



2023



GREATER MADISON
mpo

UNIFIED PLANNING WORK
PROGRAM (UPWP)

Greater Madison Metropolitan Planning Organization (MPO)

2023 UNIFIED PLANNING WORK PROGRAM

November 2022

Prepared by staff of Greater Madison MPO

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The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation or WisDOT.

MPO 2022 Resolution No. 10
Approving the 2023 Greater Madison MPO Unified Planning Work Program

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

WHEREAS the UPWP for the Greater Madison MPO (Metropolitan Planning Organization) is annually updated, and the 2023 Work Program is the first year of the 2023-2025 Overall Program Design Report; and

WHEREAS separate grant applications will be required to apply for the 2023 programmed planning grant funds, including applications to the Federal Transit Administration, Federal Highway Administration, Wisconsin Department of Transportation, Dane County, and various local governmental units; and

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

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves the Draft 2023 Unified Planning Work Program dated October 2022 with the changes reflected in the Addition/Change sheet dated 10/26/22; and

BE IT FURTHER RESOLVED that the MPO Transportation Planning Manager is authorized and directed to submit necessary applications to appropriate state, local, and federal departments for planning activities indicated for 2023 and to execute appropriate agreements and contracts with said agencies on behalf of the MPO; and

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

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

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

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
3. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 11101(e) of the Infrastructure Investment & Jobs Act (Pub. L. 117-58, also known as the Bipartisan Infrastructure Bill) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

8. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

November 2, 2022

Date Adopted



Mark Opitz, Chair
Greater Madison MPO

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Summary of 2023 Program Activities and Transportation Planning Services

2023 Direct Person-Months	2023 Budget ¹	2023 Percent MPO/Local Appropriation	2023 Percent State, Federal, Other
91.14	\$1,392,290	16.49%	83.51%

Systemwide Multi-modal Transportation Planning and Programming (42.84 person-months)

- Continue tracking and analyzing performance measures associated with Regional Transportation Plan (RTP) goals. Complete new online performance measures data dashboard with interactive maps. Continue to coordinate with WisDOT and Metro Transit in establishment of state and MPO performance targets for the federal performance measures.²
- Continue work to implement the planning related recommendations in **Connect Greater Madison: 2050 RTP**, including completion of study using the travel model to evaluate the impact of various technology and policy scenarios on traffic volumes and VMT and other special studies and local planning assistance.²
- Begin planning for next set of future improvements to the travel model and development of new model base year data while continuing training on current model. Also begin work to update population, housing, and employment forecasts following release of new WisDOA forecasts.
- Work with WisDOT and local staff and officials to make adjustments to the designated 2020 Madison urban area boundary and create a new MPO planning area boundary. Also begin work on update to regional roadway functional classification system.
- Begin planning for consultant led project in 2024 to create a Regional Resiliency Plan to assess vulnerabilities of the transportation system to weather events and identify and prioritize projects and strategies to make the system more resilient to climate change.
- Develop and adopt an MPO Complete Streets Policy to guide funding of projects.
- Provide assistance to local governments with active transportation planning, including assistance to Oregon's Ad Hoc Transportation Committee, to Sun Prairie with its Active Transportation Plan, and to Madison in refining its bicycle priority network. Also provide information and assistance on ADA transition plans as needed.
- Continue to maintain bicycle facility, bicycle level of traffic stress, and pedestrian facility geodatabases and networks to support MPO and local planning efforts. Complete update to the bicycle LTS methodology and revised network with changes.
- Continue other data collection and analysis to support transportation system performance monitoring, local and state transportation planning studies, the congestion management process, and special studies. This includes use of StreetLight data derived from GPS and Location-Based Services data accessed through its analytics platform.²
- Complete project with Metro Transit to oversee consultant in conducting an onboard transit passenger survey.
- Prepare annual update of the Transportation Improvement Program (TIP), including selection of STBG (former STP) – Urban, Transportation Alternatives Program and Carbon Reduction Program projects for funding. Also assist WisDOT with management of approved projects.²

Transportation System Management (TSM) Planning and Technology (7.62 person-months)

- Develop a Regional Comprehensive Safety Action Plan consistent with the Safe Streets and Roads for All (SS4A) program, utilizing consultant assistance and leveraging existing data and regional safety initiatives. Upon adoption of plan, partner with local communities to develop a regional safety project implementation grant application.²

- Lead development of a regional Electric Vehicle Planning Study in coordination with public and private market sector partners that identifies infrastructure investments, policies, and strategies to accelerate the transition to EVs in the Madison metro area.²
- Continue to implement the Congestion Management Process and monitor CMP performance measures.
- Continue to support efforts of City of Madison Traffic Engineering, Metro Transit, and other agency partners to implement the Regional Intelligent Transportation System (ITS) Strategic Plan for the Madison Metropolitan Area.
- Continue to provide data and other support for the Madison and Sun Prairie Vision Zero initiatives.
- Continue staffing support to the Dane County Traffic Safety Commission, including leading preparation of annual traffic safety trends report and participating in TSC emphasis area workgroups.

Short-Range Transit & Specialized Transportation Planning (4.75 person-months)

- Continue to provide data and other support for the Metro Transit Network Redesign Study Title VI analysis and implementation of newly designed service.
- Resume work with Metro Transit and other local planning staff on update to the Transit Development Plan.²
- Continue assistance to local communities in evaluating transit needs and development of local transit service, including Oregon and Sun Prairie.
- Support Metro Transit efforts as needed to identify important transit priority improvements and implement recommendations of the bus stop improvement study.
- Provide assistance to agencies in implementing the *Coordinated Public Transit – Human Services Transportation Plan for Dane County*, including hosting of a stakeholder meeting.
- Continue to implement the *Program Management & Recipient Coordination Plan for the Section 5310 (Enhanced Transportation for Seniors and Persons with Disabilities) Program* with MPO selecting projects and Metro administering them.

Roadway and Transit Corridor & Special Area Studies (3.75 person-months)

- Continue to provide data and other support for interagency staff team working with consultant to complete design for the Bus Rapid Transit (BRT) project in the east-west corridor, and for the planning study for the north-south BRT project.
- Provide travel model and data support and planning assistance on major WisDOT-sponsored corridor studies, including Stoughton Road/USH 51, Beltline, and Interstate 39/90/94.
- Provide transportation planning assistance (e.g., traffic forecasts) for large-scale developments, neighborhood and comprehensive plans, and corridor plans as needed.
- Continue preparation of small area or project-level traffic forecasts for Dane County and local communities upon request.

Transportation Demand Management (TDM) & Other Transportation Planning (10.48 person-months)

- Work with WisDOT and SEWRPC to launch, promote, and administer the new RideAmigos trip-planning and ride-matching platform that will serve RoundTrip in Dane County. Conduct publicity, marketing, presentations, and other outreach on the platform.²
- Promote the new Commute Options Program Toolkit for employers, and continue to support employer-sponsored TDM programs and conduct employer outreach in partnership with other organizations.

- Explore new project opportunities, including preparation of a strategic plan for the TDM program; TDM mini-grant pilot for employers; and outreach targeted to new residents and movers.
- Continue to promote the new TDM program brand (RoundTrip) through strategies and tactics outlined in the marketing plan. This includes creating marketing materials, developing digital assets, managing an annual advertising campaign, and leveraging partnerships with local organizations and businesses.²
- Continue ride-matching services and promotion of alternatives to driving alone, including presentations and events, commuter challenge programs, employer e-news updates, and provision of incentives such as the Emergency Ride Home (ERH) program.²
- Continue to engage new partners and facilitate intergovernmental coordination of TDM programs and initiatives in the region through the TDM Coordinating Committee, and continue to coordinate with the WisDOA State Vanpool Program on vanpool promotion and route updates.
- Implement TDM program incentives and integrate them into ongoing alternative transportation and telework promotion. This includes working with Love to Ride and local partners to implement an annual workplace bicycle challenge; working with partners to market incentives and develop new ones.
- Assist the City of Madison with TDM initiatives including the proposed citywide TDM program and exploration of Transportation Management Associations (TMAs) as an implementation strategy.
- Provide transportation planning assistance to the Capital Area Regional Planning Commission (CARPC), including assistance in preparing comprehensive plan updates for communities or providing other local planning assistance and in preparing consistency reviews of comprehensive plans.

Transportation Administration/Service and Public Participation Activities (21.7 person-months)

- Continue functions required to develop and manage the MPO's work program and budget, and provide staff support to the MPO Policy Board and Technical Committee.
- Continue to engage the general public and stakeholders in the transportation planning and programming process, utilizing methods identified in the MPO's updated Public Participation Plan and strategies and tactics identified from the MPO rebranding project.
- Continue efforts to implement and monitor compliance with the Title VI Program/Language Assistance Plan and update the plan.

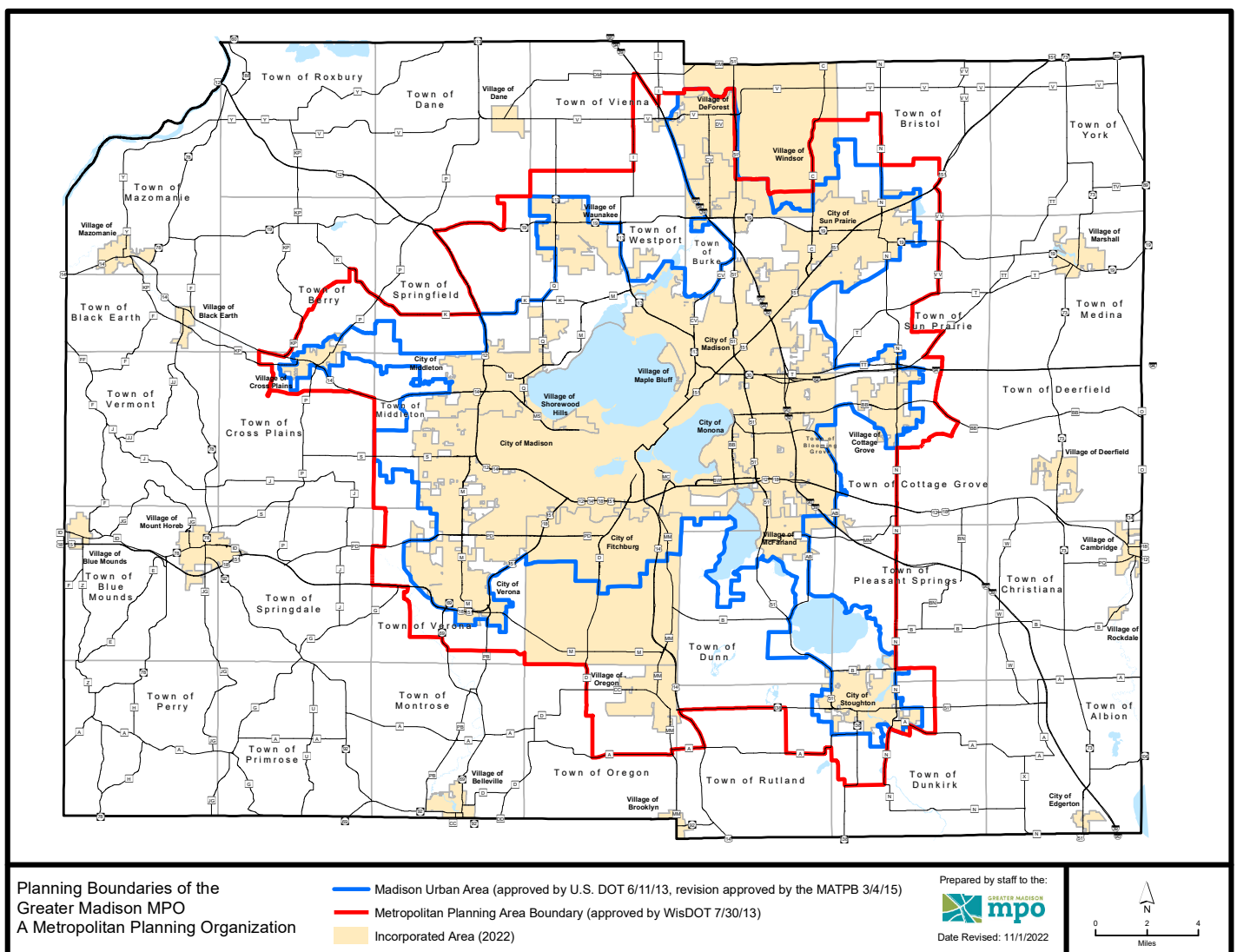


Introduction

This 2023 Unified Planning Work Program (UPWP) represents the first-year planning activities of the 2023–2025 Overall Program Design Report of the Greater Madison MPO (Metropolitan Planning Organization). The Greater Madison MPO is the officially designated MPO and transportation planning policy body for the Madison metropolitan area.

The Greater Madison MPO work program is an annual publication that outlines major transportation planning issues, describes the planning activities the MPO will undertake and be involved in the following year, summarizes the MPO’s recent planning activities and accomplishments, and identifies how federal, state, and local transportation funding will be spent on the different planning activities. The publication of an MPO work program is required by federal law as a condition of receiving federal transportation funding.

The work program is presented in a format to highlight the planning program activities to be undertaken in 2023 and to note the basic 2024–2025 overall program activities expected in future years. The 2023 UPWP continues the MPO’s planning activities for all modes of transportation and includes relevant activities by other agencies related to transportation planning. A Summary Table of the Proposed 2023 MPO Budget on page 31 shows the overall work program budget, including the amount and source of funds for each work element.



Federal law requires that MPOs work closely and coordinate planning efforts with State Departments of Transportation and major transit operators as well as local units of government and other stakeholders. The Greater Madison MPO, Wisconsin Department of Transportation (WisDOT), and Metro Transit have a three-party Cooperative Agreement for continuing transportation planning for the Madison metropolitan area. The agreement is posted on the MPO's website at the following link: <https://www.greatermadisonmpo.org/about/documents/msnmposignedcoopagreement.pdf>.

Federal law also requires that MPOs maintain a public involvement plan that outlines the public participation goals and techniques to be used in the regional transportation planning and programming processes. The MPO's current public participation plan is on the agency's website at the following link: https://www.greatermadisonmpo.org/planning/documents/PPP2021_forWeb.pdf.

This 2023 UPWP has been prepared with input from local municipalities, Metro Transit and other transit providers, WisDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the public through the MPO technical committee, MPO Policy Board, and other means consistent with the MPO's Public Participation Plan. The MPO has a technical advisory committee, and also utilizes ad hoc committees and citizen groups, as needed, as advisory groups to the MPO. Greater Madison MPO organization and advisory committees is discussed in Appendix 2.

MPOs are required to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable federal requirements. Appendix 4 provides a summary of the Greater Madison MPO's self-certification with a listing of plans and activities to meet the nine requirements. A self-certification is also included in the adopting resolution for this UPWP.

As a subrecipient of FTA and FHWA funds administered by WisDOT, the Greater Madison MPO is required to comply with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and all related regulations and statutes. In addition, the MPO is required to comply with Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted Programs of the U.S. Department of Transportation (USDOT). The purpose of these laws and regulations is to assure that no person or groups of persons shall, on the grounds of race, color, and national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered by the MPO, regardless of whether those programs and activities are federally funded or not. The Greater Madison MPO has a Title VI Non-Discrimination Program/Language Assistance Plan, which was adopted in October 2020. The document is posted on the MPO's website at the following link: https://www.greatermadisonmpo.org/about/documents/TitleVI2020_Final_ForWeb.pdf.

The most current fully executed Title VI Non-Discrimination Agreement between WisDOT and the MPO is also on the Civil Rights/Title VI page of the MPO website at: https://www.greatermadisonmpo.org/about/documents/GreaterMadisonMPOFFY2022TitleVIImplementPlanAgreement_Signed.pdf

The Greater Madison MPO has adopted rules and operating procedures to facilitate the performance of its transportation planning and programming responsibilities and establish guidance on issues pertaining to the MPO that are not otherwise addressed in other documents. The most current version of the rules and operating procedures, which needs some updating, is posted on the MPO website at the following link: https://www.greatermadisonmpo.org/about/documents/Operating_Rules_and_Procedures_January2022_Final.pdf

Planning Issues and Priorities

The planning issues and priorities, which guide the development of UPWP activities, have been established through adopted major transportation plans intended to guide transportation infrastructure investments in the region as well as follow up studies and annual updates of past work programs. Adopted major MPO plans and MPO led studies that have helped refine planning issues and priorities over the past 10+ years include:

- Connect Greater Madison: 2050 Regional Transportation Plan (RTP) (2022) and previous RTP 2050 Update (2017)
- Bicycle Transportation Plan for the Madison Metropolitan Area & Dane County (2015; Facility recommendations updated as part of 2050 RTP)
- Bicycle and Pedestrian Crash Study (2018)
- Defining the Madison Area Low Stress Bicycle Network – And Using it to Build a Better Regional Network (2018)
- Congestion Management Process (see Appendix F to the 2050 RTP (2022) and earlier CMP (2011)
- Madison Area Intersection Safety Screening Analysis (Phase 1 in 2019 and Phase 2 in 2022)
- Regional Intelligent Transportation Systems (ITS) Strategic Plan for the Madison Metropolitan Area (2015)
- 2013–2017 Transit Development Plan (TDP) for the Madison Urban Area (to be updated in 2023)
- Metro Transit Bus Stop Amenities Study (2018)
- Madison Transit Corridor Study – Investigating Bus Rapid Transit (BRT) in the Madison Area (2013)
- Coordinated Public Transit – Human Services Transportation Plan for Dane County (2019) and earlier update

In addition to the above MPO plans and studies, the Wisconsin Department of Transportation (WisDOT) and City of Madison have undertaken or are in the process of completing special studies focusing on major corridors or areas, specific modes of travel, or other plans. These studies help to refine the recommendations in the MPO's Regional Transportation Plan and identify further specific planning issues and priorities that need to be addressed. These plans and studies include:

- WisDOT Connect 2050 Policy Plan (2022)
- WisDOT Active Transportation Plan 2050 (underway)
- WisDOT Transportation Asset Management Plan: 2020–2029 (2019)
- WisDOT Traffic Operations Infrastructure Plan (2008)
- WisDOT Wisconsin Arterial Integration Management Plan (2014)
- Wisconsin State Rail Plan 2050 (to be completed in 2023) and earlier 2030 plan
- Wisconsin State Freight Plan (2022 update and earlier 2018 plan)
- Wisconsin Strategic Highway Safety Plan (Update underway and earlier 2018 plan) and Annual State Highway Safety Plans
- WisDOT Southwest Region state highway corridor studies, including ongoing major studies for Stoughton Road (USH 51), Beltline (USH 12/14/18/151), and Interstate 39/90/94 (Madison to Portage)
- East-West BRT Planning Study (2019) and ongoing BRT Project Design
- Metro Transit Network Redesign Study (2022)
- City of Madison Vision Zero Action Plan: 2020–2035 (2022)
- City of Madison's Madison in Motion Transportation Master Plan (2017)

Annual updates of the Transportation Performance Measures Report have helped highlight trends and issues. A report was not issued in 2021 due to COVID-19. The MPO is transitioning to an online data dashboard version in 2022–'23.

The major planning priorities for 2023 and the following couple of years largely focus on completing planning studies recommended in the **Connect Greater Madison: 2050 RTP** to address identified critical issues, including safety and climate change, and other activities to best position the region to make efficient use of the new formula funding and compete for discretionary funding available under the new federal infrastructure bill. These are:

- Develop a Regional Comprehensive Safety Action Plan consistent with the Safe Streets and Roads for All (SS4A) program, utilizing consultant assistance and leveraging existing data and regional safety initiatives. Upon adoption of the Comprehensive Safety Action Plan, the MPO will partner with local communities to develop a regional safety project implementation application for the second round of funding in 2023 through the new Safe Streets and Roads for All (SS4A) program.
- Lead development of a regional Electric Vehicle (EV) Planning Study in coordination with public and private sector partners that identifies infrastructure investments, policies, and strategies to accelerate the transition to EVs in the Madison metro area and also positions the region to make effective use of new federal funding available (e.g., Carbon Reduction program) and compete for local discretionary grants.
- Begin planning for a consultant led project in 2024 to create a Regional Resiliency Plan to assess vulnerabilities of the transportation system to weather events and identify and prioritize projects and strategies to make the system more resilient to climate change.
- Complete work (if needed) to create an online performance measures data dashboard with interactive maps to replace the annual PDF report.
- Continue efforts to implement the MPO's update Public Participation Plan and marketing strategies and tactics identified as part of the MPO rebranding process, utilizing additional resources from a new Communications & Outreach Specialist.
- Explore opportunities to expand the scope of the RoundTrip TDM program starting with development of a strategic plan for the program.

MPO staff will continue to work with WisDOT and Metro Transit to implement the federal performance management requirements, including setting state and MPO performance measure targets and analyzing the impact of programmed projects on achievement of the targets. MPO staff will also continue to provide data and other support as needed for major state (Beltline, Stoughton Road, Interstate) and local (BRT) corridor studies and other planning efforts, including implementation of the new transit system recommended in the Network Redesign Study and Vision Zero initiatives in Madison and Sun Prairie. The MPO will also complete an update to the Transit Development Plan, building off the new transit system and BRT project.

The U.S. Department of Transportation recommends MPOs include 2023 work program activities to address the following [emphasis areas](#):

- (1) Tackling the climate crisis – transitioning to a clean energy, resilient future;
- (2) Equity and Justice40 in transportation planning; and
- (3) Complete Streets.

Climate change was one of the identified critical issues to be addressed in the Connect Greater Madison: 2050 RTP, and is addressed by multiple MPO planning activities. These include the Regional Resiliency Plan to be completed in 2024; the study to use the regional travel model to evaluate the impact of various technology and policy scenarios on traffic volumes and VMT; the Electric Vehicle Planning Study getting underway now; and all of the bicycle/pedestrian and transit planning activities. These include MPO assistance with local active transportation planning initiatives and the transit network redesign and BRT projects and the update to the 5-year Transit Development Plan.

Equity considerations and analysis is woven into all of the planning and outreach activities that the Greater Madison MPO undertakes. Therefore, equity analyses will be incorporated into the safety, EV, and resiliency plans as well as the TDP. The MPO has developed Environmental Justice (EJ) priority areas, which are utilized in our equity analyses and those will be updated based on 2020 Census data. The MPO's Title VI Program/

Language Assistance Plan will be updated. The MPO provides data and assistance to local communities with ADA transition plans. Equity considerations will also be part of the on-board transit passenger survey the MPO is leading for Metro Transit.

The MPO recommends incorporating complete and green streets concepts into the regional and local roadway system, and requires MPO funded projects to follow the complete streets policy. For MPO funded projects, the MPO has referenced a former state rule that was rescinded, but plans to develop a formal MPO complete streets policy document in 2023. The MPO spends considerable time to plan and promote development of a regional network of complete streets and a connected regional bikeway network. This includes the development and continued maintenance of a low stress bikeway network for bike accessibility analysis (and the MPO's bicycle routing tool) and completion and maintenance of a pedestrian facility geodatabase and network for pedestrian accessibility analysis, including ADA accessibility. The MPO conducted a webinar on Complete Streets in September 2022. Planning activities for 2023 include assistance to several communities with active transportation planning.

Other MPO emphasis areas include:

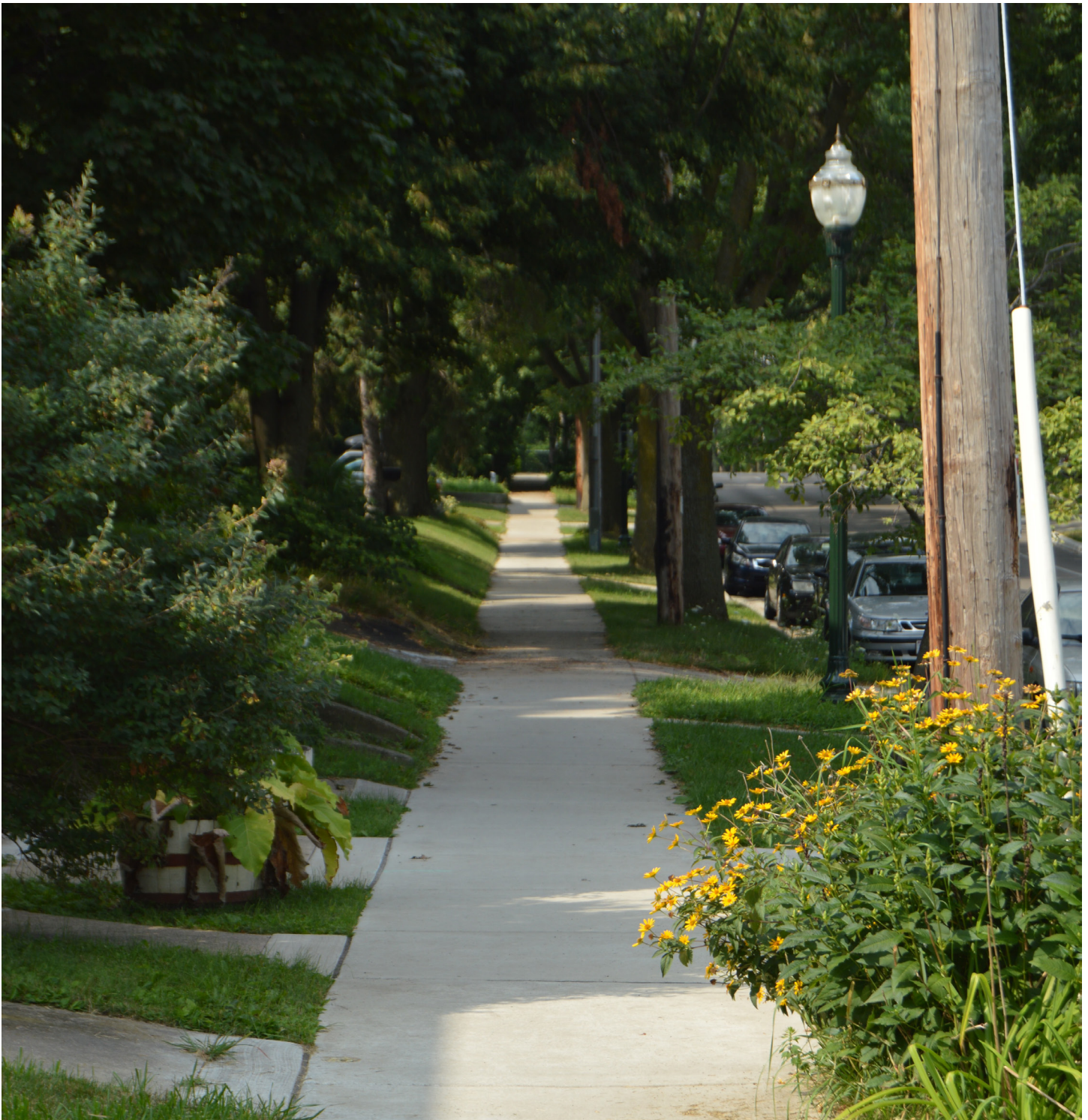
- Incorporating livability and public health considerations into the transportation planning and programming process;
- Increasing efforts to raise the visibility of the MPO and involve more citizens in the regional transportation planning process, including in particular minority, low-income, and other under-represented population groups; and
- Continuing to work with FHWA, FTA, and WisDOT to facilitate the process for TIP development, management of the program of projects, and project reporting.



Summary of 2023 MPO Work Activities

The 2023 MPO work activities are summarized on pages 1-3. Pages 14-29 provide a detailed description of MPO transportation planning activities by work element. Relevant planning activities of other agencies are summarized as well. For amount and source of funding broken down by work element, see the Summary Table: Proposed 2023 Unified MPO Budget on page 31.

The chart on page 11 provides a generalized schedule of the transportation planning work activities to be undertaken from mid-2022 through the end of 2023. Listed on page 12 are the planning factors contained in the Infrastructure Investment & Jobs Act (IIJA), also known as the Bipartisan Infrastructure Bill, which are to be used to guide MPO planning activities. The chart on page 13 indicates the planning factors addressed by the planned work activities.



Summary of Greater Madison MPO Transportation Planning Work Activities Mid-2022 Through 2023

	Last 6 mos. 2022	First 6 mos. 2023	Last 6 mos. 2023	Work Element
A. System-wide Multi-modal Transportation Planning				
1. Continue tracking and analyzing RTP performance measures. Coordinate with WisDOT and Metro Transit in establishment of state/MPO targets for federal measures. Complete online performance measures data dashboard.	-----	-----	-----	2200, 2250, 2300
2. Continue to implement planning related recommendations in RTP, including study to evaluate impact of technology and policy scenarios on traffic volumes and VMT and other studies and local planning assistance.	-----	-----	-----	2200, 2250, 2300
3. Make adjustments to Madison urbanized area boundary and create and approve new MPO planning boundary		-----	-----	2200
4. Begin planning for project to create Regional Resiliency Plan.			-----	2200
5. Assist local governments with active transportation planning, including data and analysis to assist with project prioritization. Also provide information and assistance on ADA Transition Plans as needed.	-----	-----	-----	2250
6. Data collection and analysis to support system performance monitoring, MPO planning studies, congestion management process, and other studies, incl. use of StreetLight data. Complete update to Bicycle LTS methodology.	-----	-----	-----	2250, 2300
B. Transportation System Management (TSM) Planning				
1. Develop Regional Safety Action Plan, utilizing consultant assistance, and then develop regional safety project implementation grant application under the SS4A program.	-----	-----	-----	2400
2. Lead development of regional EV Planning Study that identifies infrastructure investments and strategies to accelerate the transition to EVs in the metro area.	-----	-----	-----	2400
3. Continue to implement Congestion Management Process (CMP), including monitoring CMP performance measures.	-----	-----	-----	2400
4. Continue staffing support to Dane County Traffic Safety Commission, including leading preparation of traffic safety trends report and participation on emphasis area workgroups.	---	---	---	2400
C. Short Range Transit and Specialized Transportation Planning				
1. Continue support for the Metro Transit Network Redesign Study Title Vi analysis, and assistance in implementing recommended service changes.	-----	-----	-----	2500
2. Resume work on the update to the Transit Development Plan (TDP) in cooperation with Metro staff.	---	-----	-----	2500
3. Lead project, working with Metro staff, to hire consultant to conduct onboard passenger survey and analyze results.	-----	-----	-----	2500
4. Assist agencies in implementing the Coordinated Public Transit – Human Services Transportation Plan for Dane County. Continue implementation of the Section 5310 Program Management & Recipient Coordination Plan.	-----	-----	-----	2500
D. Transportation Improvement Program (TIP)				
1. Annual update and amendments, including STBG Urban, TAP, CRP, and Section 5310 program priority projects.	-----	-----	-----	2600
E. Roadway and Transit Corridor and Area Studies				
1. Continue support for E-W BRT project design and assist with planning study for N-S BRT project.	-----	-----	-----	2700
2. Monitor, assist with WisDOT corridor studies, including Beltline, Stoughton Rd., and Interstate 39/90/94.	-----	-----	-----	2700
4. Provide planning assistance and plan and project level traffic forecasts for local units of government upon request.		Per request		2700
F. Rideshare/TDM and Other Transportation Planning				
1. TDM intergovernmental coordination, promotion of new TDM program brand and alternative transportation, TDM programs for major employers, and implement TDM program incentives. Assist Madison with TDM initiatives.	-----	-----	-----	2800
2. Develop, launch and promote new RideAmigos ride-matching platform.	-----	-----	-----	2800
3. Explore new project opportunities, including preparation of TDM strategic plan and mini-grant pilot for employers.		-----	-----	
4. Transportation planning assistance to Capital Area RPC.		Per request		2900

----- = Major work effort

Federal Planning Factors

The following ten (10) planning factors are to be used to guide the MPO planning process. The planning factors are outlined in the Infrastructure Investment & Jobs Act (IIJA), also known as the Bipartisan Infrastructure Bill (BIL), signed into law in November 2021. The process shall provide for consideration of projects and strategies that:

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

The IIJA continues the required performance-based approach to transportation decision-making to support these national goals. MPOs, in cooperation with the State and major provider of public transportation, are required to establish performance targets to use in tracking progress towards attainment of critical outcomes for the region. The federal performance measures were finalized in 2017, and guidance on the measurement methodology has been developed. The federal measures address roadway and transit system safety, pavement and bridge condition, performance of the National Highway System and Freight, and highway and transit asset management.

Summary of 2023 MPO Work Activities and IJA Planning Factors

	Planning Factors										Work Element
	1	2	3	4	5	6	7	8	9	10	
A. System-Wide Multi-modal Transportation Planning											
1. Continue tracking and analyzing RTP performance measures. Coordinate with WisDOT and Metro Transit in establishment of state/MPO targets for federal measures. Complete online performance measures data dashboard.	X	X	X	X	X	X	X	X	X	X	2200, 2250, 2300
2. Continue to implement planning related recommendations in RTP, including study to evaluate impact of technology and policy scenarios on traffic volumes and VMT and other studies and local planning assistance.	X	X	X	X	X	X	X	X	X	X	2200, 2250, 2300
3. Make adjustments to Madison urbanized area boundary and create and approve new MPO planning boundary.	X				X	X					2200
4. Begin planning for project to create Regional Resiliency Plan.	X	X	X	X	X			X	X		2200
5. Assist local governments with active transportation planning, including data and analysis to assist with project prioritization. Also provide information and assistance on ADA Transition Plans as needed.	X	X	X	X	X	X				X	2250
6. Data collection and analysis to support system performance monitoring, MPO planning studies, congestion management process, and other studies, incl. use of StreetLight data. Complete update to Bicycle LTS methodology.	X	X	X	X	X	X	X	X	X		2250, 2300
B. Transportation System Management (TSM) Planning and Technology											
1. Develop Regional Safety Action Plan, utilizing consultant assistance, and then develop regional safety project implementation grant application under the SS4A program.	X	X	X	X			X		X		2400
2. Lead development of regional EV Planning Study that identifies infrastructure investments and strategies to accelerate the transition to EVs in the metro area.	X			X	X				X		2400
3. Continue to implement Congestion Management Process (CMP), including monitoring CMP performance measures.	X	X	X	X			X		X		2400
4. Continue staffing support to Dane County Traffic Safety Commission, including leading preparation of traffic safety trends report and participation on emphasis area workgroups.	X	X	X	X			X		X		2400
C. Short Range Transit and Specialized Transportation Planning											
1. Continue support for the Metro Transit Network Redesign Study Title Vi analysis, and assistance in implementing recommended service changes.	X	X	X	X	X	X	X		X		2500
2. Resume work on the update to the Transit Development Plan (TDP) in cooperation with Metro staff.	X	X	X	X	X	X	X		X		2500
3. Lead project, working with Metro staff, to hire consultant to conduct onboard passenger survey and analyze results.	X			X	X	X					2500
4. Assist agencies in implementing the Coordinated Public Transit – Human Services Transportation Plan for Dane County. Continue implementation of the Section 5310 Program Management & Recipient Coordination Plan				X	X	X					2500
D. Transportation Improvement Program (TIP)											
Annual update and amendments, including STBG Urban, TAP, CRP, and Section 5310 Program priority projects	X	X	X	X	X	X	X	X	X	X	2600
E. Corridor and Area Studies											
1. Continue support for E-W BRT project design and assist with planning study for N-S BRT project.	X	X	X	X	X	X	X	X	X	X	2700
2. Monitor, assist with WisDOT corridor studies, including Beltline, Stoughton Rd., and Interstate 39/90/94.	X	X	X	X	X	X	X	X	X	X	2700
3. Provide planning assistance and plan and project level traffic forecasts for local units of government upon request.	X			X	X		X		X		2700
F. Rideshare/TDM and Other Transportation Planning											
1. TDM intergovernmental coordination, promotion of new TDM program brand and alternative transportaton, TDM programs for major employers, and implement TDM program incentives. Assist Madison with TDM initiatives.	X			X	X	X		X			2800
2. Launch and promote new RideAmigos ride-matching platform.	X			X	X	X		X			2800
3. Explore new project opportunities, including preparation of TDM strategic plan and mini-grant pilot for employers.	X			X	X	X		X			2800
4. Transportation planning assistance to Capital Area RPC.	X	X		X	X	X		X			2900

Detailed 2023 Work Activities

Work Element 2100: Transportation Administration/Service

Objective: Manage the transportation planning program and process on a continual basis, including program development, administration, and reporting, and staffing the MPO board and technical committee, and other advisory committees.

Work Activities for 2023

- Work activities for 2023 will continue functions required to develop and manage the MPO’s work program and budget as well as staff oversight and development. This includes office and staff management, staff meetings and trainings, tracking time spent on work elements, quarterly reporting, accounting and invoicing, contracts with consultants, and computer software/hardware support. It also includes ensuring compliance with federal planning, Title VI, and other rules. The current MPO Title VI Program/Language Assistance Plan was adopted in 2020. Staff will continue to implement and monitor compliance with the plan, and will complete an update to the plan towards the end of 2023. The MPO’s identified EJ Priority Areas will be updated using 2020 Census data.
- Staffing support will continue to be provided to the MPO policy board and technical committees, and other committees such as Dane County Specialized Transportation Commission. This includes overseeing the annual MPO policy board appointment process, updating the technical committee roster as staff changes, and providing orientation for new board and technical committee members.
- Continue participation in MPO Directors meetings to discuss planning, policy, finance, and technical issues and concerns associated with implementation of federal transportation legislation, including performance management process requirements, TIP process, financial planning, travel modeling, and other issues. Staff will also continue annual Work Program and mid-year review meetings with WisDOT and US DOT.
- Continue to participate in Association of Metropolitan Planning Organizations (AMPO) meetings, work groups, committees, and conferences to learn about best practices from other MPOs.

Products: Work program, progress reports, and periodic analysis papers.

Person-Months:

2023	2024	2025
10.8	11.0	11.0

Work Element 2150: Public Participation Activities

Objective: Implement the MPO’s Public Participation Plan to notify and engage with the public and stakeholders in the regional transportation planning and programming process.

Work Activities for 2023

- The MPO will continue to notify and engage with the general public and stakeholders in the transportation planning and programming process through provision of information on MPO planning efforts, data and visualizations, and solicitation of input via the MPO website, social media, E newsletter, media outreach, public informational meetings, webinars, and presentations to communities and organizations. Coordination of outreach efforts with CARPC will continue through regular joint Communications & Outreach Group meetings. The MPO will continue to maintain and updated its contacts list and participate in special community and organizational events that offer opportunities to educate the public about the MPO and our work.
- Staff will provide information and seek to engage with local officials and land use and transportation committees, businesses, and organizations. Significant committees include the City of Madison’s Transportation Policy and Planning Board, other local transportation or transit committees, Dane County Transportation Committee and Traffic Safety Commission, and DMI Transportation Committee. Staff will also participate in and provide MPO updates and presentations at Dane County Cities & Villages

Association and Dane County Towns Association meetings. MPO and CARPC staff will continue the bi-monthly lunch and learn webinar series started in 2021. Special meetings may also be organized targeted to local officials to provide information on MPO and CARPC planning activities and local best practices and success stories related to land use and transportation planning. This includes a potential fall joint conference.

- The MPO's [Public Participation Plan](#) was updated in January 2021. It incorporated recommendations from the [evaluation](#) of public engagement efforts for the Regional Transportation Plan 2050 conducted in 2017, marketing ideas from the MPO rebranding project, and other emerging innovative public engagement methods. Staff will continue work to implement the updated plan and annually evaluate the effectiveness of engagement efforts. Staff will also work to implement recommendations of the Title VI Program/LAP related to engaging EJ populations. Staff will also continue work to implement the marketing strategies and tactics identified from the rebranding project, including creation of an updated MPO brochure and more media engagement.

Products: Public Participation Plan, presentations, fact sheets and other materials on the MPO and its activities, E newsletter, social media posts, op eds, annual evaluation of activities, etc.

Person-Months:

2023	2024	2025
10.9	11.0	11.0

Work Element 2200: Long-Range Transportation Planning

Objective: Develop and maintain a long-range Regional Transportation Plan (RTP) as part of the continuing, comprehensive transportation planning process in accord with federal rules. Refine the plan through special studies and adoption of sub-elements of the RTP. Track progress in achieving plan goals through transportation performance management, including adoption of performance measure targets and monitoring progress in meeting them.

Previous Work

The most recent update of the RTP was completed and adopted in spring 2022. The [Connect Greater Madison: 2050 Regional Transportation Plan](#) (Figure 1) maintains the same 2050 forecast year as the previous plan, but updates the growth and travel forecasts using a new, improved regional travel model. The plan maintains the same core goals, but updates the performance measures, needs analysis for the major travel modes, and recommended projects and strategies.

A major consultant led project was completed in 2021 to update, recalibrate, and make improvements to the regional travel forecast model, which has a 2016 base year. New model features include expanded trip purposes, incorporation of land use/building type as a variable for mode choice and trip distribution, addition of a bike network, and a new destination choice model with time of day trip distribution. In 2020-'21 MPO staff worked with CARPC and City of Madison Planning staff to update the growth forecasts for the RTP 2050 update. The TAZ level forecasts were based on a growth scenario prepared in conjunction with CARPC's Regional Development Framework (RDF) planning process using building and land use types in the scenario planning platform UrbanFootprint.



Figure 1 – Connect Greater Madison 2050 RTP

The MPO's first Performance Measures report was published in 2016 and annual updates published in 2017-'20. The [reports](#) incorporate the federal performance measures along with other regional measures related to the RTP goals. For the federal measures, the MPO has elected to support the state targets and has adopted the Metro Transit targets for the transit asset management and safety measures. Work is underway to transition on an online performance measures data dashboard.

Work Activities for 2023

- Continue tracking and analyzing performance measures associated with RTP goals. Continue to coordinate with WisDOT and Metro Transit in establishment of the state and MPO performance targets for the federal measures. Complete work to develop an online performance measures data dashboard with interactive maps to replace the former PDF report. Continue to make refinements to the performance measures as needed based on available data and tools.
- Continue work to implement the planning related recommendations in the Connect Greater Madison: 2050 RTP. This includes completion of a study using the travel model to evaluate the impact of various technology and policy scenarios on traffic forecasts and VMT, including CAVs, micromobility, continued high teleworking rates, and pricing strategies. It also includes leading or assisting in other special studies and assistance to local municipalities with their planning initiatives. MPO staff will explore creation of a local technical assistance program using consultants to assist with engineering or project design analyses to supplement staff assistance.
- Continue implementation of strategic plan to improve the regional travel model and other planning analysis tools and the data to support the tools. Begin planning for the next set of improvements to the regional travel model and begin work to develop the dataset for an updated model base year. Continue effort to get trained on new travel model and learn all of the new features and analyses and performance metrics that the model can be used for in evaluating plans and projects. Make refinements to the model inputs and networks as needed in conjunction with work on travel forecasts. Also continue participation in meetings of the WisDOT model users group.
- Work with WisDOT and local planning staff and officials to make adjustments to 2020 Madison urban area boundary designated by the U.S. Census Bureau and then to create and approve a new Greater Madison MPO planning area boundary based on the new urban area boundary. Also, begin work with WisDOT to update the regional roadway functional classification system.
- Provide assistance to Dane County Planning staff with project to develop the Dane County Regional Housing Strategy (RHS). The purpose of developing the regional strategy is to build on local efforts, assess ongoing challenges, and work together to help expedite the development and preservation of affordable/workforce housing. MPO staff may serve on the advisory committee, but will focus on ensuring the strategy includes consideration of transportation efficient locations with good multimodal access for affordable housing in order to better connect such housing with employment and services.
- Work with CARPC and city of Madison Planning staff to make any needed updates to the population, household, and employment forecasts, growth scenario, and TAZ level 2050 data following the release of WisDOA county and municipal population and household forecasts.
- Begin planning for a consultant led project in 2024 to create a regional resiliency plan to assess vulnerabilities of the transportation system to weather events and identify and prioritize projects and strategies to make the system more resilient to climate change.
- Assist WisDOT as needed with efforts to implement the [Connect 2050 Policy Plan](#), including development of technical analysis papers related to different modes to support the policy plan. Also assist WisDOT with development of the [Active Transportation Plan 2050](#), and assist with other potential planning efforts such as a Travel Demand Management (TDM) initiative.
- Assist WisDOT and/or local communities with any planning or transportation project grant applications, as needed. Explore hiring a consultant to assist the MPO and local communities in preparing federal grant applications.
- Assist WisDOT as needed to implement the [Wisconsin Rail Plan 2050](#), and monitor implementation of the plan and the [Wisconsin State Freight Plan](#), an update for which will be completed in late 2022.

- Provide transportation data and analyses to support preparation of the transportation related elements of local comprehensive plans and transportation studies, and provide comments on these plans.
- Continue efforts to incorporate the planning rules and procedures from the new federal transportation bill, into ongoing planning efforts and programs, particularly in the areas of environmental justice and Title VI requirements and performance-based planning.

Products: RTP, working papers and reports, maps and other visualizations, travel model files, and traffic forecasts.

Person-Months:

2023	2024	2025
13.84	15.5	17.0

Work Element 2250: Multi-Modal Transportation Planning

Objective: Plan and program bicycle and pedestrian improvements to the regional transportation system, including maintaining a long-range Bicycle Transportation Plan. Refine the active transportation component of the RTP and prioritize projects through special studies and track progress in achieving related goals through performance management. Also develop the data needed for these planning activities, including maintenance of current bicycle and pedestrian facility geodatabases and networks.

Previous Work

An update to the comprehensive [Bicycle Transportation Plan for the Madison Metropolitan Area & Dane County](#) was completed in 2015 (Figure 2). The plan includes an existing and planned bikeway functional classification route system, planned off-street facilities, including regional priority paths, map of on-street facility needs, and non-facility related recommendations. In 2018 an analysis and [report](#) was completed identifying and mapping the bicycle level of traffic stress (LTS) for the bikeway network. An accessibility analysis was conducted of the low traffic stress network and gaps and barriers in the network identified. The existing LTS network has continued to be updated since then annually for the MPO's online low stress bike route finder. Work was completed in 2021-'22 as part of the *Connect Greater Madison: 2050 RTP update* on an updated bicycle facilities plan and planned future bikeway functional class (route) system. As part of this effort, an existing and future LTS network was developed for incorporation into the new, improved travel model developed for the RTP update.

The MPO has developed and maintains up-to-date pedestrian and bicycle facility geodatabases and networks, including a bicycle level of traffic stress network. The pedestrian facility geodatabase and network includes data on sidewalks, crosswalks, and curb ramps. The networks were updated in 2022 based on 2020 high resolution orthophotography.

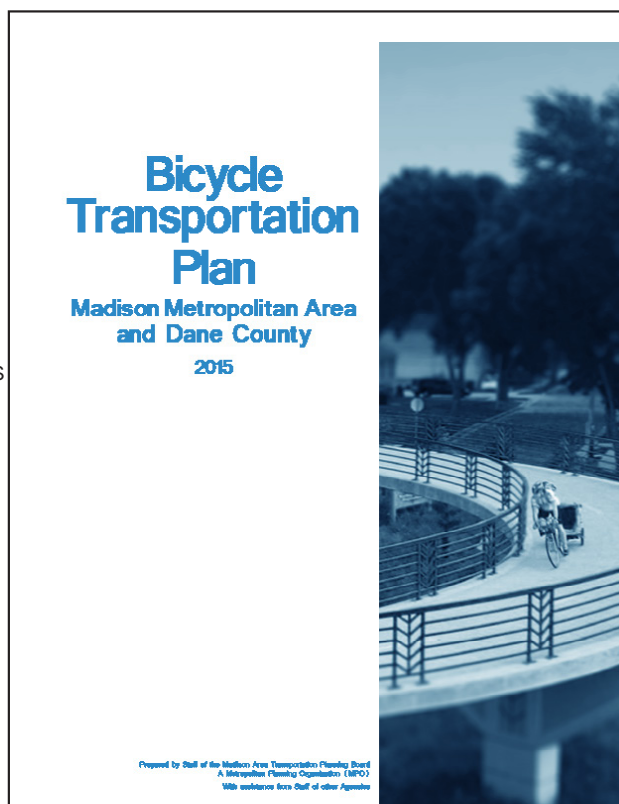


Figure 2 – Bicycle Plan 2015

Work Activities for 2023

- Develop and adopt an MPO Complete Streets Policy to guide funding of projects, which will replace the reference to the "State of Wisconsin's Pedestrian and Bicycle Accommodations law and associated rules in effect on May 2015" in the MPO's STBG-U Project Application Screening Criteria (A.3.).
- Provide assistance to local governments as needed in implementing the Bicycle Transportation Plan and bicycle and pedestrian related RTP recommendations, including data collection and analysis, providing

recommendations on best practices, prioritizing projects based on gaps and barriers, and building community support. This includes current project to assist the Village of Oregon’s Ad Hoc Transportation Committee in developing multimodal transportation recommendations. It also includes assistance to the City of Sun Prairie in developing an Active Transportation Plan and to the City of Madison in planned effort to refine its priority bicycle network and identify priority intersection and other improvements to the network.

- Provide assistance to communities with ADA transition planning, including identification of gaps and barriers in the accessible pedestrian network and the development of improvement prioritization metrics.
- Continue to maintain the bicycle facility, bicycle level of traffic stress, and pedestrian facility geodatabases and networks. Update them based on information from local staff on projects completed in 2022. Update the combined pedestrian, bicycle, and transit network for conducting accessibility analyses. Complete work to revise the bicycle level of traffic stress methodology to more closely mirror NATCO Bicycle Facilities Guide.

Products: Bicycle Transportation Plan, working papers and reports, maps and other visualizations, geodatabase and network files, and ArcGIS online applications, Complete Streets policy.

Person-Months:

2023	2024	2025
5.0	7.0	6.0

Work Element 2300: Data Collection Activities

Objective: Monitor and analyze area travel characteristics and patterns and land use development, socioeconomic data and other factors affecting travel, as well as natural, physical, and environmental features and issues.

Previous Work

The MPO has a regular data collection and monitoring program that provides data on the type, location, and change in development and travel in the region, and is supplemented by Census data, other national data, periodic special surveys, and data purchases such as the current StreetLight Data subscription. Surveys include origin-destination, household travel, and on-board transit passenger. The MPO hired the UW Survey Center to conduct a household travel survey in 2016-’17 and work was completed in 2018-’19 to process that data and combine with a national household travel survey dataset. The MPO led an effort to conduct a Metro Transit on-board survey in 2015, and is leading the project to conduct a new survey in 2022-’23.

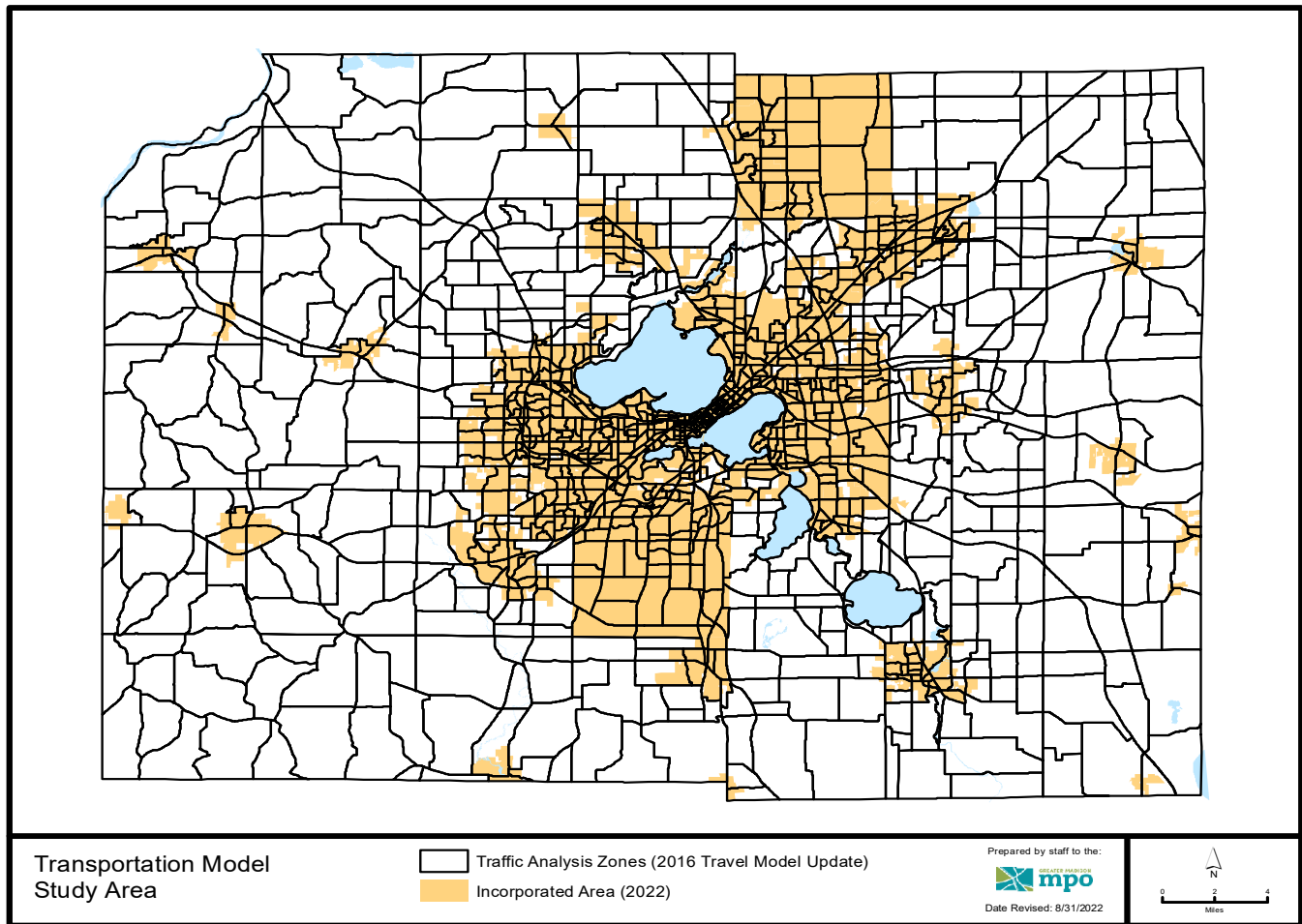
Work was completed in 2017-’18 to develop a comprehensive geodatabase of 2016 employment, population, housing units, and school enrollment for the project to update, recalibrate, and improve the travel model. Transit boarding data by bus stop, day of week, and time for a six-week period has been regularly collected, analyzed, and mapped since 2011.

A comprehensive geodatabase for all arterial and collector roadways is maintained with data on cross section, traffic counts, speed limits, intersection control, pavement rating, parking occupancy, etc. Travel speed data is acquired from the NPMRDS and StreetLight Data. The MPO has purchased a subscription to the StreetLight data analytics platform since 2019. StreetLight provides O/D, speed, travel routing, traffic count, bicycle and pedestrian travel data, and transit travel data. This and other data is used for the regional travel model, other MPO planning work, to support WisDOT and local planning and projects, and for the MPO’s transportation performance management process.

Work Activities for 2023

- Continue to collect and analyze data for the MPO’s transportation performance management process and reporting, including traffic congestion and reliability data, mode choice, VMT, various transit metrics, roadway and bridge condition, crashes, and bicycle network level of traffic stress. Continue to update transportation network geodatabases needed for this data. Staff will continue to explore potential changes or better, alternative measures for some goals as new tools and data become available. Work will be completed in late 2022 or early 2023 to transition from a PDF Performance Measures report to an interactive, online Performance Measures data dashboard.

Figure 3 – Transportation Model Study Area



- Collect and analyze data for the Congestion Management Process (CMP) and other planning efforts such as the Transit Development Plan update. This includes traffic and incident data on the Beltline and Interstate system and other major arterials, travel speeds and other traffic operations data, VMT, bicycle and pedestrian count and travel data, Metro Transit boarding and passenger loading, and bus on-time performance data. It also includes data for analysis of impact of congestion mitigation projects in particular corridors. TDP related data/maps include low wage jobs and transit access to them as well as various EJ related data.
- Continue to collect and analyze American Community Survey (ACS) and other Census data, employment data, and data collected as part of WisDOT major corridor studies for ongoing planning work. This includes new 2020 Census data and mapping. This also includes Data Axel (formerly InfoUSA) employment data and destinations data. Potentially begin comprehensive review and refinement of new base year employment database for the next travel model update.
- Continue to utilize the StreetLight Data analytics platform to obtain data to support MPO and local planning projects. This includes using the platform to measure annual VMT within the county, city of Madison, and subareas of the county to support MPO and city transportation performance measure monitoring. Continue to participate in periodic trainings and meetings sponsored by StreetLight and continue to hold meetings of the StreetLight Data users group to provide peer learning on the platform.
- Continue to work with CARPC and local planners to track new land use plans and developments and obtain other information to be used to assist in preparing and making project level adjustments to the TAZ level household and employment forecasts that serve as the key input to the regional travel model (See Figure 3 showing TAZs).

- Continue other work to implement the MPO's Strategic Work Plan for improving its planning analysis tools and the data to support them. This includes maintenance of geodatabases such as street centerlines and transit routes. It also includes research on and potential acquisition of new data software such as ArcGIS Image Analyst. Also continue development of enterprise GIS data stores, and ArcGIS Online maps and applications from these databases.
- Lead project, working with Metro Transit staff, to hire a consultant to conduct an onboard passenger transit survey, likely in spring '23 (see also Work Element 2500). This survey will collect information about transit trips and about riders, and will inform Title VI-related decision making, such as service adjustments and potentially impacted populations.

Products: GIS databases and networks, maps, and data for transportation working papers and reports and annual Transportation System Performance Measures reporting.

Person-Months:

2023	2024	2025
17.5	17.5	17.5

Work Element 2400: Transportation System Management (TSM) Planning and Technology

Objective: Monitor transportation system performance and plan and program improvements to improve system efficiency, reliability, and safety with an emphasis on use of technology and lower cost strategies. Also plan for electric vehicle (EV) infrastructure and promote other strategies for accelerating the transition to EVs.

Previous Work

An updated, comprehensive [Congestion Management Process \(CMP\)](#) that meets federal requirements was adopted in 2022 as part of the Connect Greater Madison 2050 RTP, with revised performance measures and a process integrated with new federal performance management requirements. Process revisions include data collection and analysis activities, and monitoring implementation of congestion mitigation projects and strategies and their impact.

The [Regional Intelligent Transportation System \(ITS\) Strategic Plan for the Madison Metropolitan Area](#) was completed and adopted in January 2016. The plan includes an integrated set of multi-year, multi-agency ITS strategies and project recommendations. The ITS plan served as a foundation for the city of Madison's Smart Cities Challenge grant application in 2016. The city wasn't selected, but implementation efforts are ongoing, including adaptive signal systems, a traffic management center, and the pilot Park Street Corridor Connected Vehicle Project.

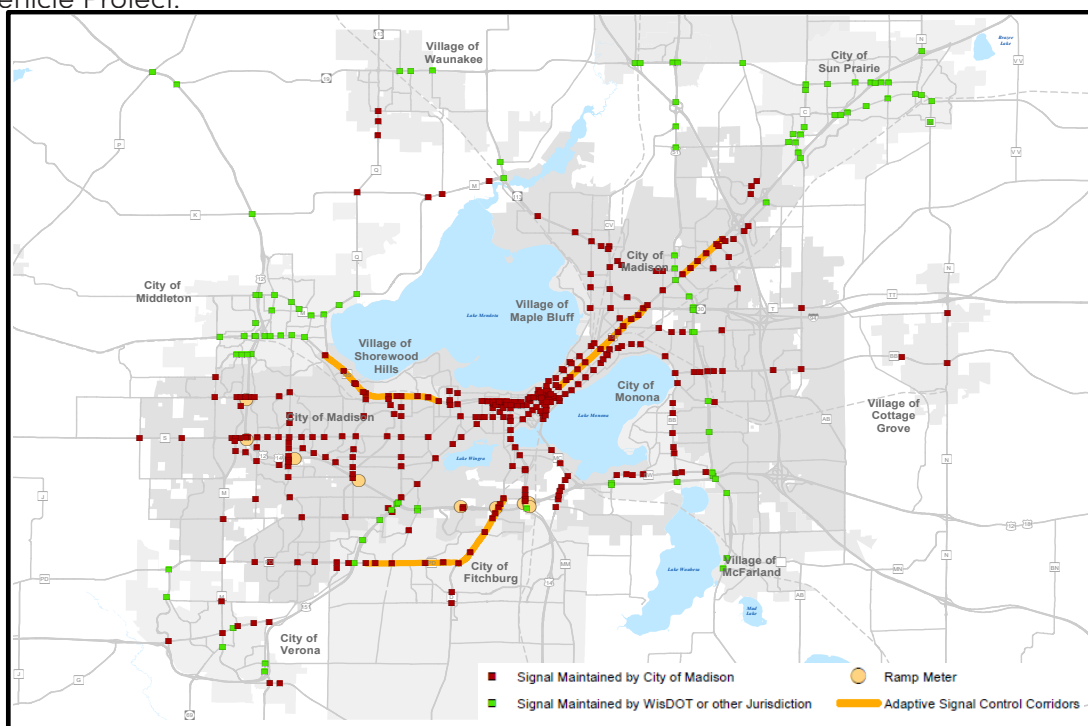


Figure 4 – ITS and Traffic signals in the Madison area

Staff worked with the UW TOPS Lab in 2020-'22 to conduct two intersection safety studies, utilizing a network screening process to identify problem intersections for further analysis. A second phase of the intersection safety study by UW TOPS Lab was completed in spring of 2022, which included additional intersections and updated crash data, resulting in crash prediction models and safety estimates that were updated for the period of 2010–2020. Most notably, an optimization tool was developed to identify cost effective strategies when investing in safety treatments for identified problem intersections, and a training was offered to local staff to train them how to use the data and optimization tool. A High Injury Network (HIN) is currently being developed by the UW TOPS Lab for the MPO planning area that is expected to be completed by the end of 2022.

MPO staff completed a [pedestrian and bicycle crash study](#), which involved reviewing all crashes from 2011–2015 involving pedestrians and bicyclists to verify location, categorize them by type using two different methods, and add other crash information to the database.

MPO staff also supported the development of Madison's Vision Zero Action Plan and application process for the Safe Streets and Roads for All (SS4A) program, as well as continuing to provide staffing assistance to the Dane County Traffic Safety Commission.

Work Activities for 2023

- Develop a Regional Comprehensive Safety Action Plan consistent with the Safe Streets and Roads for All (SS4A) program, utilizing consultant assistance and leveraging existing data and regional safety initiatives. Upon adoption of the Comprehensive Safety Action Plan, the MPO will partner with local communities to develop a regional safety project implementation application for the second round of funding in 2023 through the SS4A program.
- Lead development of a regional Electric Vehicle Planning Study in coordination with public and private market sector partners that identifies infrastructure investments, policies, and strategies to accelerate the transition to EVs in the Madison metro area and also positions the region to make effective use of new federal funding available and compete for discretionary grants.
- Continue to support efforts of City of Madison Traffic Engineering, Metro Transit, and other agency partners to implement the [Regional Intelligent Transportation System \(ITS\) Strategic Plan for the Madison Metropolitan Area](#). This includes coordinating efforts of WisDOT, other traffic management agencies, Metro Transit, and first responder agencies, and maintenance of the ITS Architecture and Plan. (Figure 4 shows the Madison area traffic signal system, the core of the ITS system for the local arterial street network).
- Continue to implement the Congestion Management Process and monitor CMP performance measures, including the impact of congestion mitigation projects implemented.
- Continue to provide data and other support for the City of Madison and City of Sun Prairie Vision Zero initiatives, including Madison's implementation of SS4A grant projects and planning initiatives if funding is secured.
- Provide staffing support to the Dane County Traffic Safety Commission (TSC), lead preparation of annual safety trends report for the commission, and participate in the TSC emphasis area (impaired driving, risky driving behavior, pedestrian safety, and equity) workgroups to pilot infrastructure and behavioral countermeasures in Dane County.
- Monitor and assist WisDOT as needed with special corridor studies to manage access and address safety and traffic operations along state highway corridors and at interchange areas.
- Conduct analysis of High Injury Network (HIN) and the pedestrian and bicycle crash study as they relate to MPO-identified Environmental Justice areas to enable prioritization of projects addressing safety concerns disproportionately impacting low-income and minority populations.

Other activities in 2023 include WisDOT and City of Madison Traffic Engineering activities related to traffic operations and management (including traffic signal coordination/timing), intersection improvements, pedestrian and bicycle facility improvements, and safety improvements. Also City of Madison implementation of the Vision Zero Action Plan.

Products: Regional Comprehensive Safety Action Plan, Electric Vehicle Planning Study Report, and other technical and working paper reports and maps.

Person-Months:

2023	2024	2025
7.62	5.0	5.0

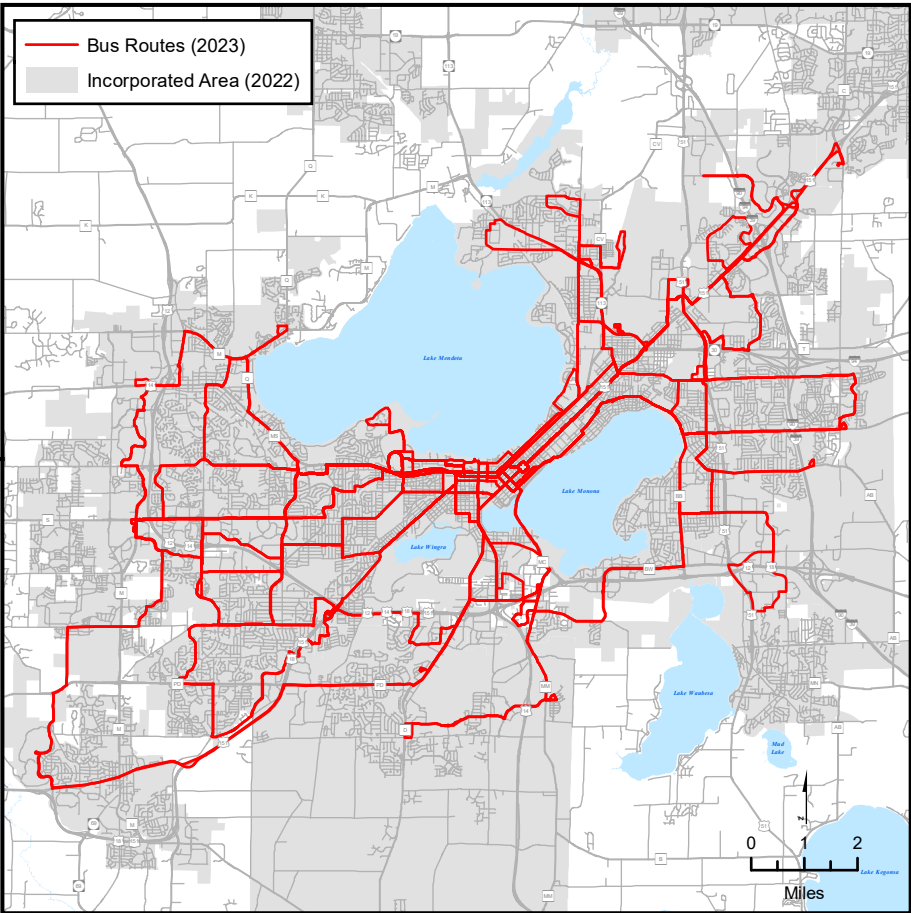
Work Element 2500: Short-Range Transit and Specialized Transportation Planning

Objective: Plan and program improvements to the public transit system and specialized transportation services designed to meet the needs of the elderly and persons with disabilities.

Previous Work

Regular updates to the five-year [Transit Development Plan \(TDP\) for the Madison Urban Area](#) have been completed, most recently in 2013. The TDP includes service improvement recommendations and identifies capital facility needs. It also makes other recommendations on strategies to improve the effectiveness and efficiency of the transit system. Metro Transit makes regular route service improvements based on the TDP recommendations, and MPO staff assists with that. An update to the TDP was underway in 2019-20, but suspended until completion in 2022 of the City of Madison/Metro Transit Network Redesign Study. That study, which MPO staff have participated in, developed a new route network design to improve access to jobs, simplify the system, and complement the BRT service being implemented in 2024.

Figure 5 – Proposed New 2023 Metro Transit Route Structure



In 2014 MPO staff led a consultant project in coordination with Metro to conduct a bus size study, which evaluated whether Metro should diversify its fleet to add smaller and/or larger buses. In 2018 MPO staff worked with Metro staff to complete a bus stop amenities study to inventory existing bus stop conditions, develop policies and criteria for prioritizing stop improvements, and prioritize bus stops for improvements to address ADA accessibility.

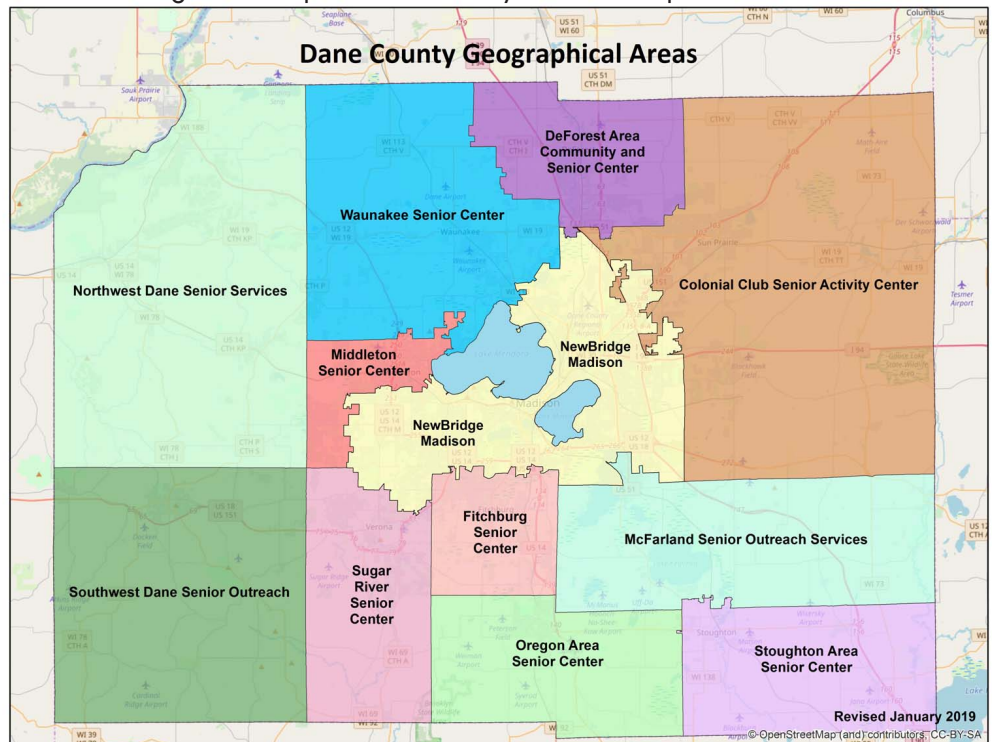
Metro Transit on-board passenger surveys have been conducted every five years or so. MPO staff led the most recent on-board survey completed in 2015, which was used to calibrate the mode choice/transit components of the regional travel model, and provide information for transit service planning and to assist Metro with its Title VI compliance activities. A new on-board survey is underway and will be completed in 2023.

The Coordinated Public Transit-Human Services Transportation Plan for Dane County identifies transportation needs for the elderly, persons with disabilities, and low-income persons and makes recommendations for service improvements and coordination of the different services. The MPO – working closely with Metro and Dane County Human Services (DCHS) staff – prepares comprehensive plan updates, most recently in 2019. MPO staff has periodically provided assistance to DCHS staff with service planning efforts and assisted DCHS staff in selecting transportation providers for competitively bid group elderly and disabled transportation services. In 2013-14, MPO staff worked with Metro staff to prepare and then update

the Program Management and Recipient Coordination Plan (PMRCP) to identify the policies and procedures for administering the Section 5310 program in the Madison Urbanized Area. The MPO shares responsibilities with Metro for the program, with the MPO preparing the PMRCP and selecting projects and Metro serving as the designated recipient of funding and administering the program. The plan was revised in 2019 to update the project scoring criteria used by the MPO to select projects and in 2020 in response to comments from FTA regarding federal requirements.

At the onset of the Coronavirus pandemic, MPO staff played an important role as a clearinghouse of best practices for driver and passenger safety as well as transportation program status updates. Public Health Madison & Dane County, senior living centers and residential care facilities, and other service providers relied on MPO staff for vital information and transportation provider contacts.

Figure 6-Map of Dane County Senior Group Service Areas



Work Activities for 2023

- Continue to provide data and other support for the Metro Transit Network Redesign Study Title VI analysis and for implementation of the newly designed fixed-route service, which is expected in June 2023 with adjustments in August 2023 (See Figure 5 showing the recommended new Metro route system based on the redesign study). This includes support for Metro's Route Planning and Restoration grant-funded scheduling consultants, route planning software, and Title VI analysis.
- Resume work with Metro Transit and other local planning staff on update to the [Transit Development Plan \(TDP\)](#) following completion of the Transit Network Redesign Study. This will include updates to policies on stop spacing, route standards and evaluation, stop amenities, etc. It will also include initial analysis of viability of microtransit for some service in lower demand peripheral areas or times of day. Work on the TDP is expected to be completed by the end of 2023.
- Lead project working with Metro Transit staff to hire and oversee consultant in undertaking an onboard passenger survey, and analyze the survey results. At this point, the survey is planned to be conducted in spring 2023 (see also Work Element 2300).
- Continue to provide support to the City of Sun Prairie to develop a future local transit route to serve residents and local destinations and also connect to the planned BRT service to the park-and-ride lot. The service is expected to be implemented in 2024 in conjunction with the BRT service.
- Assist and support Village of Oregon in identifying transit needs and working with the Ad Hoc Transportation Committee and village staff to identify and plan desired services. This will likely include assistance with a survey to assess market demand for service. Also assist other suburban communities such as Waunakee, as needed, in planning and applying for funding for shared-ride taxi or other transit service.
- Support Metro Transit efforts as needed to identify important transit priority improvements and implement recommendations of the bus stop improvement study.
- Continue to assist Metro Transit in processing and analyzing passenger boarding and alighting, passenger loading, and on-time performance data for use in transit service planning, Title VI compliance, and for performance monitoring.

- Continue to implement the [Program Management Recipient Coordination Plan for the Section 5310 \(Enhanced Transportation for Seniors and Persons with Disabilities\) Program](#) with the MPO selecting projects and preparing the Program of Projects and Metro administering the projects funded.
- Provide assistance to Metro Transit and Dane County Dept. of Human Services (DCHS) staff in implementing the 2019–2023 [Coordinated Public Transit–Human Services Transportation Plan](#), including hosting an annual stakeholder meeting to discuss coordination and other issues such as those that have arisen from implementation of Family Care and IRIS. This stakeholder meeting was scheduled and then cancelled in 2020 due to the Coronavirus pandemic, which also prevented it from taking place in 2021 and 2022. Potentially begin work on update to Coordinated Plan in late 2023.
- Monitor continued planning for an intercity bus terminal in conjunction with reconstruction of the Lake Street garage and development above the garage. Also monitor and assist as needed with a consultant led study sponsored by City of Madison to evaluate station options, programming and budgeting, and other actions needed for bringing passenger rail service to Madison as proposed in Amtrak’s Connect U.S. plan.
- Continue planning assistance to DCHS staff and coordination efforts to improve specialized transportation services, as needed. This includes collecting and analyzing ACS and other data for use in service planning.
- Assist the Dane County Specialized Transportation Coordinator in working with local governments, senior centers, and other service agencies to improve the efficiency and equity of rural elderly group transportation service, as needed (Figure 6 showing boundaries of Focal Points for elderly and disabled group transportation services).
- Assist DCHS staff in selecting transportation providers for competitively bid services, as needed.

Other 2023 specialized transportation planning activities include continued administration by Metro Transit of its paratransit service; MPO monitoring of Metro in meeting ADA requirements throughout the service area; continued efforts by DCHS to provide transportation services for elderly residents and people with disabilities throughout the county; and continued support from WisDOT and DCHS in the form of grants and assistance programs.

Note: In addition to FTA Planning funds, Work Element 2500 is also supported by a small amount of Dane County funding for specialized transportation planning and coordination.

Products: Transit Development Plan, Coordinated Plan, and other plan reports, studies, and working papers.

Person-Months:

2023	2024	2025
4.75	4.0	3.5

Work Element 2600: Transportation Improvement Program (TIP)

Objective: Program anticipated transportation improvements needed for the metro area and outer portions of the county for all modes over a five-year period with annual updating. Provide for coordination of implementation efforts where needed. Develop criteria for selection of projects with MPO suballocated funding and assist WisDOT in managing implementation of the projects.

Previous Work

The TIP is updated annually to maintain a five-year listing of transportation improvement projects. Project scoring criteria for the Transportation Alternatives program (TAP) were developed and then revised in 2019 and again in 2021 to make the criteria more consistent with the STBG Urban program criteria for bicycle projects. A comprehensive update to the MPO’s STBG Urban program policies and project scoring criteria was completed in 2015. Some revisions to the scoring categories and weights were made in 2021. Projects were scored and selected for funding with the supplemental FY 2022–2026 funds from the IJA. Work was begun to develop project evaluation criteria for the new Carbon Reduction program for which the MPO also now receives a suballocation of funding. In October 2022, the 2023–2027 Transportation Improvement Program was adopted, including the 2023–2027 priority project listings for STBG – Urban funding for the Madison urban area.

Work Activities for 2023

- Year 2023 activities continue the annual updating of the TIP in accord with federal requirements with assistance from the interagency TIP staff committee and implementing agencies. This includes analysis to document how TIP projects will help achieve federal performance measure targets. A solicitation of TAP project applications for use of supplemental IIJA FY 2023-'26 funds will likely occur in fall 2022 with scoring and selection of projects in early 2023. The 2023 update to the TIP will also include solicitation of STBG Urban and Carbon Reduction program projects and the annual soliciting of applications under the Section 5310 program, updating the Program of Projects for the Section 5307 and 5309 Public Transit Programs. It will also include coordination of complex inter-jurisdictional projects, including recommendations of the Regional Transportation Plan. The TIP update with the update to the FTA Program of Transit Projects includes opportunities for review and participation by the public as well as private transportation providers.
- Work will continue with WisDOT SW Region staff to monitor and manage the approved STBG – Urban and TAP program of projects to ensure projects remain on schedule, and if necessary, make adjustments to the program. Work will also continue to complete and then implement an MOU with WisDOT and FHWA regarding the programming of suballocated funds under the STBG Urban, TAP, and Carbon Reduction programs. Staff will also continue working with Metro Transit to implement the Program Management Plan for the Section 5310 (E/D transportation) Program.
- The MPO's procedures for amendments to the TIP will be updated, specifically related to new or revised projects that involve use of MPO suballocated funding.

Other 2023 activities include participation by WisDOT and local staff on TIP committee, implementing agency initiation of anticipated projects and priorities, and participation in project implementation coordination.

Products: TIP update report and working paper reports as needed. Project scoring and funding tables for MPO suballocated funds.

Person-Months:

2023	2024	2025
6.5	6.5	6.5

Work Element 2700: Roadway and Transit Corridor and Special Area Studies

Objective: To undertake planning of roadway and transit corridor and special area studies that provide for detailing and refinement of the long-range Regional Transportation Plan (RTP).

Previous Work for 2023

Corridor studies completed within the past 15+ years include WisDOT's Beltline/Verona Road Corridor Study, Beltline Safety/Operations Study, Stoughton Road/USH 51 and USH 51 studies, North Mendota Parkway Studies, and an MPO led East Side Arterial/Collector Roadway Needs Study. The Transport 2020 (East-West Transit Corridor Study) was completed, resulting in a previously identified locally preferred alternative for an enhanced transit system in the region.

MPO staff has provided technical support and modeling assistance for a number of peripheral neighborhood development plans, including the Westside Plan in Sun Prairie, Northeast and McGaw Neighborhoods in Fitchburg, and numerous plans in the City of Madison. MPO staff has also assisted with other local studies, including the City of Madison's Johnson/Gorham Two-Way Conversion and University Avenue Corridor studies.

Ongoing WisDOT major corridor studies for which the MPO has provided assistance include the Stoughton Road EIS Study and Beltline Planning & Environmental Linkages Study. MPO staff worked with consultants on the new time of day regional travel model and improvements to the calibration of auto speeds in the model, later improvements to the peak period model calibration, Year 2050 growth forecasts to be used for travel forecasts for the EIS studies, and analysis of multi-modal transportation improvements in the Stoughton Road and Beltline corridors.

MPO staff led a Madison Transit Corridor (Bus Rapid Transit) Study in 2012-'13, which evaluated the feasibility of BRT in four arterial corridors. MPO, Metro Transit, and city of Madison Planning staff conducted follow up

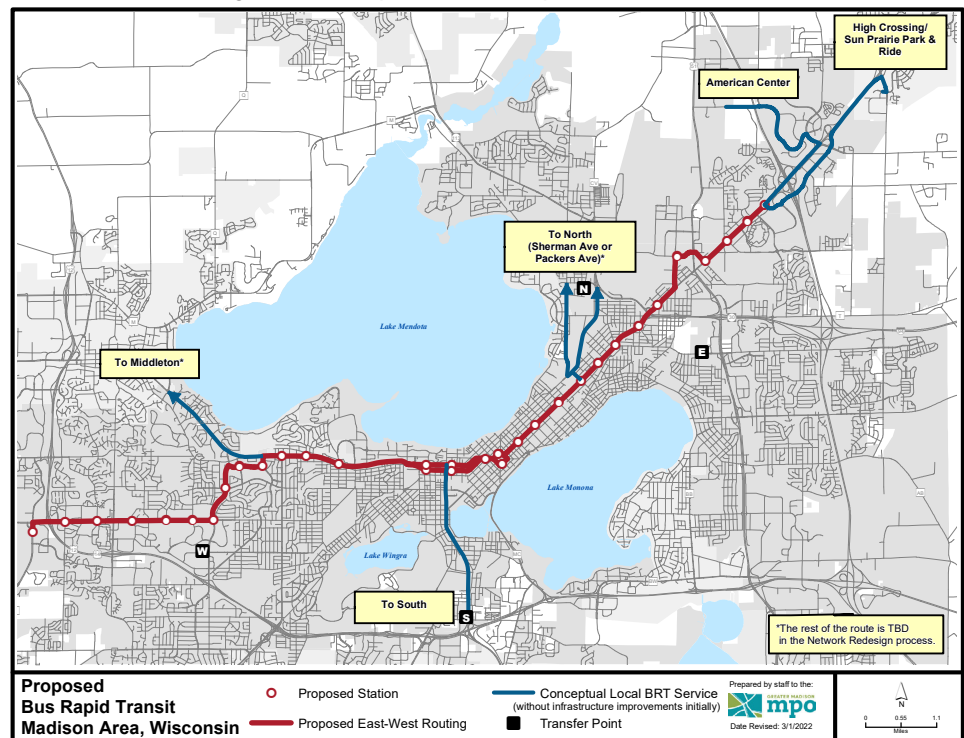
planning activities, which included conducting an on-board passenger survey and making mode choice/transit-related improvements to the travel model as well as BRT station area planning. The east-west corridor was identified for initial project implementation, and in 2019 a study was conducted to identify the “locally preferred alternative” project, including routing, stations, and transit priority treatments. Detailed BRT project design began in 2020, which led to a successful Small Starts construction grant application to FTA in 2021 with final design work now being completed.

Staff provides traffic forecasts for projects on local roadways and assists WisDOT staff as needed on forecasts for state highway projects.

Work Activities for 2023

- Continue to provide data and other support for interagency staff team working with consultant to complete detailed design for the Bus Rapid Transit (BRT) project in the east-west corridor. Also provide support for the planning study for the BRT project in the north-south corridor, which will begin in 2023 (See Figure 7 showing the BRT system).
- Provide transportation planning assistance as needed (e.g., travel forecasts) for large-scale developments, neighborhood and comprehensive plans, and corridor plans. This includes assistance as needed to city of Madison Planning staff in completing sub-area plans on the Northeast and West sides.
- Continue preparation of small area or project-level traffic forecasts for Dane County, City of Madison, and other units of government upon request.
- Continue to provide travel model and data support and planning/technical review assistance on major WisDOT-sponsored Alternatives Analysis/EIS type studies. This includes participation on technical advisory committees and progress and special meetings to address specific issues such as consideration of multi-modal transportation improvements in the corridors. The currently ongoing studies include the [Stoughton Road/USH 51 \(USH 12/18 to STH 19\) Study](#), [Beltline \(USH 14 to CTH N\) Study](#), and [Interstate 39/90/94 \(Beltline in Madison to STH 78 in Portage\) EIS Study](#).
- Provide assistance as needed to city of Madison Planning and Transportation staff with follow up planning activities to implement study recommendations from the city’s Madison in Motion Transportation Plan. This includes the ongoing Complete Green Streets project to develop policies and guidelines for street design that balances the various travel modes and incorporates green streets concepts.
- Monitor and provide assistance as needed to WisDOT with corridor preservation studies focused on access management, safety and traffic operations.
- Continue to monitor and coordinate efforts among private and public groups concerned with rail corridors and their use, such as the old Union Pacific line from the City of Madison to Evansville and the Wisconsin River Rail Transit Commission’s efforts to continue rail service in the Prairie du Chien-Madison-Fox Lake corridor.

Figure 7 – Proposed Bus Rapid Transit Routes



- Assist local units of government with other inter-jurisdictional land use/transportation planning issues and/or projects, as needed, and with local comprehensive plans or studies.

Additional 2023 work activities by city of Madison staff include continued final design for the east-west BRT corridor project, initiation of planning study for the north-south BRT corridor project, and follow up planning efforts from the Madison in Motion Transportation Master Plan, and other corridor planning efforts.

Products: BRT design report, WisDOT study reports, other reports and working papers.

Person-Months:

2023	2024	2025
3.75	4.0	4.0

Work Element 2800: Ridesharing/TDM

Objective: Provide planning, coordination, public information, outreach and encouragement to promote sustainable transportation options, increasing the use of transit, car/vanpooling, bicycling, walking, and teleworking in the region.

Previous Work

The MPO and WisDOT have jointly funded and managed a statewide ride-matching platform since the inception of online ride-matching services in 2005. From 2019-2020, the MPO conducted an agency rebranding project that included rebranding the TDM program to “RoundTrip,” differentiating it from the state “Rideshare Etc.” program. During this time, staff worked with the online platform vendor, TripSpark, to develop a dedicated website for users living or working in Dane County that would remain connected to the statewide Rideshare Etc. platform for ride-matching. The new [RoundTrip website](#) and brand launched in Dane County in August 2021, which includes information for commuters and employers, and more information about transportation providers and programs specific to Dane County. Staff also improved access to the Dane County Emergency Ride Home program by implementing digital options for sign-up and voucher delivery, leading to an increase in registrations.

From 2021-2022, staff worked closely with WisDOT and new partners at the Southeastern Wisconsin Regional Planning Commission (SEWRPC), to develop a project scope and conduct a vendor evaluation process to further modernize and improve the online ride-matching platform. Based on the findings of this process, the agencies chose to contract with RideAmigos starting in 2023, and entered into a new three-party funding agreement that allows the MPO and SEWRPC to administer dedicated regional websites for their RoundTrip and CommuteWise programs.

As part of the TDM program’s employer engagement work, staff conducted two regional surveys in 2020 and 2021 to assess the evolving impact of the coronavirus pandemic on attitudes and trends related to telework and commuting in the Madison region. The MPO released a summary report for each survey, presented to local groups, and used the findings of the 2020 survey to develop a TeleWORKS Toolkit for Dane County employers aimed at raising awareness of remote work options as an opportunity to reduce daily driving trips. In 2022, staff began to develop a Commute Options Program Toolkit that will provide further guidance and resources for employer-based TDM programs.

To support ongoing coordination among area agencies and partners, MPO staff convene quarterly meetings of the regional TDM Coordinating Committee, which includes public, private, and non-profit partners, and has expanded in both membership and scope since its inception in 1978. Staff also regularly assist the City of Madison with TDM initiatives, which have included research and stakeholder engagement related to Transportation Management Associations (TMAs); TDM plan review for large-scale developments; and most recently, development of a citywide TDM ordinance and program.

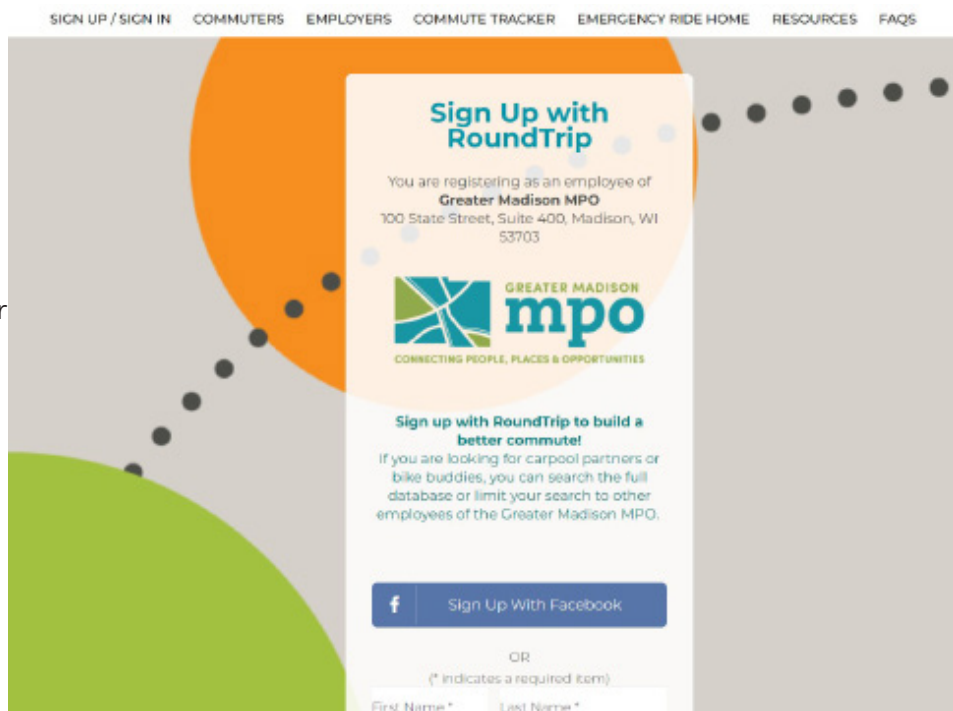
Work Activities for 2023

- Work with WisDOT and SEWRPC to launch, promote, and administer the new RideAmigos trip-planning and ride-matching platform that will serve RoundTrip in Dane County. Conduct publicity, marketing, presentations, and other outreach to engage new and existing users, and to spread the word about new features for employers and individuals.

- Continue monthly virtual meetings with WisDOT and SEWRPC to coordinate and collaborate on TDM initiatives.
- Promote the new Commute Options Program Toolkit for employers. Continue to support employer-sponsored TDM programs and conduct employer outreach in partnership with other organizations such as Dane County, UW-Madison, City of Madison, local chambers, Downtown Madison Inc., Sustain Dane, and suburban communities.
- Explore new project opportunities with additional staff resources available starting in mid-2023 with hiring of a Communication & Outreach Specialist, and carryover funding. These include a strategic plan for the TDM program; TDM mini-grant pilot for employers; and outreach targeted to new residents and movers.
- Continue to promote the new RoundTrip program brand, using strategies and tactics outlined in the marketing plan. This includes creating print and digital marketing materials, managing the annual advertising campaign, and leveraging partnerships with local organizations and businesses.
- Continue to provide ride-matching services and promote transit, carpools, vanpools, bicycling, and walking. Promotion activities include presentations and events (virtual and in-person as appropriate), commuter challenge programs, employer e-news, and provision of incentives such as the Emergency Ride Home (ERH) program.
- Continue to engage new partners and facilitate intergovernmental coordination of TDM programs and initiatives in the region through the TDM Coordinating Committee.
- Continue to coordinate with the Wisconsin Department of Administration State Vanpool Program on vanpool promotion and route updates in the ride-matching database. Work with the new vanpool program provider selected by the RFP process that is underway.
- Continue to work with Downtown Madison Inc. and other partners to expand TDM/Rideshare initiatives for the central business district of the City of Madison.
- Continue to support suburban community TDM initiatives, including workforce transportation initiatives, through assistance with surveys, presentations, and strategy development.
- Administer TDM program incentives and integrate into ongoing transit, ridesharing, bicycling, walking, and telework promotion. This includes working with partners to market the ERH Program and Dane County Employee Bus Pass Program, and to develop new incentives.
- Provide assistance to active living groups and initiatives in the region such as the Dane County Active Living Workgroup, Safe Routes to Schools program, People for Streets coalition, and others.
- Assist the City of Madison with TDM initiatives including the proposed citywide TDM program; exploration of Transportation Management Associations (TMAs) as an implementation strategy; and communication with developers and large property owners about TDM strategies and resources.
- Continue to update, promote and distribute the Dane County Bicycle Map.

Note: Funded with federal STBG – Urban funds and local matching funding.

Products: Reports and working papers, RoundTrip website and RideAmigos ride-matching/travel options information platform



Person-Months:

2023	2024	2025
10.0	10.0	10.0

Work Element 2900: Capital Area Regional Planning Commission (CARPC)**Work Activities for 2023**

The MPO will continue to contract with CARPC for transportation planning services. This work has historically included providing analyses of the impact of sewer service area amendments on the overall transportation system, including traffic impacts, street connectivity, and pedestrian and bicycle facility and transit service considerations, and an assessment of overall consistency of the amendment with the goals and policies of the Regional Transportation Plan. However, CARPC is considering elimination of the land use/transportation review of amendments and replacing that with assistance with and reviews of comprehensive plans. MPO staff will provide assistance to CARPC staff in preparing the transportation element of comprehensive plan updates for communities or providing other transportation related local planning assistance. MPO staff will also assist CARPC staff in preparing RTP and RDF consistency reviews of comprehensive plans and may participate on CARPC's Proactive Planning committee. Work will also continue with CARPC staff to integrate regional land use and transportation planning generally and coordinate performance measure tracking and outreach efforts. Joint planning initiatives will also be explored such as involving the MPO in CARPC's street canopy project and/or involving CARPC in the MPO's regional resiliency plan to be conducted in 2024.

Note: Work Element 2900 is funded by CARPC with pass-through FHWA Planning funds and local matching funds.

Person-Months:

2023	2024	2025
0.48	0.48	0.48

Summary Table

Proposed 2023 Unified Greater Madison MPO (Metropolitan Planning Organization) Budget

A summary table of the proposed 2023 Greater Madison Metropolitan Planning Organization (MPO) budget is located on page 31. This table summarizes costs and anticipated funding sources for each of the previously discussed work elements.

For planning staff costs shown, a uniform cost per person-month of \$11,472 was used which reflects direct costs plus indirect costs. Direct costs per person-month are the average salary and fringe benefits of the MPO and MPO planning support personnel. Indirect costs include all administrative support staff costs and other costs incurred (e.g., office rent, computer hardware and software, copying, printing, travel/training, etc.) in support of the direct time spent, and is added as a percent of direct costs. It does not include non-staff direct costs for the purchase of the StreetLight data/analytics platform subscription and consulting services, including for the Safety Action Plan. This is reviewed at the end of 2023, and adjustments will be made in billings as needed. The employee benefits are included in the direct and indirect rates. These provisional rates are approved by the Wisconsin Department of Transportation.

The MPO staff currently consists of eight (8) persons: a Director/Planning Manager; five other Transportation Planners (one of whom is primarily responsible for managing the MPO’s TDM Program); a GIS Specialist; and a part-time Administrative Clerk. The MPO anticipates hiring a ninth person, a Communications and Outreach Specialist, in 2023. All MPO positions are full-time except for the Administrative Clerk. The Outreach Specialist position is expected to be full-time, but is budgeted at 50% due to when the person will likely be hired. All MPO staff work 100% on MPO planning activities. A small percentage (10%) of the time of the City of Madison Planning Division Director, the Planning Division’s Program Assistant (5%), and a Finance staff person (7%) are billed to MPO planning activities and included as part of indirect costs along with the MPO’s Administrative Clerk (See the detailed Cost Allocation Plan on page 33).

A table that shows the percentage time each MPO staff person is anticipated to spend on the different MPO work element activities is located on page 32.

2023 GREATER MADISON MPO BUDGET AND WORK PROGRAM ELEMENTS

WORK ELEMENT NUMBER		WisDOT Work Element Percent (6)	PERSON MONTHS	STAFF HOURS	FHWA/ FTA PL FUNDS 80.0%	WisDOT (1) 3.75%	MPO/ Local 16.25%	STBG-U 80% (2)	MPO/ Local	OTHER PROGRAMS (See Key) OTHER MPO/ Local			TOTAL MPO Non-Local	Total MPO/ Local	MPO PROGRAM TOTAL
STAFF AND INDIRECT COSTS															
2100	Transportation Admin/Service	100% AD	10.80	1,814	100,907	4,733	20,494						105,639	20,494	126,133
2150	Public Participation Activities	100% PP	10.90	1,830	101,841	4,776	20,684						106,617	20,684	127,301
2200	Long-Range System-Wide Transportation Planning	100% LR	13.84	2,324	129,329	6,066	26,267						135,394	26,267	161,661
2250	Multimodal Transportation Planning and Data Support	75% LR 25% SR	5.00	840	46,716	2,191	9,488								
2300	Data Collection Activities	50% LR 50% SR	17.50	2,939	163,506	7,668	33,208						171,174	33,208	204,382
2400	TSM Planning and Technology	80% SR 20% LR	7.62	1,279	71,171	3,338	14,455						74,509	14,455	88,963
2500	Short Range Transit & Specialized Transportation Planning	100% SR	4.75	798	44,380	2,081	9,014			(3)	See note		46,462	9,014	55,475
2600	Transportation Improvement Program (TIP)	100% TIP	6.50	1,091	60,731	2,848	12,334						63,579	12,334	75,913
2700	Roadway and Transit Corridor & Special Area Studies	60% LR 40% SR	3.75	630	35,037	1,643	7,116						36,680	7,116	43,796
2800	Ridesharing/TDM - Staff Ridesharing/TDM - Ad, Consultant Services, Materials, Etc.	100% SR	10.00	1,679				83,776	20,944				83,776	20,944	104,720
								15,924	3,981		9,000		24,924	3,981	28,905
2900	Capital Area RPC - MPO Planning Services	100% LR	0.48	80						(4)	4,366	1,091	4,366	1,091	5,457
OTHER DIRECT COSTS															
4030	StreetLight Data Analytics Platform Subscription (6)				104,800	4,915	21,285						109,715	21,285	131,000
4040	Regional Safety Action Plan (6)				120,000	5,628	24,372						125,628	24,372	150,000
4050	Misc. Consulting Services (6)				24,149	1,133	4,905						25,281	4,905	30,186
SUMMARY OF TOTAL COSTS BY TYPE															
TOTAL PERSON-MONTHS AND HOURS			91.14	15,303											
CONSULTING SERVICES AND DATA/SOFTWARE (6)					248,949	11,676	50,562						260,624	50,562	311,186
OTHER DIRECT COSTS															
STAFF					753,617	35,345	153,060	99,700	24,925		13,366	1,091	902,027	179,076	1,081,103
TOTAL 2022 COST					1,002,566	47,020	203,621	99,700	24,925		13,366	1,091	1,162,651	229,637	1,392,289

(1) FHWA/FTA PL (80%), WisDOT (3.75%), MPO (16.25%)
(2) STBG Urban Rideshare (80%) MPO (20%)

(3) Dane County (\$5,000 for Specialized Transp Services)
(4) Pass Through FHWA PL Funds from Capital Area Regional Planning Commission

(5) LR = Long Range; SR = Short Range, AD = Administration; PP = Public Participation; TIP = TIP
(6) Data Software and Consultant Services

2022 MADISON AREA TRANSPORTATION PLANNING BOARD CARRYOVER FUNDING BUDGET AND WORK PROGRAM ELEMENTS

WORK ELEMENT NUMBER		WisDOT Work Element Percent (5)	PERSON MONTHS	STAFF HOURS	FHWA/ FTA PL FUNDS 80.0%	WisDOT (1)	MPO/ Local	STBG-U 80% (2)	MPO/ Local	OTHER PROGRAMS (See Key) OTHER MPO/ Local			TOTAL MPO Non-Local	Total MPO/ Local	MPO PROGRAM TOTAL
2400	TSM Planning/CMP				16,000	948	3,052						16,948	3,052	20,000
TOTAL 2022 CARRYOVER COST					16,000	948	3,052						16,948	3,052	20,000

Percentage of Staff Time Anticipated to be Spent on 2023 MPO Work Element Activities

Work Element Number	Work Element	MPO Staff								
		Schaefer Director/Planning Manager	Lyman Transportation Planner	Hoesly Transportation Planner	Holloway Transportation Planner	Kanning Transportation Planner	Brucaya Planner/ Rideshare /TDM Program Coordinator	Seidensticker GIS Specialist	Vacant Outreach/Communication Specialist	Planning Intern
2100	Transportation Admin/Service	30%	10%	10%	7.5%	7.5%	10%	10%	5%	
2150	Public Participation Activities	7.5%	10%	10%	5%	2.5%	10%	2.5%	45%	
2200	Long-Range System-Wide Transp. Planning	25%	15%	25%	17.5%	35%		2.5%		
2250	Multi-Modal Transp. Planning	7.5%	10%		15%			5%		
2300	Data Collection Activities	2.5%	2.5%	5%	37.5%	7.5%		75%		15%
2400	TSM Planning/CMP & Technology	7.5%		40%	12.5%			2.5%		
2500	Short Range Transit & Specialized Transp. Planning	2.5%	35%		2.5%					
2600	Transportation Improvement Program (TIP)	10%	12.5%	2.5%		27.5%		2.5%		
2700	Roadway and Transit Corridor & Special Area Studies	5%	2.5%	7.5%		17.5%				
2800	Ridesharing/TDM	2.5%	2.5%				80%			
2900	Capital Area RPC				2.5%	2.5%				

Note: 100% = 12 person months or FTE position

Provisional 2023 Cost Allocation Plan

This Unified Planning Work Program (UPWP) report presents the detailed work elements to be undertaken in 2023 and presents the extent of staff time and anticipated costs and funding anticipated to be devoted to each work element. Appendix 1 of the UPWP further provides a review of cost shares and benefits to funding agencies for each of the work elements.

The following paragraphs provide detail on the cost breakdowns for direct costs, indirect costs, and other expenses, which were used in the preparation of the UPWP.

The UPWP programming of costs uses a uniform cost per person month (\$11,472) (or \$68.32 per hour) throughout the UPWP report, which reflects direct staff costs plus indirect costs. Direct costs per person month are the average salary and fringe benefits of the planning and planning support (GIS) staff. Indirect costs include all administrative services and indirect costs incurred (such as administrative staff, office rent and supplies, software services, printing, etc.) in support of the direct time spent and are added as a percent of direct costs for programming and billing purposes.

Billings are based upon actual costs. The direct costs are recorded for each work element by time spent. Billings are based upon actual costs of direct salaries, fringe benefits, and leave additive, plus the actual indirect costs incurred. Costs are accumulated and accountable to the work elements.

2023 Direct MPO Staff Costs

The following positions on the MPO planning staff are included as Direct Costs, which are charged to the respective work elements shown in the Unified Planning Work Program report.

Position	Persons	Person Months
MPO Transportation Planning Manager	1	12.0
MPO Transportation Planners	5	60.0
MPO GIS Specialist	1	12.0
Outreach and Communications Specialist (starting mid-yr)	1	6.0
MPO Intern – Hourly	1	1.8
Total	9	91.8
Total 2023 Salaries – Direct		\$704,487
Total 2023 Employee Benefits – Direct = 29.44%		\$207,388
Total 2023 Direct Costs		\$911,875

2023 Other Direct Costs

In addition to direct staff costs, the MPO has budgeted the following additional direct cost for data/software and consulting services:

Project	Cost
• StreetLight Data Analytics Platform Subscription	\$131,000
• Regional Comprehensive Safety Action Plan	\$150,000
• Misc. Consultant Services	\$30,186
Total 2023 Other Direct Costs	\$311,186

2023 Indirect Costs

This table reflects indirect costs that relate to the entire planning program of activities and are accounted on a proportionate basis to direct costs.

Category	Person Months	Cost
1. Indirect Salaries of Support Staff:		\$35,908
Planning Division Director (City)	1.2	
Program Assistant (City)	0.6	
Finance Staff (City)	0.8	
Administrative Clerk (MPO)	3.7	
2. Indirect Employee Benefits (20.03%)		7,193
3. Telephone and Communication Device RPR Main		750
4. General Equipment Repairs & Maintenance		500
5. Property Rental		59,698
6. Mileage		50
7. Conferences/Training/Travel		8,000
8. Other Services (transcription, interpreters, catering/vending, etc.)		550
9. Advertising (Hearing notices, jobs, misc)		250
10. Advertising T.V./Radio/Internet (Ridesharing – MPO Share)		3,000
11. Memberships		4,000
12. General Office Supplies		1,500
13. Office Furniture/Equipment		750
14. Subscriptions & Books		250
15. Reproduction Copier/Fast Copy		1,800
16. Postage		750
17. Computer Hardware Supplies		1,000
18. Computer Software & Data Licenses & Supplies		29,830
19. Insurance Fund		3,649
20. Workers Comp		801
Total 2023 Indirect Costs		\$160,229

Provisional 2023 Cost Allocation Rate

Based upon the Direct Staff Cost and Indirect Cost tables, the Provisional 2023 Cost Allocation rate can be calculated as follows:

Total Indirect Costs	\$160,229 = 17.57%
Total Direct Staff Costs	\$911,875

Thus, the 2023 staff time costs can be summarized as follows for each person month of direct staff time:

Direct cost per month	\$9,934
Indirect cost @ 17.57%	\$1,745
Total Direct Plus Indirect	\$11,679 / month

Actual Billing Procedure

The preceding paragraphs have presented the basis for programming of the Provisional 2023 Cost Allocation Plan with the Indirect Cost rate calculated at 17.57% of Direct Staff Costs. Billings are based upon *actual costs* of direct salaries and benefits and leave additive, plus the actual indirect costs incurred.

Accounting for the MPO is accomplished through the City of Madison's centralized accounting system (MUNIS) in the following steps: (1) direct staff charge to work elements based on their salaries and benefits; (2) an additive leave rate is applied to the direct salary costs; (3) indirect costs are applied to the work elements based on the percentage of total cost budgeted for each work element; (4) indirect staff costs, including salaries, benefits, and leave costs when taken, are also applied to the work elements based on the percentage of total cost budgeted for each work element; and (5) total work element expenditures are allocated to the funding sources based on actual expenditures.

The features of the City of Madison's computer accounting system aggregate actual costs incurred by work element shown in the Unified Planning Work Program and include the following:

- 1) A leave additive rate is maintained for all direct staff based upon holiday time taken, accrued vacation time earned, and sick time used. This is estimated for 2023 to be 16.523% of Regular Direct staff costs.

Paid Holiday	\$35,958
Earned Vacation	\$42,460
Earned Sick Leave	<u>\$32,028</u>
	\$110,445 ÷ \$704,487 = 15.68% of direct staff costs
	\$110,445 ÷ \$1,072,104 = 10.30% of total direct staff and indirect costs

- 2) Fringe benefits are calculated for each employee and added up to calculate an average rate for all employees, which is 29.44%.

Indirect costs incurred are computed and compared to total direct costs to determine indirect cost rate.

The computer system then computes in the following manner by work element:

Regular Direct Salary Cost x (1 + Leave Additive Rate) = Direct Salary

Regular Salary x Fringe Benefit Rate = Benefit Costs

Direct Salary + Benefit Cost = Total Direct Cost

Total Direct Cost x Indirect Rate = Indirect Cost

Total Direct Cost (Direct Salary + Benefit Cost) + Indirect Cost = Total Direct and Indirect Costs

Total Direct and Indirect Costs + Other Costs = Total Billable Cost

The billable cost is billed to funding agencies in accord with approved contracts. Costs are audited at the end of the year as part of the CPA audit with adjustments made to 2023 billings, if needed.

Appendix

Review of Cost Shares and Benefits to Funding Agencies

The Greater Madison Metropolitan Planning Organization (MPO) receives federal Planning program funding from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), federal Surface Transportation Block Grant (STBG) Urban funding for the MPO's TDM program, state funding from WisDOT used as partial match to the federal Planning funds, and local funding from the City of Madison, Dane County, and some of the other participating local units of government within the metropolitan planning area. The funding is used to support the diversity of transportation planning program activities included as part of this Unified Planning Work Program.

In general, funds for transportation planning activities are split between FHWA and FTA with WisDOT and local matching funds, with variations due to their funding priorities and due to additional special funds. For example, Dane County and the Capital Area Regional Planning Commission (CARPC) provide funding to support planning activities outside the metropolitan planning area. As noted, STBG (formerly STP) Urban funds are used to support the MPO's Transportation Demand Management (TDM) Program, called RoundTrip.

With respect to the proposed 2023 program of transportation planning activities, the following comments summarize the funding shares and allocation of costs, and note benefits to be received for each of the Work Elements.

Work Elements 2100, 2150, 2200, 2250, and 2300 cover long-range multi-modal system-wide transportation planning activities, including maintaining the Regional Transportation Plan and sub-elements such as the Bicycle Transportation Plan with data collection, monitoring, and analysis, growth and associated travel forecasting, and functions required to manage the work program, provide staffing support, and engage and service the public. These activities are funded 80% with FHWA and FTA Section 5303 Planning funds with WisDOT and local matching funds.

Work Element 2400 covers Transportation System Management (TSM) Planning and Technology to improve transportation system efficiency, effectiveness, and safety with emphasis on technology and lower cost strategies such as intersection improvements. This includes maintenance of the MPO's Congestion Management Process. It also covers planning for electric vehicle (EV) infrastructure and promotion of other strategies for accelerating the transition to EVs. These activities are also funded 80% with FHWA and FTA Planning funds with WisDOT and local matching funds.

Work Element 2500 covers short-range transit and specialized transportation planning activities. This includes working with Metro Transit and other transit providers to develop and implement the 5-year Transit Development Plan for the Madison Urban Area and working with Metro Transit and Dane County Department of Human Services to develop and implement the Coordinated Public Transit – Human Services Transportation Plan. Activities are funded 80% with FTA Section 5303 Planning funds, plus local matching funds, including a small amount of Dane County funding for specialized transportation planning and coordination.

Work Element 2600 is for transportation project programming through the Transportation Improvement Program (TIP), including MPO selection of projects with its suballocated funding. Activities are funded 80% with FHWA and FTA Section 5303 Planning funds with WisDOT and local matching funds.

Work Element 2700 is for roadway and transit corridor and special area studies. This includes assistance with WisDOT roadway corridor studies, local corridor or area studies, and major transit corridor studies such as for Bus Rapid Transit. This is funded 80% with FHWA and FTA Section 5303 Planning funds with WisDOT and local matching funds.

Work Element 2800, Ridesharing/TDM, supports promotion of alternative transportation and general transportation demand management (TDM) activities, and is funded 80% with STBG Urban funds and local matching funds.

Work Element 2900, CARPC, covers transportation planning and analysis work for that agency, and is funded with pass-through FHWA/FTA Planning funds from CARPC and local matching funds.

Greater Madison MPO Organization and Advisory Committees

The Greater Madison MPO (Metropolitan Planning Organization) is the designated policy body responsible for comprehensive, cooperative transportation planning and decision-making for the Madison metropolitan area. The MPO, formerly named the Madison Area Transportation Planning Board (MATPB), was created through an agreement between the Governor, the City of Madison, and those units of government having more than 75% of the population in the MPO Planning Area effective May 2, 2007, redesignating the MPO for the Madison urbanized area in accordance with federal law. MATPB assumed the responsibility to conduct transportation planning and programming for the metropolitan area from the previous MPO, the Madison Area MPO, following a change in the structure of the MPO Policy Board after the 2000 Census and expansion of the Madison urbanized area. The MPO was renamed to Greater Madison MPO in 2020.

Organization of MPO Policy Board

The MPO has a fourteen (14)-member policy board appointed by the units of local government within the metropolitan planning area. The appointments, which all serve two-year terms, are made as follows:

- The Mayor of Madison appoints six (6) members. Four of the six appointees must be elected officials. One must be an official representative of Metro Transit as the major transit provider.
- The Dane County Executive appoints three (3) members. Two of the three appointees must be elected officials.
- Three (3) members are appointed to represent other cities and villages in the metropolitan area. The appointments are done through a majority vote of the chief elected officials of these cities and villages. Two of the three appointees must be elected officials.
- One (1) member is appointed to represent towns in the metropolitan area. The appointment is by a majority vote of the chairpersons of the towns with land area within the metropolitan planning area. The appointee must be an elected official.
- The Secretary of the Wisconsin Department of Transportation (WisDOT) appoints one (1) member to represent the department.

Of the fourteen (14) appointed MPO policy board members, nine (9) are elected officials, including one mayor, six (6) city alderpersons, one county supervisor, and one town board member. The members represent a variety of interests, backgrounds, geographic areas, and views.

The MPO policy board generally meets monthly on the first Wednesday of the month, where action is taken on matters brought before it. Officers are elected to one-year terms. These include a Chair and Vice Chair. Meetings are currently held virtually, but may shift back to in-person or hybrid at some point in the future. Meetings had been held at the Madison Water Utility Building, 119 East Olin Avenue, Conference Room A-B, and other locations in the Madison area. Meetings begin at 6:30 p.m.

Advisory Committee Structure

The MPO policy board has established an advisory intergovernmental Technical Coordinating Committee to assist in carrying out its responsibilities. The MPO board also utilizes a number of other local and county committees and commissions as part of its role in serving as a forum for cooperative decision making on transportation planning issues. (See MPO organization chart on 2-3.)

MPO Technical Coordinating Committee (TCC)

This committee, composed of fourteen (14) voting members, six (6) alternate members, and two (2) non-voting members representing various agencies or facets of land use and transportation planning, is a multi-modal planning advisory and coordinating committee established by the MPO as its official technical advisory committee. While the MPO board serves as the policy body, the MPO Technical Coordinating Committee reviews, coordinates, and advises on transportation planning matters. This committee generally meets monthly on the fourth Wednesday of the month. Meetings are currently being held virtually. A decision on whether to move back to in-person or hybrid meetings will be made in the future. In person meetings had been held at the Fitchburg Community Center, 5510 Lacy Road. Meetings start at 2 p.m.

Other Activities

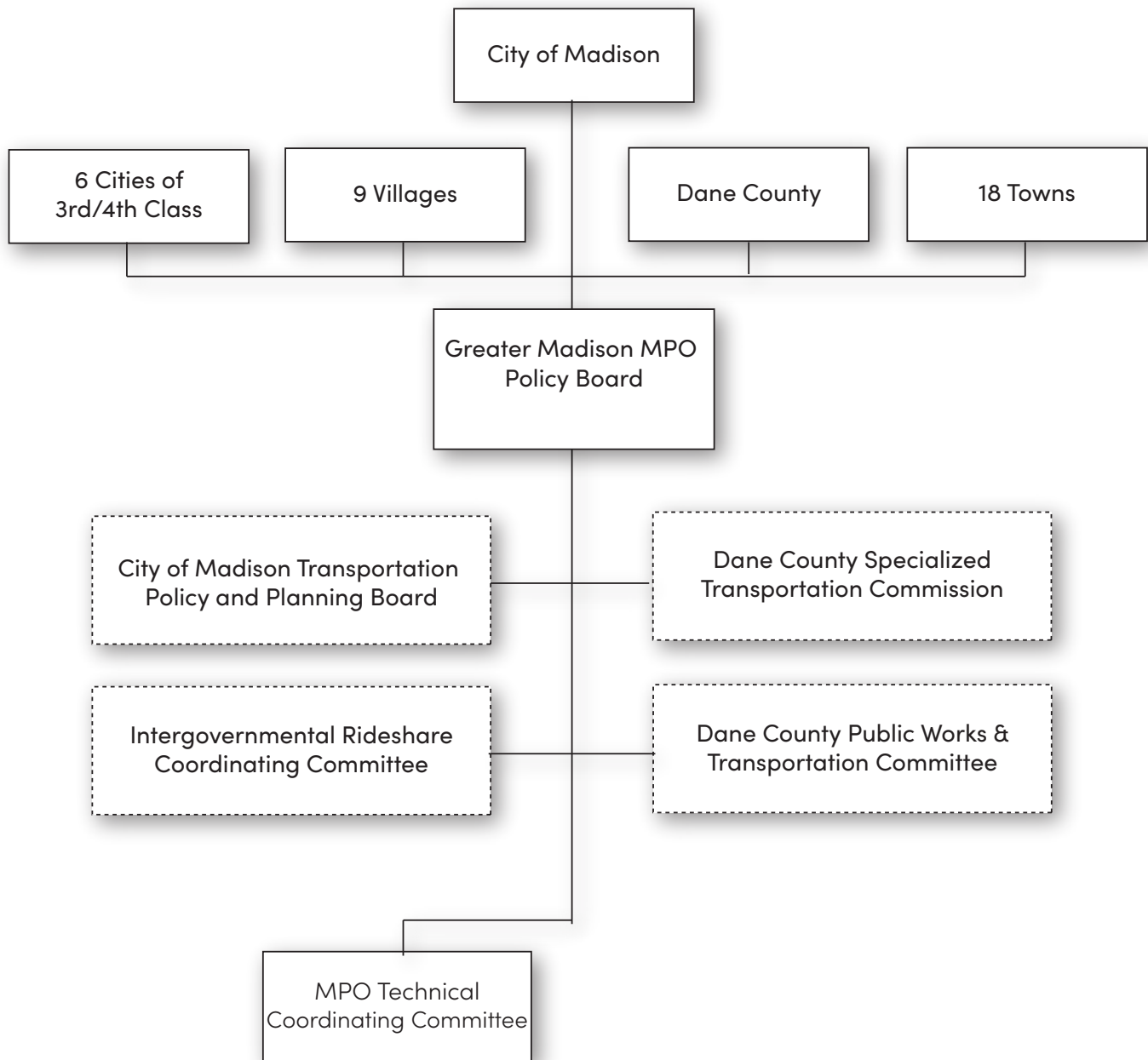
In addition to the TCC and the other advisory committees with which MPO staff have regular contact, MPO staff also utilize a variety of committees and advisory groups including: ad hoc study and plan committees; interagency staff coordinating groups; and continuing contacts with local commissions and governing bodies and various private organizations.

Staff also participates in MPO Directors planning meetings/forums with WisDOT, FHWA, and other MPO directors and staff to discuss planning, policy, financial, and technical issues and concerns. Staff also meet with WisDOT and USDOT staff for the mid-year review in May/June and for the fall draft work program review in September.

See the 2023 MPO meeting calendar on page 2-6, which shows the scheduled dates of the MPO Policy Board, Technical Coordinating Committee, and the MPO Directors meetings.

Greater Madison MPO

Organizational Chart Showing Structure



Key:



MPO Advisory
Committee



Other Advisory
Committee/Commission

Greater Madison MPO Policy Board

Name	Representing or Appointed By	Local Government Office and Other Affiliations
Richelle Andrae	Dane County Executive	Dane County Board Supervisor – District 11
Phil Caravello	Small Cities and Villages	City of Stoughton Alder – District 2
Paul Esser	Dane County Executive	City of Sun Prairie Mayor
Steve Flottmeyer	Wisconsin Department of Transportation Secretary	Planning Manager, WisDOT Southwest Region
Grant Foster	City of Madison Mayor	City of Madison Alder – District 15, City of Madison Transportation Policy and Planning Board
Barbara Harrington-McKinney	City of Madison Mayor	City of Madison Alder – District 1, City of Madison Transportation Commission, City of Madison Transportation Policy and Planning Board
Tom Lynch	City of Madison Mayor	City of Madison Department of Transportation Director
Jerry Mandli	Dane County Executive	Dane County Dept. of Public Works, Highway & Transportation Director
Mark Opitz	Small City Mayors and Village Board Presidents in the MPO Planning Area	City of Middleton Assistant Planning Director
Nasra Wehelie	City of Madison Mayor	City of Madison Alder – District 7
Kristi Williams	Town Chairs in the MPO Planning Area	Supervisor, Town of Cottage Grove
Doug Wood	Small Cities and Villages	City of Monona Alderperson and Council President
Vacant	City of Madison Mayor	-
Vacant	City of Madison Mayor	-

Greater Madison MPO

Technical Coordinating Committee

Name	Title	Employed By
Bill Balke	Public Works Director/ City Engineer	City of Fitchburg
Alexander Brown	Transportation Coordinator	City of Sun Prairie
Pam Dunphy	Assistant Commissioner	Dane County Public Works and Transportation Department
Greg Hall	Public Works Project Coordinator	Village of DeForest
Sean Hedgepeth	Planning Manager	Metro Transit
Jim Hessling	Public Works Director	Village of McFarland
Tom Koprowski	Transportation Planner	WisDOT Southwest Region
Diane Paoni	Transportation Planner	WisDOT Bureau of Planning & Economic Dev.
Chris Petykowski	Principal Engineer	City of Madison Engineering Department
Shawn Stauske	Public Works Director	City of Middleton
Daniel Stephany	Public Works Director	City of Monona
Heather Stouder	Planning Director	City of Madison Planning Division
Yang Tao	Traffic Engineer	City of Madison Traffic Engineering Division
Todd Violante	Planning Director	Dane County Planning & Development
Tim Semmann (Alternate 1)	Community Development Dir.	Village of Waunakee
Katherine Holt (Alternate 2)	Planning & Development Dir.	City of Verona
Rodney Scheel (Alternate 3)	Planning Director	City of Stoughton
Davis Clark (Alternate 4)	Public Works Director	Village of Windsor
JJ Larson (Alternate 5)	Public Works Director	Village of Cottage Grove
Elise Cruz (Alternate 6)	Planning Director	Village of Oregon
Mary Forlenza (non-voting)	PL & Program Dev. Leader	Federal Highway Administration
Bill Wheeler (non-voting)	Transp. Program Specialist	Federal Transit Administration, Region V

2023 MEETING CALENDAR - GREATER MADISON MPO (METROPOLITAN PLANNING ORGANIZATION)

 Policy Board meeting

 Technical Committee meeting

 MPO Directors meeting

2023

JANUARY						
SU	M	T	W	TH	F	SA
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8	9	10	11	12	13	14
15	16	17	18	19	20	21
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29	30	31				

FEBRUARY						
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MARCH						
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28	29	30	31			

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JULY						
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30	31					

AUGUST						
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27	28	29	30	31		

SEPTEMBER						
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OCTOBER						
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22	23	24	25	26	27	28
29	30	31				

NOVEMBER						
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DECEMBER						
SU	M	T	W	TH	F	SA
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31						

Madison Area Transportation Planning and Programming Structure and History

Area wide transportation planning in the Madison metropolitan area has been officially in progress since 1961 under the original title “Madison Area Transportation Study (MATS).” In 1970, the Madison Area Transportation Plan was approved by each of the participating governmental units, and the Transportation Study entered the “continuing phase” and reorganized to be part of the Dane County Regional Planning Commission (DCRPC), under the title of the Dane County Transportation Study (DCTS). In November 1999, following a reorganization of the DCRPC, the Governor redesignated the Metropolitan Planning Organization for the Madison urbanized area by agreement with the City of Madison. The redesignation established a new Madison Area Metropolitan Planning Organization (MPO) to conduct transportation planning and programming for the metropolitan area, transferring this function from the DCRPC to this newly created entity. The Madison Area MPO went through another redesignation in May 2007 to bring the structure and membership into compliance with Federal regulations. The name of the MPO was changed to the Madison Area Transportation Planning Board (MATPB). The name of the MPO was subsequently changed again to Greater Madison MPO in 2020.

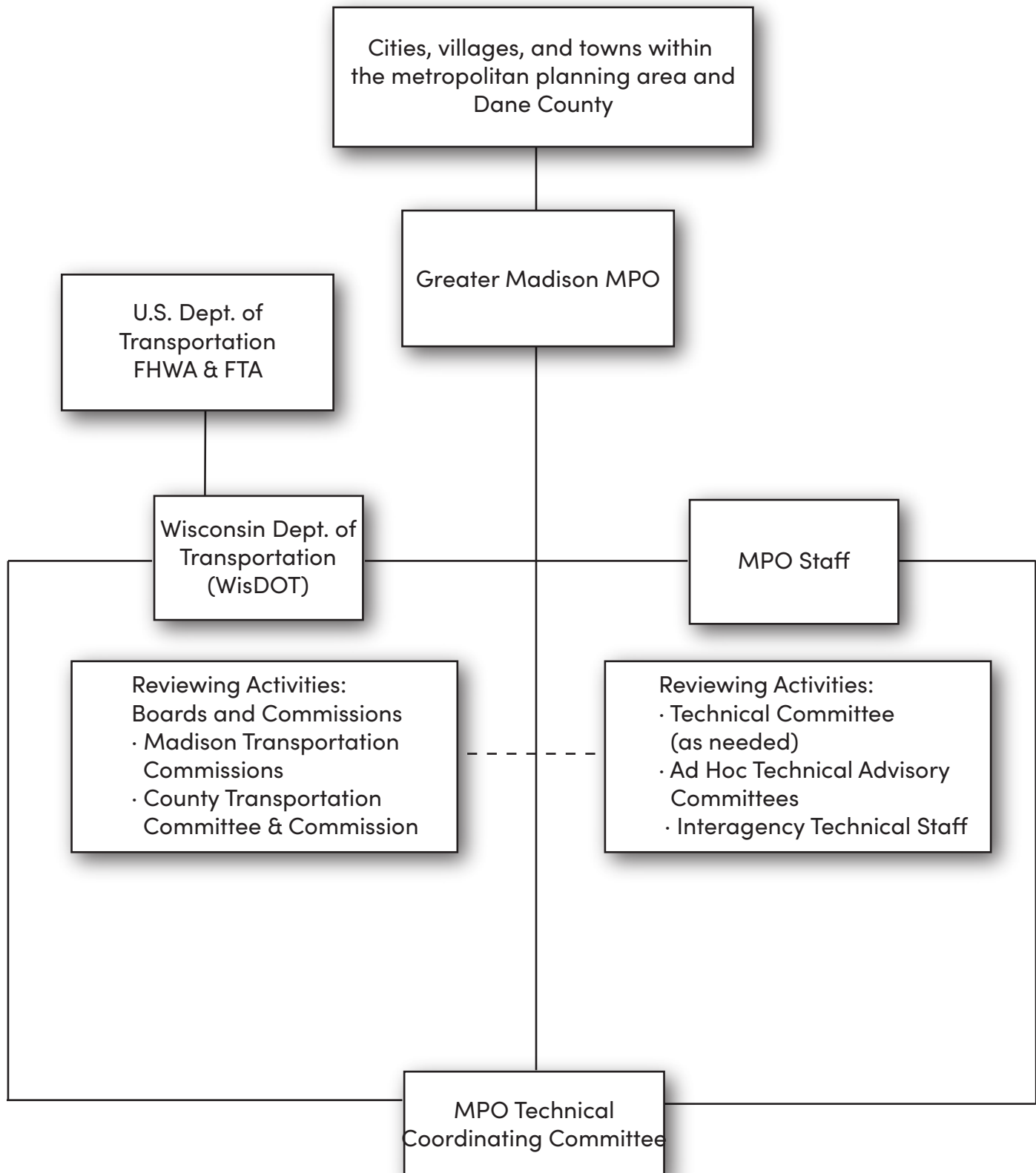
Madison metropolitan area transportation planning and programming now has an organizational structure that provides for the Greater Madison MPO to serve as the policy body (see Structure Chart). The MPO Technical Coordinating Committee (TCC) advises the MPO on transportation planning issues. Various other ad hoc project or study committees assist with particular transportation planning studies. The September 2022 memberships of the MPO Board and MPO TCC are included on pages 3-6 and 3-7.

The overall management structure of the planning work program activities is that of a Director/Planning Manager and Transportation Planning staff members, in carrying out the policy directions of the MPO. Transportation planning staff is provided by the City of Madison, and located in the City’s Planning Division within the Planning & Community & Economic Development Department (see Attachment 5). The necessary interagency and intergovernmental coordination of planning work program activities is coordinated by planning staff contacts with appropriate agencies and by the input of the MPO Technical Coordinating Committee.

The management of the existing transportation system is vested with the governing bodies of each local unit of government within the metropolitan area, and WisDOT. Coordination efforts are achieved through the Madison Area Transportation Planning and Programming organizational structure, through the annually prepared Transportation Improvement Program (TIP), and other means. Coordination in the City of Madison is through its Transportation Policy and Planning Board and Transportation Commission, which have responsibility for roadways, transit, parking, bicycle and pedestrian facilities, traffic engineering activities, and long-range city transportation planning. Coordination in the 3rd/4th class cities within the metropolitan planning area is by their appropriate city committees, such as planning commissions, public works committees, and transportation committees. Coordination within the governmental structure of Dane County is through the County Public Works and Transportation Committee, which in turn coordinates many of the town government transportation improvements.

The transportation planning agreement to this Unified Planning Work Program, updated to reflect current federal transportation planning regulations, is available on the MPO’s website at: <https://www.gretermadisonmpo.org/about/documents/msnmposignedcoopagreement.pdf>. It is a three-party Cooperative Agreement for Continuing Transportation Planning between WisDOT, the Madison Area Transportation Planning Board (now called Greater Madison MPO), and the City of Madison (as the transit operator) as executed on July 11, 2017.

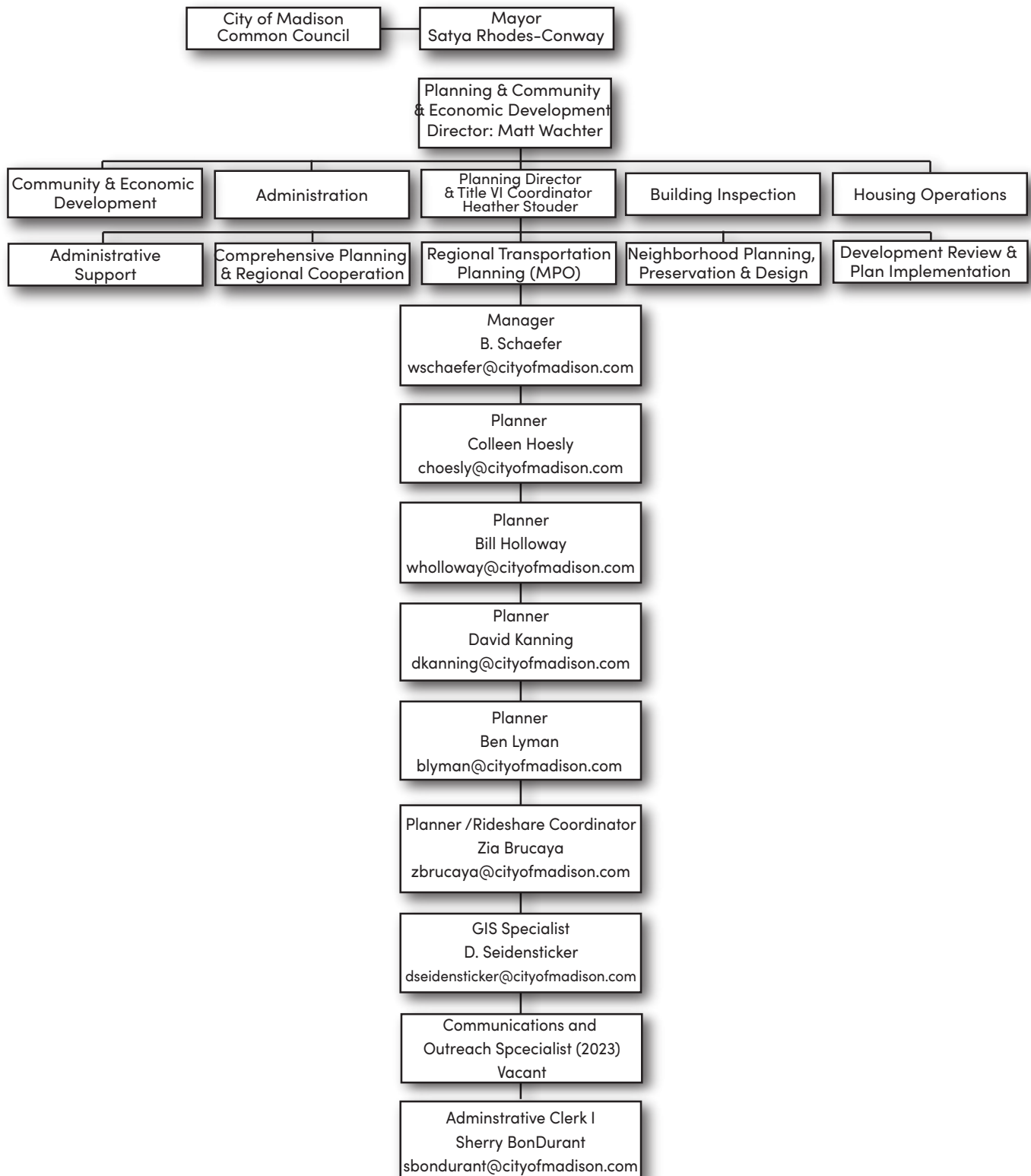
Madison Area Transportation Planning and Programming Organizational Structure



Greater Madison MPO

Partial City of Madison

Organizational Chart Showing MPO Staff Positions



Greater Madison MPO UPWP Self-Certification Summary

The Greater Madison MPO (Metropolitan Planning Organization), the MPO for the Madison Metropolitan Area, is charged with implementing the metropolitan transportation planning process in accordance with applicable requirements of federal laws, including federal transportation legislation, Clean Air Act, Civil Rights Act, and Americans with Disabilities Act. All agencies involved in the transportation planning process must also be held accountable to these federal requirements.

By federal law, agencies providing transportation services and/or receiving federal money must adhere to the requirements as listed in the MPO's adopted self-certification resolution. Concurrent with submittal of the proposed Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP) to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) MPOs are required to certify that the metropolitan transportation planning process is being carried out in accordance with all federal requirements.

The nine (9) requirements for self-certification and MPO activities to comply are summarized below.

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart.

These citations summarize the metropolitan planning requirements, which include a compliant planning process; current approved Transportation Improvement Program, Long-Range Transportation Plan, Unified Planning Work Program, Public Participation Plan, and Congestion Management Process; current interagency agreements; approved metropolitan area boundaries; and annual listing of obligated projects using federal funds. As a large TMA MPO, the Greater Madison MPO also needs a current certification from USDOT, FHWA and FTA.

MPO Documentation of Compliance:

Transportation Plan	<i>Connect Greater Madison: 2050 Regional Transportation Plan</i> , adopted May 11, 2022
TIP	2023-2027 Transportation Improvement Program for the Madison Metro Area and Dane County, approved October 5, 2022
UPWP	2023 Unified Planning Work Program for the Greater Madison MPO, adopted November 2, 2022, approval by FHWA-FTA pending
PPP	MPO Public Participation Plan, adopted January 6, 2021
CMP (TMA)	Congestion Management Process, adopted May 11, 2022 in conjunction with RTP 2050 (see Appendix F)
MPO Cooperative Agreement	Executed July 11, 2017
Metropolitan Planning Area Boundary	Approved by MPO on April 3, 2013 and by WisDOT on July 30, 2013
Annual Listing of Obligated Projects	2021 annual listing of projects posted on TIP page of the MPO website
FHWA-FTA Certification (TMA)	March 2022 certification of planning process

All of these documents can be found on the MPO's website. The MPO will have met 12 times during 2022, including a joint meeting with CARPC.

(2) *Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21.*

Title VI prohibits exclusion from participation in, denial of benefits of, and discrimination under federally assisted programs on the grounds of race, color, or national origin.

MPO Documentation of Compliance:

The MPO complies with this requirement through the policies and actions identified in the MPO's Title VI Non-Discrimination Program/Language Assistance Plan that was approved by the MPO Policy Board on October 6, 2020. An update is planned in 2023. Activities include conducting Environmental Justice (EJ) analyses of the existing transportation system and projects proposed in the RTP (including elements of the RTP such as the Bicycle Transportation Plan and Transit Development Plan) and TIPs, as well as analyses for studies such as Bus Rapid Transit. The MPO Public Participation Plan includes outreach strategies to traditionally underserved and limited-English populations (LEP), which is periodically evaluated for effectiveness. EJ populations outreach strategies include use of minority-focused media, seeking representation on advisory committees, use of focus groups, making translators available upon request, and utilizing available resources such as neighborhood and minority organizations. The MPO also conducted a household travel survey in 2016-'17 that over-sampled areas with EJ population concentrations to better understand their travel patterns and needs. The MPO has also purchased a subscription to StreetLight Data, a travel analytics platform, that has provided origin/destination and other data to further analyze travel patterns and identify needs of EJ populations.

(3) *49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.*

MPO Documentation of Compliance:

The MPO complies with this requirement through the policies and actions identified in the MPO's Title VI Non-Discrimination Program/Language Assistance Plan that was approved by the MPO Policy Board on October 7, 2020. The current Title VI Non-Discrimination Agreement between WisDOT and the MPO, as a WisDOT sub-recipient, was executed on October 6, 2021.

(4) *Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises (DBEs) in USDOT-funded projects.*

The DBE program ensures equal opportunity in transportation contracting markets, and in the statute Congress established a national goal that 10% of federal funds go to certified DBE firms.

MPO Documentation of Compliance:

The MPO has and will continue to follow WisDOT's federally approved DBE program when soliciting contractors to complete MPO planning projects using federal planning funds. For projects bid through an RFP a goal of 10-15% DBE participation goal has typically been used.

(5) *23 CFR Part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts.*

MPO Documentation of Compliance:

This requirement does not directly apply to the MPO because it is not involved in federal or federal-aid highway construction contracts. However, the MPO follows and makes use of the City of Madison's Affirmative Action Policies and Program for Equal Employment Opportunities.

(6) *The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38.*

Programs and activities funded with federal dollars are prohibited from discrimination based on disability.

MPO Documentation of Compliance:

The MPO complies with this requirement through the policies and actions identified in MPO's Title VI Non-Discrimination Program/Language Assistance Plan that was approved by the MPO Policy Board on October 7, 2020. The MPO's offices and all public meeting locations are ADA compliant and most meeting locations are transit accessible. The MPO's RTP includes recommendations to provide pedestrian facilities that facilitate safe, efficient, and accessible pedestrian travel, including addressing gaps in the pedestrian network through connections to regional off-street bicycle paths, transit, and major destinations. The plan recommends that new facilities be constructed in accordance with ADA and its implementing regulations and that local communities prepare and implement ADA compliance plans to retrofit non-conforming facilities to ADA standards. The plan also recommends that accessible pedestrian signal systems and other ADA accessibility treatments be installed where necessary. The MPO has developed a detailed pedestrian facility geodatabase and network to allow analysis of pedestrian accessibility, including ADA accessibility to bus stops and key destinations. The database with an interactive map has been posted online and the MPO has offered assistance to local communities in development of their ADA transition plans.

- (7)** *The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.*

MPO Documentation of Compliance:

The MPO complies with this requirement through the policies identified in the MPO's Title VI Non-Discrimination Program/Language Assistance Plan that was approved by the MPO Policy Board on October 7, 2020 and Title VI Non-Discrimination Agreement executed October 6, 2021. The MPO also follows the City of Madison's nondiscrimination policies because the MPO staff are housed within the city's Planning Department and the city is the MPO's administrative and fiscal agent. The MPO's public involvement activities target elderly populations and organizations advocating for their interests, including having representatives on advisory committees.

- (8)** *Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender.*

MPO Documentation of Compliance:

The MPO complies with this requirement through the policies identified in the MPO's Title VI Non-Discrimination Program/Language Assistance Plan that was approved by the MPO Policy Board on October 7, 2020 and Title VI Non-Discrimination Agreement executed October 6, 2021. The MPO also follows the City of Madison's nondiscrimination policies because the MPO staff are housed within the city's Planning Department and the city is the MPO's administrative and fiscal agent. For the Bicycle Transportation Plan, an analysis was conducted and recommendations made to address the gender gap in people bicycling.

- (9)** *Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.*

MPO Documentation of Compliance:

The MPO complies with this requirement through the policies identified in the MPO's Title VI Non-Discrimination Program/Language Assistance Plan that was approved by the MPO Policy Board on October 7, 2020 and Title VI Non-Discrimination Agreement executed October 6, 2021. Other activities are addressed in #6 above.

Title VI Initiatives

Title 49, CFR part 21 (U.S. Department of Transportation (USDOT) Regulations for the implementation of Title VI of the Civil Rights Act of 1964) requires assurances from States that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the recipient receives Federal assistance from the USDOT, including the FHWA and the FTA. Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d) provides that: “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The scope of Title VI was expanded by the Civil Rights Restoration Act of 1987 (P.L. 100-209) to include all of a recipient’s and contractor’s programs or activities whether federally assisted or not.

The February 11, 1994 Executive Order 12898 on Environment Justice adds low-income to minority and requires that disproportionately high and adverse impacts must be identified and addressed. Environmental justice applies to all programs, policies and activities of the transportation program. Environmental justice is consistent with Title VI of the Civil Rights Act of 1964. EO 12898 requires involving the public and requires that transportation agencies ensure there is no exclusion from participation, no denial of benefits and no discrimination.

To address the increased federal emphasis on environmental justice, the Federal Highway Administration (FHWA) and the Wisconsin Department of Transportation (WisDOT) recommend MPOs include work program activities to:

- Identify how the current transportation system services minority, low-income, elderly and disabled populations;
- Continue developing improved strategies for engaging minority, low-income, elderly and disabled populations through public involvement;
- Continue developing or enhancing analytical capability for assessing the impacts of transportation programs, policies, and activities established in the transportation plan and the TIP on EJ populations compared to all other residents; and
- Continue to evaluate the overall effectiveness of existing public involvement processes.

Previous Work

Evaluating the environmental justice (EJ) impacts of transportation infrastructure and policies is a critical part of the Greater Madison MPO’s planning activities. Mapping EJ populations in relation to existing and planned transportation infrastructure, jobs, and other destinations is one of the primary screening tools that planning agencies use to assess whether the transportation needs of EJ residents are being adequately served, and whether the costs and benefits of transportation projects and policies are fairly distributed. However, because EJ populations include a wide variety of potentially vulnerable groups—racial and ethnic minorities, people with low incomes, people with disabilities or other health-related challenges, zero-car households, etc.—they can be difficult to map. Data about these populations can be unreliable or unavailable, and different data types and sources makes them difficult to combine.

Planning agencies often display different EJ population data separately, either by showing available race, income, and other measures overlaid on a single map or individually across a series of maps. This is how the MPO had mapped EJ populations in relation to planned and programmed projects in the past. It is difficult, however, for readers to discern the highest priority EJ areas when viewing several different types of demographic information. In order to simplify EJ analysis, the MPO defined two tiers of EJ Priority Areas based on the concentration of low-income and racial/ethnic minority residents. While these two measures do not encompass the full range of potential EJ populations, they include the largest EJ categories, and data about minority and low-income populations is widely available and relatively reliable. Furthermore, there is a high degree of correlation between minority and low-income populations and other EJ indicators, including Limited English Proficient (LEP) and zero-car households, so the EJ Priority Areas correspond to concentrations of those populations as well.

The MPO’s Tier 1 EJ Priority Areas were first identified based on their concentration of minority (non-White and/or

Hispanic) and low-income residents (those with household incomes below 150% of the federal poverty level). Each 2010 block group in the MPO area received an EJ index score of up to 8 points; block groups could receive up to 4 points each for their concentration of minority and low-income residents, according to the scoring system below.

Minority Score: Points were awarded based on percentage of minority (Hispanic and/or non-white) residents in 2010 Census block group. 23.5%-31% (1.5-2x MPO Average) = 2 pts; 31-38.75% (2-2.5x MPO Average) = 3 pts; 38.75%+ (>2.5x MPO Average) = 4 pts.

Poverty score: Points were awarded based on the percentage of residents with household incomes below 150% of poverty level based on American Community Survey (ACS) 2013-2017 block group data. 28.5%-38% (1.5-2x MPO Average) = 2 pts; 38-47.5% (2-2.5x MPO Average) = 3 pts; 47.5%+ (>2.5x MPO Average) = 4 pts.

Because of the large margin of error in the ACS household income data, some block groups were awarded additional points to correct what MPO staff believed to be underestimates of their low-income population. Adjustments were only made to zones that initially scored below six - the minimum threshold for designation as an EJ Priority Area - in cases where a higher estimate within the margin of error would result in a score of at least six. Additional points were only awarded to zones with a high proportion of students eligible for free and reduced price school lunch. Zones receiving additional points in their adjusted index score were awarded the minimum number of points to reach a score of six. No scores were adjusted downward. Because of the imprecision inherent in the estimates and adjustments used to define Tier 1 EJ Priority Areas, it is advised that they not be compared to one another based on their index scores.

Tier 2 EJ Priority Areas have at least 1.5 x the MPO area average percentage of minority (non-White and/or Hispanic) residents based on the 2010 Census (>23.5%) and/or at least 1.5 x the MPO area average percentage of low-income (household income less than 150% of the federal poverty level) residents based on 2013-2017 5-year ACS data (>28.5%), and which have not been identified as Tier 1 Areas. Tier 2 Areas are based on US Census block group geographies but have been adjusted to exclude non-residential uses where practicable.

After the EJ Priority Areas were identified, block group geographies were adjusted to generally exclude non-residential land uses, with the exception of some schools and parks. EJ Priority Areas do not necessarily encompass all residential portions of their 2010 census block group. In one case, the residential portion of a block group has been divided between two separate EJ Priority Areas. In other cases, where higher income residential areas are located within the same block group but are not contiguous with lower income areas, EJ Priority Areas include only the lower income areas.

The EJ Priority Areas are superimposed on maps showing the proposed roadways and bicycle facilities in the Transportation Improvement Program (TIP) to determine if there are disproportionate impacts to persons in these areas, as well as to evaluate the potential impacts of transit service area changes. These Priority Areas are also used to review the locations of proposed Transportation Alternatives-funded and STBG-U-funded projects, the scoring metrics for which consider whether projects serve EJ Priority Areas.

The 2013-2017 Transit Development Plan (TDP) analyzed the socioeconomic and demographic aspects of transit dependent populations within the Madison urban area and examined current and future transit service to these populations and to future growth areas. The 2020 TDP update was postponed due to a high degree of redundancy with the Metro Transit Network Redesign project. The analysis in the TDP highlights Metro's current fixed-route service standards, service quality/policies, fare equity policy, and equity of service and fare changes since the last plan was adopted. The policies and analysis help ensure that the level of service and location of routes, age/quality of vehicles assigned to routes, and stop and other facilities are being provided in a non-discriminatory manner, and that the fare structure is also equitable. The draft conclusions resulting from this analysis found this to be the case in 2020, and the Transit Network Redesign was conducted so as to consider and improve transit access for EJ populations; a final Title VI equity analysis of the adopted service plan is currently underway. Metro Transit conducts its own Title VI compliance analysis every 3 years with the last one done in 2020.

For recent long-range plans, including the *Connect Greater Madison: 2050 Regional Transportation Plan*, staff superimposed recommended major capacity expansion roadway projects and major studies to evaluate whether there were disproportionate adverse impacts to low-income and minority populations. Staff also superimposed roadway preservation and bicycle facility projects to evaluate the impacts of these projects, which are typically positive other than

construction impacts. The transit service analysis in the most recent RTP referenced the analysis conducted for the network redesign study. The analysis also evaluated how the recommended regional transit system would benefit EJ areas.

The MPO maintains a list of minority organizations and those individuals that work with minority populations or lower income neighborhoods to send notices and information. In addition, the MPO maintains a list of neighborhood organizations throughout the City of Madison that have higher minority populations within them for providing notices and information. The notices regarding the RTP and TIP are emailed to these organizations. Similarly, the MPO maintains a current list of media sources, including minority ones. Special notices are sent to this list.

The MPO adopted its own Title VI Non-Discrimination Program/Limited English Proficiency Plan (LEP) in 2014. Prior to that, the MPO had its own Language Assistance Plan for persons with limited English proficiency, but relied on the City of Madison for its Title VI Program. The Title VI Program/LEP was updated in 2017 incorporating aspects of the city's Language Access Plan, and again in 2020 with the MPO's own Language Assistance Plan.

The MPO incorporates an equity analysis in just about all of its planning activities. For example, MPO staff conducted an equity analysis as part of a corridor feasibility analysis that identified the east-west corridor as the most suitable one to move forward for a phase 1 Bus Rapid Transit project.

Accomplishments in 2022

Identify how the current transportation system services minority, low-income, elderly and disabled populations, and develop or enhance analytical capability for assessing impact distributions of transportation programs, policies, and activities:

- Staff completed the Section 5310 (Elderly/Disabled Transportation Services) Program application process for 2023 projects. Projects awarded included continuation of the county's mobility management program and Metro's paratransit eligibility assessment program, and funding the purchase of accessible vehicles for private non-profits.
- Staff used LBS data from StreetLight to identify travel patterns to and from identified EJ areas for use in Metro's Network Redesign Project, the Transit Development Plan update, and the *Connect Greater Madison: 2050 Regional Transportation Plan*.
- Staff continued to conduct an annual EJ analysis of the Transportation Improvement Program (TIP). The TIP analysis includes an assessment of how Metro transit service changes have impacted EJ areas, and an analysis of the benefits and impacts of programmed major bikeway and roadway improvement projects on EJ areas.
- Staff continued to participate in a group with city of Madison, UW Health, and non-profit organizations (JUST Bikes Coalition) to support efforts to improve active transportation access and improve health outcomes for minority populations.
- Revisions made in early 2021 to the Surface Transportation Block Grant – Urban (STBG – U) project scoring metrics increased the scoring weight for infrastructure projects serving environmental justice areas for all project types. These scoring metrics were applied to STBG-U applications received in 2022.

Make special efforts to engage minority, low-income, elderly and disabled populations in the transportation planning process through public involvement strategies:

- Staff continued to maintain and update its list of minority and other EJ organizations and those individuals that work with minority populations or lower income neighborhoods. In addition, the list of contacts of city of Madison neighborhood organizations that encompass EJ areas was also updated. MPO staff have partnered with the Capital Area RPC to enhance relationships with some of these organizations, with a joint CARPC and MPO staff meeting with advocacy and neighborhoods groups representing BIPOC communities to start dialogue and better understand the needs and desires of members of these communities. Notices regarding draft TIP, RTP, and similar meetings are emailed to these organizations. Special notices continue to be sent to minority newspapers and other media sources.

- Until in-person meetings were suspended due to COVID-19, all MPO Policy Board meetings were held at the Madison Water Utility Building on Olin Avenue on the south side of Madison in close proximity of a large EJ population concentration. For both in-person meetings and after Policy Board meetings resumed virtually, meeting notices include information in Spanish, Hmong, and Traditional Chinese on how to request translation services.
- The MPO continued efforts to implement the recommendations in its Title VI Program/LAP Plan. The RTP project web site included a Spanish page with links to vital documents and other translated documents, as well as providing links and phone numbers to request translation services for other materials and languages.
- The 2022-'23 Dane County Bicycle Map was published with both English and Spanish text, making it one of the few bi-lingual bicycle maps published for an entire U.S. county; to the knowledge of MPO staff, the 2020 edition was the first bi-lingual bicycle map published for any community or county in Wisconsin.
- Analysis of O/D data for areas with concentrations of EJ populations was completed using StreetLight Data; the data was used to identify important transit service and bicycle facility improvements to aid people residing in these areas.
- Working with Metro Transit, local staff, and the consultant, the Metro Transit Network Redesign Study and the Title VI analysis for it was completed to evaluate a redesign of the bus network to complement Bus Rapid Transit (BRT) and improve service effectiveness and efficiency. Also, staff continued to assist Metro in processing and analyzing passenger boarding and alighting, passenger loading, and on-time performance data for use in service planning and Title VI compliance.

Work Activities for 2023

- Update the identification and mapping of Tier 1 and 2 EJ areas based on 2020 Census data and updated ACS data.
- Continue to implement the MPO's Public Participation Plan with a focus on efforts to engage EJ populations. This includes implementing marketing/outreach strategies identified as part of the MPO and TDM/Rideshare program rebranding project.
- Continue working with Metro Transit and local staff to complete the Metro Transit Network Redesign Title VI analysis and prepare for implementation. Also, continue to assist Metro in processing and analyzing passenger boarding and alighting, passenger loading, and on-time performance data for use in service planning and Title VI compliance.
- Lead effort to conduct Metro Transit on-board passenger survey, one of the primary purposes for which is to gather data on routes EJ populations use and destinations they frequently go, which is used for Title VI analysis.
- Provide support for the city/Metro Transit's planning study of the north-south BRT project, including an EJ analysis evaluating the impact on transit accessibility for EJ areas.
- Continue to implement the *Section 5310 (Enhanced Mobility for Elderly/Disabled Persons) Program Management and Recipient Coordination Plan*.
- Continue to serve as a representative on the Dane County Human Services (DCHS) Specialized Transportation Commission (STC).
- Continue to map and analyze impacts of major roadway and bicycle enhancement projects in the TIP on low-income and minority populations.
- Keep lists of minority organizations, contacts, and media sources up to date, and continue to provide information and notices to these organizations and contacts.
- Continue to hold MPO Policy Board and other meetings in locations in close proximity to EJ populations and/or convenient for such populations (when in-person meetings are resumed), and make special efforts to engage EJ populations.

- Continue to implement recommendations of the Title VI Program/LAP Plan, including translation of MPO documents into Spanish and enhancing the Spanish page on the MPO website. This includes providing information in Spanish on the RoundTrip program. Also update the Title VI/LAP Plan.
- Support area communities' efforts to develop or update local ADA Transition Plans.
- Conduct analysis of High Injury Network (HIN) and the pedestrian and bicycle crash study as they relate to MPO-identified Environmental Justice areas to enable prioritization of projects addressing safety concerns disproportionately impacting low-income and minority populations.

2022 Planning Accomplishment Highlights

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Planning [emphasis areas](#) are:

- (1) Tackling the climate crisis – transitioning to a clean energy, resilient future;
- (2) Equity and Justice⁴⁰ in transportation planning; and
- (3) Complete Streets.

The following highlights the 2022 planning accomplishments of the Greater Madison MPO and partner agencies in relationship to these planning emphasis areas:

- Work was completed on the Regional Transportation Plan update, called *Connect Greater Madison*, which was adopted. The plan includes a new recommendation to explore roadway capacity reductions in selected local roadway corridors to provide space for enhanced bike and transit facilities. It includes a future regional transit service network with a planned eventual doubling of service hours and a planned regional bikeway network that would vastly increase the percentage of the network that is low stress. The plan was based on a compact growth scenario focusing development on centers and multi-modal corridors. The performance measures analysis for the plan showed that it would result in an 85% increase in transit ridership and reduction in VMT per household while travel delay from congestion would only increase modestly. The plan recommends a complete streets approach to roadway design and the plan identifies key missing links in the low stress bikeway network and important pedestrian accessibility barriers. The environmental justice (EJ) analysis for the plan identifies important multi-modal projects for improving job access for EJ areas (Planning Emphasis Areas #1, #2, and #3).
- Work was begun to utilize the regional travel forecast model to evaluate the impact of various technology and policy scenarios on future traffic volumes and VMT. Scenarios to be evaluated include connected, autonomous vehicles (various scenarios), shared mobility, continued, increased teleworking, and roadway pricing. The purpose of the analysis is to inform future planning and transportation policy discussions. The plan scenario already includes ambitious future transit and bike network plans (Planning Emphasis Areas #1 and #3).
- In conjunction with the RTP update, work on the Congestion Management Process (CMP) update was completed. It includes an updated set of goals, performance measures, and analysis of existing conditions. The Beltline Flex Lane project was completed, and thus far has been successful in reducing travel times while maintaining safety (Planning Emphasis Area #1).
- MPO staff continued to provide support for the City of Madison's Vision Zero Action Plan, which was completed and implementation efforts begun. MPO staff also continued to support the Dane County Traffic Safety Commission, including preparing quarterly crash statistics, presenting on annual trends, and participating in working group meetings to develop priority strategies. Work was also completed with the UW TOPS Lab on a second phase of the intersection safety study and identification of a regional high injury network. Training was also conducted for local staff on the intersection safety screening and optimization tool developed for local agencies. Finally, an RFP was developed and issued to hire a consultant to complete a regional safety action plan and then develop a regional implementation grant application under the federal SS4A program next year (Planning Emphasis Areas #2 and #3).
- The MPO began work to create an online Performance Measures data dashboard with interactive maps to replace the former PDF report. The purpose is to make the information more accessible (Planning Emphasis Areas #1, #2, and #3).
- The certification review of the MPO was completed, resulting in a re-certification of the MPO. The MPO received multiple commendations in the report, including for the sophistication of its regional travel model, use of focus groups during RTP process to engage EJ communities, report and guidance related to pedestrian and bicycle facilities requirements, and its RoundTrip TDM program (Planning Emphasis Areas #2 and #3).

- MPO staff planned and participated in a successful joint webinar on climate change with CARPC and the Dane County Office on Climate Change. The webinar provided information on the county plan and how the regional land use and transportation plans address climate change and actions that local governments, businesses, and individuals can take (Planning Emphasis Area #1).
- MPO staff continued to provide data and support for the City of Madison/Metro Transit's Network Design Study, including analysis of O/D data for EJ areas. The study was completed and a new network recommended. MPO staff is continuing to support the formal Title VI analysis being completed for the new network, which will complement BRT. The city completed final design on the east-west BRT project (Planning Emphasis Areas #1, #2, and #3).
- Staff completed the Section 5310 (Elderly/Disabled Transportation Services) Program application process for 2023 projects. Projects awarded included continuation of the county's mobility management program and Metro's paratransit eligibility assessment program, and funding the purchase of accessible vehicles for private non-profits (Planning Emphasis Area #2).
- Projects were evaluated and selected for funding by the MPO under the STBG Urban, Transportation Alternatives, and Carbon Reduction programs. The MPO's project selection criteria emphasize safety, multi-modal improvements, equity, and regional significance. The MPO also facilitated the scheduling of the projects, including moving up two bike sharing projects to next year in order to make use of FY 2022 funding (Planning Emphasis Areas #1, #2, and #3).
- MPO staff continued to contract with CARPC to prepare transportation analyses for the agency as part of its overall review and action on proposed urban service area (USA) amendments. Analyses were prepared for applications by the cities of Stoughton, Middleton, Madison, and Verona and village Cottage Grove. The analyses assess consistency with the RTP and make recommendations on ways to make the applications more consistent with RTP goals and policies (Planning Emphasis Areas #1, #2, and #3).
- MPO staff continued to administer the regional TDM program, including incentives, bus passes, and coordination of TDM program efforts among area agencies. Major initiatives included working with a consultant to produce an Employer TDM Toolkit, partnering with WisDOT and SEWRPC staff to select a new vendor (RideAmigos) for the statewide rideshare/trip planning platform and work with the vendor to set it up, supporting work of city of Madison to create a new TDM ordinance, and planning for new initiatives in 2023 (Planning Emphasis Areas #1 and #2).



GREATER MADISON
mpo

2023

UNIFIED PLANNING WORK
PROGRAM (UPWP)