

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

**September 7, 2022**

**Virtual Meeting via Zoom**

**6:30 p.m.**

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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: 867 3151 4488
- 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 3, 2022 Meeting Minutes
3. Approval of August 3, 2022 Joint MPO-CARPC Meeting Minutes

4. Communications
5. Public Comment (for items *not* on MPO Agenda)
6. Public Hearing on the Draft 2023-2027 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

*Note: Action on the 2023-2027 TIP by the MPO is anticipated at the board's October 5 meeting to be held virtually. Written comments on the TIP are invited through Friday, September 23, 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).*
7. Review of Section 5310 Program (Enhanced Services for Seniors and Individuals with Disabilities) Grant Project Applications for 2023 and Preliminary Approval of Draft Project Funding Recommendations
8. Appointment of Representative to the Beltline (USH 12/14/18/151) Planning & Environmental Linkages Study Policy Advisory Committee
9. Letter of Support for City of Madison's Grant Application Under the Safe Streets and Roads for All (SS4A) Program
10. Update on Planned Issuance of RFP for Preparation of Regional Comprehensive Safety Action Plan and Assistance in Preparing Implementation Grant Application Under the SS4A Program
11. Review and Discussion on Potential Uses for Additional Future Federal Planning Funding
12. Brief Updates On:
  - Request for Financial Support to Leverage Increased Planning Funding under IJJA
  - Effort to Create MOU Between WisDOT, FHWA, and Large MPOs Regarding Suballocated Federal Funding to MPOs
  - Schedule for Release of 2020 Urbanized Area Boundaries by U.S. Census Bureau
13. Announcements and Schedule of Future Meetings
  - MPO/CARPC Open House at our office: Thursday, October 20, 2022, 4-6 p.m.
14. Adjournment

Next MPO Board Meeting:

**Wednesday, October 5, 2022 at 6:30 p.m.**

**Greater Madison Metropolitan Planning Organization  
(MPO) August 3, 2022 Meeting Minutes**

[Virtual Meeting hosted via Zoom](#)

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Opitz called the meeting to order at 6:02 PM.

**1. Roll Call and Introductions**

**Members present:** Richelle Andrae, Phil Caravello, Paul Esser (arrived during Item 5), Steve Flottmeyer, Grant Foster, Gary Halverson, Barbara Harrington-McKinney, Tom Lynch, Jerry Mandli, Mark Opitz, Nasra Wehelie (arrived during Item 5), Kristi Williams, Doug Wood

**Members absent:** Margaret Bergamini

**MPO staff present:** Bill Schaefer, Colleen Hoesly

**Others present in an official capacity:** Diane Paoni (WisDOT), Forbes McIntosh (DCCVA)

**2. Approval of June 1, 2022 Meeting Minutes**

Wood moved, Halverson seconded, to approve June 1, 2022 meeting minutes. Williams abstained. Motion carried.

**3. Communications**

- Transmittal letter from FHWA along with the MPO Certification Review Final Report
- Email to local officials seeking contributions to MPO local match funding for 2023 budget

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

None

**5. Review of Scoring and Potential Approval of Proposed Funding for Surface Transportation Block Grant (STBG) Urban Program Projects with FFY 2023-2026 Bipartisan Infrastructure Bill Funding**

Schaefer explained that the MPO will receive close to \$8.5 million in additional STBG funding for FFY 2023-2026, and received an unprecedented amount of project applications. Projects were scored and ranked, and staff has developed three possible funding scenarios for the board to consider, taking into consideration the new project scores, requests for additional funding for projects already approved, the policy goal to fund some small projects, and the schedule for the projects. Schaefer referenced the table provided showing projects the MPO has funded since 2015 when the policy related to small projects was adopted. Schaefer provided an overview of the project scoring, noting that many projects had similar scores.

Schaefer reviewed the three project funding scenarios. All scenarios include funding for the City of Sun Prairie's N. Thompson Road/St. Albert the Great Dr. and N. Bird Street projects and provide additional funding for the CTH M and John Nolen Drive projects. The N. Thompson/St. Albert the Great Dr. project is the only one that can use FFY '23 funding and is relatively high scoring. N. Bird St. is a relatively high scoring small project. CTH M and John Nolen are important regional projects. Scenarios 1 and 2 would also fund S. Syene Road while scenario 1 would fund Windsor Rd. as well. Scenario 3 would fund more small projects, including Fitchburg bus shelters, Nichols Ave, Windsor Rd, and S. Fourth St in Stoughton, however it would not fund S. Syene Road.

Wood, Caravello, and Williams spoke in favor of scenario 3 since that one funded more small projects per the MPO's policy.

Esser moved, Wood seconded, to approve STBG Urban funding for the projects and at the amounts listed in Scenario 3 of the Project Funding Scenarios document, dated 7/26/22 that was included in the meeting packet. Motion carried.

#### **6. MPO 2022 Resolution No. 7 Approving Amendment #6 to the 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County**

Schaefer briefly review the proposed additions and changes to the 2022-2026 TIP:

- Fitchburg Bike Share Expansion, Purchase and install e-bikes and stations (NEW, Purchase in '23)
- Madison Bike Share Expansion, Purchase and install e-bikes and stations (NEW, Purchase in '23)
- Madison SRTS Plan, Prepare city-wide plan (NEW, Implement in '23)
- Yahara River Trail Extension Planning, Prepare feasibility study (NEW, Implement in '23)
- Sun Prairie Vision Zero Action Plan, Prepare city-wide plan (NEW, Implement in '23)
- Commercial Ave. Path, Reconstruct and widen path (Move from '22 to '23)
- Interstate 39/90 (Cottage Grove Rd./CTH BB and Hanson Rd. Bridges), Preventive Maintenance (NEW, Const. in '28)
- S. Syene Rd. (McCoy Rd. Intersection), Reconfigure and reconstruct intersection (NEW, Const. in '24)
- Atwood Ave. (Fair Oaks Rd. to Cottage Grove Rd.), Reconstruction (Move funding to '22; const. still in '23)

Caravallo moved, Harrington-McKinney seconded, to approve Amendment #6 to the 2022-2026 Transportation Improvement Program. Motion carried.

#### **7. Approval to Release Draft 2023-2027 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County for Public Review and Comment**

Halverson moved, Caravello seconded, to approve release the Draft 2023-2027 Transportation Improvement Program for public review and comment. Motion carried.

#### **8. Election of Officers**

Esser moved, Halverson seconded, to nominate Opitz to remain as Chair. Motion carried. Unanimous vote to elect Opitz as Chair.

Esser moved, Williams seconded, to nominate Wood to remain as Vice-Chair. Motion carried. Unanimous vote to elect Wood as Vice-Chair.

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

The next meeting is September 7th, 2022 at 6:30 PM.

#### **10. Adjournment**

Esser moved, Williams seconded, to adjourn. Meeting adjourned at 6:41 PM.

**Joint Meeting of the Greater Madison MPO  
and the Capital Area Regional Planning Commission (CARPC)  
August 3, 2022 Meeting Minutes**

[Virtual Meeting hosted via Zoom](#)

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MPO Chair Opitz called the meeting to order at 7:02 p.m. Quorum of both agencies was established.

**1. Roll Call and Introductions**

***MPO Members present:*** Richelle Andrae, Phil Caravello, Paul Esser, Stephen Flottmeyer, Gary Halverson, Barbara Harrington-McKinney, Jerry Mandli, Mark Opitz, Kristi Williams, Doug Wood

***MPO Members absent:*** Margaret Bergamini, Grant Foster, Thomas Lynch, Nasra Wehelie

***CARPC Members present:*** Maureen Crombie, Barbara Harrington-McKinney, Steve Greb (joined during item #3), Kris Hampton (not able to speak due to lack of audio connection), Peter McKeever, Heidi Murphy, David Pfeiffer, Jim Schuler, Caryl Terrell, Nick Zavos

***CARPC Members absent:*** Mark Geller, Anthony Gray, David Wallner

***MPO staff present:*** Colleen Hoesly, Ben Lyman, Bill Schaefer

***CARPC staff present:*** Mike Rupiper, Caitlin Shanahan, Haley Smith, Steve Steinhoff

***Others present in an official capacity:*** Forbes McIntosh (DCCVA), Diane Paoni (WisDOT)

**2. Public Comment (for items *not* on the agenda)**

None

**3. History of the Relationship Between the MPO and RPC**

Schaefer presented on the history of the relationship between the MPO and the RPC, including timing of historic joint plans, the removal of the MPO from the Dane County RPC, the dissolution of the Dane County RPC, the creation of CARPC, and more recent efforts to better coordinate the agencies. He then described outcomes of a joint work group, which identified ways in which the two agencies could better collaborate, including the possible merger of the two agencies. This presentation included information on:

- Alternatives as to how agency organizational structures could or would need to change in the event of a merger;
- The process for merging the agencies under various alternatives; and,
- Challenges with merger options

Schaefer then posed a discussion question (for consideration under item #6) as to whether or not there is any interest on the part of either board in pursuing a merger of the agencies.

Pfeiffer asked if one of the challenges posed by the makeup of the two boards is due to the MPO and CARPC having different geographic boundaries. Schaefer clarified that although that is part of the issue, the larger challenge is that federal law specifies a specific makeup of the MPO Policy Board, which does not allow the type of citizen representation that CARPC is able to use, requires WisDOT and transit agency representation, and requires proportionate representation by various types of communities in the Planning Area.

Greb asked for clarification about the roles and responsibilities of MPO and CARPC, and what differences or areas of overlap exist between their responsibilities. Schaefer explained that the MPO is the regional

transportation planning agency with jurisdiction in the metropolitan area, and is responsible to ensure that federal requirements related to transportation planning are met in that area. Additionally, the MPO approves use of federal funding in the metropolitan area, including selecting projects with funding allocated to the MPO. New federal requirements include coordination between transportation planning and housing, which is integral to CARPC's land use planning work. The MPO also provides review and comment on Sewer Service Area Amendments for CARPC. Steinhoff explained the role of Regional Planning Commissions (RPCs) on a state-wide basis, and how they are established. CARPC's main responsibilities under state statutes include land use and water quality planning. These areas overlap considerably with transportation, as land use is the major driver of transportation needs. CARPC is also under contract to the state to administer the Dane County Water Quality Monitoring Process, including the establishment of Sewer Service Areas and amendments thereto. The integration of environmental and water quality planning with land use planning is another key charge of CARPC.

Andrae asked about the structure of other RPCs and MPOs in the state, and if they are all organized similarly to MPO and CARPC, or if some have a combined organization. Schaefer referenced materials in the meeting packet that describe the various relationships between MPOs and RPCs in Wisconsin, and noted that some are organized with the RPC as the host agency of the MPO, others have cities or counties as the host agency of the MPO, and in others the RPC and the MPO are the same agency. Andrae then asked if there were particular problems or reasons for bringing up the discussion of a potential agency merger at this time. Schaefer responded that there is no particular impetus for raising the issue at this time, and that staff still concur with the findings of the joint agency work group that most of the benefits of a merger can be accomplished with better coordination and do not require a full merger. Raising the issue now is not a suggestion that a merger should take place, but the joint meeting seemed a good opportunity to verify again that neither board feels strongly that a merger should be pursued at this time. Steinhoff stated that with the recent adoption of the two regional plans, there is an opportunity to revisit where the region is with regional planning, and how to move forward from here. Schaefer spoke to the question of CARPC hiring an Executive Director, and how creating such a position would be more viable if the two agencies were merged.

#### **4. Review of Status of Recommendations from the 2017-2018 MPO-CARPC Workgroup Report**

Steinhoff began his presentation with information about the creation of the joint workgroup, and how the two agencies were coordinating prior to the establishment of the workgroup. He discussed the importance of integrating land use and transportation planning, which was the impetus for the creation of the workgroup. He then presented on the status of recommendations from the joint agency workgroup report. The group defined its mission as reviewing three areas of potential cooperation (planning, administration, and governance) over three timeframes (short-, medium-, and long-term). He provided examples of these strategies in action, discussed how some of them have been accomplished, and highlighted strategies that are underway or have not been pursued. He summarized that the short-term objectives have been met, that agency staff are focusing efforts on mid-term focal points, and that the long-term possibility of an agency merger is still on the table.

Wood stated that it seems that progress has been made, but asked if would be worth the effort to pursue an agency merger. Steinhoff responded that the short-term actions lay the groundwork to enable the completion of the medium-term objectives, and that the medium-term actions similarly lay the groundwork to make the long-term objectives possible. He stated that once the medium-term objectives are complete, there will be other possible ways to further enhance coordination short of a merger, such as through intergovernmental agreements or similar cooperative agreements. Schaefer agreed and mentioned specific coordination efforts, such as the Regional Development Framework (RDF) and Regional Transportation Plan (RTP) being developed in concert with each other, and the joint webinar series. He went on to say that most of the obstacles to a merger are political, and that continuing the medium-term efforts will help establish the political support for a merger. He said one benefit to the MPO of merging with CARPC would be optical, as many people in other communities view the MPO as biased toward the City of Madison – at least in part because MPO staff are city of Madison employees with city email addresses. Additionally, the MPO must follow city IT and other policies and procedures, which can restrict their ability to respond dynamically and to

coordinate with outside agencies such as CARPC. Steinhoff spoke to the importance of agency cooperation in building a region-wide understanding of and support for regional planning efforts.

Pfeiffer stated that the region is functionally much larger than either the MPO or CARPC boundaries, and that growing understanding of and support for regional planning on a larger scale with partner agencies will be necessary over the long term. He then spoke to the importance of strategic planning, and how the trajectories of both agencies should be based on accomplishing shared goals. Harrington-McKinney thanked staff for the thoroughness of the materials in the packet, and expressed how helpful the information is for a new board member/commissioner. She then referred to the intersection of land use, environment, and transportation planning and how critical coordinated planning is to addressing regional issues. Pfeiffer spoke to historical presentations which listed many independent and unrelated plans, and how the plethora of plans was confusing to commissioners as well as the public, and how coordinated plans simplify this for everyone. Terrell spoke about the importance of strategic planning. She called out the RDF and its metrics and goals which must be met to address such issues as climate change, and how the efforts ahead for both CARPC and the MPO – and other agencies – are monumental, and call for coordinated strategic planning. This doesn't require the merger of the agencies, but the shared goals and coordinated strategic planning will be critical to success in implementing the desired changes in the region.

## **5. Review of Status of Recommendations from the Coordinated MPO and CARPC Rebranding Projects**

Shanahan presented on the rebranding process itself, and then on the status of strategic actions that were recommended by the rebranding consultant to improve the accessibility of both agencies to the public and improve their ability to assist communities. She then described new opportunities for coordination that were not included in the joint workgroup, the rebranding process, or the joint committee on rebrand rollout recommendations, and provided the current status of those opportunities.

She then explained that although the plan had been to use small breakout rooms to discuss future priorities for agency alignment (Item #6), the Zoom meeting format being used for the meeting does not support breakout rooms. She asked for clarification on how to adapt to this situation. Schaefer suggested a short large group discussion given the hour and fact that the MPO board had met earlier. He identified a key question as being whether or not to reconvene a joint workgroup to explore options for further integrating agency work or perhaps discuss whether to pursue an agency merger.

## **6. Breakout Small Group Discussion**

[Note: Discussion occurred as large group as small groups breakout was not possible due to technology limitations.]

Wood stated that he is making it a practice to mention the MPO when he does committee reports for the Monona City Council; many other alders and elected officials do not even know what the MPO is. He then stated that he doesn't think that it is necessary to reconvene a joint workgroup at this time. Schaefer suggested that all board and commission members include their MPO/CARPC role in their introductions in various meetings where appropriate. Terrell suggested including a standing agenda item for CARPC meetings on the status of the strategies and objectives described in the various presentations, particularly the status of potential staff sharing agreements. Shanahan asked if coordinating staffing would be considered a high, medium, or low priority; Terrell responded that it seems that coordinated staffing is a shorter-range project, but that keeping it on the agenda will help ensure that progress continues. She suggested that coordinating with other agencies outside the planning areas is a similar endeavor.

Pfeiffer spoke to the progress that has been made, and asked if agency staff could continue coordination work on their own, or if board and commission members needed to be more involved. Steinhoff responded that shared staff positions would require the involvement of board and commission members. Schaefer stated that staff could make some prioritization through the development of next year's Work Programs. Pfeiffer stated that trying to accomplish work with the full commission of thirteen members is very cumbersome, so they often have smaller working groups or executive committees to conduct work.

McKeever spoke to the politics of an agency merger, and how increasing awareness of the regional ramifications of planning and development across jurisdictions is vital to addressing the issues facing the region. He also spoke to the idea that very few people are even aware of the MPO and CARPC, and even fewer care about what the agencies do unless they are directly affected by a decision, as in a Sewer Service Area amendment or funding of a transportation project. He referred to the “visibility problem” of the two agencies, and the difference between their roles (i.e. CARPC has an advisory role, while the MPO controls funding). Pfeiffer described the situation as having two tracks: one being associated with the objectives and goals of the two agencies, and the other related to their structures and opportunities to leverage the differences between the agencies. Terrell suggested that coordinating on staffing, and potentially a single Executive Director for both agencies, will involve the board and commission, but that outreach and communication can be led by staff.

Opitz asked Schaefer if he concurred that outreach and communication work could be led by staff, and Schaefer indicated that he did agree. He then clarified that a joint position such as an Executive Director would be difficult to accomplish with the current structure, but that sharing other positions could be more feasible and would be pursued.

**7. Small Group Discussion Report Out**

[Note: Did not take place as the discussion occurred with entire group during Item #6]

**8. Adjournment**

Williams moved, Halverson seconded, to adjourn the meeting for the MPO Board. Motion carried. McKeever moved, Harrington-McKinney seconded, to adjourn the meeting for CARPC. Motion carried. The meeting was adjourned at 8:47 p.m.



July 6, 2022

Katherine Holt, Community Development Specialist  
City of Verona  
111 Lincoln Street  
Verona, WI 53593

Re: Ardent Glen and Cascade Sewer Service Area Amendment Request

Dear Katherine Holt,

At the request of the Capital Area Regional Planning Commission (CARPC), Greater Madison MPO (Metropolitan Planning Organization) staff have reviewed a request to revise the sewer service area boundary in the Verona Urban Service Area. The amendment includes the addition of 139 acres of land, generally located along Shady Oak Lane and CTH PD (Veridian Ardent Glen Neighborhood). The amendment also includes the addition of approximately 9.8 acres of land, generally located on the south side of McKee Road/CTH PD, east of N. Main Street/CTH M (Cascade Site).

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 *Connect Greater Madison: Regional Transportation Plan 2050* and CARPC's Land Use Policy 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 *Connect Greater Madison: Regional Transportation Plan 2050*. For example, the 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 within the proposed Ardent Glen neighborhood. We also offer comments pertaining to the design and proposed location of the driveway that will provide access to the Cascade site from McKee Road/CTH PD:

Staff Comments:

### **Veridian Ardent Glen Neighborhood**

1. Map 3A, "Planned Land Use with Concept Plan", identifies planned paths within the development. The path along CTH PD contains a label indicating that it will be 10-feet wide, but it is unclear how wide the other paths will be. Staff suggests providing the same width for the other paths to accommodate both pedestrian and bike travel.
2. City of Verona staff have indicated that Shady Oak Lane is planned to be realigned from the sharp curve to connect in to Northern Lights Road. MPO staff suggest planning for an off-road path along Shady Oak Lane from Oak Hill Ct. (and connection to interior path through the development) to the bend in the roadway to the south,



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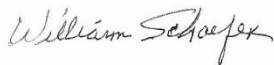
and then ultimately along its new alignment to Northern Lights Road. As a result of this realignment, and future development within the Northwest Neighborhood Plan area, traffic on Shady Oak Road will increase, thereby making a sidepath along the road more important. This path would also connect to the existing path along Northern Lights Road, providing a connection into the Epic campus and rest of the city.

3. The City of Verona should plan for future connections between the amendment area and the proposed Ice Age Trail to the east, pursuant to the Roads & Off-Street Paths map included in the Northwest Neighborhood Plan. <https://www.ci.verona.wi.us/DocumentCenter/View/1612/NW-Plan-Maps>

#### **Cascade Site**

4. City of Verona staff recently provided input during our Regional Transportation Plan update, indicating that the future access point on McKee Road/CTH PD that would serve the proposed development would be located further to the east than the access point identified in the application. Staff would advise shifting the access point further to the east if possible. Otherwise, the access point is too close to the intersection and would need to be right turn-in, right turn-out only.

Sincerely,

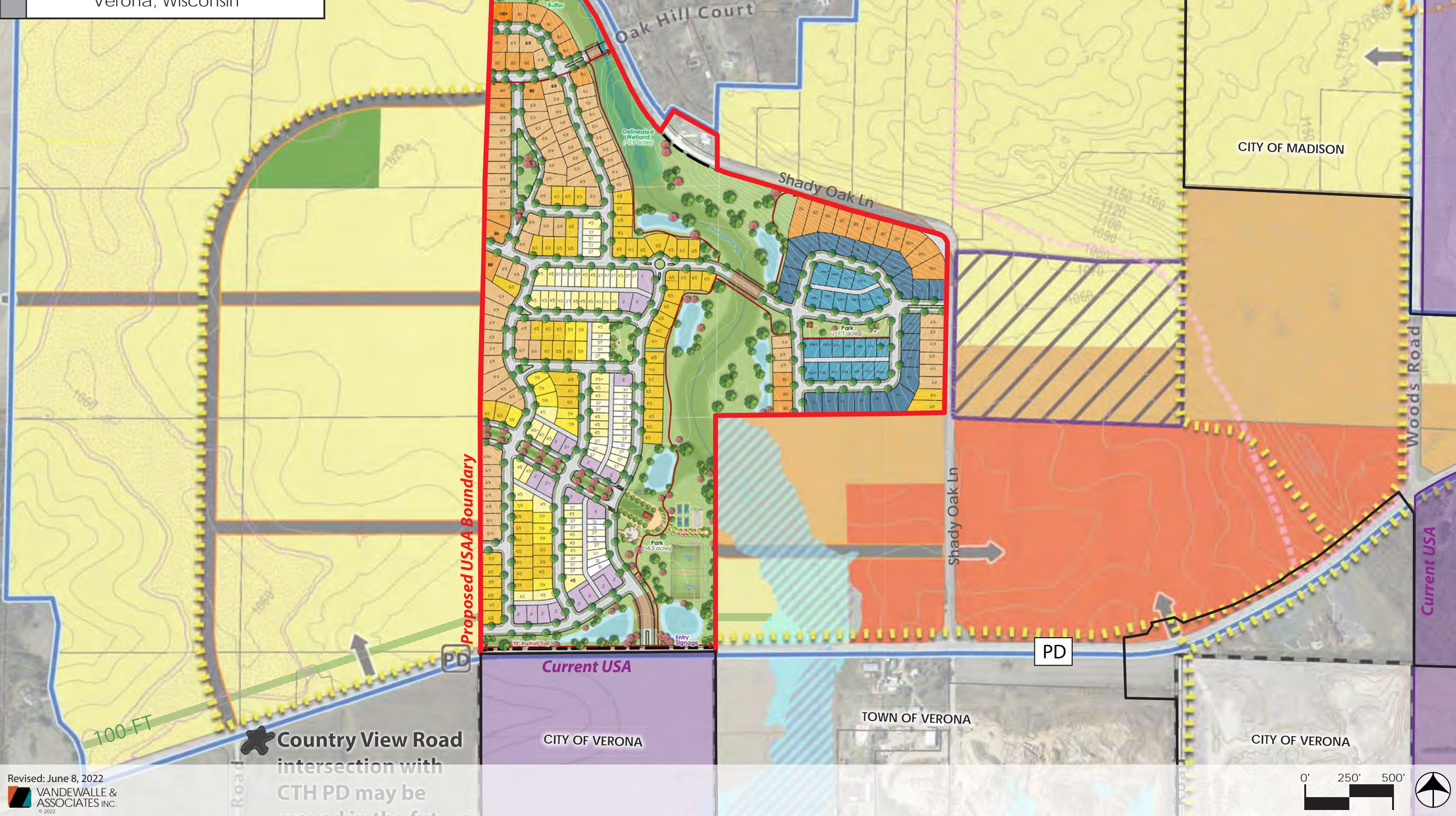


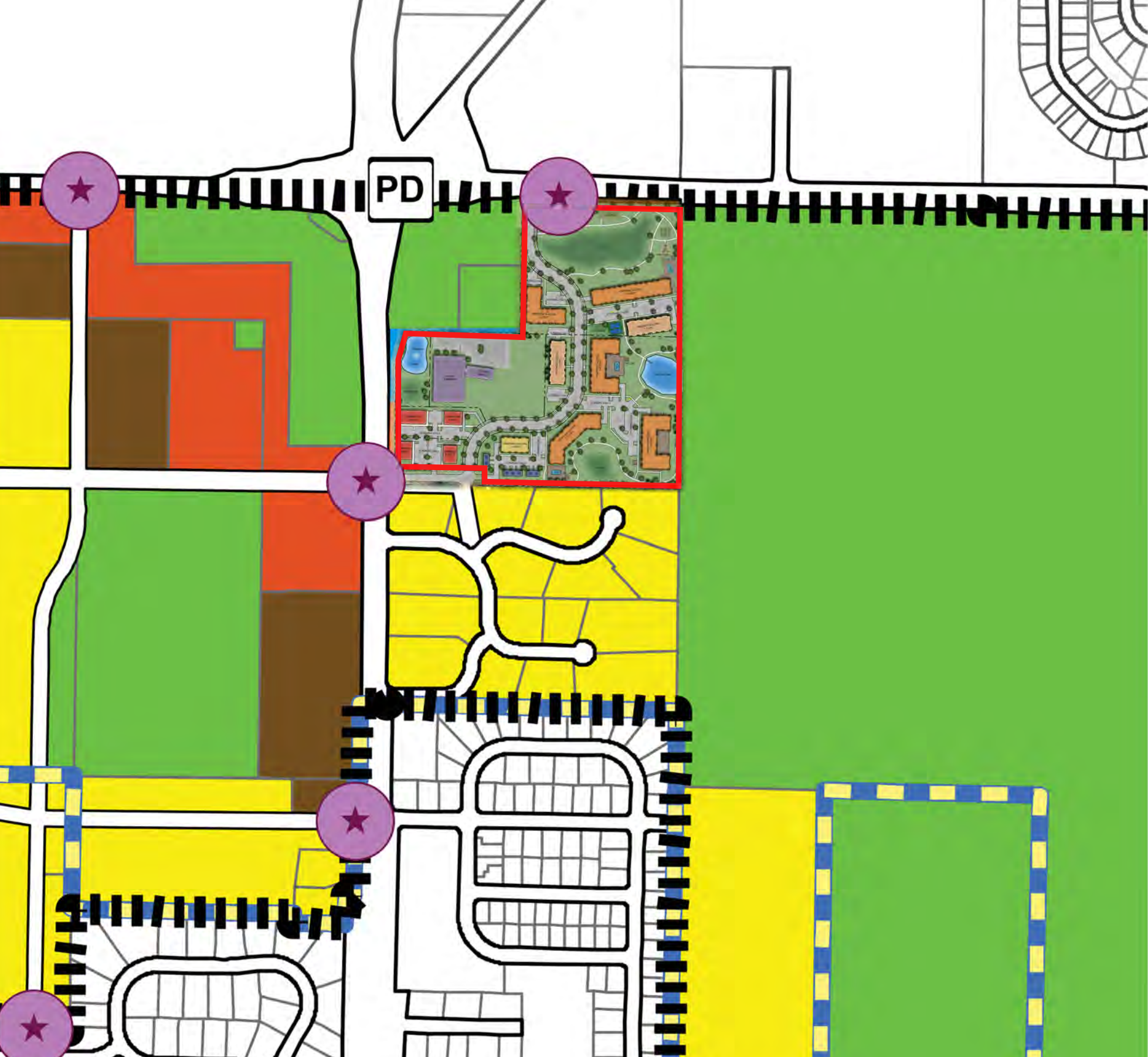
William Schaefer  
Transportation Planning Manager

# Marty Property Planned Land Use with Concept Plan

Verona, Wisconsin












Study Area	Wetland	<b>Flood Zone Designations</b>	Ice Age Trail	Park / Open Space
City of Verona	Wetland Point	A: 1% Annual Chance of Flooding, no BFE	Ice Age Trail Extension (proposed)	Low Density Residential
City of Madison	Low Pressure Zone (1048 FT)	AE: 1% Annual Chance of Flooding, with BFE	Off-Street Paths	Medium Density Residential
Parcel	Future Northwest Pressure Zone (approx.)	AE: Regulatory Floodway	Future Collector Street	Commercial / Mixed Use
			Potential Road Access / Extension	Deed Restricted Parcel
			100-FT Setback	





## Planned Land Use

### Legend

-  Access Points
-  North Neighborhood Boundary
-  Verona City Limits
-  Commercial/Mixed Use
-  School
-  Church
-  Office
-  Open Space/Wooded
-  Wooded Residential
-  Suburban Residential
-  Multi-Family Housing

September 23, 2021



Source Info:  
City of Verona  
Dane County Land Information Office  
Dane County Planning and Development  
Capital Area Regional Planning Commission

## MAP 4 - PLANNED LAND USE WITH CONCEPT PLAN

WIRTANEN PROPERTY  
VERONA, WI



August 29, 2022

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 32.5-acre Sewer Service Area Amendment request affecting property generally located south of Isham Street, west of S. Fourth Street/Taylor Lane, and north of Aaker 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 *Connect Greater Madison: Regional Transportation Plan 2050* and CARPC's *2050 Regional Development Framework*. 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 *Connect Greater Madison: Regional Transportation Plan 2050*. For example, the proposal supports the RTP goal of creating connected, livable places linked to jobs, services, etc. through a multimodal transportation system by placing new growth in areas adjacent to existing development, which places new housing and jobs closer together. The location of the development close to downtown Stoughton, connected street network that links to the existing network, and planned trail support the RTP goal of providing convenient, affordable transportation options. We do offer the following comments for consideration pertaining to future roadway and ped/bike facilities to further support this goal.

Staff Comments:

1. Map 9, "Planned Transportation and Community Facilities", of Stoughton's Comprehensive plan indicates that Isham Street will be extended to STH 138. Staff suggests continuing to plan for this connection, which would improve connectivity between the amendment area and STH 138. The City should consider discussing this future connection with WisDOT. In addition, MPO staff suggests that the City begin the planning process for the future long-term cross section of Aaker Road to ensure consistency with future ROW dedication requirements in preparation for future Sewer Service Area Amendment requests and development proposals, should they be made in this area. Map 9, "Planned Transportation and Community Facilities", of Stoughton's Comprehensive Plan indicates that Aaker Road has a planned 120-foot wide right-of-way. The 120-foot right of way seems much wider than necessary for a two-lane street even with space for both a multi-use path and on street pedestrian/bike facilities.
2. Map 4.2, "Development Plan" from the application and the draft Trail and Park Map sent to the Greater Madison MPO on August 26, 2022, identify planned and anticipated paths within the amendment area. MPO



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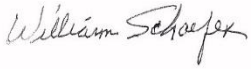
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staff support inclusion of the multi-use paths that are shown within and in the vicinity of the amendment area.

In addition, staff would support (1) adding a future multi-use path connection between lots 66/67 and 73/74 and (2) continuing the multi-use path, shown along the west side of South Fourth Street/Taylor Lane on Map 4.2, south to Aaker Road. City staff has indicated that these paths are being considered. Both would improve ped/bike connectivity in the amendment area.

Sincerely,

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

William Schaefer  
Director/Planning Manager

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METROPOLITAN  
PLANNING ORGANIZATION**

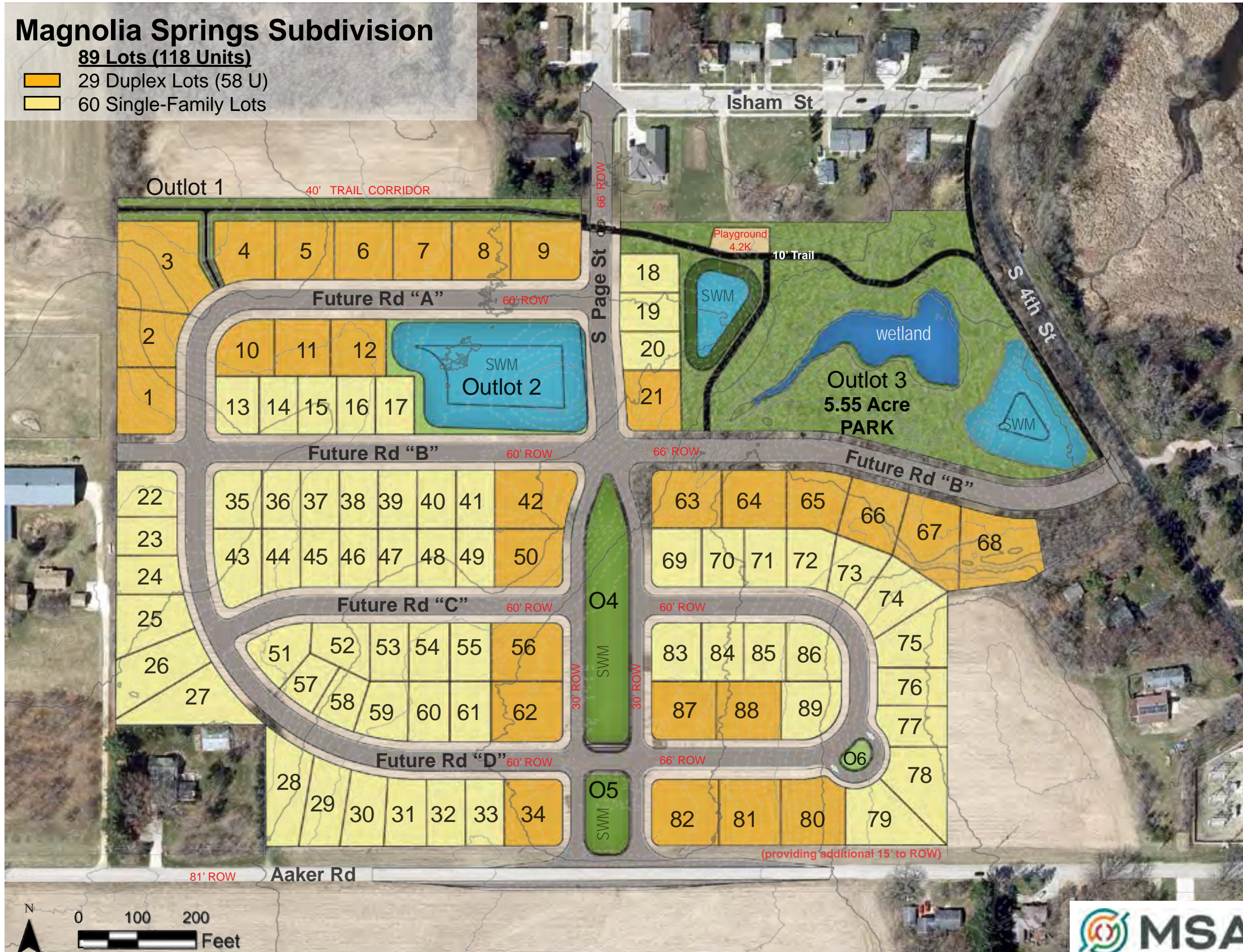
100 State St #400  
Madison, WI 53703

# Magnolia Springs Subdivision

89 Lots (118 Units)

- 29 Duplex Lots (58 U)
- 60 Single-Family Lots

## Map 4.2 DEVELOPMENT PLAN





**Wisconsin Department of Transportation**  
Office of the Secretary  
4822 Madison Yards Way, S903  
Madison, WI 53705

**Governor Tony Evers**  
**Secretary Craig Thompson**  
[wisconsindot.gov](http://wisconsindot.gov)  
Telephone: (608) 266-1114  
FAX: (608) 266-9912  
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August 16, 2022

Glenn Fulkerson  
Division Administrator  
Federal Highway Administration  
U.S. Department of Transportation  
525 Junction Rd., Suite 8000  
Madison, Wisconsin 53717

Kelley Brookins  
Regional Administrator  
Federal Transit Administration  
U.S. Department of Transportation  
200 W. Adams Street, Suite 320  
Chicago, Illinois 60606

Dear Mr. Fulkerson and Ms. Brookins:

Under the authority delegated to me by Governor Tony Evers, I am hereby approving the Greater Madison MPO Policy Board's amendment to the 2022-2026 Transportation Improvement Program (TIP) for the Dane County urbanized area. The amendment was approved and adopted by the Greater Madison MPO Policy Board on August 3, 2022. We will reflect by reference the 2022-2025 federal aid projects covered by this approval in our 2022-2025 Statewide Transportation Improvement Program (STIP).

Copies of the TIP Amendment 6 and MPO 2022 Resolution Number 7 for the Madison Area Transportation Planning Board are enclosed. This TIP amendment represents a comprehensive, continuous, and cooperative effort between the MPO, local communities, affected transit operators, and the Wisconsin Department of Transportation (WisDOT), and is designed to meet the objectives of Title 23 USC 134 and 135 and their implementing regulations 23 CFR 450 and the MPO regional transportation system plan.

We have determined that the proposed amendment: 1) is consistent with the adopted Long Range Transportation Plan for the MPO, 2) conforms to this state's approved implementation plan under the federal Clean Air Act and 42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR 93 (23 CFR 450.222(a)(7), and 3) ensures that the TIP remains fiscally constrained in that federal funding resources are sufficient to support the new or modified projects.

Sincerely,

A handwritten signature in black ink, appearing to read "C. Thompson".

Craig Thompson  
Secretary

cc: William Schaefer, MPO Director  
Mary Forlenza, FHWA  
William Wheeler, FTA  
Steve Flottmeyer, WisDOT Southwest Region  
Charles Wade, WisDOT Bureau of Planning and Economic Development  
Alexander Gramovot, WisDOT Bureau of Planning and Economic Development



# MPO Agenda Cover Sheet

## September 7, 2022

# Item No. 6

**Re:**

Public Hearing on the 2023-2027 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 for the STBG – Urban projects to fund with the supplemental FY 2023-2026 funding provided by the Bipartisan Infrastructure Bill. 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. In the meantime, MPO and WisDOT SW Region Local Program staff have been meeting with staff and consultants for sponsors of the proposed new projects to fund 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 23 and action anticipated at the board's October 5 meeting.

**Materials Presented on Item:**

1. 2023-2027 STBG Urban Priority Projects Table
2. [Draft 2023-2027 Transportation Improvement Program](#)

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

**2023 - 2027 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
<b>Approved Priority Projects (2023-2027)</b>								
MPO Rideshare Program 2023-2027	5992-08-39,51-54	2	2023-2027	2023-2027	\$663	80	\$529	Ongoing support per MPO policy. 3% annual increase.
C. Madison Ped/Bike Safety Education Program 2023-2027	5992-08-47, 48-51	2	2023-2027	2023-2027	\$570	80	\$456	Ongoing support per MPO policy. 3% annual increase.
University Avenue (Shorewood Blvd. to University Bay Drive)	5992-11-30,-31,-32,-33,-55-58	70 <sup>3</sup>	2022	2022	\$29,253	60	\$14,008	Fed funding increased \$1,298 with FY '22 BIL funds. Funding obligated in 2022. Construction started; to be completed in '23.
Pleasant View Rd. (USH 14 to Timber Wolf Trail) Phase 1	5992-11-00,-01,-02,-50-52	65 <sup>4</sup>	2022-2024	2023	\$23,396	60	\$12,029	Fed funding increased \$825 with FY '22 BIL funds. Funding obligated in CY 2022. Construction in '22-'24.
CTH M (Oncken Road to STH 113)	5954-00-00, -01	68 <sup>4</sup>	2023-2024	2024	\$25,229	60	\$13,021	Additional \$853 in suppl. STBG Urban funding proposed. Const.in '23-'24.
Exchange Street (Farwell St. to Sleepy Hollow Rd.)	5685-00-04,-05,- 06	39 <sup>4</sup>	2024	2025	\$3,479	60	\$1,177	Selected for funding based on MPO policy goal to use 10% of funds on "small" projects.
Autumn Ridge Path/Overpass	5992-11-10, -11	80 <sup>5</sup>	2024	2024	\$4,200	60	\$2,520	Authorized for construction in '23; currently scheduled in '24.
Mineral Point Rd. (Beltline Hwy. to S. High Point Rd.)	5992-11-19, -20	68 <sup>5</sup>	2025	2025	\$2,750	60	\$1,650	
Atwood Ave. (Fair Oaks Ave. to Cottage Grove Rd.)	5992-10-15,-16-18	58 <sup>5</sup>	2023	2023	\$11,440	60	\$6,684	Also receiving \$714 in Fed earmark funding for bicycle facilities.
John Nolen Drive (Lakeside St. to North Shore Dr.)	5992-11-20, -21-23	57 <sup>5</sup>	2025-2026	2025	\$28,163	60	\$11,310	An additional \$2,163 in supplemental STBG Urban funding proposed. Also receiving \$770 in Fed BR funding.
					\$129,143		\$63,385	<b>TOTAL</b>
<b>New Priority Projects (2023-2026) (Supplemental BIL Funding)</b>								
N. Bird Street (STH 19 to USH 151)		50		2024 <sup>6</sup>	\$1,565	60	\$939	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)		43		2023 <sup>6</sup>	\$3,292	60	\$1,975	One of only new projects that can utilize FY '23 funds.
Fitchburg Bus Shelters		42		2023 <sup>6</sup>	\$176	80	\$141	One of only new projects that can utilize FY '23 funds. "Small" project.
Windsor Road (Charlie Grimm Rd. to CTH CV)		38		2024 <sup>6</sup>	\$1,400	60	\$840	Selected for funding as "small" project.
Nichols Avenue (Winnequah Rd. to Monona Dr.)		38		2024 <sup>6</sup>	\$1,487	60	\$892	Selected for funding as "small" project.
S. Fourth Street (Milwaukee St. to Isham St.)		34		2025 <sup>6</sup>	\$1,150	60	\$690	Selected for funding as "small" project.
					\$9,070		\$5,477	<b>TOTAL</b>
<b>Candidate Projects</b>								
West Towne Path (S. High Point Rd. to S. Gammon Rd.)		84		2025	\$4,125	60	\$2,475	
John Nolen Drive (Lakeside St. to Olin Ave.)		55		2026	\$6,192	60	\$3,715	Extension of already approved reconstruction project.
Olin Ave. (Expo Way to JND) & JND (Olin Ave. to Beltline Ramps)		52		2026	\$3,542	60	\$2,125	Adjacent to proposed C. Madison project.
Rimrock Rd./CTH MM (Beltline Hwy. to John Nolen Dr.)		42		2026	\$1,384	60	\$830	
S. Syene Rd. (E. Cheryl Pkwy. to W. Clayton Rd.)		41		2024	\$3,063	60	\$1,838	
Rimrock Rd./CTH MM (Oregon Rd. to Beltline Hwy. EB Ramp)		38		2026	\$1,550	60	\$930	
Raemish Rd. & Uniek Dr. (Frank H St. to Moravian Valley Rd.)		34		2026	\$1,448	60	\$869	
Racetrack Rd. (USH 51 to CTH A)		34		2026	\$1,418	60	\$851	
Whalen Rd. (Military Ridge Dr. to Fitchrona Rd.)		34		2026	\$8,260	60	\$4,956	
Syene Rd. (McCoy Rd. to Post Rd.)		33		2027	\$1,407	60	\$844	
Roby Rd. (Nygaard St. to Kings Lyon Rd.)		30		2023	\$493	67	\$331	
Irish Lane (CTH D to Syene Rd.)		30		2026	\$3,510	60	\$2,106	
Jackson St. (USH 51 to Kings Lyon) & Nygaard St. (Jackson to Buckingham)		29		2024	\$1,514	60	\$909	
Creamery Rd. & Elvehjem Rd. (Milwaukee St. to CTH AB)		28		2025	\$3,534	60	\$2,120	
Hoepker Rd. (CTH CV to USH 51)		28		2025	\$677	60	\$406	
N. Madison Street (Cross St. to Easy St.)		26		2027	\$1,832	60	\$1,099	
Terminal Drive (Ivywood Trail to USH 51)		26		2024-'27	\$3,125	60	\$1,875	

**2023 - 2027 Madison Area STBG Urban Program - Currently Approved and Proposed New Priority Projects (Cont.)**

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
<b>Candidate Projects (Cont.)</b>								
Pioneer Road (Old Sauk Rd. to Valley View Rd.)		25		2026-'27	\$1,704	60	\$682	
Rattman Road (Portage Rd. to Hoepker Rd.)		24		2027	\$2,219	60	\$1,331	
Valley Drive (Siggelkow Rd. to Ridge Rd.)		24		2024-'27	\$1,348	60	\$809	
Lincoln Ave. (CTH B to Kriedeman Dr. & Kriedeman Dr. (Lincoln to Norse Pkwy.)		23		2025	\$1,421	60	\$852	
Bailey Road (Forward Dr. to Grove St./CTH N)		22		2024-'27	\$864	60	\$519	
					\$50,503		\$29,996	<b>TOTAL</b>

<sup>1</sup> Includes participating cost only (excludes sanitary sewer and water and construction engineering)  
<sup>2</sup> Funded annually per MPO policy  
<sup>3</sup> Score from 2018-2022 program application cycle under previous version of criteria.  
<sup>4</sup> Score from 2020-2025 program application cycle under previous version of criteria.  
<sup>5</sup> Score from regular 2022-2026 program application cycle in 2021.  
<sup>6</sup> Tentative scheduling. Needs to be finalized, working with WisDOT and project sponsor.

# MPO Agenda Cover Sheet

## September 7, 2022

# Item No. 7

**Re:**

Review of Section 5310 Program (Enhanced Services for Seniors and Individuals with Disabilities) Grant Project Applications for 2023 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 nine projects, totaling \$810,448 in requested federal funding. The funding available for the 2023 application cycle is \$459,024. An additional \$116,418 in unspent funds from the 2022 funding cycle and \$42,361 in unspent funds from the CRRSAA and ARPA special apportionments are also available. 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; the purchase of eight vehicles for area non-profits; the purchase of dispatch and reporting software for YWCA; and operating projects for Dane County Accessible Taxi Service (DCATS) and YWCA. See the attached descriptions of the projects for more information. Project evaluation/scoring committee members included current MPO and WisDOT Transit staff and a retired transit professional.

Staff is proposing to fund all projects at some level, although no applicant would receive funding for more than one vehicle and only one of two requested driver positions at YWCA would be funded.

**Materials Presented on Item:**

1. Description of Section 5310 Program Project Applications for 2023 Funding
2. Section 5310 Program Projects Scoring Table
3. Draft Program of Projects Table

**Staff Recommendation/Rationale:**

Please see attached Draft Program of Projects and Project Descriptions for funding recommendations and 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 5 meeting as part of approval of the 2023-2027 TIP.

## Greater Madison MPO

### Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) Program Descriptions of Projects Applying for 2023 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>\$84,760</b>
<b>Recommended FTA Amount:</b>	<b>\$84,760</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.

The application review committee 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>\$112,059</b>
<b>Recommended FTA Amount:</b>	<b>\$112,059</b>

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, 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.
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.

The application review committee recommends that this project be fully funded.

<b>Subrecipient:</b>	<b>Dane County Accessible Taxi Service (DCATS)</b>
<b>Project:</b>	<b>Purchase Three Accessible Vans [Capital Project] (Non-Traditional)</b>
<b>Requested FTA Amount:</b>	<b>\$153,600</b>
<b>Recommended FTA Amount:</b>	<b>\$51,200</b>
<b>Requested Vehicle Description:</b>	<b>Minivan, Accessible, Rear Load (3/1) (3 ea.)</b>
<b>Recommended Vehicle Description:</b>	<b>Minivan, Accessible, Rear Load (3/1) (1 ea.)</b>

Dane County Accessible Taxi Service (DCATS), a non-profit transportation provider, will contract with a service provider\* to use the vehicles to transport disabled and elderly riders. Additional accessible taxi vehicles will alleviate equipment shortages that currently cause some requested rides to be denied or delayed. Coupled with the DCATS Driver Incentive Program (described below), the additional accessible vehicles and driver pay incentives should address ongoing deficiencies in accessible taxi services in the Madison urban area and Dane County.

The application review committee recommends that the purchase of one accessible vehicle be funded.

*\* note that although the DCATS application specifies that it will contract with Union Cab, this relationship has not been finalized. Per FTA Circular C 9070.1G, the operator of vehicles purchased by a non-profit and operated by a for-profit exclusive-ride taxi company must be selected through a competitive process. With guidance from MPO and Metro staff, DCATS is currently engaged in developing a Request for Proposals to conduct this competitive operator selection process.*

<b>Subrecipient:</b>	<b>Dane County Accessible Taxi Service (DCATS)</b>
<b>Project:</b>	<b>Driver Incentive Program [Operating Project] (Non-Traditional)</b>
<b>Requested FTA Amount:</b>	<b>\$50,000*</b>
<b>Recommended FTA Amount:</b>	<b>\$42,361* (ARPA and CRRSAA carryover)</b>

Dane County Accessible Taxi Service (DCATS) seeks to attract drivers by offering a pay incentive for accessible trips, as well as providing enhanced training for drivers. This is intended to increase the number of drivers and vehicles available to provide on-demand county-wide accessible taxi services, which will reduce wait times and the number of rides that are declined due to insufficient staff availability.\*\*

The application review committee recommends that this project be funded to the extent of supplemental appropriation funding available.

*\* note that this project qualifies for 100% federal funding under ARPA and CRRSAA supplemental Section 5310 appropriations*

*\*\* note that although the DCATS application specifies that it will contract with Union Cab, this relationship has not been finalized. Per FTA Circular C 9070.1G, the operator of vehicles purchased by a non-profit and operated by a for-profit exclusive-ride taxi company must be selected through a competitive process. With guidance from MPO and Metro staff, DCATS is currently engaged in developing a Request for Proposals to conduct this competitive operator selection process*

<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>\$96,628</b>
<b>Recommended FTA Amount:</b>	<b>\$96,628</b>
<b>Vehicle Description:</b>	<b>Medium Bus – Accessible (10/2)</b>

This project would purchase one accessible 12-passenger van to provide free transportation to NewBridge Madison programs for low-income older adults in the Madison Metropolitan area. NewBridge provides 50 weekly opportunities for older adults to be engaged in the community, with attendance ranging from 8-60 participants at each event. NewBridge currently contracts with transportation companies to provide rides, but due fare costs and increasing demand NewBridge desires to obtain and operate its own vehicle to provide rides to clients.

The application review committee recommends that this project be fully funded.

<b>Subrecipient:</b>	<b>Options in Community Living</b>
<b>Project:</b>	<b>Purchase Two Accessible Vehicles [Vehicle Capital Project] (Traditional)</b>
<b>Requested FTA Amount:</b>	<b>\$91,922</b>
<b>Recommended FTA Amount:</b>	<b>\$40,944</b>
<b>Requested Vehicle Description:</b>	<b>Minivan, Accessible, Rear Entry (3/1)</b>
<b>Requested Vehicle Description:</b>	<b>Transit/Bariatric Vehicle (5/2)</b>
<b>Recommended Vehicle Description:</b>	<b>Transit/Bariatric Vehicle (5/2)</b>

This project would purchase accessible vehicles to expand their ability to provide short-notice, on-demand transportation for their clients (adults with Developmental and Intellectual Disabilities), especially those who are currently limited in transportation options due to wheelchair size. The individuals served live throughout Madison and the surrounding area, and all are low-income. Options in Community Living has been sharing a vehicle with community partner organizations for several years and plans to continue that partnership with one of the new vehicles; this coordination improves transportation access for individuals who are not clients of Options in Community Living.

The application review committee recommends that the purchase of one accessible Transit/Bariatric vehicle be funded.

<b>Subrecipient:</b>	<b>YWCA</b>
<b>Project:</b>	<b>Purchase One Accessible and One Non-Accessible Vehicles [Vehicle Capital Project] (Traditional)</b>
<b>Requested FTA Amount:</b>	<b>\$119,620</b>
<b>Recommended FTA Amount:</b>	<b>\$62,094</b>
<b>Requested Vehicle Description:</b>	<b>Minibus – Non-ADA (12/0)</b>
<b>Requested Vehicle Description:</b>	<b>Minibus – Accessible (8/2)</b>
<b>Recommended Vehicle Description:</b>	<b>Minibus – Accessible (8/2)</b>

This project would purchase an ADA minibus as well as a non-accessible minibus to increase the YWCA fleet capacity and better meet community needs. The vehicles would support expansion of YWCA Specialized Transportation services in order to offer a greater quantity of the pre-scheduled demand-response rides that enable seniors and individuals with disabilities to access their communities, employment, and needed services.

The application review committee recommends that the purchase of one accessible vehicle be funded.

<b>Subrecipient:</b>	<b>YWCA</b>
<b>Project:</b>	<b>Purchase NEMT Dispatch and Reporting Software [Non-Vehicle Capital Project] (Traditional)</b>
<b>Requested FTA Amount:</b>	<b>\$2,560</b>
<b>Recommended FTA Amount:</b>	<b>\$2,560</b>

This project would purchase dispatch and reporting software for use in YWCA's Non-Emergency Medical Transportation (NEMT) and other transportation programs. YWCA is requesting funding for start-up costs and monthly subscription fees (per vehicle) for NEMT Transportation Software that will improve efficiencies in scheduling, dispatching, route optimization, and data collection and management, which is especially critical given the constant trip route planning and scheduling involved with providing demand-response Specialized Transportation services.

The application review committee recommends that this project be fully funded.

<b>Subrecipient:</b>	<b>YWCA</b>
<b>Project:</b>	<b>Driver Salaries and Other Operational Expenses [Operating Project] (Non-Traditional)</b>
<b>Requested FTA Amount:</b>	<b>\$99,299</b>
<b>Recommended FTA Amount:</b>	<b>\$49,650</b>

This project would fund one year's salary and related operational expenses for two new full-time drivers, both to be dedicated to pre-scheduled demand-response rides for seniors and individuals with disabilities. Offering full-time employment with benefits increases the likelihood of driver retention and maximizes YWCA's ability to guarantee consistent, demand-response services.

The application review committee recommends that this project be funded at 50% (one new full-time driver).

Section 5310 Application Scoring Criteria		Max. Points	Metro MM	Dane County MM	DCATS Vehicle	DCATS Driver Incentive	NewBridge	Options	YWCA Vehicle	YWCA Non-Vehicle Cap	YWCA Operating
<b>1. Demonstration of Need and Project Benefits</b>		<b>40</b>	<b>39</b>	<b>37</b>	<b>33</b>	<b>31</b>	<b>31</b>	<b>30</b>	<b>32</b>	<b>33</b>	<b>29</b>
The application describes how the existing project or the proposed project will be effective at meeting the transportation needs of seniors and people with disabilities and what happens if the funding is not awarded.		10	10	9	8	8	10	10	8	8	7
Project Type	· Replacement or Service Level Maintenance Vehicle- Explains why current fleet cannot meet current needs (10 Points)	10	9	9	9	8	9	9	10	9	8
	· Expansion Vehicle- Describes the planned service expansion and how the need for the expanded service was determined (8 Points)										
	· Mobility Management (Traditional)-Describes how project will help meet the transportation needs of seniors and individuals with disabilities, and identifies specific services and activities the project will provide (10 Points)										
	· Non-Traditional Projects- Describes how project will help meet transportation needs of seniors and individuals with disabilities. Identifies specific services and activities the project will provide (8 Points)										
Supported by the Coordinated Plan- The project overcomes barrier to transportation and/or meets an unmet need.		10	10	10	10	9	8	10	10	9	10
· Identified as a Tier 1 Strategy Project (10 Points)											
· Identified as a Tier 2 Strategy Project (6 Points)											
· Not identified as a strategy, but addresses a need (3 Points)											
The project serves a reasonable number of individuals or trips given the project budget.		10	10	8	6	7	5	1	3	7	4
· Should include total number of people served, and percentage of seniors or individuals with a disability served											
<b>2. Promotes the Development of a Coordinated Network</b>		<b>30</b>	<b>27</b>	<b>27</b>	<b>24</b>	<b>22</b>	<b>27</b>	<b>18</b>	<b>22</b>	<b>22</b>	<b>23</b>
The application identifies other transportation services available and how the project complements rather than duplicates them.		15	13	13	11	11	14	10	11	12	12
· Could include (but not limited to) increased hours of operation, reduction of coverage gaps, increased access to medical/employment/recreation trips											
The application identifies steps that will be taken to ensure a coordinated effort with other local agencies (including human services agencies, meal and shopping sites, employers etc.), and how the service will be marketed.		10	9	9	7	6	9	6	7	7	8
The application describes who is eligible to ride/participate in proposed service.		5	5	5	5	5	4	2	3	3	3
· Public- Project/service is open to all eligible seniors or individuals with disabilities (5 Points)											
· Private- Project/service is limited to a select client base (2 points)											
<b>3. Financial and Management Capacity</b>		<b>30</b>	<b>29</b>	<b>27</b>	<b>20</b>	<b>21</b>	<b>27</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>28</b>
The project has a reasonable level of administrative costs		10	9	9	10	9	10	10	10	10	9
The application identifies local match sources that are backed up by budgets, support letters, and other documentation.		10	10	10	5	6	8	9	9	9	9
The project sponsor has the capacity to meet the project management, reporting, and project delivery functions of the Section 5310 program.		10	10	8	6	6	9	10	10	10	10
<b>Total:</b>			<b>95</b>	<b>91</b>	<b>77</b>	<b>75</b>	<b>84</b>	<b>77</b>	<b>83</b>	<b>84</b>	<b>80</b>



Section 5310 Program of Projects for the Madison Urbanized Area - 2023										
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>
<b>Category A Projects</b> - Certified as having met federal requirements and approved for funding.										
City of Madison - Metro Transit	Madison Area	Urban	DR	Capital	Patatransit Eligibility & Mobility Coordinator (Traditional)	\$84,760	\$21,190	\$105,950	33	14f
Dane County DHS	Dane County	Urban/Rural	LG	Capital	One-Call Center, Mobility Training, and Bus Buddy Program (Traditional)( <i>Carryover from 2021</i> )	\$112,059	\$28,050	\$140,109	20, 25, 27 - 29, 33, 34	14f
Dane County Accessible Taxi Service (DCATS)	Madison Area	Urban	PNP	Capital	Accessible Vehicle (Traditional)	\$51,200	\$12,800	\$64,000	31, 33	14a
Dane County Accessible Taxi Service (DCATS)	Madison Area	Urban	PNP	Capital	Driver Incentive Program (Non-Traditional)( <i>CRRSAA and ARPA Supplemental Apportionment Carryover</i> )	\$42,361	\$0	\$42,361	31, 33	15d
NewBridge Madison	Madison Area	Urban	PNP	Capital	Accessible Vehicle (Traditional)	\$96,628	\$24,157	\$120,785	33	14a
Options in Community Living	Madison Area	Urban	PNP	Capital	Accessible Vehicle (Traditional)	\$40,944	\$10,236	\$51,180	33	14a
YWCA	Madison Area	Urban	PNP	Capital	Accessible Vehicle (Traditional)	\$62,094	\$15,524	\$77,618	33	14a
YWCA	Madison Area	Urban	PNP	Capital	Dispatch Software (Traditional)( <i>Carryover from 2021</i> )	\$2,560	\$640	\$3,200	34	14c
YWCA	Madison Area	Urban	PNP	Operating	Driver Salary (Non-Traditional)	\$49,650	\$49,650	\$99,300	33	15d
City of Madison - Metro Transit			DR		Grant Administration	\$54,226		\$54,226		12
<b>Total</b>						<b>\$596,481</b>	<b>\$162,247</b>	<b>\$758,728</b>		
<b>Category B Projects</b> - Pending federal requirements and/or pending approval for funding.										
<b>Total</b>						<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		

<sup>1</sup> DR - Direct Recipient, PNP - Private Non-Profit, LG - Local Governmnet, 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.

**MPO Agenda Cover Sheet**  
**September 7, 2022**

**Item No. 8**

**Re:**

Appointment of Representative to the Beltline (USH 12/14/18/151) Planning & Environmental Linkages Study Policy Advisory Committee

**Staff Comments on Item:**

WisDOT is currently conducting the Beltline (USH 12/14/18/151) Planning & Environmental Linkages Study to identify and evaluate long-term solutions to the safety, capacity, and geometric design needs of the highway. In addition to improvements to the physical Beltline or crossings of the Beltline, changes or improvements to alternate modes of travel and Beltline connections to the adjacent road network are being analyzed.

The Beltline study was started in 2013, paused in 2016, and restarted in 2020. Public involvement meetings were held in April of this year (see presentation and materials [here](#)) and another round of public meetings is planned in the next few months. The study is expected to be completed and a report published by the end of the year. A NEPA environmental analysis process will follow completion of the PEL study.

WisDOT has created both policy and technical committees to oversee the study. MPO staff serve on the technical committee. A new MPO Policy Board representative is needed to serve on the policy committee to replace Dorothy Krause who had been the MPO representative, but is no longer on the board.

**Materials Presented on Item:**

1. [Beltline Study Webpage](#)

**Staff Recommendation/Rationale:**

N/A

**MPO Agenda Cover Sheet  
September 7, 2022**

**Item No. 9**

**Re:**

Letter of Support for City of Madison's Grant Application Under the Safe Streets and Roads for All (SS4A) Program

**Staff Comments on Item:**

The City of Madison will be submitting an application for \$20 million in grant funding from the first round of USDOT's Safe Streets and Roads for All (SS4A) program to implement safety projects identified as part of the Madison Vision Zero initiative. The City is seeking a letter of support from the MPO Policy Board. The City's request is consistent with the safety recommendations in the *Connect Greater Madison 2050* RTP. All application materials, including letters of support, are due by September 15, 2022.

**Materials Presented on Item:**

1. Draft letter of support for grant application

**Staff Recommendation/Rationale:**

Staff recommends approval to send the letter of support.

DRAFT

September 8, 2022

Pete Buttigieg, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: Letter of Support for the 2022 Safe Streets and Roads for All Grant Program: *Forward to Vision Zero-Madison*

Dear Secretary Buttigieg:

As chair of the Greater Madison MPO, I am writing to offer the MPO's enthusiastic endorsement of the City of Madison's Safe Streets and Roads for All grant application which is before your agency. The SS4A funding will accelerate implementation of the City of Madison's Vision Zero Action Plan and improve safety for everyone whether walking, bicycling, taking transit, or driving, while paving the way for other communities in our area to follow suit.

The MPO believes this grant application is well aligned with USDOT's strategic goals as it uses the Safe Systems approach to address critical traffic safety concerns in the rapidly growing City of Madison, WI. The included projects focus heavily on reducing inequities in traffic safety outcomes and incorporate proven safety countermeasures. Projects include both low-cost safety measures across the city's identified High Injury Network as well as larger neighborhood-wide projects located in the MPO's environmental justice priority areas to transform those locations for safe, equitable mobility. The application also addresses climate change concerns through creative, sustainable solutions with an emphasis on Complete Streets designs.

Ensuring that the transportation system enables all people to safely get to where they need to go is a key goal in the recently adopted *Connect Greater Madison 2050* Regional Transportation Plan, the metropolitan transportation plan for the MPO. Last year (2021) was the deadliest year on the greater Madison region's roadways in almost two decades. The application is bolstered through collaboration with key regional partners, including surrounding communities, the Madison Metropolitan School District, Wisconsin DOT, University of Wisconsin-Madison, and local community organizations. The projects identified in the City of Madison's application will strengthen the safety of our region's transportation system, helping the MPO to achieve our regional transportation safety targets, and most importantly, reduce serious injuries and save lives.

The MPO fully supports the City of Madison's application for the funding of *Forward to Vision-Madison* and looks forward to the safety investments in our region. Please give this 2022 SS4A funding proposal your full consideration.

Sincerely,

Mark Opitz, Policy Board Chair  
Greater Madison MPO

**MPO Agenda Cover Sheet**  
**September 7, 2022**

**Item No. 10**

<p><b>Re:</b></p> <p>Update on Planned Issuance of RFP for Preparation of Regional Comprehensive Safety Action Plan and Assistance in Preparing Implementation Grant Application Under the SS4A Program</p>
<p><b>Staff Comments on Item:</b></p> <p>In June, staff presented an overview of the new Safe Streets and Roads for All (SS4A) to the Board, noting that SS4A will provide \$5 billion in competitive funding over the next 5 years to MPOs and local and tribal governments to support planning, infrastructure, behavioral, and operational initiatives to prevent roadway deaths and serious injuries. To be eligible for project implementation funding, a municipality or region must first have an eligible comprehensive safety action plan. Following the Board’s direction, the MPO will use its increase in Planning funds to develop a comprehensive safety action plan for the MPO planning area. While several required components for the safety plan have been recently completed or are underway (such as developing a high injury network), staff are developing an RFP to bring on a consultant to assist with compiling and completing the safety action plan, including developing a list of priority projects, and to prepare the grant application for the 2023 round of SS4A implementation funding. The cost for consultant assistance is expected to range between \$100,000-\$150,000. If approved, staff hopes to get the RFP released by the end of September with the goal of having a consultant on board in January.</p>
<p><b>Materials Presented on Item:</b></p> <p>None</p>
<p><b>Staff Recommendation/Rationale:</b></p> <p>There is no formal action requested, but staff is looking for the board’s approval to issue an RFP for the safety action plan and assistance in preparing implementation grant application next year.</p>

**MPO Agenda Cover Sheet**  
**September 7, 2022**

**Item No. 11**

<p><b>Re:</b></p> <p>Review and Discussion on Potential Uses for Additional Future Federal Planning Funding</p>
<p><b>Staff Comments on Item:</b></p> <p>Under the Bipartisan Infrastructure Bill, the MPO will be receiving about a 26% increase in our federal Planning funding starting in 2023 with 2% annual increases the next few years after that. We may also receive a further increase in funding in 2024 as a result of the new 2020 Census urbanized areas to be released in December. The population within the urbanized area determines our funding level relative to other MPOs in the state, and Dane County was by far the fastest growing area in the state over previous decade. The expected funding in 2023 is \$1.0 million, which covers most of the MPO’s budget, and requires a 20% local funding match. The other major source of funding is the STBG Urban program funding used to support our TDM program. That is almost \$100,000 in 2023.</p> <p>It appears at this time that the MPO will receive support for the 20% local share funding needed to leverage the additional federal Planning funding. It is important for the MPO to not only identify uses of the additional funding in 2023, but also to develop a multi-year plan for use of the increased level of funding moving forward. This could be done informally or through a more formal strategic plan type of process. MPO staff has developed some ideas, many of which were mentioned in the letter that went out to local officials seeking financial support for the MPO. Staff thought it would be worthwhile to review and discuss some of these ideas with the board to obtain some initial feedback. Attached is a summary description of the list of the ideas for use of the additional funding, budget (if known), and anticipated timeline.</p>
<p><b>Materials Presented on Item:</b></p> <ol style="list-style-type: none"><li>1. Description of potential major planning projects and other ideas for use of the MPO’s additional funding</li></ol>
<p><b>Staff Recommendation/Rationale:</b></p> <p>For information and discussion purposes only at this time.</p>

## **Ideas for Use of Increased Federal Planning Funding Over Next Several Years**

### **1. Create MPO Communications and Outreach Specialist Position**

Duties of this position will include: (1) designing and producing public information, social media, educational, and other communications materials for the MPO; (2) working to contact and build relationships with employers, agencies, and organizations to promote, coordinate, and monitor alternative transportation programs in support of the MPO's RoundTrip TDM program initiatives; and (3) graphic design work for MPO and RoundTrip reports, website, and other products.

Budget: \$80,000 annually.

Timeline: Person would likely start in 2<sup>nd</sup> or 3<sup>rd</sup> quarter of 2023

### **2. Hire Consultant to Prepare Comprehensive Regional Safety Action Plan and Assist in Preparing a Regional Implementation Grant Application Under the SS4A Program in 2023**

The consultant will build upon the safety analysis work already completed or in the process of being completed by the UW TOPS Lab for the MPO (including intersection safety studies and identification of high injury network) and the education/outreach efforts of the Dane County Traffic Safety Commission. The two products would be a comprehensive safety action plan that meets federal requirements for the new Safe Streets and Roads for All (SS4A) program created by the federal infrastructure bill, and a regional safety project implementation grant application under the program that includes projects in communities participating in the application.

### **3. Potentially Hire Consultant to Assist With Certain Aspects of a Regional Electric Vehicle (EV) Strategic Plan**

MPO staff have just begun work on an EV "strategic plan" that makes recommendations on ways to accelerate the transition to EVs in the Madison metro area and also positions the region to make effective use of the new federal funding available (such as the Carbon Reduction program for which the MPO gets an allocation of funding) and also compete for discretionary grants. A staff work group will be put together with other agency staff. We are in the process of developing the scope for the plan, but anticipate it would cover the following:

1. Fleet transition
2. Identification and mapping of priority locations for public EV charging stations
3. Local zoning/building ordinances and policies/strategies to hasten transition
4. Available funding and financial incentives
5. Educational/promotional efforts, including building on current ones such as [Drive Electric Wisconsin](#)
6. Equity analysis

We anticipate much of this work will be done in house, but we may want to hire a consultant for the public infrastructure analysis, especially since standardization of infrastructure in a regional effort is important.

Budget: Mostly use existing funding, but possibly would need funding for consultant assistance with infrastructure analysis. Amount uncertain.

Timing: 2022-'23

- 4. Hire consultant to assist in completing a regional resiliency plan to identify and prioritize projects, which would allow local grant projects under the new PROTECT program to be funded at 90% instead of 80%.**

Planning efforts are needed to assess vulnerabilities to weather events and natural disasters and identify and prioritize transportation projects and emergency response strategies to make the transportation system more resilient to climate change. Here, the biggest issue is flooding. A new grant program, called Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation or PROTECT, was created in the federal infrastructure bill to fund resilience planning and improvement grants. The program has both a formula component with funds allocated to states and a discretionary grant component. It isn't clear yet whether the MPO will be able to use any of the formula funding that goes to the state. If a state or MPO has a plan and incorporates it into the long-range transportation plan, grants received would only require a 10% vs. 20% local cost share.

Budget: Uncertain. MPO could apply for a planning grant or use its Planning funds to create a plan and then apply for construction project. The latter approach would obviously be much more expensive.

Timeline: 2024, possibly starting towards end of 2023

- 5. Hire consultant to complete strategic plan for expansion of the MPO's RoundTrip TDM program.**

The strategic plan would likely focus on what sorts of additional activities the MPO's Travel Demand Management (TDM) program should prioritize if additional resources were allocated to it beyond part of the staff time of the new Outreach Specialist planned to be hired. Examples include: additional marketing and advertising; annual commuter challenge; mini-grant program for employers; a "new movers" pilot program targeted towards new residents; and working with local communities on TDM initiatives/ordinances.

Budget: \$20,000 ?

Timeline: Depends upon available funding; may be able to use some extra carryover funding from the MPO's STBG Urban funding for the TDM program

- 6. Hire consultant to complete a regional arterial transportation systems management plan that identifies the most cost effective projects to improve traffic/transit vehicle congestion and safety.**

The purpose of the plan is to develop a holistic approach that identifies ways to ensure the safety and preserve the capacity of the region's arterial highway network without wide scale roadway widenings. It would build upon the ITS Plan and CMP updated as part of the RTP.

Budget: \$100,000+ ?

Timeline: 2024 or 2025

- 7. Hire consultant to assist the MPO and/or local communities with federal transportation grant applications**



The city of Madison has hired a consultant to assist it in identifying grant funding opportunities and put together applications. If the MPO were to hire a consultant for putting together a grant application, it could potentially just use the city's consultant.

Budget: \$25,000+

Timeline: 2023-'25

**8. Create local technical assistance program using consultants to assist with engineering project design or other work/analyses beyond the expertise of MPO staff**

The sorts of small scale projects the program could fund include detailed intersection safety studies, pedestrian/bicycle safety audits, and transit route planning.

Budget: \$25,000+

Timeline: 2024-'25

**9. Conduct Household Travel Survey**

The main purpose of a new household travel survey would be to gain information on post-COVID travel behavior to inform development of a revised travel forecast model.

Budget: \$100,000-\$200,000 ?

Timeline: 2024-'25 in advance of work on revised travel model to support the next update to the RTP, which would be done in '2026-'27.

**10. Hire consultant to update, improve regional travel forecast model**

Budget: \$150,000-\$300,000

Timeline: 2025-'26

**11. Hire additional MPO Planner/Engineer**

Budget: \$100,000

Priority would likely be to hire a staff person with traffic engineering expertise.

Timeline: 2025 or later

**12. Hire consultant to assist with next Regional Transportation Plan (RTP) Update**

The MPO has completed its last several RTP updates in house, but believes it might be beneficial to hire a consultant to assist with the next one to bring a fresh perspective and approach. The consultant's assistance might focus just on certain aspects of the plan.

Budget: \$75,000+ ?

Timeline: 2026-'27