas have included only allowing contributing municipalities to receive project funding, prioritizing MPO staff work for contributing communities, or limiting staff work to contributing communities. He said he was unsure of the legality of conditioning project funding on a community's contribution to the MPO. He said that staff support to communities could certainly be conditioned on a community's contributions to the MPO or prioritized for those communities that contribute. Foster asked that this be put on a future agenda, including rules governing what the MPO could do and examples of what other MPOs do. He suggested potentially holding an event open only to contributing members, or other ways to encourage participation, and emphasized the importance of having all of the MPO communities being full members.

Wood said "good work" to Schaefer in getting more communities to contribute. Schaefer noted that he could provide an update at the next DCCVA meeting. McIntosh said he would check with the executive committee, which sets the agenda. Opitz asked who the contacts are currently for the Towns Association. McIntosh said that Renee Lauber is the administrator and Jerry Derr is still the chair.

12. Status Report on Capital RPC Activities

Schaefer noted that there had been some sewer service amendments in the City of Stoughton and in the Village of Oregon. He said that staff will share comments made on those amendments.

13. Announcements and Schedule of Future Meetings

The next board meeting is scheduled for Wednesday, September 1.

14. Adjournment

Moved by Esser, seconded by Krause, to adjourn. Meeting adjourned at 8:21 PM.

August 2, 2021

Rodney J. Scheel
City of Stoughton Director of Planning & Development
207 S. Forrest St.
Stoughton, WI 53589

Re: Sewer Service Area Amendment Request

Dear Rodney Scheel,

At the request of the Capital Area Regional Planning Commission (CARPC), Greater Madison MPO (Metropolitan Planning Organization) staff have reviewed the approximately 90-acre Sewer Service Area Amendment request affecting property generally located east and west of USH 51 and south of Rutland Dunn Town Line Road.

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

The proposed amendment is generally consistent with the goals and policies of the Greater Madison MPO's *RTP 2050*. For example, the development proposal supports the RTP goal of creating connected, livable neighborhoods and communities by placing new growth in an area adjacent to existing development, which puts new housing in relative proximity to jobs and services. We do offer comments pertaining to the construction of pedestrian and bicycle facilities that would further support this goal. We also offer comments pertaining to the design of Rutland Dunn Town Line Road, the termination of the Velkommen Road/USH 51 intersection, and bicycle facilities to further support the policies of building complete streets and a well-connected street network.

Staff Comments:

1. The City of Stoughton Comprehensive Plan identifies a 100-foot wide right-of-way for Rutland Dunn Town Line Road. This right-of-way is also denoted on the included Development Plan. What kind of cross section (including ped/bike facilities) is envisioned for this roadway? The 100-foot right of way seems much wider than necessary for a two-lane street even with space for on-street parking (if desired) and pedestrian/bike facilities. Also, the potential roundabout shown at the intersection of Rutland Dunn Town Line Road and Oak Opening Drive seems unnecessary given the likely future very low volumes on Rutland Dunn Town Line Road.
2. The USH 51 (McFarland to Stoughton) reconstruction project is scheduled for the next five years and beyond. The city will of course want to coordinate the extension of Rutland Dunn Town Line Road east across USH 51 with the USH 51 work. The 51 West Development Plan shows a potential roundabout at US 51 and Rutland Town Line Road. A roundabout doesn't seem like a good option at this intersection either due to the likely future relatively low volumes on Rutland Town Line Road, extra land required, and the increased difficulty it creates for pedestrians and bicyclists crossing the intersection. Unbalanced traffic flows at roundabouts can lead to



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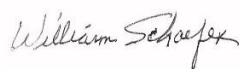
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disrespect for yield upon entry rules. The city should also consider working with WisDOT to get an off-street path included along USH 51 rather than simply bike lanes, which won't be used by most bicyclists due to the high traffic volumes, speeds, and currently planned roundabouts in the corridor. Designing for and setting a lower speed limit should also be discussed with WisDOT.

3. Map 4.2 shows the closure of Velkommen Way's current access to USH 51. Has the city considered extending the street across USH 51 into the new development, or at least keeping the existing connection to USH 51? Earlier plans for USH 51 that MPO staff had seen did not show closure of the street. If retained, access could be restricted to right in/right out, but this could still provide another route across USH 51 to improve connectivity for pedestrians and bicyclists. There are few crossings of USH 51 in the corridor, and it would be a shame to lose another. Retaining the intersection would be most beneficial if the street was continued into the new development to connect to Oak Opening Drive, providing another access point for the commercial development west of USH 51. The city should consider discussing this with the developer and WisDOT.
4. The development plan shows the planned north-south path through the development, but no path connection is shown across USH 51. The planned path should be extended along the south side of Rutland Dunn Town Line Road with a safe crossing of USH 51 designed as part of that project. This will not only provide an important connection between the areas east and west of USH 51, but also a safe route from the amendment area to the Sandhill Elementary School. City plans appear to show the path through the amendment area continuing north and then crossing USH 51, presumably in a grade-separated fashion. The city should work with the property owner and WisDOT to identify the location of the crossing, and if not build it with the USH 51 project to at least ensure the roadway is designed in anticipation of that crossing. A grade-separated crossing would provide for an all ages and abilities route across USH 51 better connecting the developments on each side.
5. Bicycle facilities may be warranted on roadways serving the amendment area such as Oak Opening Drive. NACTO (National Association of City Transportation Officials) Bicycle Facility Guidelines and the Bicycle Level of Traffic Stress methodology utilized by the Greater Madison MPO recommend bike lanes on streets with traffic volumes as low as 1,500 ADT to provide an all abilities facility. As such, bike lanes should be considered for the main through street(s) within the amendment area that will carry the most traffic.

Sincerely,



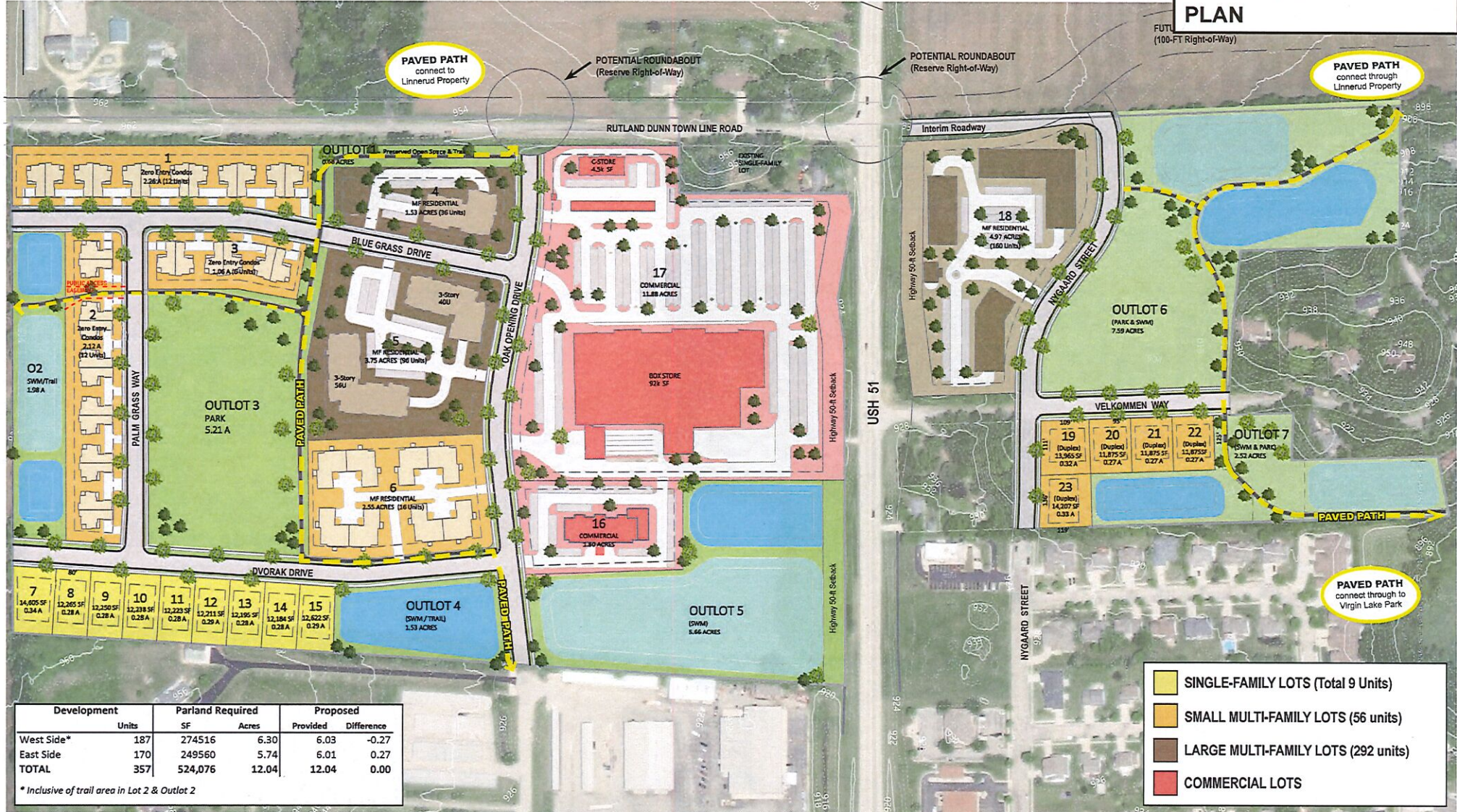
William Schaefer
Transportation Planning Manager

DISCLAIMER:

This neighborhood concept illustrates a proposed road layout, storm water management infrastructure, and lot layout with speculative development. The number of lots and design for specific sites are generalized based on what fits the location and intended use for the area. Development plans will be proposed by property owners at a future date based on market conditions and interests, and will be subject to City review (per zoning and subdivision ordinance) with this concept providing guidance to general connectivity and use.

51 WEST

Map 4.2 DEVELOPMENT PLAN



Development	Units	Parland Required		Proposed	
		SF	Acres	Provided	Difference
West Side*	187	274516	6.30	6.03	-0.27
East Side	170	249560	5.74	6.01	0.27
TOTAL	357	524,076	12.04	12.04	0.00

* Inclusive of trail area in Lot 2 & Outlot 2

- SINGLE-FAMILY LOTS (Total 9 Units)
- SMALL MULTI-FAMILY LOTS (56 units)
- LARGE MULTI-FAMILY LOTS (292 units)
- COMMERCIAL LOTS

August 3, 2021

Elise Cruz, Director of Planning & Zoning Administrator
Village of Oregon
117 Spring Street
Oregon, WI 53575

Re: Sewer Service Area Amendment Request

Dear Elise Cruz,

At the request of the Capital Area Regional Planning Commission (CARPC), Greater Madison MPO (Metropolitan Planning Organization) staff have reviewed the approximately 20-acre Sewer Service Area Amendment request affecting property generally located south of the Village's municipal boundary on the west side of CTH MM.

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

The proposed amendment is generally consistent with the goals and policies of the Greater Madison MPO's *RTP 2050*. For example, the development proposal supports the RTP goal of creating connected, livable neighborhoods and communities by placing new growth in an area adjacent to existing development, which puts new housing in relative proximity to jobs and services. We do offer comments pertaining to the construction of pedestrian and bicycle facilities that would further support this goal. We also offer a comment pertaining to the cross section of new streets in the amendment area in support of the goal to improve public health, safety and security.

Staff Comments:

1. As previously mentioned in our review of the draft application, Map 7 of the Village of Oregon Comprehensive Plan identifies a proposed off-street path through the western part of the amendment area that connects to the proposed shared-use path in the railroad corridor. However, the street and lotting plan included in the application submittal does not appear to reserve space for this path. Village of Oregon staff, in response to our comment, stated that this path connection was contemplated when a different layout for Anderson Farm County Park was being considered, and that the park is accessible off of S. Main Street. MPO staff would still suggest working with the county to potentially add one or more additional more direct pedestrian/bike connections (i.e., beyond the S. Main Street access point) to the park/future path envisioned, as identified in the master plan for the park dated March 2013. That plan shows connections via Ridge View Lane and Fawn Drive.
2. MPO staff suggests reducing the width of the new local streets in the development to 30-32 feet. The village of Oregon's 38 feet width requirement is significantly wider than the typical 28-32 feet required by almost all other cities and villages in the Madison area. The additional width encourages speeding, especially when the space



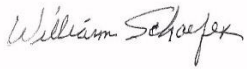
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provided for on-street parking is not utilized much. It also increases construction and maintenance costs unnecessarily. See MPO report *Pedestrian/Bicycle Facilities, Policies, and Street Standards: Review of Community Requirements in the Greater Madison MPO Planning Area and Recommended Best Practices* at this link:

https://www.greatermadisonmpo.org/planning/documents/PedestrianFacilityRequirementsandPoliciesandStreetStandards_FINAL_5_25_21.pdf

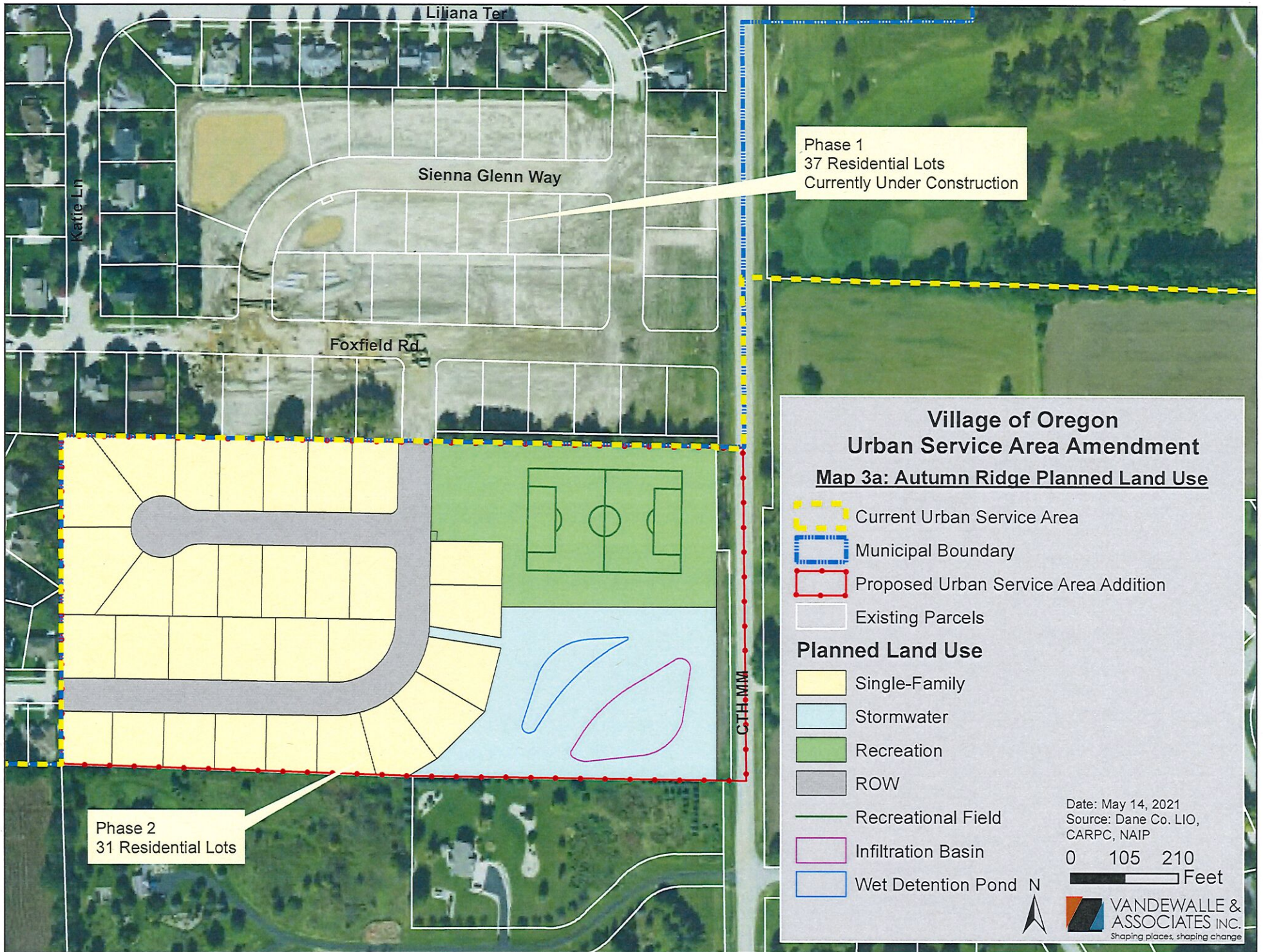
Sincerely,

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

William Schaefer
Transportation Planning Manager

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100 State St #400
Madison, WI 53703



Phase 1
37 Residential Lots
Currently Under Construction

Phase 2
31 Residential Lots

**Village of Oregon
Urban Service Area Amendment
Map 3a: Autumn Ridge Planned Land Use**

- Current Urban Service Area
- Municipal Boundary
- Proposed Urban Service Area Addition
- Existing Parcels
- Planned Land Use**
- Single-Family
- Stormwater
- Recreation
- ROW
- Recreational Field
- Infiltration Basin
- Wet Detention Pond

Date: May 14, 2021
Source: Dane Co. LIO,
CARPC, NAIP

0 105 210
Feet

MPO Agenda Cover Sheet

September 1, 2021

Item No. 5

Re:

Public Hearing on the 2022-2026 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. Staff reviewed and received preliminary approval from the MPO Board on the STBG – Urban priority projects proposed to be funded. The draft priority project listings are included in the draft TIP. Final approval of the STBG – Urban priority project listings occurs as part of approval of the TIP.

The complete draft TIP was released on August 12 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 24 and action anticipated at the board's October 6 meeting.

Materials Presented on Item:

1. [Draft 2022-2026 Transportation Improvement Program](#)

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

MPO Agenda Cover Sheet
September 1, 2021

Item No. 6

Re:

MPO 2021 Resolution No. 7 Approving Amendment #5 to the 2021-2025 Transportation Improvement Program

Staff Comments on Item:

WisDOT requested the TIP amendment to add a pavement markings project on Interstate 39/90 (CTH AB to Illinois State Line) scheduled for 2022 and a pavement replacement project on Park Street (USH 151) (WSOR Crossing to Olin Avenue) scheduled for construction in 2028. The Park Street pavement replacement project will need to be coordinated with the planned 2nd phase BRT project on Park Street, although the timing of the BRT project is uncertain at this time.

Materials Presented on Item:

1. MPO 2021 Resolution No. 7 with attachments

Staff Recommendation/Rationale: Recommend approval.

MPO 2021 Resolution No. 7

Amendment No. 5 to the 2021-2025 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

WHEREAS, the Greater Madison MPO (Metropolitan Planning Organization) approved the *2021-2025 Transportation Improvement Program for the Madison Metropolitan Area & Dane County* on October 7, 2020; and

WHEREAS, the Greater Madison MPO adopted MPO 2020 Resolution No. 6 on November 4, 2020, approving Amendment No. 1, adopted MPO 2021 Resolution No. 1 on January 6, 2021, approving Amendment No. 2, adopted MPO 2021 Resolution No. 4 on March 3, 2021, approving Amendment No. 3, and adopted MPO 2021 Resolution No. 6 on July 7, 2021, 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 2021–2024 must be included in the effective TIP; and

WHEREAS, an amendment has been requested by WisDOT SW Region to add the Interstate 39/90 (Illinois State Line to CTH AB) Pavement Markings Corridor Wide project and Park Street (USH 151) (City of Madison) (Park Street WSOR Crossing to Olin Avenue) Pavement Replacement 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 projects on the MPO policy board meeting agenda; and

WHEREAS, the new projects are consistent with the *Regional Transportation Plan 2050 for the Madison Metropolitan Area*, the long-range regional transportation plan for the Madison Metropolitan Planning Area as adopted in April 2017 and amended in December 2019, August 2020, and March 2021:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves Amendment No. 5 to the *2021-2025 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project additions as shown on the attached project listing table:

1. **ADD** the Interstate 39/90 (Illinois State Line to CTH AB) Pavement Markings Corridor Wide project to page 28 of the Street/Roadway Projects section.
2. **ADD** the Park Street (USH 151) (City of Madison) (Park Street WSOR Crossing to Olin Avenue) Pavement Replacement project to page 30 of the Street/Roadway Projects section.

Date Adopted

Mark Opitz, Chair
Greater Madison MPO

PROJECT LISTINGS FOR AMENDMENT NO. 5 TO THE 2021-2025 TRANSPORTATION IMPROVEMENT PROGRAM

9/1/21

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2021				Jan.-Dec. 2022				Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
NEW *	INTERSTATE 39/90 Illinois State Line to CTH AB Pavement Markings Corridor Wide	PE ROW CONST	888	222		1110	Continuing															1001-10-82 Authorized, funding to be obligated in 2021. Construction scheduled for 2022.	
111-21-019		TOTAL	888	222		1110																	
			NHPP	WI																			
NEW *	PARK STREET (USH 151) City of Madison Park Street WSOR Crossing to Olin Ave. Pavement Replacement	PE ROW CONST					375		125	500	Continuing				Continuing				Continuing				5400-00-01, -71 Construction scheduled for 2028. Est. const. cost at \$6 million (\$4.8 million Federal (NHPP) & \$1.2 million State).
111-21-020		TOTAL					375		125	500													
							NHPP		M														

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

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

NOTE: Funds Key page 9.

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	2021	2022	2023	2024	2025*	2021	2022	2023	2024	2025*
Federal Highway Administration	National Highway Performance Program	29,903	4,931	17,427	834	35,534	29,903	4,931	17,427	834	35,534
	Bridge Replacement and Rehabilitation	83	1,352	847	0	0	83	1,352	847	0	0
	Surface Transp. Block Grant Program - Madison Urban Area	12,886	11,385	12,354	1,369	198	12,886	11,385	12,354	1,369	198
	Surface Transp. Block Grant Program - State Flexibility	11,449	0	0	5,033	6,449	11,449	0	0	5,033	6,449
	Surface Transp. Block Grant Program - Transp. Alternatives	1,480	757	608	0	0	1,480	757	608	0	unknown
	Highway Safety Improvement Program	3,434	9,693	3,378	544	0	3,434	9,693	3,378	544	0
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	7,777	9,843	8,300	8,574	9,222	7,777	9,843	8,300	8,574	9,222
	Sec. 5339 Bus & Bus Facilities	1,433	7,692	1,512	1,554	993	1,433	7,692	1,512	1,554	993
	Sec. 5337 State of Good Repair	869	1,768	900	916	1,009	869	1,768	900	916	1,009
	Sec. 5310 E/D Enhanced Mobility Program	294	0	0	0	0	360	319	326	332	339
	Sec. 5311 Rural Area Formula Program	2,327	1,077	1,096	1,116	1,135	2,327	1,077	1,096	1,116	1,135
	Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program	0	0	0	0	0	0	0	0	0	0

* Fifth year of funding (2025) 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 2025. Local BR, STBG (BR), and STBG Rural projects are programmed through 2024. HSIP (other than annual small HES program) projects are programmed through 2024. Local STBG -Transp. Alternatives projects are programmed through 2024. Local STBG-Urban (Madison Urban Area) projects are programmed through 2025. 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 2021 excludes carryover projects for which the Federal funding is already obligated. Roadway and transit inflation rate @ 1.78% per year applied to expenses, except for the STBG-Urban program. The Interstate 39/90 (S. Beltline to Rock County Line) Reconstruction and Capacity Expansion project is not included in the table since it is primarily located in Rock County and/or outer Dane County. Fiscal constraint for this project is being handled at the state level. Fiscal constraint for the Statewide Signage Program and SW Region Pavement Marking project is also being handled at the state level.

MPO Agenda Cover Sheet

September 1, 2021

Item No. 7

Re:

Review of Section 5310 Program (Enhanced Services for Seniors and Individuals with Disabilities) Grant Project Applications for 2022 and Preliminary Approval of Draft Project Funding Recommendations

The MPO receives an annual allocation of Section 5310 (Enhanced Services for Seniors and Individuals with Disabilities) Program funds and selects projects through a competitive process using scoring criteria outlined in the Section 5310 Program Management and Recipient Coordination Plan. The plan was originally approved in 2014, but a revision with updated scoring criteria was approved in June 2019. A technical amendment to the plan was approved in January 2020. Under the plan, Metro Transit is the designated funding recipient and responsible for administering grant agreements with subrecipients, applying for the federal funds, and satisfying documentation and reporting requirements while the MPO is responsible for prioritizing and selecting projects and preparing and maintaining the program management plan.

The MPO received applications for three projects, totaling \$315,412 in requested federal funding. The total funding available for the 2022 application cycle is \$316,526. An additional \$111,119 in unspent funds from the 2020 funding cycle is also available; these funds will be obligated first. The projects include two continuing Mobility Management projects – Dane County’s one-call center and mobility training projects and Metro Transit’s paratransit eligibility assessment and mobility coordinator project – and the purchase of three accessible vehicles for Union Cab Accessible Taxi Service (UCATS). See the attached descriptions of the projects.

The MPO also has \$32,925 in ARPA funds available for Operational and Payroll expenses; no applications for funding under this program were received.

Staff is proposing to fund all three projects, and is seeking preliminary approval of this recommendation. As with STBG Urban projects, final approval of the projects for funding is done as part of approval of the TIP. Action on the TIP is expected at the October meeting.

It is important to note that UCATS is not, at this time, incorporated as a non-profit. Union Cab is proceeding with completing this process. It is understood that UCATS must legally exist as a non-profit, and that UCATS must provide adequate documentation of the segmentation of Union Cab/UCATS to assure MPO staff that the 5310-funded vehicles will be used by the non-profit to provide rides to the Section 5310 Program’s intended recipients prior to the MPO Policy Board’s final approval of the award in October.

Materials Presented on Item:

1. Description of Section 5310 Program Project Applications for 2022 Funding
2. Draft Program of Projects Table

Staff Recommendation/Rationale:

Staff recommends acceptance (preliminary approval) of the funding recommendations in the Draft Programs of Projects. Final action to approve is anticipated at the board's October 6 meeting as part of approval of the 2022-2026 TIP.

Greater Madison MPO

Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) Program

Descriptions of Projects Applying for 2022 Funding

Subrecipient:	Dane County Department of Human Services
Project:	One-Call Center, Mobility Training, and Bus Buddy Program (Traditional – Mobility Management)
FTA Amount:	\$120,250

The Mobility Management project has two components: Transportation Call Center (CC) and Travel Training (TT).

1. The CC is a transportation resource center staffed by a Mobility Manager. It is a single point-of-entry for transportation information in Dane County and provides information on all modes of available transportation including public transit, hum 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.
2. Dane County offers two TT Programs: Eligible Bus Buddy (BB) Program participants receive accompanied training to familiarize them with mainline transit. Both individualized and group BB training is available. Training is provided by volunteers. Eligible participants with greater mobility challenges are able to receive training provided by an Occupational Therapist through the Mobility Training Program. No Metro Transit fare is charged during Travel Training. If graduates from either program migrate a sufficient number of trips from paratransit to fixed-route services, Metro Transit will provide a free commuter bus card. TT Service is coordinated through the CC. The service area is the Metro Transit service area.

Subrecipient:	Madison Metro
Project:	Paratransit Eligibility & Mobility Coordinator (Traditional – Mobility Management)
FTA Amount:	\$82,200

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.

Subrecipient:	Union Cab Accessible Taxi Service (UCATS)
Project:	Purchase Three Accessible Vans [Vehicle Purchase] (Traditional)
FTA Amount:	\$95,426
Vehicle Description:	Minivan, Accessible, Rear Load (3/2)

Union Cab Accessible Taxi Service (UCATS) is seeking to increase Accessible Taxi capacity in the Madison area. The Coordinated Plan talks about long waits and driver shortages for accessible taxi service. UCATS will make a dedicated effort to attract drivers. Adding vehicle capacity should reduce wait times. The plan also talks about a gap with nursing home transportation. At the start of Family Care, Union Cab attempted to fill this gap by opening 34 accounts with residential care facilities. UCATS will duplicate that effort, and with expanded capacity will be able to continue to close that gap. Existing Union Cab customers who require accessible vehicles may have some ride requests refused due to lack of capacity, the requested vehicles will help to meet that demand.

PRELIMINARY - Section 5310 Program of Projects for the Madison Urbanized Area - 2022										
Subrecipient	Service Area	Service Area Urban/Rural	Sub Type ¹	Project Type	Project Description/ALI	FTA Amount	Local Amount	Total Amount	Coordination Plan Page	Project Type ²
Category A Projects - Certified as having met federal requirements and approved for funding.										
Dane County DHS	Dane County	Urban/Rural	LG	Capital	One-Call Center, Mobility Training, and Bus Buddy Program (Traditional)(Carryover from 2020 cycle)	\$111,119	\$27,953	\$139,072	20, 25, 27 - 29, 33, 34	14f
Dane County DHS	Dane County	Urban/Rural	LG	Capital	One-Call Center, Mobility Training, and Bus Buddy Program (Traditional)	\$9,131	\$2,297	\$11,428	20, 25, 27 - 29, 33, 34	14f
City of Madison - Metro Transit	Madison Area	Urban	DR	Capital	Paratransit Eligibility & Mobility Coordinator (Traditional)	\$82,200	\$20,550	\$102,750	33	14f
City of Madison - Metro Transit			DR		Grant Administration	\$20,245		\$20,245		12
Total						\$222,695	\$50,800	\$273,495		
Category B Projects - Pending federal requirements and/or pending approval for funding.										
Union Cab Accessible Taxi Service (UCATS)	Madison Area	Urban	PNP	Capital	Accessible Vehicles (3) (Traditional)	\$95,426	\$24,000	\$119,426	31	14a
City of Madison - Metro Transit			DR		Grant Administration	\$9,543		\$9,542.60		12
Total						\$104,969	\$24,000	\$128,969		

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

² 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](#).

MPO Agenda Cover Sheet
September 1, 2021

Item No. 8

Re:

MPO 2021 Resolution No. 8 in Recognition and Appreciation of Distinguished Service of Long-Time MPO Board Member Ed Minihan and Honoring his Memory

Staff Comments on Item:

The MPO has not typically in the past adopted resolutions recognizing former board members for their service, but it seemed appropriate for Ed given his amazing legacy of public service to the greater Madison community.

Materials Presented on Item:

1. Resolution honoring Ed Minihan

Staff Recommendation/Rationale: Recommend approval

MPO 2021 Resolution No. 8

In Recognition and Appreciation of Distinguished Service of Long-Time MPO Board Member Ed Minihan and Honoring his Memory

WHEREAS Edmond “Ed” Minihan ably served on the MPO Policy Board as the Towns’ representative from 2012 to 2021, helping guide the MPO through two updates to the Regional Transportation Plan, the prioritization and approval of projects through the annual Transportation Improvement Program, and number other planning efforts; and

WHEREAS Minihan also served on the MPO’s partner regional planning agency, the Capital Area Regional Planning Commission, from 2013-2021; and

WHEREAS, Minihan became a Supervisor for the Town of Dunn back in 1977, was elected Town Chair in 1979, and continued to serve as Chair for 42 years until his passing this year, providing inspiration, leadership, and vision for the town; and

WHEREAS, through this public service Minihan was a champion of cultural and ecological conservation, and his leadership as Dunn Town Chair has led to the permanent preservation wetlands, prairies, farmlands, and oak savannahs in town for future generations to enjoy; and

WHEREAS, in his elected public service Minihan always provided thoughtful input and maintained a demeanor that made working with him a pleasure; and

WHEREAS, Minihan also advocated for justice and equality and exhibited outstanding community spirit by providing service to the greater Madison community in many other ways, including serving as a long-term volunteer chef for Agrace Hospice, donating many hours to Habitat for Humanity, and creating innovative managed health care delivery systems and health care clinics throughout southern Wisconsin; and

WHEREAS, through all of this work Minihan provided us all with an example of unselfish, thoughtful, and generous service to others and of how to live life thinking of others and working for their benefit:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO, hereby expresses its sincere gratitude to Ed Minihan for his outstanding public service and dedication to the MPO, CARPC, Town of Dunn, and the greater Madison community and notes that such tireless service is rare and worthy of emulation; and

BE IT FURTHER RESOLVED that the MPO honors his memory and celebrates his life and accomplishments and expresses its admiration for a life well lived; and

BE IT FURTHER RESOLVED, that the MPO extends to his daughter and extended family the board’s gratitude for all that Ed has given to the greater Madison community.

September 1, 2021

Date Adopted

Mark Opitz, Chair