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

October 3, 2018
Madison Water Utility Building
119 E. Olin Avenue, Room A-B
6:30 p.m.

If you need an interpreter, materials in alternate formats, or other accommodations to access this meeting, contact the Madison Planning, Community & Econ. 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 usted necesita un interprete, materiales en un formato alternativo u otro tipo de acomodaciones para tener acceso a esta reunión, contacte el Departamento de Desarrollo Comunitario de la ciudad al (608) 266-4635 o TTY/TEXTNET (866) 704-2318. Por favor contáctenos con al menos 48 horas de anticipación a la reunión, con el fin de hacer a tiempo, los arreglos necesarios.

Yog tias koj xav tau ib tug neeg txhais lus, xav tau cov ntaub ntawv ua lwm hom ntawv, los sis lwm yam kev pab kom koom tau rau lub rooj sib tham no, hu rau Madison Lub Tuam Tsev Xyus Txog Kev Npaj, Lub Zej Zos thiab Kev Txhim Kho (Madison Planning, Community & Economic Development Dept.) ntwam (608) 266-4635 los sis TTY/TEXTNET (866) 704-2318. Thov ua qhov no yam tsawg 48 teev ua ntej lub rooj sib tham kom thiaj li npaj tau.

如果您出席会议需要一名口译人员、不同格式的材料,或者其他的方便设施,请与 Madison Planning, Community & Economic Development Dept. 联系，电话是 (608) 266-4635 或 TTY/TEXTNET (866) 704-2318。

请在会议开始前至少 48 小时提出请求,以便我们做出安排。

AGENDA

1. Roll Call
2. Approval of September 5, 2018 Meeting Minutes
3. Communications
4. Public Comment (for items not on MPO Agenda)
5. Resolution TPB No. 142 Adopting the 2019-2023 Transportation Improvement Program for the Madison Metropolitan Area & Dane County
   - Addition/Change Sheet, dated 9/25/18
   - Section 5310 (Enhanced E/D Transportation) Program of Projects for 2019
6. Resolution TPB No. 143 Approving Amendment to the 2018 MATPB Work Program and Budget
8. Review and Recommendation on Draft 2019 MPO Budget
9. Status Report on Capital Area RPC Activities
10. List of Current and Near Future Work Items:
    - 2019 Work Program
    - Annual Performance Measures Report and Setting of Federal Measure Targets
    - Madison Area Household Travel Survey
    - Bus Rapid Transit (BRT) Implementation Planning
    - Low Stress Bikeway Network Mapping and Analysis Report
    - Local Arterial Roadway Intersection Safety Analysis
    - Strategic Work Plan to Enhance Travel Model and Other Planning Analysis Tools
• Coordinated Public Transit – Human Services Transportation Plan Update
• MPO Website Redesign and Reorganization
• MPO Branding and Marketing Project
• Issue of Relationship between MPO and City of Madison
• Revision to MPO Operating Rules and Procedures

11. Announcements and Schedule of Future Meetings

12. Adjournment

Next MPO Board Meeting:

**Wednesday, November 7, 2018 at 6:30 p.m.**
Stoughton Public Safety Building, 321 S. Fourth Street, Council Chambers
Madison Area Transportation Planning Board (an MPO)  
September 5, 2018 Meeting Minutes

1. Roll Call
   
   **Members present:** David Ahrens, Allen Arntsen, Kelly Danner, Paul Esser, Steve Flottmeyer, Chuck Kamp, Jerry Mandli (arrived during item #5), Mark Opitz, Larry Palm, Bruce Stravinski, Zach Wood

   **Members absent:** Ken Golden, Ed Minihan, Doug Wood

   **MATPB staff present:** Renee Callaway, Colleen Hoesly, David Kanning, Bill Schaefer

   **Others present in an official capacity:** Steve Steinhoff (CARPC)

2. Approval of August 1, 2018 Meeting Minutes
   
   Moved by Kamp, seconded by Opitz, to approve the August 1, 2018 meeting minutes. Motion carried with Flottmeyer abstaining.

3. Communications
   
   - Memo from WisDOT to MPOs regarding the 2019 targets that were set for the five federal safety performance measures. Item No. 9 addresses these performance measures.

4. Public Comment (for items not on MATPB Agenda)
   
   None

5. Public Hearing on the Draft 2019-2023 Transportation Improvement Program for the Madison Metropolitan Area & Dane County
   
   Palm opened the hearing. There were no people registered to speak. Schaefer reviewed the Surface Transportation Block Grant (STBG) – Urban priority projects and highlighted some of the other major pedestrian/bicycle and roadway projects in the draft TIP. He highlighted that the University Avenue (Shorewood Blvd. to University Bay Dr.) reconstruction project was the new major STBG-Urban project being added with construction scheduled in 2021.

   Kamp asked how much STBG-Urban funding MATPB receives each year. Schaefer said that MATPB receives a little under $7 million each year. Kamp asked how this figure compares to the cost for all transportation capital projects each year. Schaefer said that the final TIP document includes an appendix with a breakdown of local, state, and federal funding by project type. [Ed. Note: Total annual average FHWA funding spent in the Madison area is $46-$50 million. Total annual FTA funding is around $12 million.] Schaefer clarified for new board members that the TIP lists all significant transportation projects, but that only projects receiving federal funding must be approved by the MPO. Schaefer estimated that federal funding comprises about one-third of all funding for state DOT projects. Kamp commented that 20-30 years ago, projects generally received 80% federal funding. That percentage has now dropped to 50% or less. Schaefer said that federal funding has dropped for transit projects, but that 80% federal funding is still provided for roadway projects. Kamp said that Metro Transit previously qualified for STP-Urban funding for bus purchases in order to maintain their fleet, and asked if STBG-Urban funding could be used for multi-modal purposes. Schaefer confirmed that STBG-Urban funding could be used for many kinds of capital projects and safety education and TDM programs such as MATPB’s Rideshare TDM program.

   Arntsen asked for information about the two Park Street projects. Schaefer said that the City of Madison plans to do joint repair work on those streets. It is a short-term maintenance project, Park Street will need to be reconstructed in the future. In reference to the Beltline Corridor Path project, Opitz asked if WisDOT would
allow the path to be constructed adjacent to the Beltline south of West Towne Mall as there is a significant slope on the property. Flottmeyer said that there might have been discussions about this, but that he was not privy to them. He added that WisDOT doesn’t generally allow paths to be constructed in the road right of way. Opitz said that the City of Middleton has hired KL Engineering to begin design engineering for a path along the north side of Century Avenue/CTH M from Old Creek Road to the west city limits, where it would connect with the future Dane County path that would go around the lake. Schaefer added that the path will be constructed in two phases and then described other North Mendota Trail connections. Opitz mentioned that the property owners appear to be willing to sell property for the ped/bike path.

Palm closed the public hearing.

6. Revised Resolution TPB #141 Approving Amendment #4 to the 2018-2022 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Schaefer described the TIP Amendment request, which removes the Madison ped/bike safety education program funding in 2019-2022 at the request of WisDOT. Schaefer said this was only temporary pending resolution of the legal dispute with WisDOT over their refusal to approve the previous TIP amendment reallocating the STBG-Urban funds for Buckeye Road project because of the future year funding shown for the ped/bike education project. Schaefer said FWHA was in discussions with WisDOT about this issue. Kamp asked how much federal money would be in jeopardy if the board did not approve the revised TIP amendment without the ped/safety education program funding. Schaefer said that MATPB would risk losing the $1 million currently allocated to Buckeye Road.

Moved by Ahrens, seconded by Kamp, to approve. Motion carried.

7. Presentation on A Greater Madison Vision

Steinhoff reviewed “A Greater Madison Vision” and provided a demonstration of CARPC’s online survey regarding the alternative growth scenarios and issues, which is being offered to the public as part of the public engagement process. Kamp asked if other MPO/regional planning commissions across the state have conducted surveys with the same questions. Steinhoff said that the Southeastern Wisconsin Regional Planning Commission (SEWRPC) recently updated their land use and transportation plan, and commissioned a public survey as part of it. Schaefer added that the MPO and CARPC partnered to conduct a values survey using both scientific sample and self-selected methods. Schaefer said he did not know how common it was for scientific surveys with random sampling to be administered. Steinhoff said that other regions are likely conducting and designing surveys differently than CARPC. The Greater Madison Vision survey cost $90,000 to implement.

Kamp said that further discussions are warranted regarding MATPB and CARPC planning coordination efforts. Palm remarked that it would be preferable to combine long-range planning efforts so that residents are not continually asked the same questions. He mentioned that residents who participated in the City of Madison’s “Imagine Madison” comprehensive plan effort are likely being asked similar questions now. Ahrens asked if there would be any survey respondents who were not self-selected. Palm said that all respondents will be self-selected at this point, but that options for a more costly scientific survey are being explored. Ahrens commented that self-selected respondents are people who love completing surveys. Steinhoff said that the survey is open to the public, and that it is being heavily marketed. CARPC will track the demographics of those who are responding and compare them to the demographics of the population as a whole. He said CARPC was specifically targeting the youth population, since they are typically under-represented or not represented in such efforts. They are also more racially diverse. Ahrens commented that marketing is good and that weighting responses based on demographics will be beneficial, but that the results will still not be valid since there is no randomly selected group. He added that the Imagine Madison plan also relied on self-selected respondents -- typically people who are actively involved in the community. Steinhoff said CARPC will consider funding a scientific survey at a future commission meeting. He added that the UW-River Falls Survey Center has provided a quote.
Palm said that the Greater Madison Vision survey is unique, and that CARPC is hopeful that this type of survey elicits a strong response from the community. Ahrens said that this type of survey is difficult to administer because the questions cannot be asked over the phone. He asked if the survey was tested with groups having different levels of educational achievement. Steinhoff said that there was a round of beta testing in which focus groups from different backgrounds provided feedback. Some changes were made based upon this effort. He added that the survey language is more egalitarian than typical surveys. The survey will be followed by a process to develop the vision plan using the survey results. There will be public engagement for that as well. The public will likely be more engaged in this next planning process if they see results from this one. CARPC hopes to have at least 10,000 survey participants.

Esser noted that the survey covers more than Dane County, and asked if maps for surrounding counties are provided in the survey. Steinhoff said there was not sufficient map data to include other counties. There is a description of how each scenario might develop outside of Dane County. Esser noted that there are many home-based work trips that cross the Dane County line. Palm added that it is unfortunate that we do not have as much data about communities outside of Dane County.

8. **Review of Section 5310 Program (Enhanced Services for Seniors and Individuals with Disabilities) Grant Project Applications for 2019 and Draft Recommendations for Project Funding**

Hoesly reviewed the Section 5310 Program project applications for 2019 and provided staff’s recommendations for funding. Arntsen asked if staff knew how much funding YWCA will receive from the Wisconsin Employment Transportation Assistance Program (WETAP). Schaefer said that YWCA receives WETAP funding to support operating expenses, but he was not sure about the amount. MATPB provided STBG-Urban funding for the purchase of three vehicles a few years ago. Arntsen noted that there is a significant disconnect between YWCA’s score and the amount of proposed funding relative to their request. He questioned whether it was appropriate to make funding recommendations based on criteria outside of the scoring process. Hoesly noted the score was for the overall project, but not specifically related all aspects of the project and the budget. She mentioned that staff is proposing to review evaluation criteria as part of the Coordinated Plan effort that is underway. Schaefer added that the criteria could potentially be changed to address whether projects are eligible to be funded through other sources. Arntsen said that he would prefer to increase the YWCA’s funding based upon the scoring process. [Ed. Note: After receiving additional information regarding the project, including the fact the software requested had already been acquired and YWCA was simply asking for a year’s cost for it, the evaluators decided to just their scores dropping the score to just above the County TIP project, which was not funded.]

Esser remarked that all projects look worthwhile. He said it is appropriate to use some judgment in addition to the scoring process for the purpose of awarding funds. He indicated that he was comfortable with the process followed and the staff recommendation. Schaefer said that the next step is sending a notification letter to the applicants along with the draft program of projects showing those to be funded and the amounts. Palm asked staff to provide additional details on the project budgets and the proposed funding for the next meeting. This would help the board in their decision-making process. Schaefer agreed to do so. Hoesly added that applicants would have an opportunity to provide comments to the board at the October meeting. Stravinski said that comments from the applicants would be helpful.

9. **Presentation on Federal Performance Measure Data for the Madison Metropolitan Planning Area and Discussion of Targets for the Measures**

Hoesly reviewed the federal performance measure data for the Madison Metropolitan Planning area and WisDOT’s targets for the safety measures and the other new measures. She noted that the federal measures – other than the safety measures – only apply to the designated National Highway System and she showed a map of those roadways. She noted that MATPB is locked into the safety targets for one more year. MATPB has an option to support the WisDOT’s targets or develop their own for the new performance measures.
FHWA only reviews states’ performance. If states don’t meet the targets or demonstrate progress, they must allocate additional funding to address those measures. There are no such funding ramifications if MPOs do not meet their targets. Schaefer said that the real value in looking at the data is to see how the Madison area is doing relative to the targets and the rest of the state and the trend. The value of the process is in using the data to inform project priorities. He noted that MPOs are required to report on how projects in the TIP and Regional Transportation Plan will assist in meeting the performance targets.

Esser questioned why so much time was being spent reviewing the measures and the data. Schaefer said that the board has a policy decision to make regarding whether to adopt their own targets or support the state targets for these federal measures, which are required to be tracked. Esser said that he has no basis for suggesting MPO targets, and suggested that staff provide a recommendation on this issue. Schaefer said that staff will be recommending to support the state targets. Stravinski suggested comparing Dane County’s performance with other more urban counties in the state, such as Brown County or Milwaukee County, since Wisconsin’s results reflect a high percentage of rural roads. Schaefer concurred, and said we may have better safety numbers than the state because Dane County has less rural roads and slower speeds on more streets.

Palm agreed. Mandli said that there is only one fracture-critical bridge in Dane County, and that fracture-critical bridges concern him the most. That bridge is located at University Avenue, over Old Middleton Road. The I-35 Bridge in Minnesota that collapsed in 2007 was fracture-critical. Kamp suggested rounding the targets to whole numbers, and said the goal should be for no bridges to be in poor condition. Hoesly said that staff could round the numbers when the performance report comes out.

Hoesly presented a map showing pavement ratings for NHS highways. Opitz questioned why University Ave, reconstructed only three or four years ago, had a fair pavement rating. Schaefer pointed out that the pavement measure is based on smoothness of the road instead of the structural condition of the road. Joints, manhole covers, and other factors can affect the smoothness of a roadway. The board discussed the condition of other roadways, including East Washington Avenue and the Beltline. Schaefer said that the forthcoming performance measure report would include data and map of the pavement condition measure that WisDOT and local governments have used, which is a better indicator of the actual condition of the roadway.

Hoesly presented a map showing travel time reliability. Mandli said that the aging population will affect travel time reliability. Palm asked when the performance targets needed to be adopted. Schaefer said they need to be adopted by November. Esser and Palm said that they support using the state targets.

Mandli asked if enforcement grants that help improve safety in Dane County, such as slowing traffic or providing rides homes from festivals, are based on the same targets. Hoesly confirmed that the same targets are used. Kamp suggested comparing passenger fatalities per million miles and comparing it across modes as a meaningful way to look at safety. Hoesly said that the forthcoming performance measure report will contain more performance measures, including multi-modal measures.

10. Appointment to Dane County Specialized Transportation Commission

Palm said that anyone interested in serving on the Dane County Specialized Transportation Commission should contact him or Schaefer. Kamp said that the next appointee would be able to confer with Nancy Senn and Crystal Martin from Metro on technical issues.

11. Status Report on Capital Area RPC Activities

Palm said there will be a joint meeting later this month to discuss coordination of Capital Area RPC and MATPB planning efforts.

12. Status Report on Studies and Plans Involving the MATPB

Schaefer said that staff is putting together the budget and work program for next year. That will be on the agenda for the next meeting. The draft performance measure report will be on the agenda in October or
November. Approval of the TIP will also be on the October meeting agenda. Staff and its consultant will meet with Metro Transit, Madison Traffic Engineering, and WisDOT staff in October to review the draft of a multi-year work plan to improve the travel model and other planning tools. Staff will review with the board at its November meeting.

13. Discussion of Future Work Items

Palm noted the large number of future work items and questioned whether it was necessary to list all of them. Opitz said that he appreciates this agenda item since it shows the wide range of projects that are being done or will be worked on. Palm said that they are important, but perhaps they should be presented more strategically and in a way engaging to the Board. Kamp suggested changing the agenda item to “List of Future Work Items”. Palm said that this discussion may be continued next month.

14. Announcements and Schedule of Future Meetings

Palm announced that the next meeting is scheduled on October 3 at the Madison Water Utility.

15. Adjournment

Moved by Esser, seconded by Arntsen, to adjourn. Motion carried. The meeting adjourned at 8:41 PM.
September 12, 2018

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

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

Dear Mr. Davies and Ms. Simon:

Under the authority delegated to me by Governor Scott Walker, I am hereby approving the Madison Area Transportation Planning Board’s Amendment to the 2018-2022 Transportation Improvement Program (TIP) for the Dane County Urbanized Area. The amendment was approved and adopted by the Madison Area Transportation Planning Board on September 5, 2018. We will reflect by reference the 2018-2021 federal aid projects covered by this approval in our 2018-2021 Statewide Transportation Improvement Program (STIP).

Copies of the TIP Amendment 4 and Revised Resolution TPB Number 141 for the Madison Area Transportation Planning Board are enclosed. This TIP amendment represents a comprehensive, continuous, and cooperative effort between the MPO, local communities, affected transit operators, and the Wisconsin Department of Transportation (WisDOT), and is designed to meet the objectives of Title 23 USC 134 and 135 and their implementing regulations 23 CFR 450 and the 2050 regional transportation system plan.

We have determined that the proposed amendment: 1) is consistent with the adopted 2050 Regional Transportation System Plan, 2) conforms to state and national air quality standards as required by the Federal Clean Air Act Amendments of 1990, and 3) ensures that the TIP remains fiscally constrained in that federal funding resources are sufficient to support the new or modified projects.

Sincerely,

[Signature]

Dave Ross
Secretary

cc: William Schaefer, MPO
Mitch Batuzich, FHWA
Mary Forlenza, FHWA
William Wheeler, FTA
Stephen Flottmeyer, WisDOT Southwest Region
Charles Wade, WisDOT Bureau of Planning and Economic Development
Re:
Resolution TPB No. 142 Adopting the 2019-2023 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Staff Comments on Item:
Staff has prepared the attached Addition/Change Sheet, dated 9/25/18, that lists proposed changes to the draft TIP, primarily for federally funded projects. No changes are proposed to the MPO’s STBG-Urban priority projects. The changes include: (1) revision to Glacial Drumlin Trail Extension project to reflect that the Village of Cottage Grove was awarded Transportation Alternatives program funding by WisDOT; (2) moving local funding for the Metro Transit satellite bus garage project from 2020 to 2023 consistent with the Executive Budget; (3) addition of the Section 5310 Program projects selected for funding; and (4) addition of a rail crossing improvement project on CTH AB in the Town of Dunn.

Also attached is revised scoring and proposed funding table for the Section 5310 (Enhanced Mobility of Seniors and Persons with Disabilities) Program project applications and additional information on the projects. Subsequent to the last meeting, staff obtained additional information on the YWCA project, including the fact the ride scheduling software to be covered was already purchased and implemented previously. YWCA was simply requesting funding for a year’s worth of maintenance fees for the software. This would greatly complicate the federal procurement process. That and the fact the program serves relatively few elderly and disabled persons led the evaluation team to revise their scores for the project and it is longer recommended to be partially funded. We encouraged the YWCA to apply for WETAP funding.

A number of email comments were received on the draft TIP, which are attached. The majority of comments were related to two issues. First, there were multiple comments expressing support for inclusion of the ped/bike overpass for the Campus path as part of the MPO funded University Avenue reconstruction project. The comments included a letter from the Village of Shorewood Hills, which noted the village had secured land to complete the missing link in the path west of University Bay Drive and planned to complete construction of the path along with railroad tracks in 2019. Second, there were multiple comments requesting that a project to address pedestrian and bicycle safety concerns with the Segoe Road and Mineral Point Road intersection, including a letter from the Van Hise PTO Board. Staff responded to the comments and will also pass them on to City of Madison staff as any new projects would need to be initiated by the city.

Materials Presented on Item:
1. Resolution TPB No. 142 Adopting the 2019-2023 TIP
2. Addition/Change Sheet dated 9/25/18
3. Section 5310 Program of Projects table, revised project scoring and funding table, and project descriptions and budgets
4. Email comments received on Draft TIP

Item No. 5
October 3, 2018
Staff Recommendation/Rationale:
Staff recommends adoption of Resolution TPB No. 142 approving the draft TIP with the changes listed in the Addition/Correction Sheet dated 9/25/18.
Resolution TPB No. 142

Adopting the 2019-2023 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

WHEREAS, the Fixing America’s Surface Transportation (FAST) Act (Pub. L. 114-357) and U.S. Department of Transportation (DOT) regulations (23 C.F.R. Parts 450 and 500, 49 C.F.R. Part 613) require that the designated metropolitan planning organization (MPO) for each urbanized area develop, in cooperation with the State, local officials, and any affected transit operator, a Transportation Improvement Program (TIP) for the area for which it is designated; and

WHEREAS, the FAST Act and U.S. DOT regulations require that the TIP be updated at least once every two years and be approved by the designated metropolitan planning organization and the Governor1; and

WHEREAS, the Madison Area Transportation Planning Board (MATPB) is the designated MPO for the Madison, Wisconsin Metropolitan Area with responsibilities to perform metropolitan transportation planning and programming; and

WHEREAS, working with local units of government, Wisconsin Department of Transportation (WisDOT), Metro Transit, and other implementing agencies, MATPB has prepared a coordinated, comprehensive listing of transportation improvement projects proposed to be implemented over the next five years, including a priority list of proposed federally supported projects to be undertaken in 2019-2022; and

WHEREAS, this listing of capital and non-capital transportation improvement projects relates to all modes of surface transportation, including public transit, pedestrian and bicycle facilities, roadways, and other transportation improvements; and

WHEREAS, in developing the TIP, MATPB has provided local officials, citizens, affected public agencies, private transit providers, and other interested parties with reasonable notice of and an opportunity to participate and comment on the proposed program, including holding a public hearing on the draft TIP on September 5; and

WHEREAS, the draft TIP has been published and made available for public review, including in an electronically accessible format on MATPB’s Website; and

WHEREAS, MATPB’s public involvement process for development of the TIP is also used by the City of Madison (Metro Transit) to satisfy the public participation requirements for development of the Program of Projects required under the Federal Transit Administration's Section 5307 Urbanized Area Formula Program:

NOW, THEREFORE, BE IT RESOLVED that the MATPB approves the 2019–2023 Transportation Improvement Program for the Madison Metropolitan Area & Dane County, which incorporates the changes to the Draft TIP, dated August 2018, listed in the Addition/Change Sheet, dated September 25, 2018, and provides specific approval of the listed 2019-2022 projects, including the Priority Surface Transportation Block Grant (STBG)—Urban Projects for 2019-2022; and

BE IT FURTHER RESOLVED that project notification and review procedures (in accordance with the successor rules to the Office of Management and Budget Circular A-95) are hereby being met, unless otherwise specifically noted, for all 2019 through 2022 listed projects utilizing federal funding (many of which had earlier received favorable A-95 reviews);

1 The Governor has delegated TIP approval authority to the WisDOT Secretary.
BE IT FURTHER RESOLVED that MATPB and WisDOT agree that the first year of the TIP constitutes an “agreed to” list of projects for project selection purposes and no further project selection action is required for WisDOT or Metro Transit, the major transit operator, to proceed with federal funding commitment; and, even though a new TIP has been developed and approved by MATPB, WisDOT can continue to seek federal funding commitment for projects in the previous TIP until a new State TIP (STIP) has been jointly approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA); and

BE IT FURTHER RESOLVED that projects from the second, third, or fourth year of the TIP may be advanced by WisDOT or Metro Transit for federal funding commitment without further project selection action by the MPO, and concerning federal funding sources for projects in the TIP WisDOT may interchange eligible FHWA funding program sources without necessitating a TIP amendment, subject to the expedited project selection procedures outlined in the TIP; and

BE IT FURTHER RESOLVED that financial capacity assessment regulations have been met as set forth in UMTA Circular 7008.1, dated March 30, 1987, and financial capacity exists to undertake the programmed projects; and

BE IT FURTHER RESOLVED that the MATPB certifies that the federal metropolitan transportation planning process is addressing major issues facing the metropolitan area and is being conducted in accordance with all applicable federal requirements, including:
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 U.S.C. 2000d-1) and 49 C.F.R. Part 21;
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;
4. Sections 1101(b) of the FAST Act (Pub. L. 114-357) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT funded projects;
5. 23 C.F.R. Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
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. 23 U.S.C. 324 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 C.F.R. 27 regarding discrimination against individuals with disabilities; and

BE IT FURTHER RESOLVED that MATPB certifies that all of the listed federally funded and regionally significant projects in the TIP are consistent with the Regional Transportation Plan 2050 for the Madison Metropolitan Area and Dane County, the currently adopted regional transportation plan, and additional sub-element plans incorporated as part of the plan.
2019-2023
Transportation Improvement Program
For the Madison Metropolitan Area & Dane County Area
(Project costs in $000s)

ADDITION/CHANGE SHEET

Pedestrian/Bicycle Projects in the Madison Metropolitan Planning Area

Page 20: REVISE the Glacial Drumlin Path Extension (Vilas Road to CTH N) project to add federal Transportation Alternatives funding as follows: $59 (PE, Fed-TA), $80 $15 (PE, CG), $80 $74 (PE, Total) in 2020, $496 (Const., Fed-TA), $600 $124 (Const., CG), $600 $620 (Total) in 2021.

Transit Capital Projects


REVISE 2021 cost/funding for B. Metro Transit Capital Projects – Misc. Equipment as follows: $380 $3,800 (M).

REVISE 2019 cost/funding for D. Metro Transit Paratransit Eligibility & Mobility Coordinator Program to add federal funding as follows: $70 (Fed-Sec. 5310), $99 $30 (M), $99 $100 (Total).

REVISE 2019 cost/funding for E. Dane County’s Mobility Management & Training Program to add federal funding as follows: $106 (Fed-Sec. 5310), $141 $38 (DC), $141 $144 (Total).

ADD the following project sponsored by Options in Community Living: Purchase one Accessible Vehicle for Short-Notice, On-Demand Transportation for Client Adults with Developmental Disabilities; $31 (Fed-Sec. 5310), $8 (OCL), $39 (Total) in 2019.

ADD the following project sponsored by City of Sun Prairie: Purchase one Replacement Accessible Vehicle for the Shared-Ride Taxi Program; $31 (Fed-Sec. 5310), $7 (SP), $37 (Total) in 2019.

ADD the following project sponsored by City of Stoughton: Purchase one Accessible Vehicle for the Shared-Ride Taxi Program; $30 (Fed-Sec. 5310), $7 (SP), $37 (Total) in 2019.

Street/Roadway Projects in the Madison Metropolitan Planning Area

Page 27:

DELETE the W. Beltline (US 12/14/18/151) Verona Road (US 18/151) to Fish Hatchery Road (CTH D) Mill and Overlay project listing (TIP No. 111-13-002) and incorporate into the W. Beltline (US 12/14/18/151) Whitney Way to I-39/90 Resurfacing and ITS Facilities project (111-18-010).

DELETE the W. Beltline (US 12/14/18/151) Fish Hatchery Road (CTH D) to I-39/90 Pavement Rehabilitation project listing (TIP No. 111-18-003) and incorporate into the W. Beltline (USH 12/14/18/151) Whitney Way to I-39/90 Resurfacing and ITS Facilities project (111-18-010).
**REVISE** the W. Beltline (USH 12/14/18/151) Whitney Way to I-39/90 Resurfacing and ITS Facilities project (111-18-010), changing the project scope to include projects with TIP Nos. 111-13-002 and 111-18-003, and revising the cost/funding as follows: $8,720 (Fed-NHPP), $2,180 (State), $10,900 (Total) in 2019.

Page 31:

**ADD** the following project sponsored by WisDOT: CTH AB (Town of Dunn) RR Crossing #391701R, Replace OCR Rail Warning Devices; $145 (Fed-SAF MS50), $78 (State), $224 (Total) in 2022.
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<th>Service Area</th>
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<th>Sub Type</th>
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<td>Urban/Rural LG</td>
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<td>$26,769</td>
<td>$133,843</td>
<td>32, 34, 35, 37, 38</td>
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<td>Madison Area</td>
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<td>Project Type</td>
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<td>Options in Community Living</td>
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<td>Urban PNP Capital</td>
<td>Accessible Vehicle</td>
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<td>$31,200</td>
<td>$7,800</td>
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<td>Urban LG Capital</td>
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<td>15, 26, 31, 33, 35</td>
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<td>$298,074</td>
<td>$67,769</td>
<td>$365,843</td>
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**Category A Projects** - Certified as having met federal requirements and approved for funding.

**Category B Projects** - Pending federal requirements and/or pending approval for funding.

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<thead>
<tr>
<th>Subrecipient</th>
<th>Service Area</th>
<th>Service Area Urban/Rural</th>
<th>Sub Type</th>
<th>Project Type</th>
<th>Project Description/ALI</th>
<th>FTA Amount</th>
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1. DR - Direct Recipient, PNP - Private Non-Profit, LG - Local Government, PO - Private Operator receiving indirect funds
2. Project type defined in FTA C 9070.1G:
   12 - Administration expenses
   14a - Rolling stock and related activities (meeting the 55% requirement)
   14b - Passenger facilities (meeting the 55% requirement)
   14c - Support facilities and equipment (meeting the 55% requirement)
   14d - Lease of equipment (meeting the 55% requirement)
   14e - Acquisition of transportation services under a contract, lease, or other arrangement, including user-side subsidies (meeting the 55% requirement)
   14f - Support for mobility management and coordination programs (meeting the 55% requirement)
   15a - Public transportation projects (capital and operating) planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities
   15b - Public transportation projects that exceed the requirements of the ADA
   15c - Public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on ADA complementary paratransit service
   15d - Alternatives to public transportation that assist seniors and individuals with disabilities with transportation

All projects are within Dane County, Madison, WI; Wisconsin Congressional District 2; and consistent with the 2013 Coordinated Public Transit-Human Services Transportation Plan for Dane County.
## 2019 5310 Applications

<table>
<thead>
<tr>
<th>Name of Agency</th>
<th>Type of Project</th>
<th>Average Score</th>
<th>Description</th>
<th>Funding Requested</th>
<th>Funding Proposed</th>
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<tr>
<td>Madison Metro</td>
<td>Mobility Management</td>
<td>94.3</td>
<td>Funding for Paratransit Eligibility and Mobility Coordinator</td>
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<td>Dane County Call Center</td>
<td>Mobility Management</td>
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<td>Funding for Call Center, Mobility Training, Bus Buddies</td>
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<td>Options in Community Living</td>
<td>Vehicle</td>
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<td>Funding for an accessible vehicle</td>
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<td>City of Sun Prairie</td>
<td>Vehicle</td>
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<td>Funding for 2 replacement vehicles</td>
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<td>City of Stoughton</td>
<td>Vehicle</td>
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<td>Funding for additional accessible van</td>
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<td>Dane County TIP Project</td>
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<td>TRIP online toolbox</td>
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<td><strong>($138,230)</strong></td>
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2019 Section 5310 Application

Project Name: Mobility Management Project

Agency: Dane county Department of Human Services
Address: 1202 Northport Drive

City, State ZIP: Madison, Wisconsin 53704
FEIN Number: 39-60005684

Project Contact: Jane Betzing
Phone: 608-242-6486
Email: betzig.jane@countyofdane.com

PROJECT AND SPONSOR TYPE

Project Type (choose one):

- Mobility Management Project [✓]
- Vehicle Capital Project [ ]
- Non-Vehicle Capital Project [ ]
- Operating Project [ ]

Sponsor Type (choose one):

- Private Non-Profit [ ]
- Local Public Body [✓]
- Private Operator for Public Body [ ]
- Shared-Ride Private Taxi Provider [ ]

Provide a brief description of the project in the space provided.

The Mobility Management project has three components:
1. The Transportation Call Center (CC) is a single point-of-entry for transportation information in Dane County. The CC is staffed by a Mobility Manager and information on all available transportation resources is provided, including public transit, human services programs, vehicle acquisition and repair loans, ride sharing, and other programs. Services provided include: identification of transportation availability; options counseling, introduction and referral to public transit, individual and group ride services; assessment, eligibility determination and ride authorization for specialized transportation and related programs; enrollment in mobility training and bus-buddy programs, and follow-up assistance in maintaining mobility.

2. The Mobility Training Program (MT) in which eligible passengers of ADA complementary paratransit receive training to permit them to use mainline transit. Training is provided by Certified Occupational Therapy Aids. There is no fare during training, and if upon graduation, the rider migrates a sufficient number of trips from paratransit to fixed-route services, Metro Transit will provide a free annual bus pass. Service is coordinated through the CC. Service area is Metro Transit’s paratransit boundaries.

3. The Bus Buddy Program (BB) in which eligible passengers receive training and accompaniment to familiarize them with mainline transit. The program offers individualized training and group training. Training is provided by volunteers. There is no fare during training. Service is coordinated through the CC. Service area is Metro Transit’s
Provide an itemized project budget. Use this template if possible; if necessary, use the blank lines or attach a separate worksheet. Vehicle capital project budgets may not include any budget line items other than 'Vehicle Purchase', may not include revenue, and may not include in-kind match.

<table>
<thead>
<tr>
<th>Line Item</th>
<th>Project Budget</th>
<th>Notes (use box at bottom for more space)</th>
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<tbody>
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<td>Fuel/Oil</td>
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<td>Vehicle Insurance</td>
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<tr>
<td>Vehicle Purchase</td>
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<td>POS Agency Bus Buddy Program</td>
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<td>POS Agency Mobility Training Progra</td>
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<td><strong>Total Expense</strong></td>
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**Revenue**

**Net Project Cost**

$144,361

<table>
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<tr>
<th>Line Item</th>
<th>Budget</th>
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<td>In-Kind Match</td>
<td>$21,036</td>
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<td>Cash Match</td>
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<td><strong>Section 5310 Request</strong></td>
<td><strong>$115,550</strong></td>
</tr>
</tbody>
</table>

Reimbursement percentage 80.0% Cannot exceed 80%

Describe the source of all revenue, in-kind match, and cash match here if they cannot be described in the 'Notes' column above.

In-kind Match: $21,036 Transportation manager time to supervise the Call Center, manage the Purchase of Service agencies contracted for the Travel Training programs, analyze data and complete 5310 quarterly reports. .20 FTE

Cash Match $7775.
In 2018, we implemented TIP Phase 2 and by the end of the year will complete development of 3 prototyes that increase informed decision-making: 1) "Quick Reference: Transportation Provider Options in Dane County" - a complete and up to date inventory of transit provider options, 2) "Transportation Reference and Individualized Planning Toolkit (TRIP)" - a robust self-assessment and planning tool that will guide target customers to an appropriate transit option and 3) enhanced coordination and navigation capacity to customize transit solutions, when needed.

In 2019, DCDHS proposes a TIP Phase 3 to do the following: 1) Make both the "Quick Reference" and "TRIP Toolkits" available in a web-based format with user-friendly customer interface, 2) expand the reach of informed decision making through promotion and training and 3) create a user friendly, web based repository of tools and learning accomplished through TIP Phases 1 and 2.

The on line TIP tools will be promoted to both families of young adults with disabilities (through partnership with schools) and to adults with disabilities who are served in the new Family Care/IRIS Long Term Care system. Training on how to use the tools will also target both groups.

This project supports the 2013 Dane County Coordinated Public Transit-Human Services Transportation Plan priorities of independence, accessibility, efficiency, and resourcefulness.
Provide an itemized project budget. Use this template if possible; if necessary, use the blank lines or attach a separate worksheet. Vehicle capital project budgets may not include any budget line items other than 'Vehicle Purchase', may not include revenue, and may not include in-kind match.

<table>
<thead>
<tr>
<th>Line Item</th>
<th>Project Budget</th>
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<tbody>
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<td>Purchased Transportation Service</td>
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<td>Fuel/Oil</td>
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<td>Vehicle Insurance</td>
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<tr>
<td>Vehicle Purchase</td>
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</tbody>
</table>

| Total Expense                     | $70,437        |                                          |

**Revenue**

| Net Project Cost                  | $70,437        |                                          |
| In-Kind Match                     | $15,687        |                                          |
| Cash Match                        |                |                                          |
| Section 5310 Request             | $54,750        |                                          |

Reimbursement percentage 77.7% Cannot exceed 80%

Describe the source of all revenue, in-kind match, and cash match here if they cannot be described in the 'Notes' column above.

**In-Kind Match:**

Salary and Benefits includes 0.125 FTE (260 hours) Developmental Disabilities Community Program Specialist to supervise the TIP design specialist, coordinate grant activities, and perform Transit Navigator duties that arise as part of the Year 3 pilot.
Metro’s Mobility Management Project proposal is for the funding of a Paratransit Eligibility & Mobility Coordinator (PE/MC) position. PE/MC activities include: conduct In-Person Assessments (IPA) to determine ADA paratransit eligibility; provide Transit Orientation (TO) to paratransit applicants and others interested in using fixed route services; refer candidates for Travel Training (TT) to Dane County’s mobility training programs and monitor results, and; perform Path of Travel Assessments (PTA) incorporating field observations of obstacles to fixed-route transit use. The IPA, TO, and TT referrals are office based activities in which participants are interviewed and advised on appropriate transportation resources, service hours, routes, fares, reservations, and expectations in utilizing the services. The PTA involves field observation and assessment of bus stop and sidewalk accessibility with follow-up request for accessibility supports such as boarding pads, benches, and shelter installation.
Provide an itemized project budget. Use this template if possible; if necessary, use the blank lines or attach a separate worksheet. Vehicle capital project budgets may not include any budget line items other than 'Vehicle Purchase', may not include revenue, and may not include in-kind match.

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<th>Line Item</th>
<th>Project Budget</th>
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</table>

**Total Expense**  $99,500

**Revenue**

**Net Project Cost**  $99,500

**In-Kind Match**

| Cash Match | $19,900 |

**Section 5310 Request**  $79,600

Reimbursement percentage  **80.0%**  Cannot exceed 80%

Describe the source of all revenue, in-kind match, and cash match here if they cannot be described in the 'Notes' column above.

The local match to this project will come from general City (local) revenue, which includes farebox revenue and property tax revenue.
Options in Community Living, a Madison based, private, non-profit providing supporting living services to adults with Developmental Disabilities, is requesting vehicle capital funds to purchase an accessible mini-van to provide short-notice, on-demand transportation for our consumers. The individuals served live throughout the Madison and surrounding areas, and are all low-income. Short notice rides are frequently needed for urgent medical care and for general community involvement; this transportation need is particularly acute evenings and weekends.
Provide an itemized project budget. Use this template if possible; if necessary, use the blank lines or attach a separate worksheet. Vehicle capital project budgets may not include any budget line items other than 'Vehicle Purchase', may not include revenue, and may not include in-kind match.

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</table>

**Total Expense** $39,000

**Revenue**

**Net Project Cost** $39,000

| In-Kind Match                    | $7,800         | Agency reserve funds                     |
| Cash Match                       |                |                                          |
| **Section 5310 Request**        | $31,200        |                                          |

Reimbursement percentage 80.0% Cannot exceed 80%

Describe the source of all revenue, in-kind match, and cash match here if they cannot be described in the 'Notes' column above.
Project Name: Increase ADA capacity of Stoughton Public Transit

Agency: City of Stoughton - Stoughton Public Transit
Address: Stoughton City Hall
381 E Main Street
City, State ZIP: Stoughton, WI 53589
FEIN Number: 39-6005622

Project Contact: Jamin Friedl
Title: Director of Finance/Comptroller
Phone: 608-873-6691
Email: jfriedl@ci.stoughton.wi.us

PROJECT AND SPONSOR TYPE

Project Type (choose one):

- Mobility Management Project
- Vehicle Capital Project □
- Non-Vehicle Capital Project
- Operating Project

Sponsor Type (choose one):

- Private Non-Profit
- Local Public Body
- Private Operator for Public Body
- Shared-Ride Private Taxi Provider

Provide a brief description of the project in the space provided.

We are in need of an additional handicap accessible van as the five we currently have in inventory provided 30,000 one-way trips in 2017, and the disabled and elderly populations continue to grow.
Provide an itemized project budget. Use this template if possible; if necessary, use the blank lines or attach a separate worksheet. Vehicle capital project budgets may not include any budget line items other than 'Vehicle Purchase', may not include revenue, and may not include in-kind match.

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<tr>
<td>Vehicle Purchase</td>
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| Total Expense                     | $37,000        |                                          |

**Revenue**

| Net Project Cost                  | $37,000        |                                          |

| In-Kind Match                     |                |                                          |
| Cash Match                        | $7,400         |                                          |
| Section 5310 Request             | $29,600        |                                          |

Reimbursement percentage 80.0% Cannot exceed 80%

Describe the source of all revenue, in-kind match, and cash match here if they cannot be described in the 'Notes' column above.

The cash match will be provided with budgeted funds from the City of Stoughton General Fund
The City of Sun Prairie requests funding for the replacement of one shared-ride taxi vehicle. Currently, the City contracts with Running Inc. to operate a successful shared-ride taxi system. Under this arrangement, the City owns four (4) of the twelve (12) vehicles that Running Inc. operates. This application is for the replacement of the two oldest city-owned vehicles, a 2004 and a 2011 Ford E-350. Running Inc. has indicated that this vehicles are in poor condition and at the end of their useful life. The City intends to replace these large vehicles with a minivans. The requested vehicles are smaller than the vehicles they will replace, while will increase their utility to the service as a whole. The smaller vehicles will be more fuel efficient and more useful on a wider variety of trips.
Provide an itemized project budget. Use this template if possible; if necessary, use the blank lines or attach a separate worksheet. Vehicle capital project budgets may not include any budget line items other than 'Vehicle Purchase', may not include revenue, and may not include in-kind match.

<table>
<thead>
<tr>
<th>Line Item</th>
<th>Project Budget</th>
<th>Notes (use box at bottom for more space)</th>
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</thead>
<tbody>
<tr>
<td>Salary/Benefits</td>
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<td>Office Space/Rent</td>
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<tr>
<td>Equipment</td>
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<tr>
<td>Website Hosting/Support</td>
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<tr>
<td>Software</td>
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<tr>
<td>Staff Travel/Training</td>
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<tr>
<td>Purchased Transportation Service</td>
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<tr>
<td>Volunteer Driver Reimbursements</td>
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<td>Transportation Vouchers</td>
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<tr>
<td>Tires/Parts/Maintenance</td>
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<tr>
<td>Fuel/Oil</td>
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<td>Vehicle Insurance</td>
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<tr>
<td>Vehicle Purchase</td>
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**Total Expense** $78,000

**Revenue**

**Net Project Cost** $78,000

**In-Kind Match**

**Cash Match** $15,600

**Section 5310 Request** $62,400

Reimbursement percentage **80.0%** Cannot exceed 80%

Describe the source of all revenue, in-kind match, and cash match here if they cannot be described in the 'Notes' column above.

Funding will come from the Sun Prairie general fund.
2019 Section 5310 Application

Project Name: YW Job Ride - Increased Efficiency and Coordination

Agency: YWCA Madison
Address: 101 E Mifflin
Ste A
City, State ZIP: Madison, WI 53703
FEIN Number: 39-0806303

Project Contact: Maggie Porter Kratz
Title: Director of Development
Phone: 608-395-2174, opt 2
Email: mporterkratz@ywcamadison.org

PROJECT AND SPONSOR TYPE

Project Type (choose one):

- Mobility Management Project
- Vehicle Capital Project
- Non-Vehicle Capital Project
- Operating Project

Sponsor Type (choose one):

- Private Non-Profit
- Local Public Body
- Private Operator for Public Body
- Shared-Ride Private Taxi Provider

Provide a brief description of the project in the space provided.

The YW Transit Job Ride program provides 24 hour/7 days-per-week, curb-to-curb, pre-scheduled and night-time on-demand employment related transportation to clients throughout Dane County. The service provides viable transportation to hundreds of low-income workers who are unable to drive due to a myriad of circumstances. Priority is given to clients that are at or below 150% of the Federal Poverty Income Guidelines and a) live more than a ¼ of a mile from public transportation, b) would have more than an hour and a half one-way bus commute, and/or c) work off-peak hours. Our program does not duplicate services that are available via public transportation (i.e. Madison Metro Transit System). Eligible Job Ride clients pay a subsidized fare.

We are requesting funding to allow us to strengthen our work through expansion; supported by hiring a consultant to help create a plan for increasing elderly and disability rides, and implementing a system utilizing smart devices with the following benefits:

- increase accessibility and safety by allowing riders to monitor YW vehicle arrival
- allow staff and riders to alter drivers' routes in real time through smart devices, maximizing drivers' time
- accurate tracking of routes, timing and ridership
- realtime re-routing due to traffic conditions
- increase safety by allowing riders to see names and photos of drivers
Provide an itemized project budget. Use this template if possible; if necessary, use the blank lines or attach a separate worksheet. Vehicle capital project budgets may not include any budget line items other than 'Vehicle Purchase', may not include revenue, and may not include in-kind match.

<table>
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<th>Line Item</th>
<th>Project Budget</th>
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<td>Volunteer Driver Reimbursements</td>
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Total Expense $60,000

Revenue

Net Project Cost $60,000

| In-Kind Match                  |                |                                          |
| Cash Match                     | $12,500        |                                          |
| Section 5310 Request           | $47,500        |                                          |

Reimbursement percentage 79.2% Cannot exceed 80%

Describe the source of all revenue, in-kind match, and cash match here if they cannot be described in the 'Notes' column above.

Cash match through City of Madison funds.
Krejny, Meredith

From: Karl Frantz <kfrantz@shorewood-hills.org>
Sent: Wednesday, September 19, 2018 12:38 PM
To: Schaefer, William
Subject: TIP Comment
Attachments: MPO Comment Letter.pdf

Dear Mr. Schaefer,

Attached to this email is a Village of Shorewood Hills comment letter from our Village President on the draft 2019-2023 TIP specifically related to the University Ave (Shorewood Blvd to University Bay Drive) project. In addition to the letter, I want to let you know that this is a huge financial stretch and burden for the Village. Any additional funding that can be secured will be very helpful.

The letter will also be delivered via USPS.

Thank you for the opportunity to comment.

Karl Frantz
Village Administrator
608 267-2680
810 Shorewood Boulevard
Madison WI 53705
Village of Shorewood Hills

Mr. William Schaefer
Madison Area Transportation Planning Board (MATPB)
City County Building
210 Martin Luther King Jr. Blvd
Room 357
Madison, WI  53703

RE: Village of Shorewood Hills comment letter on MPO's Draft "Madison Metropolitan Area and Dane County Transportation Improvement Program 2019 - 2023" regarding strong need for and Village support for bike/ped overpass over University Bay Drive as part of University Avenue reconstruction project.

Dear Mr. Schaefer:

The Village of Shorewood Hills wishes to provide comment on the University Avenue Project (Shorewood Boulevard to University Bay Drive, New Priority Project) slated for 2021.

It is vital that this project proceed in 2021 and imperative that it include a bike overpass at University Bay Drive. The Village has recently completed complex and expensive negotiations to secure all of the missing links to complete the regional commuter bike path linking the University of Wisconsin campus, UW and VA Hospitals, as well as the Downtown Isthmus to points west. The Village will complete construction of the path just north of the railroad tracks there in 2019.

The intersection of University Bay Drive and University Avenue is presently a dangerous bottleneck for bike commuters and without an overpass will become even worse. Daily traffic counts are in the range of 15,000 vehicles per day. The new design for this intersection will likely include dual left turn lanes eastbound on University Avenue onto a widened University Bay Drive to accommodate vehicles coming into the University of Wisconsin Hospital complex. That will make an already untenable bike crossing even worse.

The Village looks forward to MPO support for this project and in particular the overpass. We also request that all funding sources possible be identified and leveraged by the MPO to construct this regional multimodal transportation project.

Thank you for your consideration.

[Signature]

Dave Benforado, Village President
I recommend this improvement and all other improvements made for public spaces which give priority to the public’s use of non motorized or mass transit in the Madison area, Dane County, and the state as a whole, over the use cars, SUV’s and other individually driven motor vehicles on the state’s highways and byways. From Michael T. Neuman, 4334 Waite Circle, Madison.
Hello,

I am writing the MPO in support of the Village of Shorewood Hills's advocacy for a bike/ped overpass over University Bay Drive at the Campus Bike/Ped Path and University Avenue intersection.

I commute by bike regularly across University Bay Drive at this location. It is challenging and it can feel dangerous... I hope this important piece of infrastructure will be included as an element of the larger University Avenue reconstruction project.

Thank you,

David Klinkner
5639 polworth st Fitchburg wi 53711

Sent from my iPhone
Hello,

I am writing the MPO in support of the Village of Shorewood Hills's advocacy for a bike/ped overpass over University Bay Drive at the Campus Bike/Ped Path and University Avenue intersection.

I commute by bike regularly across University Bay Drive at this location. It is challenging and it can feel dangerous. I hope this important piece of infrastructure will be included as an element of the larger University Avenue reconstruction project.

Thank you,

Maggie Grabow Koszewski
Madison, WI

--

Maggie Grabow, PhD, MPH
Primary Care Research Fellow
University of Wisconsin - Madison School of Medicine and Public Health
Department of Family Medicine and Community Health

Department of Family Medicine and Community Health
Alumni Hall
1100 Delaplaine Court
Madison, Wisconsin  53715

grabow@wisc.edu
Hello,

I am writing the MPO in support of the Village of Shorewood Hills's advocacy for a bike/ped overpass over University Bay Drive at the Campus Bike/Ped Path and University Avenue intersection.

It is important to be able to safely cross intersections, one bad crossing can ruin a perfectly safe commute! I hope this important piece of infrastructure will be included as an element of the larger University Avenue reconstruction project.

Thank you,

--

Have a Golden Day!

Kay Lum

Check out my websites:

**Graphic Design:**
kaylumdesign.com

**Custom Colorful Lycra Clothing**
Absurdudeez.com

**IMPORTANT:** Please remove the address kayelum@yahoo.com from your contacts and replace it with kav@kaylumdesign.com

*(please IGNORE the "kayserbaser" gmail address you see) it will work, trust me!)*
Subject: In support of Village of Shorewood Hills UBay Drive bike/ped overpass

Hello,

I am writing the MPO in support of the Village of Shorewood Hills's advocacy for a bike/ped overpass over University Bay Drive at the Campus Bike/Ped Path and University Avenue intersection.

I commute by bike regularly across University Bay Drive at this location. It is challenging and it can feel dangerous. I hope this important piece of infrastructure will be included as an element of the larger University Avenue reconstruction project.

Thank you,

byron dieterle
3329 tallyho ln., madison wi 53705
Hello,

I am writing the MPO in support of the Village of Shorewood Hills's advocacy for a bike/ped overpass over University Bay Drive at the Campus Bike/Ped Path and University Avenue intersection. I also support the idea of a bike/ped path overpass at the very dangerous crossing at Highland Ave.

I commute by bike regularly across University Bay Drive at this location. It is challenging and it can feel dangerous.. I hope this important piece of infrastructure will be included as an element of the larger University Avenue reconstruction project.

Thank you,

David Hill
5505 Greening Ln
Madison, WI 53705
Hello,

I am writing the MPO in support of the Village of Shorewood Hills's advocacy for a bike/ped overpass over University Bay Drive at the Campus Bike/Ped Path and University Avenue intersection.

I commute by bike regularly across University Bay Drive at this location. It is challenging and it can feel dangerous. I hope this important piece of infrastructure will be an element of the larger University Avenue reconstruction project.

Thank you,

Peter Gray
5042 Marathon Dr.
Madison, WI
To whom it may concern,

Several years ago, when changes were being proposed to University Bay Drive aimed at increasing traffic flow, I formally commented that this increased flow would create a more difficult and dangerous crossing for bicyclists and pedestrians. This has come to pass. I have witnessed several near accidents involving bicyclists or pedestrians attempting to cross four lanes of traffic, often with obstructed views from buses and other vehicles.

Every day I cross the intersection by bicycle to get to my place of employment. During the day, if time permits, I walk across the street to EVP coffee for lunch. Both of these crossings are becoming more difficult. It’s a scary crossing and I just have to hope that vehicles will stop when I am in the crosswalk.

Please recognize the importance of the proposed bike/ped overpass over University Bay Drive at the Campus Bike/Ped Path at the intersection with Marshall Court. It will be lifesaving.

Thank you,

Paul Lata
1446 W Skyline Drive
Madison WI 53705
My County Board representative, Kelly Danner, alerted me that the 2023 TIP included plans for work on University Ave in Madison, including the possibility of a footbridge in the area of University Bay Dr. I had previously contacted her about the possibility of such a pedestrian bridge across University Ave near Ridge St, and Post Farm Park and Shorewood Hills Pool.

Three years ago now, an eleven-year old kid was hit by a car and killed trying to cross University Ave, near the corner of Ridge Street. The 'geography' of University at Ridge is such that cars traveling eastbound on University come over a ridge headed downhill with a small bend in the road such that pedestrians crossing may not see the cars and the cars not see the pedestrians until it is "too late". And with kids going back and forth to the park and pool, I thought a bridge at that that corner might someday prevent another such accident. While I think a bridge nearer to Ridge St might be more effective with regard to the kids and the park, a pedestrian bridge anywhere along that stretch between Ridge and University Bay would be a great improvement.

Thanks for your time and attention.

Robert Earle
robertearle@charter.net
601 N Midvale Blvd
608-467-2654
Hello,

I recently learned of the Village of Shorewood Hills's proposal for a bike/ped overpass over University Bay Drive at the Campus Drive Bike/Pedestrian Path and University Avenue intersection.

This is a very unsafe crossing for bike commuters and pedestrians - almost as bad as crossing University Avenue at this intersection. I live very near this junction and use it regularly, but it is too dangerous and involves too much waiting for incessant car traffic to be safe or enjoyable.

Therefore I want you to advocate for including this overpass in the overall University Avenue reconstruction project.

Thank you,

Sincerely,

Jeff Schimpff
2721 Kendall Avenue
Madison, WI  53705
Hello Madison Area Transportation Board Staff,

Attached please find a letter from the Van Hise PTO Board in regard to the intersection at Mineral Point Road and Segoe Road.

Sincerely,

Jodie Thill
Van Hise PTO President
September 17, 2018

Re: Public Comment on the 2019-2023 Transportation Improvement Program for the Madison Metropolitan Area and Dane County: Re: the intersection of Mineral Point and Segoe Road

Dear Madison Area Transportation Board Staff:

On behalf of the Parent Teacher Organization at Van Hise Elementary School, we request that you add the intersection of Segoe Road and Mineral Point Road to the 2019-2023 Transportation Improvement Program for the Madison Metropolitan Area and Dane County as an intersection needing significant improvement.

Van Hise Elementary School is located on the north side of the intersection of Mineral Point and Segoe Road; however, a significant portion of our attendance area is South of this intersection. Because many students who live on the south side of the intersection live less than 1.5 miles from school, bus service is not provided by the Madison Metropolitan School District. This means that many very young students, including five year olds starting kindergarten, must walk or bike across the Mineral Point Road and Segoe Road intersection every day to get to and from school.

This is a very hazardous crossing. Traffic along this section of Mineral Point Road often appears to be traveling faster than the posted 35 miles per hour. And, because of increasing development in the Research Park and Hilldale areas, this intersection will only get busier and more hazardous.

The intersection is made more dangerous by vehicles turning right on a red light, and vehicles turning left on a green light, as there is no turn arrow. Not infrequently the driver of a car turning right looks carefully only to his or her left, but not to his or her right, and so may miss a pedestrian crossing on the right. Similarly, drivers turning left on a green light may be paying close attention to oncoming traffic, but not such close attention to pedestrians crossing in his or her path.

There is a City of Madison Police Department crossing guard to help students cross in the morning and immediately after school, but parents have noted that the dangers of this intersection make even the crossing guards anxious, and many parents feel that the intersection is too dangerous even with the crossing guard. Though the crossing guard may be helpful, they are not on duty at all times when children are traveling to or from school. A child traveling across the intersection without the aid of a crossing guard faces the potential of great peril.
Considering the age of children crossing this intersection is also important. Most of our kindergarteners begin school at age 5. Children this young do not always respond immediately to commands, even when those commands are shouted. Young students sometimes have a delay in understanding what they are being asked to do, and, when confused, they freeze, for example, in the middle of an intersection in a high-stress crossing. Some of our families cross this intersection with multiple children, often a student and the student’s younger siblings.

We are thankful that no fatalities have occurred at this intersection to date, but given the characteristics of the population crossing this intersection and the ever-increasing volume of traffic traversing this intersection, we strongly urge you to put this intersection on the 2019-2023 Transportation Improvement Plan, and to make significant improvements to increase pedestrian safety.

Some ideas we propose to make this intersection safer include:

- Prohibiting cars from turning right on a red light.
- Adding a turning arrow signal on both Segoe and Mineral Point Roads, so that a car may only turn left when it has a green left-turn signal.
- Increase the timing of the walk signal giving pedestrians a headstart in crossing.
- Increasing the length of the walk time when a pedestrian pushes the walk button.
- Adding an additional white stop line, thereby moving the white stopping line at the intersection back from the intersection;
- Adding some of the green surfacing to the pavement to highlight to drivers that this intersection is a high-volume intersection for pedestrians and bikes (i.e., similar to the green surfacing at the intersections of Regent Street and Monroe Street, Charter Street and Spring Street, and Atwood Avenue and Dunning Street).

We realize that some of these changes have the potential to slow down traffic on Mineral Point Road, however, when Mineral Point turns into Regent Street, the traffic is slowed considerably and is slowed again when it reaches the intersection of Regent Street and Monroe Street. While we understand the need to keep traffic moving, we have a responsibility to keep our children safe when they cross this intersection, and to make sure that walking and biking remain safe options in the commute to and from school.

Thank you for your time,

The Van Hise PTO Board,

Jodie Thill, President                   Wendy Crabb, Past-President
Jeff and Shelley Maxted, Co-Treasurers  Sarah Kaufman-Ihlenfeld, Secretary
Gretchen Bourg, Communications          Anna Skillings, After School Classes
Carousel Bayrd, Playground              Matt Cooper - Borkenhagen, Fundraising
September 16, 2018

Re: Public Comment on the 2019-2023 Transportation Improvement Program for the Madison Metropolitan Area and Dane County: Re: the intersection of Mineral Point and Segoe Road

Dear Madison Area Transportation Board Staff:

Please add the intersection of Segoe Road and Mineral Point Road to the 2019-2023 Transportation Improvement Program for the Madison Metropolitan Area and Dane County as an intersection needing significant improvement.

I cross this intersection almost every day, accompanied by my twin first-graders and my three-year-old. We have to cross it to get to and from school. We are often on bikes or walking. We aren't eligible for bus service because we live too close to the school. Our family has only one car and so sometimes it is absolutely necessary to walk or bike. And also, aside from crossing the intersection, I like walking or biking to school.

This is our second year crossing this intersection, and twice we have almost been hit by cars turning left while we were walking with the walk signal.

These near-accidents could have been avoided if the cars had a left-turn signal that allowed them to turn only during that signal, and if pedestrians had a walk signal that permitted them to cross at a time when cars were not permitted to turn left.

The duration of the walk signal for crossing Mineral Point also needs to be longer. First-graders and kindergarteners have trouble getting across Mineral Point during the length of the current signal.

Everyone who regularly crosses this intersection has his or her own scary story about the time he or she almost got hit. We share these stories at school drop off and pick up. You might not hear these stories from all of these parents because the parents are so busy trying to manage their jobs while also caring for their small children. Working while caring for young children leaves most families feeling overwhelmed. We have to pack lunches and arrange for child care, and then arrange for emergency child care when our regular child care falls through. We are working at 11 pm after our children go to bed to try to make up for having to leave our jobs early to go and pick
up our children. We are oversubscribed in every aspect of our lives, and we don't always have time to even find out that you're taking comments about the intersection. So please don't think that this intersection is ok just because you don't get so many comments about it.

I know that Mineral Point is a major thoroughfare. And I know it is important to keep traffic moving. But Mineral Point Road gets slowed down when it becomes Regent Street, in front of West High School. Here, at Segoe Road, just as in front of West High School, Mineral Point Road needs to slow down in order to protect pedestrians. The pedestrian and bicycle-friendly culture of Madison is one of Madison's best characteristics. I want my children to be able to partake in walking and biking. And I also want them to be safe while doing it.

So please, add the terrifying intersection of Segoe and Mineral Point Road to the list! Please improve it so that people, including and especially the children who must cross it, can safely walk and bike across it!

Thank you for your time.

Sincerely,

Elizabeth A. Mackey
I had read that the city of Madison is currently taking comments on areas in the city that need street improvement. I have two areas that I think are really poorly done and could use some work.

1. The intersection of Tokay and Segoe roads. It looks like there's been some work done there this summer, specifically on the northwest side, but the "finishing" work is atrocious. This area could definitely use some attention.

2. South Whitney Way - just off the beltline and the first ~3 blocks North (towards Hyvee). The lanes here are so rough! I've taken a trailer down this road, heading North, and seriously thought things might fall off because of the potholes. I'd love it if they could do some work here.

Thanks for your time,
Candace Hanks
Madison resident
To Whom it May Concern,

The intersection of Segoe Rd and Mineral Point has been increasingly dangerous to cross as a pedestrian or bicyclist. Improvements to the intersection, like no turn on red, and left turn arrows may help mitigate the problems.

On multiple occasions this fall, I have been nearly struck by motorists turning right on red, while I as a pedestrian have the walk signal and am in the crosswalk. Drivers don't see me, despite bright clothing and good weather. I have had to jump out of the way to avoid being hit.

Traffic turning left has also been a concern when I'm in the crosswalk.

I'm an adult who takes pedestrian safety very seriously. I never assume drivers see me and am overly cautious, and have still had multiple near misses. The number of kids who have to cross to get to Van Hise and Hamilton is a high concern, even with crossing guards present I have witnessed near misses.

Please consider improvements to the intersection. An elderly man on a bike was critically injured just yesterday at this intersection.

Best,
Robin Stephens
133 S Segoe Rd
608-561-1013
I am writing to submit public feedback about the traffic at two particular intersections and their effects it has at nearby intersections. Having lived in the Hill Farms neighborhood for almost 12 years, I have had changes in my normal destinations to experience driving different routes through all of these intersections.

First though, I would like to commend the city for some changes over the past few years that have been a great improvement. Making Segoe a single lane in each direction has been a great change. Traffic seems to travel much closer to the published speed limit than it did before. The road is also much more bike friendly. Also thank you for the extensive work at Midvale and Mineral Point. That intersection is much safer for making turns and going straight. The extra turn lanes have been fantastic. Traffic at the heaviest times seem to not back up as much and people don’t drive as erratic. It also feels safe as a pedestrian.

The types of improvements at Midvale would be a great addition to Segoe at Mineral Point road. At the heavier traffic times, and especially during the start of the school day, Segoe still feels very dangerous. Any time a car is turning left, it can be seen the number of cars that speed up to change lanes before the intersection. Also because of the dangers of trying to turn left, motorists aren’t always paying attention to pedestrians that may be trying to cross the street.

Whitney Way at Mineral Point is another very dangerous intersection. My wife was in a very bad accident at that intersection that totaled our car when a car was making a left turn when they didn’t have a safe amount of time to turn. This, just like Segoe, does not feel safe as a pedestrian. Northbound cars also pull into the right hand lane to race ahead of the large line of cars that backup on the other two lanes. This makes South Hill at Whitney Way VERY dangerous as a driver and pedestrian. As cars approach that intersection, it is not clear if they intend to turn right, as it is a right turn only lane. Many times they speed past the intersection in that third lane (parking lane) trying to pass a few more cars. Likewise, making southbound Whitney Way three lanes at South Hill causes some drivers to speed up after following a slower car as it turns into three lanes. This contributes to making this intersection very unsafe when on South Hill.

At the very minimum it would be great to have northbound right lane on Whitney be a right turn only at Mineral Point (except busses). Same for the southbound right lane to be right turn only. Ideally it would be wonderful to expand the intersection to be a two lane roundabout. There should be space available for the roundabout by purchasing some of the green space from the University.

Thanks for the time and consideration

Brad Schwoerer
I would like to comment on the intersection of Monroe and Regent. I refer to the road allowing one to leave MONROE and drive west to intersect with Regent at Breese Terrace. My observation is that many (most) automobile drivers on Monroe feel they have the right of way to advance onto Regent over the autos that continue west on Regent St.

I believe a FEW "YIELD" SIGNS on the road leaving Monroe would be very helpful. I believe that something is needed to reduce the potential for an accident.

I know this is not your domain but drivers travel too fast in this city. I wish the administration had the fortitude to reduce the number and speed of drivers who greatly exceed the speed limit.

Thank you for your consideration.

Best wishes

Miles Epstein

608-263-5074
mepstein@wisc.edu

Miles Epstein, Ph.D
Emeritus Professor
Neuroscience Dept./Univ. WI
office. 41 Bardeen (basement)
Address:1300 University Ave
Madison, Wisconsin 53706
608-263-5074
mepstein@wisc.edu
Hello,

First, the Capital City Trail reconstruction from Fish Hatchery to Verona Road is currently scheduled to be done over two years, with 1.6 miles (plus 0.5 miles of the new Seminole Corridor Path) in 2019, and a further 1.3 miles in 2020. **I would like to see those projects combined and completed together in 2020.** This year's reconstruction of 6.6 miles of the Capital City was very disruptive. It'd be nice to have a year off!

Second, **Atwood reconstruction should be prioritized over the West Beltline Path and Gammon reconstruction.** Atwood's current state is incompatible with the neighborhoods and parks it bisects, a vibrant area that sees more bikes & peds in an hour than the West Beltline Path will see in a day. I'm very supportive of the West Beltline Path, but feel it's much less necessary than Atwood (a fact backed up by the [Strava Heat Map](https://www.strava.com/heatmaps)). Also, the Gammon "underpass to nowhere" may be perceived as government waste, making future bike/ped projects more difficult. I appreciate that Gammon Rd is in bad shape but drivers have many alternative routes and I believe the road can wait a few years.

Finally, in the comments for each project, it'd be good to highlight where the schedule / scope has been impacted by **eminent domain law** changes last year. E.g., right next to Zor Shrine to Gammon, write "blocked by state statute 32.015". Repealing that law begins with making everyone aware of its widespread negative impact.

Thank you,

-Craig Weinhold ([cweinhold@gmail.com](mailto:cweinhold@gmail.com))
Bill -

I hope you're well. I believe today is the last day to provide comments on the 2018 - 2022 proposed budget for bike/ped plans. Our Collaborative has worked w Leopold and Mendota Elementary Schools over the past few years, through our Youth Empowerment Program and over the last 6 months w SRTS. We have heard from children and community members their concerns about safety in biking and walking. I'm writing to advocate for more investment in these neighborhoods to make these activities easier for these Madisonians. Projects that have been mentioned are the improvement of the underpass on Troy Drive and improvement of Park Street. We would like to see these and other improvements funded in these neighborhoods.

Might you provide suggestions on how we can elevate such requests to be included in infrastructure budgets?

Best regards,

Julia Stanley
Healthy Kids Collaborative
Bill,
I want to add to Julia Stanley's email. One of the areas we are all working in is to increase bike ridership among communities of color. We are working with groups/organizations that include Centro Hispano, Badger Rock Neighborhood Center, Vera Court Community Center, Kennedy Heights Community Center and other groups. The communities these organizations serve are communities that have been historically underrepresented and under-served.

As you might know, Centro Hispano is located in the heart of the Madison Southside. Centro offers a range of activities and services to the Latino immigrant community. Centro has become the hub of the community. Because of the lack of bike infrastructure and the unsafe biking conditions on South Park Street and Badger Rd, it is very difficult to get to Centro on a bike. Sure you can get there on a bike but when people do that it is very dangerous. Thorough our work with JUST Bikes, we are in the process of installing a bike rack at Centro so people can park their bikes. This helps to encourage folks to bring their bikes to Centro but I wonder if we are putting our community at risk by offering those bike parking spaces when it is very unsafe to ride their bikes from their homes to Centro? We had an event at Centro two weeks ago and one of the attendees mentioned the following: I live and I work near a bike path and I biked here today and I have to tell you that the experience was not comfortable, not fun and not safe.

Here is another quote from David Dahmer, who is the Publisher and Editor-in-Chief of Madison365 Speaking from the experience of biking hundreds of times from Madison’s east side to Centro Hispano, Urban League, Omega School, Penn Park, Genesis Center, Fountain of Life Church, Boys and Girls Club and other places on Madison’s south side, it’s not an exaggeration that you take your life in your hands every time you make your way around not particularly bike-friendly Park Street and Badger Road.

There are many individuals who bike for work from the Southside to downtown. These individuals are not the typical seasoned bikers you might see on the Capital City trail with their cool bikes, helmets, panniers, and reflective clothing. Many of the southside bikers have not chosen to bike to work (They do not have a choice) These are folks who sometimes cannot afford a bike, yet bike to work in very unsafe conditions with the hope to bring some money to take care of basic needs.

We organize the MadTown Unity Ride once a month. The Unity Ride always leaves from the Villager Mall on South Park street. Our riders have reported how unsafe they feel while crossing Park street.

And of course with our work we have found similar issues with the North side.

When reading the draft Madison Metropolitan Area and Dane County Transportation Improvement Program fro 2019-2023, I was surprised that there are not planned projects that would improve the safety of bikers and pedestrians in the South side and North side of Madison.

I am requesting to reconsider this budget so it is a more inclusive, equitable budget that gives priority to the needs of those communities that have been traditionally under-served and underrepresented. This is an opportunity for our city and county to put people/cultures/communities before infrastructure.
Let us know how the organizations we represent can help to make this happen.

Thanks for all your help and support.

Let me know if you have any questions.

--

Baltazar De Anda Santana  
**Dane County Program Director**  
Currently working with the following programs:  
*Safe Routes To School*  
*Share & Be Aware*  
Wisconsin Bike Federation  
Cell: (608) 469-5448  
baltazars@WisconsinBikeFed.org  

JOIN THE MOVEMENT FOR A BETTER, MORE BIKE-FRIENDLY WISCONSIN  
SIGN UP TODAY »
Re:
Resolution TPB No. 143 Approving Amendment to the 2018 Unified Planning Work Program

### Staff Comments on Item:

The 2018 Work Program included funding for consulting services to begin implementing the multi-year Strategic Work Plan to improve the regional travel model and other planning analysis tools and the data to support them. The MPO hired a consultant, Fehr & Peers, to assist in creating the work plan. That work has taken longer than expected, but a draft of work plan is almost completed and will be reviewed with the board at its November meeting. MPO staff will then begin work to draft an RFP to hire a consultant for a major project to update, recalculate, and make enhancements to the regional travel model, the first project to implement the plan. That contract will be around $150,000 to $200,000. Other consulting work for small projects was also delayed due to being short staffed since June. This includes assistance with an MPO branding and marketing effort and assistance from the UW TOPs Lab related to the MPO’s ongoing roadway intersection safety analysis. Both of those projects could get started prior to the end of the year, but the timing is uncertain. Therefore, $136,582 in total funding (including local matching funds) is planned to be carried over into 2019. A work program budget amendment is needed to provide for the funding carryover and extend the timeline for the projects. The carryover funding must be spent by the end of May next year. The work program budget attached to the resolution reflects the reduced consultant funding to be spent this year. The $5,000 spent (in addition to the $25,000 for the remaining cost of the strategic work plan not covered with 2017 funds) was mostly for assistance by Toole Design Group with our low stress bikeway network destination accessibility analysis.

### Materials Presented on Item:

1. Resolution TPB No. 143 with attached revised summary work program budget table

### Staff Recommendation/Rationale:
Staff recommends approval of Resolution TPB No. 143 approving the amendment to the 2018 Work Program.
Resolution TPB No. 143  
Approving Amendment to the 2018 Unified Planning Work Program and Budget

WHEREAS preparation and adoption of a Unified Planning Work Program is a requirement for all Metropolitan Planning Organizations (MPOs) receiving federal and state planning financial assistance; and

WHEREAS the Madison Area Transportation Planning Board (MATPB) is the designated MPO for the Madison, Wisconsin Metropolitan Area with responsibilities to perform regional transportation planning and programming; and

WHEREAS the Unified Planning Work Program for the MATPB is annually updated, and the 2018 Work Program dated November 2017 was approved on November 1, 2017; and

WHEREAS planning grants for 2018 planning activities were received, including funds from the Federal Transit Administration, Federal Highway Administration (FHWA), Wisconsin Department of Transportation (WisDOT), and several local governmental units; and

WHEREAS the City of Madison is the MATPB’s fiscal and administrative agent and is a legally constituted entity under the laws of the State of Wisconsin and able to receive these funds; and

WHEREAS the MATPB included a work activity in the 2018 Work Program to begin implementing a multi-year Strategic Work Plan to enhance the regional travel model and develop other planning analysis tools to support the MPO’s efforts to move to a more performance based approach to planning and project programming; and

WHEREAS the first planned project to implement the work plan is to hire a consultant to update, recalibrate, and make enhancements to the travel model using recently acquired origin/destination and household travel survey data; and

WHEREAS this project has not yet begun as the Strategic Work Plan, which is being prepared with the assistance of a consultant, Fehr & Peers, is still being finalized; and

WHEREAS another small consultant services project to provide assistance for an MPO branding and marketing project has also not begun due to the MPO being short staffed since June; and

WHEREAS the MATPB is therefore requesting that the work program budget be amended to carry over an estimated $136,582 in 2018 funding to cover part of the cost for the travel modeling project and the cost of the branding and marketing project to 2019; and

WHEREAS the MATPB is also requesting that the date within which to complete the modeling project be extended to August 31, 2019 and the date to complete the branding and marketing project be extended to May 31, 2018 with the carryover 2018 funding to be spent and invoiced by May 31, 2018:

NOW, THEREFORE, BE IT RESOLVED that the MATPB approves the amendment to the 2018 Unified Planning Work Program amending the work program budget as reflected in the attached budget table, and extending the date to complete the modeling project to August 31, 2019 and the branding and marketing project to May 31, 2018 with the carryover funding to be spent and invoiced by May 31, 2018; and

BE IT FURTHER RESOLVED that the MPO Transportation Planning Manager is authorized and directed to submit this work program amendment to WisDOT and FHWA for approval; and

BE IT FURTHER RESOLVED, in accordance with 23 CFR 450.334(a) the Madison Area Transportation Board 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, ex, or age in employment or business opportunity;
4. Sections 1101(b) of the Fixing America’s Surface Transportation (FAST) Act (Pub. L. 114-357) 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;
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

Date Adopted ________________________  Larry Palm, Chair
### 2018 Madison Area Transportation Planning Board Budget and Work Program Elements

#### Staff and Indirect Costs

<table>
<thead>
<tr>
<th>Work Element Number</th>
<th>WisDOT Work Element Percent (6)</th>
<th>FHWA/FTA PL Funds 80.0%</th>
<th>STBG-U 80% (2)</th>
<th>OTHER PROGRAMS (See Key)</th>
<th>Total MPO Non-Local</th>
<th>Total MPO Local</th>
<th>MPO Program Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2100</td>
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<td>174,219</td>
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<td>172,538</td>
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<td>2500</td>
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#### Other Direct Costs

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<th>WisDOT Work Element Percent (6)</th>
<th>FHWA/FTA PL Funds 80.0%</th>
<th>STBG-U 80% (2)</th>
<th>OTHER PROGRAMS (See Key)</th>
<th>Total MPO Non-Local</th>
<th>Total MPO Local</th>
<th>MPO Program Total</th>
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<tr>
<td>4030</td>
<td>Complete Strategic Plan for Enhancing Travel Model &amp; Other PL Analysis Tools (7)</td>
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<td>1,282</td>
<td>3,800</td>
<td>21,609</td>
<td>3,800</td>
<td>25,409</td>
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<td>4040</td>
<td>Implementation of Strategic Plan and Other Consulting Services and/or Software/Data (7)</td>
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<td>748</td>
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#### Summary of Total Costs by Type

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<th>Total Person-Months and Hours</th>
<th>Staff Costs</th>
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<table>
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<th>Consulting Services and Data (7)</th>
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<td>24,327</td>
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<table>
<thead>
<tr>
<th>Rideshare/TDM Advertising &amp; Materials</th>
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<tbody>
<tr>
<td>9,000</td>
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<table>
<thead>
<tr>
<th>Other Direct Costs</th>
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<td>616,305</td>
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<th>Total 2018 Cost</th>
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<td>640,632</td>
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### 2017 Madison Area Transportation Planning Board Carryover Funding Budget and Work Program Elements

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<th>Work Element Number</th>
<th>WisDOT Work Element Percent (6)</th>
<th>FHWA/FTA PL Funds 80.0%</th>
<th>STBG-U 80% (2)</th>
<th>OTHER PROGRAMS (See Key)</th>
<th>Total MPO Non-Local</th>
<th>Total MPO Local</th>
<th>MPO Program Total</th>
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</thead>
<tbody>
<tr>
<td>4030</td>
<td>Strategic Plan to Enhance Travel Model and other PL Analysis Tools</td>
<td>57,246</td>
<td>3,630</td>
<td>10,682</td>
<td>60,876</td>
<td>10,682</td>
<td>71,558</td>
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<table>
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<tr>
<th>Total 2017 Carryover Cost</th>
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<tbody>
<tr>
<td>57,246</td>
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Re:  
Review of Draft 2019 Unified Planning Work Program

**Staff Comments on Item:**  
A draft of the 2019 Unified Planning Work Program has been prepared. MPO staff won’t be able to meet with WisDOT Central Office and Southwest Region staff and FHWA staff to review and discuss the draft work program until late October. Any proposed changes to the draft document to reflect their comments will be presented at the November meeting when the board takes action on the document. The draft document will be made available to all local units of government within the MPO planning area and appropriate agencies, committees, and commissions for review and comment.

**Materials Presented on Item:**  
1. [Draft 2019 Work Program Report](#)

**Staff Recommendation/Rationale:**  
Informational at this time. Action by the board is expected at the November 7 meeting.
### Re:
Review and Recommendation of Proposed Draft 2019 MPO Budget

### Staff Comments on Item:
The overall budget for 2019 is 3.2% higher than in 2018 due to a $30,000 increase in federal planning funds. Most of this increase has been allocated to consulting services and data/software for implementing the strategic work plan now being finalized to improve the regional travel model and other planning analysis tools and data to support them. Staff costs are down slightly as benefit cost reductions more than offset salary increases. Funding for moving expenses and furniture has been included in the budget for the possible office move to co-locate with CARPC staff. Otherwise, the budget for purchased services and supplies is around the same as in 2018. The anticipated maximum carryover funding ($137,782) to cover part of the cost to hire a consultant to update, recalibrate (using recently acquired O/D and household travel survey data), and improve the regional travel model, and the cost to hire a consultant to assist with an MPO branding and marketing effort is not included in the 2019 budget. Those projects are anticipated to get started towards the end of this year or beginning of 2019.

### Materials Presented on Item:
Table reflecting the budget for 2019 compared to 2018.

### Staff Recommendation/Rationale:
Recommend Draft 2019 Budget
Purchased Services

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>2018 Budget</th>
<th>2019 Budget</th>
<th>Comments</th>
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<tr>
<td>54120</td>
<td>Telephone</td>
<td>1,200</td>
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<tr>
<td>54320</td>
<td>Communication Device RPR Main</td>
<td>1,500</td>
<td>1,500</td>
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<tr>
<td>54330</td>
<td>General Equip. Repairs &amp; Maintenance</td>
<td>500</td>
<td>500</td>
<td></td>
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<tr>
<td>54230</td>
<td>Property Rental</td>
<td>45,121</td>
<td>46,245</td>
<td>Includes $150 for room rental if needed; possibility</td>
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<tr>
<td>54515</td>
<td>Mileage</td>
<td>100</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>54520</td>
<td>Conferences and Training/Travel</td>
<td>5,200</td>
<td>5,500</td>
<td></td>
</tr>
<tr>
<td>54810</td>
<td>Other Services General (incl transcription, interp)</td>
<td>750</td>
<td>7,112</td>
<td>$6,600 for moving cost, $350 transp, $400 interp</td>
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<tr>
<td>54650</td>
<td>Advertising Services</td>
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<td>12,250</td>
<td>Rideshare adv (Full cost $12K; MPO cost $3K);</td>
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<tr>
<td>54645</td>
<td>Consulting Services/Data Services</td>
<td>161,595</td>
<td>186,623</td>
<td>Implementation of strategic work plan to improve</td>
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<td>Memberships</td>
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<td>3,138</td>
<td>AMPO membership; staff APA dues</td>
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<td>54690</td>
<td>Catering Vending Services</td>
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<td></td>
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Supplies

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<th>2019 Budget</th>
<th>Comments</th>
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<td>53110</td>
<td>Office Supplies</td>
<td>1,600</td>
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<tr>
<td>53130</td>
<td>Office Furniture/Equipment</td>
<td>750</td>
<td>3,500</td>
<td>Increase for possible office move</td>
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<td>53165</td>
<td>Subscription &amp; Books</td>
<td>500</td>
<td>500</td>
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<tr>
<td>53120</td>
<td>Reproduction Copier/Printing</td>
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<td>53150</td>
<td>Postage</td>
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<td>53140</td>
<td>Computer Hardware/Supplies</td>
<td>4,000</td>
<td>2,000</td>
<td>Workstation upgrades, etc</td>
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<tr>
<td>53145</td>
<td>Computer Software Licenses &amp; Supplies</td>
<td>21,000</td>
<td>24,000</td>
<td>Rideshare software ($12,600), Jackalope traffic</td>
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<td></td>
<td>Total</td>
<td>30,350</td>
<td>33,900</td>
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Inter-departmental Charges

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<tr>
<td>57175</td>
<td>Insurance Fund Inter-D</td>
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<tr>
<td>57176</td>
<td>Workers Comp</td>
<td>1,948</td>
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<tr>
<td></td>
<td>Total</td>
<td>3,164</td>
<td>3,164</td>
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</tr>
</tbody>
</table>

Staff

Includes 7 full-time MPO staff (Mgr., 5 Planners, GIS Specialist), 1 half-time MPO staff (Admin. Ass’t), MPO Intern (0.15 FTE), City PL Division Dir. (0.10 FTE), City Admin/Payroll Clerk (0.05 FTE), and City Finance Staff (0.13 FTE)

<table>
<thead>
<tr>
<th></th>
<th>FTE</th>
<th>FTE</th>
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<tbody>
<tr>
<td>Salaries</td>
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<td>Benefits</td>
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<td>Total</td>
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<td>796,990</td>
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Grand Total

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<tr>
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<th>2018</th>
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<td>Total Expenditures</td>
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<td>1,098,472</td>
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<tr>
<td>Interagency Billings/Revenues</td>
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<td>941,126</td>
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<td>Difference</td>
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<td>157,346</td>
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### Revenues

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<tbody>
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<td>FHWA/FTA</td>
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<tr>
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<td>MPO Match</td>
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<td>Rideshare Advertising</td>
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<td>Capital Area RPC</td>
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<td>Other Local Support</td>
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<td>Madison Traffic Engineering</td>
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<tr>
<td><strong>Subtotal</strong></td>
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<td><strong>Totals</strong></td>
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<td>$911,832</td>
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<td>MPO Match</td>
<td>$160,985</td>
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<td><strong>GRAND TOTAL</strong></td>
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<td>$1,110,309</td>
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<tr>
<td><strong>Total Interagency Revenues</strong></td>
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