MEETING ANNOUNCEMENT  
Madison Area Transportation Planning Board  
A Metropolitan Planning Organization (MPO) 

January 7, 2015  
Madison Water Utility  
119 E. Olin Avenue, Room A-B  
6:30 p.m. 

AGENDA 

1. Roll Call  

2. Approval of November 5, 2014 Meeting Minutes  

3. Communications  

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

5. Presentation on the Beltline (USH 14 to CTH N) Corridor Study  
(WisDOT Southwest Region Staff)  


7. Appointment to the MPO Citizen Advisory Committee  


9. Initial Discussion Regarding the Planning and Public Participation Process for the Regional Transportation Plan 2050  

10. Status Report by Madison Area TPB Members on Studies and Plans Involving the TPB:  
- USH 51/Stoughton Road (USH 12/18 to IH 39/90/94) Corridor EIS Study  
- USH 51 (McFarland to Stoughton) Corridor EIS Study  
- Beltline (USH 14 to CTH N) Corridor EIS Study  
- Interstate 39/90/94 (Madison to Wisconsin Dells) Corridor EIS Study  
- City of Madison Sustainable Transportation Master Plan 

11. Discussion of Future Work Items:  
- Roadway Functional Classification Update  
- Public Participation Plan Update  
- Metro Transit On-Board Survey  
- Regional ITS Strategic Plan  
- Bicycle Transportation Plan  
- Dane County Bicycle Wayfinding Plan  
- Revisions to STP Urban Project Scoring Criteria 

12. Announcements and Schedule of Future Meetings  

13. Adjournment  

Next MPO Meeting:  

Wednesday, February 4 at 6:30 p.m.  
Madison Water Utility Building, 119 E. Olin Ave., Room A-B
If you need an interpreter, materials in alternate formats, or other accommodations to access this meeting, contact the Planning & Development Dept. at (608) 266-4635 or TTY/TEXTNET (866) 704-2318. Please do so at least 48 hours prior to the meeting so that proper arrangements can be made.

Si Ud. necesita un intérprete, materiales en formatos alternos, o acomodaciones para poder venir a esta reunión, por favor haga contacto con el Department of Planning & Development (el departamento de planificación y desarrollo) al (608)-266-4635, o TTY/TEXTNET (886)-704-2318. Por favor avisenos por lo menos 48 horas antes de esta reunión, así que se puedan hacer los arreglos necesarios.
Madison Area Transportation Planning Board (an MPO)
November 5, 2014 Meeting Minutes

1. Roll Call

Members present: David Ahrens, Jeff Gust, Chuck Kamp, Steve King, Paul Lawrence, Jerry Mandli (arrived during item #5), Al Matano, Ed Minihan, Chris Schmidt, Robin Schmidt, Patrick Stern

Members absent: Mark Clear, Ken Golden, Mark Opitz

MPO Staff present: Bill Schaefer, Mike Cechvala

2. Approval of October 1, 2014 Meeting Minutes

Moved by Lawrence, seconded by R. Schmidt, to approve the October 1, 2014 meeting minutes. Motion carried.

3. Communications

- Newsletter from WisDOT regarding the Beltline study and the upcoming public meetings starting next week to review the results of the broad strategies being evaluated such as BRT, a North Mendota corridor, a “south reliever” corridor, and adding lanes to the Beltline. Schaefer said a presentation by WisDOT was planned for the January board meeting.

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

None

5. Resolution TPB No. 96 Adopting the 2015-2019 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Schaefer noted action on the TIP was deferred at the last meeting due to the issue of how to deal with the MPO not receiving as much carryover funding due to an error in the calculation. As a result, there isn’t sufficient funding to cover the new projects—Metro’s bus project and YWCA’s van project—and the cost increases for CTH M and Lacy Road. The solution discussed was to delay Cottage Grove Road from 2017 to 2019 in order to fully fund all the projects. After talking with the two alders for the area, City Engineer Rob Phillips said it was acceptable to the city to delay that project to try to coordinate it with the Interstate bridge project. The city would still proceed with design and environmental work to be in a position to advance the project if additional funding became available. Delaying the Cottage Grove Road project frees up enough money to move the Buckeye Road project up to 2018. There isn’t quite enough money to cover the full 50% amount based on current project cost estimates, but that could change when the projects are let. He said the revised STP Urban priority projects table reflects these changes. Schaefer then reviewed the other project additions and changes included in the change/correction sheet. These included the two bicycle projects that received TAP funding, the 5310 program projects, and a change in the schedule and funding for the Cuba Valley Road bridge project.

Schaefer added that WisDOT provided written confirmation there was STP Urban funding available in 2015 (SFY 2016) for twelve of the Metro buses and the YWCA vans. He said some additional revisions to the project funding and schedules might be needed as the MPO works with WisDOT to program the proposed changes from the current TIP. Gust noted that discussions had been occurring about moving up the CTH PD project with Epic covering part of the cost rather than using STP Urban funds. That would leave a hole in the program that would need to be covered with another project or two. Schaefer said the City of Madison was moving forward with design and environmental work for both the Cottage Grove Road and East Johnson Street Phase 2 projects so those could be advanced with such a scenario.
Moved by R. Schmidt, seconded by Lawrence, to adopt the 2015-2019 Transportation Improvement Program for the Madison Area and Dane County with the changes in the addition/correction sheet dated 10/22/14. Motion carried.


Schaefer pointed out the change/correction sheet listing the proposed changes to the draft work program. There were two main changes. The first is the addition of a work task to assist the City of Sun Prairie in updating some travel model work for the city’s West Side Plan, which city staff asked the MPO to do. The second is a change to the work program budget table to allocate more carryover funding to staff costs and less to the ITS Plan with a corresponding change to the 2015 funding allocation. This is being done to ensure that the carryover funding is spent by May 31 in accord with WisDOT policy. The ITS Plan won’t be completed until August.

Moved by Mandli, seconded by R. Schmidt, to approve the 2015 Unified Planning Work Program and the 2015-2017 Overall Program Design Report with the changes in the change/correction sheet dated November 2014. Motion carried.

7. Resolution TPB No. 98 Authorizing the City of Madison to Enter Into an Agreement with Dane County for the Madison Area Transportation Planning Board (TPB) to Provide Specialized Transportation Coordination Services to Dane County in 2015

Schaefer said this was the annual agreement with the county for the MPO to provide specialized transportation planning coordination support for the Dane County Department of Human Resources. Through the same agreement, the county also provides some funding to Metro for their transit promotion activities. The funding is the same as in prior years.

Moved by Lawrence, seconded by R. Schmidt, to authorize the agreement with Dane County. Motion carried.

8. Resolution TPB No. 99 Authorizing the City of Madison to Enter Into an Agreement with the Capital Area Regional Planning Commission (CARPC) for the Madison Area TPB to Provide Transportation Planning Work Activities to CARPC in 2015

Schaefer said this was another annual agreement with the Capital Area Regional Planning Commission (CARPC) for the MPO to provide transportation planning services. CARPC uses WisDOT funding and covers the local match. The primary work is preparing transportation analyses for urban service area amendment applications, but it also includes some other things such as providing the transportation section for CARPC’s annual trends report put on their website and support for their future urban development area planning. He pointed out that the correct funding amount was $9,701.

Moved by R. Schmidt, seconded by Lawrence to authorize the agreement with CARPC with the corrected amount of $9,701. Motion carried.

9. Appointment to the MPO Citizen Advisory Committee

Schaefer said Mark Clear had sent him a note about one of his constituents, David Hoffert, who was interested in serving on the committee. Schaefer said he had a nice background and is President of the Parkwood Hills Neighborhood Association on Madison’s west side.

Moved by King, seconded by R. Schmidt to approve the appointment to the CAC. Motion carried.
10. Presentation on Bicycle Transportation Plan

Cechvala provided a PowerPoint presentation on the plan and work accomplished to date. He discussed the plan vision, goals, and strategies. He showed maps of some of the planning analysis work, including the bicycle level of service analysis and functional classification of the bikeway system, and the data collected.

Gust asked about the distinction made between recreational bicycling and bicycling for transportation. He commented that many bicycling facilities are used for both. Schaefer agreed, and said it just means the focus is on facilities that connect to destinations versus purely recreational loop paths. Ahrens commented that this was an important distinction and he thought it might be mentioned in the vision or goals. He mentioned maintenance of facilities as an issue, for example, saying he receives complaints about the timeliness of plowing paths. Cechvala responded that most of the goals would be the same for both types of bicycling but the connectivity goal emphasizes transportation. Schaefer said for the Usage goal that bicycling for transportation could be emphasized, but the line is blurred. If people start recreational riding they may then ride to work or the store. Matano mentioned the mountain bike loop trails completed recently by the county in the Dunns Marsh area, and said that was an example of something that was clearly outside the purview of the plan. He also agreed with not getting too hung up on the distinction noting we don’t do it for roadways.

In response to a question from R. Schmidt, Cechvala explained the purpose and meaning of the sharrow symbols. In response to a question from Stern, Cechvala clarified the bicycle level of service did not account for side paths alongside high traffic volume streets. Gust asked whether park-and-bike facilities would be covered in the plan. Cechvala said most of that is informal, but it could be addressed generally. A number of park-and-ride facilities are located in areas where they could be used for park-and-bike as well. Matano mentioned that he’d like the county to budget some money for more bike lockers in the downtown area or other locations.

11. Status Report by Madison Area TPB Members on Other Projects Involving the TPB

Schaefer reported on the status of the Stoughton Road study. New traffic forecasts were completed using the new travel model with the revised lower population and employment forecasts. Traffic volumes were lower as expected, except for the north part of the corridor. WisDOT must decide whether to use the new forecasts for the draft EIS, which is pretty far along, or incorporate them into the recommendations for the final EIS. The problem with waiting is some alternatives might not need to be analyzed with the lower forecasts. The current schedule calls for the draft EIS to be published in May 2015. Schaefer also reported that WisDOT would be modeling the impact of some BRT alternatives in the corridor to address comments received. MPO staff worked with Metro staff to develop the alternatives and also develop an associated land use scenario that assumes higher intensity development at some locations along the corridor.

Schaefer said he hadn’t heard anything on the status of the USH 51 (McFarland to Stoughton) study other than WisDOT was reassessing the direction of the study due to financial constraint issues. Minihan expressed frustration that WisDOT hasn’t focused on short-term safety improvements. Schaefer said he would get an update before the next meeting. Regarding the Beltline study, Schaefer mentioned that MPO staff was working with the study consultants to develop and test an alternative growth scenario that assumes more redevelopment in central Madison area as opposed to peripheral Madison. Regarding the interstate study, the traffic impact assessment of the potential interchanges has been completed with five interchange locations being carried forward into the EIS phase of the study.

12. Discussion of Future Work Items

Schaefer reported that a consultant had been selected for the Metro Transit on board survey, and MPO staff was working with the consultant to finalize details of the work plan, schedule, and budget. Among the differences from the previous survey is that an “on to off” survey would also be done prior to the on board survey to get good information on origin/destination patterns and that about half of the surveys would be done via interviews using a computer tablet rather than traditional paper. The survey would be conducted from late
February or March through April, excluding spring break. A city resolution has been introduced to approve the contract.

Regarding the ITS plan, a workshop was held on October 29 with stakeholders to discuss ITS needs, including information for transportation management staff, consumers, etc. as well as communication protocols for sharing information among various agencies. The need for better sharing of information, particularly during incidents, was a major theme.

13. Announcements and Schedule of Future Meetings

The next meeting will be held Wednesday, December 3, 2014 at 6:30 p.m. at the Madison Water Utility Building, 119 E. Olin Ave., Room A-B. Schaefer said it might be cancelled.

14. Adjournment

Moved by R. Schmidt, seconded by Lawrence to adjourn. Motion carried. The meeting adjourned at 8:07 PM.
November 4, 2014

BILL SCHAEFER
TRANSPORTATION PLANNING MANAGER
MPO
121 S. PINCKNEY STREET, SUITE 400
MADISON, WI 53703

Subject: I-39/90/94 Interstate Study
Technical Advisory and Policy Advisory Committee (TAC/PAC) nominations
Madison to Portage
Dane and Columbia Counties
WisDOT Project ID 1010-10-00

Dear Bill Schaefer:

The Wisconsin Department of Transportation’s (WisDOT) Southwest Region is conducting a study of the I-39/90/94 corridor in Dane and Columbia Counties. The study limits are along I-39/90/94 from the US 12/18 interchange (Madison Beltline) to the I-39/WIS 78 interchange near Portage. The corridor also includes the following (see enclosed study location map):

- WIS 30 from East Washington Avenue in Madison to I-39/90/94
- I-94 from I-39/90 to County N in Cottage Grove
- US 151 from I-39/90/94 to Main Street in Sun Prairie
- US 51 and WIS 19 triangle in DeForest

The purpose of this study is to develop and evaluate improvement alternatives. A preferred alternative will be selected to meet long-term traffic and safety needs in the I-39/90/94 corridor. Construction of the selected improvements will not be scheduled until the study is completed. The study will evaluate existing and future traffic needs; safety concerns and geometric deficiencies; and determine environmental constraints. A range of alternatives will be considered and an Environmental Impact Statement (EIS) will be prepared to document potential impacts from proposed courses of action.

As part of this study effort, WisDOT is creating a Technical Advisory Committee (TAC) and a Policy Advisory Committee (PAC) to work with study team members throughout the duration of the study. A description of each committee is given below.

- Technical Advisory Committee (TAC)
  - Made up primarily of staff members from potentially affected communities with technical backgrounds.
- Policy Advisory Committee (PAC)
  - Made up primarily of elected officials or other staff members from potentially affected communities with no technical background.

As a member of the TAC or PAC, participants will help identify issues and opportunities on the I-39/90/94 corridor, develop a range of improvement alternatives and provide input on the advantages and disadvantages of the alternatives. Both committees are anticipated to meet every two to three months over the course of the next few years. Meetings will likely be held between 9AM and 5PM for one to two hours.
Your organization is invited to nominate one individual as the primary contact for each committee. You may choose to participate in one, both, or none of the committees. Please note the contact information for your nominees on the enclosed form and return it to myself, Rob Knorr, in the enclosed envelope by November 20, 2014. You may also send the requested information via email to robert.knorr@dot.wi.gov. Future invitations to TAC and PAC meetings will be sent directly to those nominated. We anticipate holding the first TAC and PAC meetings in December 2014.

For questions about the interstate study please contact me at 608-246-5444 or robert.knorr@dot.wi.gov. The study website can be seen at www.i399094.dot.wi.gov.

Yours sincerely,

[Signature]

Rob Knorr, P.E.
WisDOT Project Manager

Enclosures:  Study location map
             Nomination form
             Return envelope
             List of recipients of this letter

c: Larry Barta, WisDOT
    Jamie MacAlister, WisDOT
    Amy Canfield, AECOM
List of entities invited to participate in TAC and PAC
I-39/90/94 Interstate Study

Counties
Dane County
- Public Works/Highways
- Planning & Development
- Executive Office
- Board of Supervisors
- Land and Water Resources

Columbia County
- Highway Commissioner
- Planning & Zoning
- Board of Supervisors
- Land and Water Conservation

Municipalities
Letters to the municipalities listed below will be addressed to the administrator, board president/chair, or clerk, except where indicated for the cities of Madison and Sun Prairie.

Municipalities in Dane County
- City of Madison
  - Traffic
  - Planning
  - Common Council
- City of Monona
- City of Sun Prairie
  - Engineering
  - City Council
- Town of Blooming Grove
- Town of Burke
- Town of Cottage Grove
- Town of Dane
- Town of Sun Prairie
- Town of Vienna
- Town of Westport
- Town of Windsor

Municipalities in Columbia County
- Village of Cottage Grove
- Village of Dane
- Village of DeForest
- Village of McFarland
- Village of Waunakee

- City of Lodi
- City of Portage
- Town of Arlington
- Town of Caledonia
- Town of Dekorra
- Town of Lodi
- Village of Arlington
- Village of Poynette

Others
- Madison Area Transportation Planning Board (MPO)
- Capital Area Regional Planning Commission (CARPC)
- Madison Metro
- Bicycle Federation of Wisconsin
- State Senators – 13th, 14th, 27th districts
- State Assembly persons – 37th, 41st, 42nd, and 81st districts

In addition, representatives from the Federal Highway Administration (FHWA), WisDOT, and other state agencies (Department of Natural Resources, etc.) may attend select TAC and PAC meetings.
December 12, 2014

RE: WIS 19 Corridor Study
Initial Study Notification
Project I.D. 5290-00-09

The Wisconsin Department of Transportation, Southwest Region (WisDOT) is studying WIS 19 from US 12 (Town of Springfield) to WIS 89 in the City of Waterloo. The attached study location map illustrates the study limits.

This is a planning-level preservation study in which the primary goal of the study is to document the existing and forecasted corridor conditions along WIS 19. Environmental and socioeconomic resources, infrastructure, land use, safety and operations, and private access are important considerations of the study. Conceptual improvements will be developed to address deficiencies and areas of concern, however, there is no programmed funding for design or construction associated with this study, and no capacity-expansion or relocation concepts are anticipated within the study.

WisDOT welcomes review comments from your agency to aid in creation of constraint mapping and comprehensive corridor documentation. The desirable outcome of this coordination is identification of critical and/or sensitive environmental and socioeconomic resources that could affect future transportation planning in the corridor.

WisDOT will be holding initial stakeholder and Public Involvement Meetings early next year. An invitation and further details of these meetings will be sent to you. If within your organization there is a more appropriate recipient of this material please let me know and I’ll update our contacts for this study.

If you have any questions or comments regarding this study, please call me at 608-246-3860, or Derek Hunness of SRF Consulting Group at 608-298-5412.

Sincerely,

Franklin Marcos
WisDOT Project Manager

Att. as noted
WIS 19 Corridor Study
WIS 19, US 12 to Waterloo (WIS 89)
Dane and Jefferson Counties
Project I.D. 5290-00-09

Fact Sheet

Study area
The study begins at US 12 in the Town of Springfield, continues east along WIS 19 through the Village of Waunakee, the City of Sun Prairie, and the Village of Marshall, and ends on the east side of the City of Waterloo at WIS 89. WIS 19 intersects with US 12, WIS 113, IH 39/90/94, US 51, US 151, WIS 73, and WIS 89 within the study limits. The study includes all municipalities and townships within the corridor and focuses on the WIS 19 roadway.

Purpose of the study
This study will develop a long-range plan to safely manage, preserve, and extend the useful life of the WIS 19 corridor without adding system capacity. The study will involve:

- Evaluating existing roadway conditions
- Identifying existing deficiencies and concerns
- Analyzing conceptual roadway improvements for safety and mobility

Primary elements of the study
- Data collection
  - Traffic volume
  - Land use
  - Crash history
    - Infrastructure (roadway, major culverts, major utilities, trails, etc.)
- Safety and operational analysis
  - Crash analysis and countermeasure determination
  - Intersection and segment capacity analysis
- Local official/public involvement
  - Review of local land use and transportation plans
  - Public concerns
  - Public knowledge of safety or operational issues
  - Identification of significant infrastructure or sensitive lands
- Environmental scan and regulatory agency coordination
- Identification of conceptual improvement options for further/future study
Outcomes of the study

This study will provide a Corridor Study Report, which will formally document the process, results, and recommendations. No construction activities will result directly from this study. The report will:

- Document corridor conditions (traffic volumes, constraints, land use, primary infrastructure)
- Detail safety and operational concerns
- Discuss local concerns
- Identify conceptual options for preserving corridor safety and function
- Estimate timeframes of need of potential improvements (estimate priorities)
- Assist WisDOT and municipalities in long range planning of land use and transportation

Will WIS 19 become a four-lane highway or be relocated away (bypass) from any urban areas?

This study will not analyze nor recommend capacity expansion. This study will provide recommendation of potential improvements to preserve the safety and functionality of the existing number of lanes and in its current location. The intention is to extend the viability of the existing roadway as long as possible.

Private access

This study will not grant, modify, or remove existing access to the roadway. Access will be investigated to identify areas of concern that could be addressed in the future.

Other projects along WIS 19 (unrelated to the study, dates subject to change)

- Reconstruction of downtown Waunakee from Klein Drive to Division Street (including traffic signals at Holiday Drive and a roundabout at County Q/WIS 113)
  ➔ Occurred summer 2014
- Intersection reconfiguration and reconstruction at WIS 113/County I east of Waunakee
  ➔ Anticipated construction 2019
- Reconstruct and expand WIS 19 to four-lanes from River Road to IH 39/90 including reconstruction of the Yahara River bridge
  ➔ Anticipated construction 2019
- Traffic signal installation at Pepsi Way in the Town of Burke
  ➔ Anticipated construction 2015
- Traffic signal installation at Westmount Drive in the City of Sun Prairie
  ➔ Anticipated construction 2021
- Traffic signal reconstruction and intersection reconfiguration at Broadway Drive in Sun Prairie
  ➔ Anticipated construction 2018

How long will this study last?

WisDOT anticipates the study will be completed in summer 2016.
After the study

The Corridor Study Report will serve as guidance for WisDOT, counties, cities, and townships to work together to preserve corridor safety and efficient operations.

Completed tasks

- Traffic counts
  o Intersections counted Summer 2014
  o Traffic volumes counted (using tube counters) 2009-2014
- Safety analysis
  o Identified locations with crash history
  o Identified crash patterns at spot locations
  o Determined possible contributing factors and causes of crash patterns
- Traffic analysis
  o Identified intersection delay and congestion
  o Identified quality of travel conditions along WIS 19 throughout study limits

Next steps

- Meet individually with interested municipalities in corridor
- Hold Local Officials and Public Involvement Meetings in early 2015
- Investigate preservation strategies to preserve the safety and efficiency of the corridor
- Hold a second set of Local Officials and Public Involvement Meetings late in 2015
- Develop Corridor Study Report

Study contacts

- Franco Marcos, WisDOT Project Manager, 608-246-3860, Franklin.Marcos@dot.wi.gov
- Derek Hungness, SRF Consulting Group, 608-298-5412, dhungness@srfconsulting.com
December 18, 2014

Linda Stoll
Wisconsin Chapter – American Planning Association
1525 Rue Reynard
Menasha, WI 54952

RE: Letter of Support for Dane County Healthy Communities Initiative

Dear Ms. Stoll:

On behalf of the Madison Area Transportation Planning Board – An MPO, I am writing to express my support for the APA-APHA grant application by the Capital Area Regional Planning Commission (CARPC) on behalf of the Capital Region Healthy Communities coalition. The Dane County Healthy Communities project is an outgrowth of the work of the Capital Region Sustainable Communities (CRSC) Consortium, of which the MPO was also a partner. The CRSC Consortium identified several priority challenges including: (1) meeting the growing demand for walkable, vibrant places; (2) developing high capacity transit service with connecting regional service; and (3) ensuring equitable access to opportunity. This collaborative project will help the CRSC partners is beginning to address these challenges.

The Dane County Healthy Communities (DCHC) project proposal supports the MPO’s efforts to better integrate public health considerations into transportation planning and decision making. Much attention has been given in recent years to how the built environment affects the physical, social, and mental health of communities. Transportation is an important part of the built environment and significantly influences physical activity and well-being, safety, and the ability of community members to access destinations that are essential to a healthy lifestyle, thereby reducing rates of obesity and chronic diseases such as diabetes.

In order to help increase the number of residents in the region living in healthy, active living places, the MPO has begun work on a project with CARPC to develop metrics for the walkability and bikeway and transit system accessibility of areas, resulting in a composite “active living place” metric or score. These metrics can then be mapped to show how different areas score in terms of these metrics and overall support of active living. The metrics and maps can then be used as a planning tool as well as an educational tool to encourage local policymakers to make changes to the built environment in their communities to support use of active transportation and access to destinations essential to a healthy lifestyle.

This grant will assist the MPO and CARPC in completing this project and using the results to engage community residents and policy makers on the topic of health, active living. It will also provide other valuable tools to assess how conducive communities are for active transportation.
The Return on Investment tools will help identify where infrastructure improvements will have the greatest net benefits, in terms of increased physical activity, reduced rates of chronic disease, and associated health costs.

Thank you for making this grant program available and your consideration of CARPC's application. We look forward to working with the DCHC coalition to help develop and implement the active transportation ROI tool.

Sincerely,

[Signature]

William Schaefer, Transportation Planning Manager
Re:
Response Letter to Madison Mayor Soglin Regarding Interstate 39/90 (Madison to Illinois State Line) Reconstruction Project

Staff Comments on Item:
City of Madison Mayor Soglin sent a letter to the Janesville and Beloit MPO directors and myself in November expressing concern about the lack of multimodal transportation options in the Interstate 39/90 corridor and seeking a meeting to discuss the issue. Both the Janesville and Beloit MPOs responded. The Janesville MPO interpreted the Mayor as suggesting changes to the scope of the Interstate project and said it was too late for that. The Beloit MPO supported efforts to pursue opportunities to enhance other transportation modes in the corridor and agreed to meet. It is my understanding that an attempt will be made to set up a meeting among interested parties.

There is precedent for WisDOT using major project mitigation funds for new or enhanced transit service, and this is one possibility I think is worth pursuing to address the issue. Another might be to urge WisDOT to add this corridor to its intercity bus service, but with the service targeted more towards commuters. The current Van Galder service has limited trips, is unreliable because of Chicago traffic congestion, and isn’t oriented to commuters.

I have drafted a response letter expressing support for the Mayor’s concerns and agreeing to meet with representatives of the three metro areas to discuss the issue.

Materials Presented on Item:
1. Draft response to Mayor Soglin letter regarding the Interstate 39/90 project.
2. Letter from Mayor Soglin.
3. Letter from Janesville Area MPO responding to Soglin letter.
4. Letter from Beloit MPO responding to Soglin letter.

Staff Recommendation/Rationale:
Staff recommends sending letter with any suggested edits by the board agreeing to meeting on the issue.
January 8, 2015

Mr. Paul Soglin, City of Madison Mayor  
City-County Building, Room 403  
210 Martin Luther King Jr. Blvd.  
Madison, WI  53703

Dear Mayor Soglin:

Thank you for your letter dated November 6, 2014 regarding the Wisconsin Department of Transportation (WisDOT) project to reconstruct Interstate 39/90 between Madison and the Illinois State Line and the concern regarding the lack of multimodal options through the corridor.

I shared your letter with the MPO Policy Board. While supporting the Interstate project and acknowledging the positive impacts it will have in terms of freight movement and tourism, the board shares your concerns about the lack of alternative transportation options in the corridor.

Providing enhanced alternatives, particularly transit options, would not only reduce the number of vehicles on the road, but even more importantly provide a safe, affordable travel option that is particularly important for low income persons and the elderly. During project construction, providing improved transit and park-and-ride options could mitigate some of the resulting construction related congestion and improve safety as well as providing an alternative to use of the highway during this time.

Potential use of available state mitigation funding to support enhanced transit options during project construction – in particular commuter oriented express bus service connecting Beloit, Janesville, and Madison – is something we think is worth exploring with WisDOT. As noted in your letter, there is a significant amount of commuting into Madison from Rock County. While Van Galder Bus Company provides daily bus service between these communities as part of its Madison/Chicago service, the number of trips is limited and the service is not oriented to commuters. The service is also unreliable due to the traffic congestion in the Chicago area, and is very expensive for someone using the service daily for commuting.

There is precedent for WisDOT utilizing major construction project mitigation funds for transit service as well as transportation system management (TSM) activities. New bus service was supported with mitigation funding during the Marquette interchange reconstruction project in Milwaukee and is now being supported during the current Zoo interchange project. Use of mitigation funds to support development and marketing of park-and-ride facilities and van/carpooling also makes sense. This potential funding option was mentioned in the South Central Wisconsin Commuter Transportation Study (SCWCTS) completed in 2008 that was prepared for the SCWCTS Steering Committee, which included representatives of the Cities of Beloit and Janesville and the area MPOs.
We would be happy to attend a meeting with you and others from the three metro areas to discuss this idea and other possible strategies for enhancing alternative transportation options in the corridor. We look forward to hearing from you.

Sincerely,

William Schaefer, Transportation Planning Manager

Cc: Madison Area TPB (MPO) Policy Board Members
    Dave Trowbridge, City of Madison Planning
    Michael Flesch, Stateline Area Transportation Study MPO
    Duane Cherek, Janesville Area MPO
    Dave Mumma, Janesville Transit System
    Michelle Gavin, Beloit Transit System
November 6, 2014

Mr. William Schaefer, Director
Madison Area Transportation Planning Board
121 S. Pinckney St., Suite 400
Madison, WI 53703

Mr. Duane Cherek, Planning Services Manager
Janesville Metropolitan Planning Organization
18 N. Jackson St., P.O. Box 5005
Janesville, WI 53547-5005

Mr. Michael Flesch, Engineering Director
State Line Area Transportation Study
2400 Springbrook Court
Beloit, WI 53511

RE: Interstate 39/90 Reconstruction Project (Madison to Illinois State Line)

Gentlemen:

I am writing to you, Metropolitan Planning Organizations (MPOs) responsible for addressing regional and cross-county transportation in South Central Wisconsin, in regard to the Wisconsin Department of Transportation’s (WisDOT) planned reconstruction of the Interstate 39/90 corridor.

My staff and I recently saw a presentation by WisDOT officials outlining the multi-year, one billion dollar-plus I-39/90 roadway capacity expansion project between Madison and the Illinois state line. The City acknowledges the fact that this project has the potential to positively impact Wisconsin’s economy — in terms of improving freight transportation through the corridor, helping to improve the State’s tourism economy and providing safe automobile travel throughout the region, including auto access to Madison.

However, the lack of multimodal options available to travelers through this corridor — particularly in light of such an enormous financial transportation investment — strikes me as highly unbalanced. For example, there should be a wide array of choices available to travelers along this corridor — including express bus services, potential intercity rail service and park-and-ride facilities (with strong multi-modal connections to urban areas along the corridor).

Commuting from Rock County to Madison grows each decade, and the private automobile is the overwhelmingly dominant mode of transportation for those travelers. Most recent Madison Area TPB data indicate that almost 9,000 commuters travel between Rock and Dane County every day. We
anticipate that trend to continue into the future. However, with rising fuel costs and increasingly challenging economic and equity conditions, the development of alternative transportation choices has become more important than ever.

It is important to note that the lack of travel options through this corridor will disproportionately affect low-income, elderly and transit-dependent populations. I feel that this raises serious equity issues, not only with regard to the I-39/90 project but also the Department’s mission to ensure that all residents of Wisconsin are able to access and benefit from the State’s transportation system.

I am hopeful that staff from our respective organizations can meet in the near future to discuss specific courses of action. My staff and I look forward to working with you, in attempts to urge the Wisconsin Department of Transportation to provide a range of multi-modal transportation options in this corridor. Please do not hesitate to contact me with further questions or concerns.

Sincerely,

Mayor Paul R. Soglin
City of Madison

Cc: Rob Phillips, City Engineer
    David Dryer, Traffic Engineer
    Chuck Kamp, General Manager, Metro Transit
    David Trowbridge, Principal Planner-Transportation
    Dave Mumma, Transit Director, Janesville Transit System
    Michelle Gavin, Director, Beloit Transit System
JANESVILLE AREA METROPOLITAN PLANNING ORGANIZATION

Mayor Paul Soglin
City-County Building, Room 403
210 Martin Luther King, Jr. Blvd.
Madison, WI 53703

RE: I-39/90 reconstruction

Dear Honorable Mayor Soglin:

Thank you for your letter expressing concern regarding a lack of multi-modal transportation options related to the Interstate 39/90 expansion project extending through portions of Dane and Rock County. While the Janesville MPO would agree limited multi-modal transportation alternatives have been included in the current design, our principal focus and effort is centered on ensuring a safe, accessible and appropriate interstate expansion construction design is achieved. Staff from the Janesville Area MPO meets with the I-39/90 team on a bi-monthly basis to coordinate every aspect of the project that affects our area. We assisted with the identification of possible park and ride locations along the corridor, and are working with Wisconsin Department of Transportation (WisDOT) to establish a park and ride facility in Janesville.

The Janesville and Beloit Area MPOs have also studied the need for, and feasibility of, new or enhanced regional transit in South Central Wisconsin. In 2008, the Janesville and Beloit MPOs, along with representatives from other Rock County communities, WisDOT, and former Wisconsin Senator Judy Robson, completed the South Central Wisconsin Commuter Transportation Study (SCWCTS). I have attached the Executive Summary for your information. Two action items completed to date include a resolution by both MPOs to preserve abandoned rail corridors for future transportation use and Van Galder Bus Company, a private transportation provider, offers discounted fares to students and commuters.

Janesville MPO staff shared your letter with the MPO Policy Board at the Board’s November 10, 2014 regular meeting. The MPO Policy Board reiterated support for the interstate reconstruction and expansion, but felt it was too late in the project design process to make major additions to the project scope.

Sincerely,

Duane Cherek, MPO Director
Janesville Area Metropolitan Planning Organization
CC via email:
Michael Flesch, Stateline Area Transportation Study
William Schaefer, Madison Area Transportation Board
Jeff Gust, WisDOT SW Region
Paul Woodard, City of Janesville Public Works
Dave Mumma, Janesville Transit System
Michelle Gavin, Beloit Transit System
Chuck Kamp, Madison Metro Transit
November 26, 2014

Paul R. Soglin, Mayor
City of Madison
City-County Building Room 403
210 Martin Luther King, Jr. Boulevard
Madison, WI 53703

Re: Interstate 39/90 Reconstruction Project (Madison to Illinois State Line)

Dear Mayor Soglin:

On behalf of the Stateline Area Transportation Study (SLATS) MPO, thank you for your November 6, 2014 letter regarding the Wisconsin Department of Transportation’s planned reconstruction of Interstate 39/90 between Beloit and Madison. We agree with the City of Madison that this expansion project has potential to not only improve safety for all travelers between Beloit and Madison, but also positively impact the State’s economy, particularly in terms of freight movement and tourism. One only needs to travel through Beloit on I-39/90 on a Friday or Sunday evening in the summertime to experience the vast volume of tourism traffic in and out of Wisconsin on the weekends, particularly from our out-of-state neighbors to the south. Unfortunately, that traffic coupled with increasing freight movement often bottlenecks in Beloit and South Beloit, IL as the interstate now transitions from six lanes in Illinois to four lanes in Wisconsin at the state line. This is not only an inconvenience, but also a safety concern.

That said we understand that increasing capacity is only one part of a long-term transportation solution that is sustainable, cost-effective and spatially feasible. Effective growth management strategies that integrate land use and transportation planning and policies are vital. These, along with multimodal transportation opportunities in and between our communities could minimize the number of vehicles on the road and in turn reduce congestion and improve safety, air quality, and the quality of life for Wisconsin residents. Likewise, while increasing interstate capacity in our region is more than warranted, we agree that feasible and effective multimodal options in and between our communities provides important access to jobs, healthcare, recreation and services to those who choose not to or cannot afford to own an automobile. We do not anticipate this will or should alter the interstate expansion project, but do agree this topic should remain at the forefront of ongoing discussions and that opportunities to increase other modes of transportation between Beloit and Madison (and beyond) either along this corridor or elsewhere should be pursued.
Per your letter, we would be happy to attend a meeting with you in the near future to further discuss these issues. We will await additional information from your office regarding available dates. We look forward to hearing from you.

Very truly yours,

Michael Flesch, P.E.
Executive Director, Stateline Area Transportation Study (SLATS) MPO
City Engineer, City of Beloit

Cc: William Schaefer, Director, Madison Area Transportation Planning Board
    Duane Cherek, MPO Director, Janesville Area Metropolitan Planning Organization
    Rob Phillips, City Engineer, City of Madison
    David Dryer, Traffic Engineer, City of Madison
    Chuck Kamp, General Manager, Metro Transit
    David Trowbridge, Principal Planner- Transportation, City of Madison
    Dave Mumma, Transit Director, Janesville Transit System
    Michelle Gavin, Director of Transit, Beloit Transit System
Re:
Appointment to the MPO Citizen Advisory Committee

Staff Comments on Item:
The MPO Board has recently approved the appointment of seven new members to the MPO Citizen Advisory Committee (CAC), bringing the total committee size to 14.

Cristel Gjerde, who has represented the Dane County Chapter of the League of Women Voters, is resigning after serving on the CAC for a few years. She has indicated that Ingrid Roth, the current co-President of the Dane County LWV, is interested in taking her place on the CAC. I think the LWV is a good organization to have represented. Ms. Roth studied transportation at UW-Madison and previously worked at WisDOT, and thus would be a good fit. She lives in downtown Madison.

Materials Presented on Item:
1. List of existing and prospective new MPO Citizen Advisory Committee member (with candidate new member underlined)

Staff Recommendation/Rationale:
Staff recommends appointment of Ingrid Roth to replace Cristel Gjerde, representing the LWV.
### Madison Area Transportation Planning Board – An MPO Citizen Advisory Committee

<table>
<thead>
<tr>
<th>Name</th>
<th>Affiliation(s)</th>
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<tbody>
<tr>
<td>Steve Arnold</td>
<td>City of Fitchburg Alder, 4&lt;sup&gt;th&lt;/sup&gt; District</td>
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<tr>
<td>Jessica Canel</td>
<td>New Routes Adolescents Program Manager with Centro Hispano of Dane County</td>
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<tr>
<td>Ronn Ferrell</td>
<td>Dane Co. Supervisor, 15&lt;sup&gt;th&lt;/sup&gt; District</td>
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<tr>
<td>Cristel Gjerde</td>
<td>City of Madison Resident; League of Women Voters</td>
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<tr>
<td>Ingrid Roth</td>
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<tr>
<td>Meg Healy</td>
<td>UW-Madison Student</td>
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<tr>
<td>David Hoffert</td>
<td>City of Madison Resident; President, Parkwood Hills Neighborhood Association</td>
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<tr>
<td>Greg Hull</td>
<td>City of Madison Resident; Realtor</td>
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<tr>
<td>Joe Maldonado</td>
<td>City of Fitchburg Resident; Program Manager with Boys &amp; Girls Club of Dane County</td>
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<tr>
<td>John Rider</td>
<td>City of Madison Resident; Sierra Club – Four Lakes Group</td>
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<tr>
<td>Gary Rylander</td>
<td>Traffic Engineering Consultant; Member, City of Middleton Public Works Committee</td>
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<tr>
<td>Susan Springman</td>
<td>Village of Waunakee Board Trustee; Project Manager with Mullins Group</td>
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<tr>
<td>Tom Stoebig</td>
<td>Former Dane Co. Supervisor, 17&lt;sup&gt;th&lt;/sup&gt; District; City of Madison Resident; AARP-Wisconsin</td>
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<tr>
<td>Dave Wallace</td>
<td>Village of Cottage Grove Trustee; Engineer for Wisconsin Department of Safety &amp; Professional Services</td>
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<tr>
<td>Royce Williams</td>
<td>ProRail; Madison Area Bus Advocates</td>
</tr>
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Re:
Review of Final Draft of Roadway Functional Classification Map and Proposed Associated Changes to the Madison Urban Area Boundary

Staff Comments on Item:
The Federal Highway Administration (FHWA) asks states to work with MPOs to update the functional classification of all public roadways in accord with federal regulations following the decennial Census and the update of the urbanized areas. The last time this was done was in 2004. As part of the reclassification of the roadways, some minor adjustments will need to be made to the Madison urban area boundary approved in 2013 by the MPO. This same thing happened last time. The roadway functional classification has both planning/design and funding implications.

WisDOT has primary responsibility for completing the functional classification for roadways, but must work with MPOs in the larger urban areas. WisDOT has adopted Functional Classification Criteria based on FHWA guidelines to guide the process. The functional classification system groups roadways by the character of service they provide – mobility, connectivity, accessibility – within the overall roadway system and was developed for transportation planning purposes. It describes generally how traffic flows through the roadway network. The primary criteria include: (1) traffic volumes; (2) land uses served by the roadway; and (3) spacing between routes, which varies by type of area (CBD, urban, etc.). System continuity is considered. There are also target ranges for the percentage of roadway miles within each category (principal arterial, minor arterial, collector). Other criteria that may be considered include average trip length on a facility and the level of access control.

WisDOT and MPO staff worked to prepare a draft map in 2013 and early 2014, incorporating comments received from local planning and engineering staff. There was general agreement or at least acceptance by WisDOT, MPO, and local staff regarding the draft map, which was reviewed with the MPO Board. The final step needed to complete the process was to obtain traffic counts on newly designated collector streets and prepare traffic forecasts for the planned collector streets anticipated to potentially be constructed within the next ten years. That work has now been done. There were five proposed new collector streets (3 in DeForest, 1 in Fitchburg, 1 in Cottage Grove) and two planned collectors that did not meet the traffic volume threshold criteria. The map has been revised to delete these streets/street segments. Otherwise, the map is the same as presented to the board in early 2014.

MPO staff plans to send the map out to local officials and review a final time with the MPO advisory committees in January. Because all of the issues have been resolved, staff is not expecting any further requests for changes or concerns. Assuming that it is the case, the functional class map and urban area boundary changes will be on the February meeting agenda for approval.

Materials Presented on Item:
1. Draft map will be distributed and reviewed at the meeting

Staff Recommendation/Rationale:
For information purposes only at this time. Action is anticipated at the February meeting.
Re:
Initial Discussion Regarding the Planning and Public Participation Process for the Regional Transportation Plan 2050

Staff Comments on Item:
The next major update to the MPO’s Regional Transportation Plan (RTP) must be completed by March 2017. The plan is to complete it by the end of 2016. Staff has begun some work on the plan already. This includes primarily data collection and development of draft population, household, and employment forecasts and allocations at the traffic zone level, which needed to be done for the Beltline and other WisDOT major corridor studies.

Staff will begin engaging the board and the public on the plan by spring/summer. Staff is working now to develop a somewhat more refined schedule and public participation plan for this effort as well as to flesh out in more detail the planning process. Staff thought it would be helpful to obtain any initial thoughts from the board about the planning process that could be incorporated in a draft document to be reviewed with the board in the next couple of months.

The general schedule for the RTP update, which is in the 2015 Work Program, is attached.

Materials Presented on Item:
1. Regional Transportation Plan 2050 Schedule

Staff Recommendation/Rationale:
For information and discussion purposes only.
<table>
<thead>
<tr>
<th>MPO Public Participation Plan Update</th>
<th>2014</th>
<th>2015</th>
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<tr>
<td>Prepare draft</td>
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<td>Public comment period (45-Days)</td>
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<td>Adoption</td>
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<tr>
<td>Finalize Detailed Public Involvement Program for the RTP</td>
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<td>Public involvement methods</td>
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<tr>
<td>Identify RTP advisory committee</td>
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<td>2010 base year and 2050 future year socio-economic and other data inputs</td>
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<td>Network, other revisions, calibration refinement of model with new data</td>
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<td>Major model improvements (time of day, corridor level, etc.)</td>
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<td>Preliminary adopted plans growth scenario (for WisDOT EIS Studies)</td>
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<td>Additional model refinements (corridor level, travel speed, transit, etc.)</td>
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<tr>
<td>Inventory existing transportation related plans</td>
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<tr>
<td>Collect, analyze existing land use and transportation data</td>
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<td>Collect, analyze future land use data</td>
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<td>Performance indicators data/evaluation</td>
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<td>Assess implementation status of adopted RTP</td>
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<td>Assess important land use, economic, transportation, etc. trends</td>
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<th>RTP Goals &amp; Objectives</th>
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<tr>
<td>Review/assess other transportation plans</td>
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<tr>
<td>Develop, refine goals and objectives</td>
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<td>Transit and roadway projects to be modeled</td>
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<td>Evaluate land use/transportation scenarios</td>
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<td>Recommended land use/transportation (fiscally constrained) scenario</td>
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<td>Existing and historic financial information (costs and revenues)</td>
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<td>Inflation methodology (revenues and costs)</td>
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<td>Anticipated revenues</td>
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<td>Project costs</td>
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<td>Identify any revenue shortfalls / refinement of project list</td>
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<tr>
<td>Finalize fiscal constraint demonstration</td>
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<td>Policy board</td>
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<td>Advisory committees (RTP, TCC, CAC)</td>
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<td>Other committees and groups</td>
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