Memorandum

To: Madison Area Transportation Planning Board Members

From: Bob McDonald, Transportation Planning Manager

Date: March 20, 2009

Re: Wednesday, April 1, 2009 Madison Area Transportation Planning Board Meeting

Enclosed are an agenda and materials for the next Madison Area Transportation Planning Board meeting, to be held Wednesday, April 1, at 7 p.m. at the Madison Water Utility, 119 E. Olin Ave. Conference Room A-B. Please mark your calendars accordingly. If you have any questions, please call me at 266-4518 or send me an e-mail at rmcdonald@cityofmadison.com.

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

April 1, 2009
Madison Water Utility
119 E Olin Ave, Room A-B
7 p.m.

AGENDA

1. Roll Call
2. Approval of March 4, 2009 Meeting Minutes
3. Communications
4. Public Comment (for items not on MPO Agenda)
5. Consideration of Resolution TPB No. 25 Regarding Amendment #3 to the 2009-2013 Transportation Improvement Program for the Madison Metropolitan and Dane County Area
   - Stage 1 Local Economic Recovery Projects (Starkweather Creek Path/Aberg Ave. Ped/Bike Overpass, CTH N (Yahara River Bridge) Bridge Replacement)
   - Initial State Economic Recovery Projects (Interstate 94 (I-39/90 to CTH N) Reconstruction and Expansion, USH 151 (Main, Bird St. Bridges) Bridge Painting)
   - Interstate 94 (Hudson to Oconomowoc) Statewide Corridor Planning Study
6. Consideration of Press Release, Citizen Participation Effort, and Generalized Schedule for Preparing the 2010-2014 Transportation Improvement Program (TIP) for the Dane County Area
7. Consideration of Letter of Transmittal Requesting Projects for STP-Urban Funding and TIP Update
8. Status Report on the American Recovery and Reinvestment Act of 2009 (Economic Stimulus Bill) and Solicitation and Selection of Local Transportation Projects by FHWA and WisDOT Staff
9. Presentation of State Trunk Highway 19/113 Access Plan by WisDOT SW Region Staff
10. Status Report by TPB Board Members on Projects Potentially Involving the TPB:
    - Transport 2020 Implementation Task Force
    - USH 51 (USH 12/18 to I 90/94/39) Corridor Study
    - North Mendota Parkway Implementation Oversight Committee
    - USH 51 (McFarland to Stoughton)
11. Discussion of Future Work Items:
    - 2009-2013 Transit Development Plan (TDP)
    - 2009 Federal Certification Review of MPO
    - Congestion Management Plan
    - Badger Bus Terminal
12. Announcements and Schedule of Future Meetings
13. Adjournment

Next MPO Meeting: Wednesday, May 6 at 7 p.m.
Madison Water Utility, 119 E. Olin Ave., Room A-B
If you need an interpreter, materials in alternate formats, or other accommodations to access this meeting, contact the Planning & Development Dept. at (608) 266-4635 or TTY/TEXTNET (866) 704-2318.
Please do so at least 48 hours prior to the meeting so that proper arrangements can be made.

Si Ud. necesita un intérprete, materiales en formatos alternos, o acomodaciones para poder venir a esta reunión, por favor haga contacto con el Department of Planning & Development (el departamento de planificación y desarrollo) al (608)-266-4635, o TTY/TEXTNET (886)-704-2318.
Por favor avisenos por lo menos 48 horas antes de esta reunión, así que se puedan hacer los arreglos necesarios.
Minutes of March 4, 2009 Are Still Being Transcribed And Unavailable At This Time
Dear Mr. McDonald

I am forwarding the communication below which I also faxed to your agency. I hope that you will read the attached statement of our organization and offer comments to the City Long Range Transportation Planning Commission at its meeting on March 19 when it has agreed to consider this issue.

Madison Peak Oil Group
Madison Area Bus Advocates

March 13, 2009

Mr. Al Montano, Chairman, Metropolitan Planning Organization
Mr. Robert McDonald, Transportation Planning Manager
FAX: 608-261-9967

Subject: Proposed Redevelopment of Madison Bus Station

Dear Sirs:

Please consider this a request for comments from your agency on an important Madison transportation issue—the proposed demolition and site redevelopment of the Madison bus station by its owners the Badger Bus Company. The Madison Peak Oil Group and Madison Bus Advocates have endorsed the attached statement calling on the City of Madison to withhold approval of this plan until its implications for the future transportation development can be identified and a satisfactory interim plan for bus connections can be identified.

Our analysis of the situation is attached. It argues that the bus station facility and surrounding area are the best site for the central "transportation hub" to provide boarding/arrival and intermodal transfer for the expanded public transportation systems under development, including the regional rail, intercity bus, commuter rail, and Metro bus systems. The Madison corridor component of the state Connections 2030 Transportation Plan portrays the need for such a facility and locates it approximately in this area. The Transport 2020 plan, for which your agency is responsible, proposes a commuter rail system using existing rail lines with stations at Union South, the Kohl Center (bus station area), and Monona Terrace. However, only the current bus station area provides the space and facility access for a central intermodal connecting point. It is unfortunate that the 2020 plan is not sufficiently advanced to designate a "hub" facility, but as a key planning agency, we believe that MPO has a responsibility to warn against developments that will foreclose this most promising alternative site and make the system difficult and costly to realize.

On Thursday, March 19 the Long Range Transportation Planning Commission of the City of Madison will consider this issue. If possible, we would appreciate comments for this meeting or for future deliberations. Please forward these to us and to David Trowbridge, Madison Planning Department, who supports the commission.

3/18/2009
David Knuti
Madison Peak Oil Group
615 West Main Street #301
Madison, Wisconsin 53703
608-251-2173
kutifam@yahoo.com
NOT SO FAST!
LET'S THINK TWICE BEFORE LOSING OUR BUS STATION

Madison's Transportation Future is at Stake

THE BADGER BUS STATION TODAY

While the buses make some noise and transients occasionally congregate there, the Badger Bus Station provides valuable passenger service for Badger, Greyhound and other bus companies. Moreover, it offers the potential to be an invaluable focus for future public transportation development. Each week hundreds of passengers pour through the station—returning students, out of town visitors, businessmen, Badger fans, high school tournament attendees, and Madison citizens.

However, next summer, if the proposed redevelopment proceeds on schedule, intercity bus arrivals and transfers will be spread around the city in a disorganized fashion without regard to passenger convenience and access to major destinations. In the next five years, as our nation responds to the return of very high energy prices and institutes measures to control global warming, planned expansions of bus, train, and rapid transit will be urgently needed. Madison will then search for a central hub for these facilities and find the current bus station site has been preempted by an ill-timed commercial development.

Madison has no better place for a central transit focus than the bus station site. Accessible to nearly all the major bus lines, it is equidistant between east and west Madison, and close to much of University housing. It is the natural linking point for new services using existing rail lines. It provides ready access to nearly all of the public attractions of Madison. Is is only two blocks from the Kohl Center, an easy walk to Camp Randall, the State Capitol, City offices, Monona Terrace, Overture Center, Farmers Market, and Capitol Concerts, among others. The existing bus and train stations provide a core for a transit hub, and the surrounding low intensity uses would pose very minimal obstacles for parking and other facilities (as opposed to the hypothetical alternatives at Monona Terrace or west of the Kohl Center).

The Bus Company claims that a new transit hub might be established at the reconstructed South Union at West Johnson and Randall, but this raises a host of unanswered questions. First, this destination is not in the heart of Madison's attractions. Second, construction there is just beginning and will not be completed until the spring of 2011. Third, UW planners have no plans for a transit hub, and have provided only for Metro bus stops and an eventual commuter rail stop.
Badger and Greyhound have not asked them to accommodate intercity buses and intermodal transfers and they have not done so. Furthermore, bus access through the narrow surrounding streets and traffic-clogged Campus Drive is likely to be problematic at best. The connecting block of Johnson east of Randall will be closed. And imagine buses in the midst of football game traffic at Camp Randall two blocks away.

THE STATION SITE IS THE BEST FOCUS FOR MADISON'S TRANSPORTATION FUTURE
Greatly expanded mass transportation plans are on the drawing board for implementation in the next few years. Madison is likely to have an intercity rail connection to Milwaukee and Minneapolis, a statewide publicly-supported intercity bus system supplementing today's commercial bus system, strengthened Metro bus service, and eventually an east-west commuter rail system. These systems would all pass through downtown Madison and all require some downtown focus for passenger service and transfers.

- The Madison "corridor" Plan (Connections 2030 Transportation Plan) prepared by the Wisconsin Department of Transportation and Madison Metropolitan Planning Organization specifies a central bus-rail terminal and transfer facility on or near the site of the current bus terminal (roughly from the Kohl Center to Monona Terrace).

- The Connections 2030 Plan also calls for an expanded intercity bus transportation network to be supported in part with state funds. As mapped in the plan, current intercity bus services would be supplemented by additional routes converging on Madison from the north and southwest. The system would provide "intermodal connections to intercity passenger rail, airports, and public transit" with some state assistance for transfer facilities adjacent to other modes.

- WisDOT's is nearing implementation of the Milwaukee-Madison link of the Midwest Regional Rail System eventually extending from Chicago to Minneapolis. A stop is currently planned at the airport, but the city hopes to eventually bring the service to a downtown terminal. Federal Stimulus funds may accelerate this project.

- The Transport 2020 planning process has adopted a plan for a metro-wide commuter rail system that runs on existing rail lines from Middleton to Sun Prairie in an arc through central Madison. Stations are anticipated near the Kohl Center and the Union. The required Regional Transportation Authority is nearing authorization by the Legislature before it is submitted to voters for approval.

CONCERN FOR THE PUBLIC INTEREST IS NEEDED
Indeed, a pause in the Badger Bus Company's redevelopment plan seems in order until these matters are adequately addressed. The Badger Bus Company is a private company that owns the station and the land; however, the company has profited from public infrastructure and patronage for decades, and its owners owe the city some consideration for future transportation needs. Instead, the owners have been rapidly moving forward with their plan with a stated target to begin construction next summer (and presumably end service at the station). Their plans were quietly surfaced in December and were public only in late January to get preliminary readings from the Urban Design Commission and Bassett Neighborhood. The owners apparently hope for Planning Commission approval in February. They have worked hard to produce creditable building designs (which appear to be an acceptable starting point for review), but the owners showed no hurry to consider the impact of their action on the city's transportation needs.

So far the Badger Bus owners have failed to offer any viable plan for future service. They claim that bus stations are "passé" and they can effectively run their service off almost any street corner or truck stop, but would be willing to participate in a "transit hub" at the South Union. This may
be a formula for profitable but limited operation for their company. It is also likely to provide poor service especially for the elderly, infirm and poor; create chaotic transfers to Greyhound and other intercity bus connections; provide no basis for expanded intercity services; and result in generally declining bus ridership at a time when rapid expansion is needed.

The transportation plans above emphasize just the opposite—more intercity routes, organized intermodal transfers, and improved facilities. Finally, the supposed plan to "shift services to the South Union" seems to have no foundation in reality as discussed above. It is not surprising that the owners have refused to discuss their plans with the press.

WHAT SHOULD THE PUBLIC EXPECT AT THIS TIME?
• At a minimum, the Badger Bus Company should be accountable for a viable plan for intercity bus boarding and transfers for the near term—two to three years—as a part of their plans for conversion of the station site to non-transportation use. The Madison Planning Department should review this plan its adequacy in meeting public transportation needs.

• Before City Planning review, the owners should obtain an agreement with UW planners specifying what boarding and transfer activities can be accommodated at the Union South facility. This should cover the construction period through 2011 and after completion. It should include provision for Greyhound bus service and transfers. This should be made available to the City Planning Commission for review prior to redevelopment project approval.

• The City Planning Department, Metropolitan Planning Organization, and Wisconsin Department of Transportation should provide the public with projected plans for intercity transportation terminal facilities and intermodal transfers—both near and long term—in the downtown area before review by the City Planning Commission and Common Council. The City should not approve the Planned Unit Development required for the implementation of this project until these arrangements are considered.

• Prior to a final approval of this project, the Mayor and Common Council should consider the purchase of this site for public transportation purposes, if necessary under eminent domain, and apply for State and Federal funding. The Badger Bus Company should accept its civic obligation to play a constructive role in Madison's future transportation planning, and delay its redevelopment project until these questions are resolved.

If Madison is to have the central focal point anticipated in practically all its public transportation plans, where is it to be? If not this optimal site, where?

When should Madison prepare for a world of scarcer, more expensive oil, with controlled carbon emissions, if not now?

David Knut and Barbara Smith, Madison Peak Oil Group, February 3, 2009
and Madison Area Bus Advocates, February 2, 2009
Madison Peak Oil Group
Madison Area Bus Advocates

March 13, 2009

Mr. Frank Busalacchi, Secretary
Wisconsin Department of Transportation
C/o Ethan Johnson, Intercity Planning Section,
Division of Transportation Investment Management
FAX Transmittal: 608-267-0294

Subject: Proposed Redevelopment of Madison Bus Station

Dear Mr. Secretary:

Please consider this a request for comments from your agency on an important Madison transportation issue—the proposed demolition and site redevelopment of the Madison bus station by its owners the Badger Bus Company. The Madison Peak Oil Group and Madison Bus Advocates have endorsed the attached statement calling on the City of Madison to withhold approval of this plan until its implications for the future transportation development can be identified and an alternative plan with continued transportation functions can be developed by the city.

Attached is our analysis of the situation. It argues that the bus station facility and surrounding area are the best site for the central "transportation hub" to provide boarding/arrival and intermodal transfer for the expanded public transportation systems under development for Madison, including the regional rail, intercity bus, commuter rail, and Metro bus systems. The Madison corridor component of your Connections 2030 Transportation Plan portrays the need for such a facility and locates it approximately in this area. Your plan also states that improved intermodal facilities are essential to full utilization of public transportation services and their development will be supported with anticipated State and Federal funds available through your agency. It is unfortunate that these plans are not yet sufficiently ripe for officially-designed "hub" proposals, but the agencies responsible, such as WiDOT, have a responsibility to warn against developments that will make these plans far more difficult and costly to realize.

On Thursday, March 19 the Long Range Transportation Planning Commission of the City of Madison will consider this issue. If possible, we would appreciate comments for this meeting or for their future deliberations. Please forward these to us and to David Trowbridge, Madison Planning Department, who supports the commission.

David Knuti
Madison Peak Oil Group
615 West Main Street #301
Madison, Wisconsin 53703
608-251-2173
knutifam@yahoo.com
March 18, 2009

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

Marisol Simon
Regional Administrator
Federal Transit Administration
U.S. Department of Transportation
200 W. Adams Street, Suite 2410
Chicago, Illinois 60606-5232

Mr. Radliff and Ms. Simon:

Under the authority delegated to me by Governor Jim Doyle, I am hereby approving the Madison Area Transportation Planning Board’s amendment to the 2009-2013 Transportation Improvement Program (TIP) for the Madison Metropolitan Area and Dane County. The amendments were approved and adopted by the Madison Area Transportation Planning Board on March 4, 2009. We will reflect by reference the 2009-2012 federal aid projects covered by this approval in our 2009-2012 Statewide Transportation Improvement Program (STIP).

A copy of the TIP amendment and Resolution TPB Number 24 for the Madison Area Transportation Planning Board, were recently sent to the Federal Transit Administration and Federal Highway Administration respectively. 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 2030 regional transportation system plan.

We have determined that the proposed amendments are: 1) consistent with the adopted 2030 Regional Transportation System Plan and; 2) the TIP remains fiscally constrained in that federal funding resources are sufficient to support the new or modified projects and; 3) conform to state and national air quality standards as required by the Federal Clean Air Act Amendments of 1990.

Sincerely,

Frank J. Busalacchi
Secretary

Enclosure

cc: Robert McDonald - MPO, Dwight McComb – FHWA, Angelica Salgado – FTA, William Wheeler- FTA, John Vesperman – WisDOT Southwest Region, Rod Clark-WisDOT, Sandra Beaupré -WisDOT, Aileen Switzer –WisDOT, Rhonda Reed-FTA Chicago
Re:
Consideration of Resolution TPB No. 25 Regarding Amendment #3 to the 2009-2013 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County Area.

Staff Comments on Item:
This TIP amendment is required to add two new Metro Transit grants and make revisions to other roadway and bicycle projects already in the TIP that have received funding under the federal American Recovery and Reinvestment Act (ARRA). The ARRA provides additional 100% funding (no local match) under FHWA and FTA programs for projects to help stimulate the economy and meet other goals including environmental protection. The amendment is also required to expand the limits and scope of the current I-39/90/94 (Madison to De Forest) corridor study to encompass a new statewide planning study for the I-94 corridor from Hudson (MN state line) to Oconomowoc (STH 67).

The projects to be funded with the two new Metro Transit grants include the purchase of 40-foot low-floor hybrid buses (up to 19) and 30-foot low-floor buses (up to 4) for paratransit service, security cameras, electronic display signs, and accessible vehicles (up to 2) for the City of Stoughton (which will be a grant sub-recipient). Minor revisions are also being made to Metro’s 2009 grants. The amendment includes funding and timing revisions to two local projects that were awarded funding under WisDOT’s Stage 1 solicitation of ARRA projects. These are Dane County’s CTH N (Yahara River Bridge) Bridge Replacement funded with Local Bridge ARRA funds and the City of Madison’s Starkweather Creek Path Phase 2 (including Aberg Avenue Overpass) funded with Transportation Enhancement (TE) ARRA funds. (Applications for a Stage 2 solicitation are due April 1. The MPO will score and rank the projects seeking STP-Urban funds, and will also prioritize the TE projects for WisDOT’s consideration. Another TIP amendment will be required for these projects and possibly additional state projects.) The amendment also includes revisions to two initial state ARRA projects. These are the Interstate 94 (I-39/90 to CTH N) Reconstruction and Expansion project and the USH 151 (Main, Bird St. Bridges) Bridge Painting project.

Materials Presented on Item:
Resolution TPB No. 25

Staff Recommendation/Rationale:
Staff recommends adoption of Resolution TPB No. 25.
Resolution TPB No. 25

Amendment #3 to the 2009–2013 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

WHEREAS, the Madison Area Transportation Planning Board (TPB) – A Metropolitan Planning Organization (MPO) approved the 2009–2013 Transportation Improvement Program for the Madison Metropolitan Area & Dane County on October 1, 2008; and

WHEREAS, the Madison Area TPB approved Amendment #1 to the 2009–2013 Transportation Improvement Program for the Madison Metropolitan Area & Dane County on January 7, 2009; and

WHEREAS, the Madison Area TPB approved Amendment #2 to the 2009–2013 Transportation Improvement Program for the Madison Metropolitan Area & Dane County on March 4, 2009; and

WHEREAS, the Madison Metropolitan Planning Area transportation projects and some transportation planning activities to be undertaken using Federal funding in 2009–2012 must be included in the 2009–2013 Transportation Improvement Program (TIP); and

WHEREAS, the federal American Recovery and Reinvestment Act of 2009 (ARRA) was passed on February 17, 2009, providing additional transportation funds under the existing Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) programs for projects to be constructed in 2009 and 2010 to help promote multi-pronged efforts to stimulate the economy with additional goals, including improving the environment; and

WHEREAS, an initial list of state and local projects already in the TIP for which federal economic recovery funds will be obligated in 2009 has been selected, and the TIP must be amended to revise the listings for these projects to reflect the funding under the ARRA (for which no local match is required) and to also reflect in some cases revisions to the timing or scope of the projects or other projects; and

WHEREAS, WisDOT has also requested a TIP amendment to expand the limits and scope of the existing Interstate 94 Study to encompass a new statewide planning study of the corridor from Hudson (Minnesota border) to Oconomowoc (STH 67); and

WHEREAS, the MPO’s public participation procedures for minor TIP amendments such as this have been followed, including listing the amendments on the Madison Area TPB agenda; and

WHEREAS, the projects are consistent with the Regional Transportation Plan 2030 for the Madison Metropolitan Area and Dane County, the adopted long-range regional transportation plan for the Madison Metropolitan Planning Area:

NOW, THEREFORE, BE IT RESOLVED that the Madison Area TPB approves Amendment #3 to the 2009–2013 Transportation Improvement Program for the Madison Metropolitan Area & Dane County, revising the following projects (with costs in $000s):

1. REVISE the funding and timing of the West Branch Starkweather Creek Path Phase II project, including Aberg Avenue overpass (TIP #111-09-002) sponsored by the City of Madison as follows: $1,324 (Const., Fed-EN), $2,648 (Const., Fed-EN (ARRA)), $1,324 (Const., Local), $2,640 (Total) in 2011 2009.
2. **REVISE** the City of Madison (Metro Transit) Section 5309 Bus Capital Program grant R. (2009) on page 24, eliminating the hybrid bus purchases project and revising the funding for the large bus purchases project as follows:

- 40-ft. Low Floor Buses: $1,348 $400 (Fed), $337 $100 (Local), $1,685 $500 (Total) in 2009; $1,344 $404 (Fed), $337 $101 (Local), $1,685 $500 (Total) in 2010; $435 $408 (Fed), $109 $102 (Local), $544 $510 (Total) in 2011; $435 $412 (Fed), $110 $103 (Local), $549 $515 (Total) in 2012; and $444 $416 (Fed), $111 $104 (Local), $555 $520 (Total) in 2013.

3. **REVISE** the City of Madison (Metro Transit) Section 5307 Urbanized Area Formula Program grant S. (2009) on page 25, revising the 2009 funding amounts for some of the projects as follows:

<table>
<thead>
<tr>
<th>Project</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>40-ft. Low Floor Buses; $130</td>
<td>$160 (Fed), $33 $40</td>
</tr>
<tr>
<td>30-ft. Low-Floor Buses; $186</td>
<td>$62 (Fed), $46 $16</td>
</tr>
<tr>
<td>Building Remodeling/Renovation;</td>
<td>$8 $84 (Fed), $2 $21</td>
</tr>
<tr>
<td>ITS Equipment (Security Cameras);</td>
<td>$120 $112 (Fed), $30</td>
</tr>
<tr>
<td>Fare Collection Equipment; $240</td>
<td>(Fed), $60 $64 (Local)</td>
</tr>
<tr>
<td>Computer Hardware &amp; Software;</td>
<td>$276 $256 (Fed), $69</td>
</tr>
<tr>
<td>Misc. Shop Equipment; $88 $58</td>
<td>$84 (Fed), $2 $21</td>
</tr>
<tr>
<td>Misc. Office Equipment; $18 $16</td>
<td>$4 $4 (Fed), $23 $20</td>
</tr>
<tr>
<td>Support Vehicles; $72 $80 (Fed)</td>
<td>$18 $20 (Local), $90</td>
</tr>
<tr>
<td>Transit Enhancements; $67 $70</td>
<td>$17 (Fed), $84 $87</td>
</tr>
<tr>
<td>Project Administration; $6 (Fed),</td>
<td>$1 (Local), $7</td>
</tr>
<tr>
<td>Preventive Maintenance; $4,764</td>
<td>$4,760 (Fed), $1,194</td>
</tr>
<tr>
<td>Capital Leasing—Tires and Office;</td>
<td>$1,190 (Local), $5,955</td>
</tr>
<tr>
<td>Accessible Vehicles (up to 2)</td>
<td>$5,950 $5,950 (Total)</td>
</tr>
<tr>
<td>ADA Paratransit Service; $676</td>
<td>$696 (Fed), $169</td>
</tr>
<tr>
<td>Misc. Office Equipment; $18 $16</td>
<td>$174 (Local), $845</td>
</tr>
<tr>
<td>Support Vehicles; $72 $80 (Fed)</td>
<td>$870 (Total)</td>
</tr>
</tbody>
</table>

4. **ADD** the City of Madison (Metro Transit) Section 5307 UAFP—Economic Recovery (ARRA) Funds grant T. (2009) on page 25 with the following projects and funding:

<table>
<thead>
<tr>
<th>Project</th>
<th>Funding</th>
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</thead>
<tbody>
<tr>
<td>40-ft. Low-Floor Hybrid Buses (up</td>
<td>$8,807 (Fed), $8,807</td>
</tr>
<tr>
<td>30-ft. Low-Floor Buses (up to 4)</td>
<td>$480 (Fed), $480</td>
</tr>
<tr>
<td>ITS Equipment (Security Cameras);</td>
<td>$150 (Fed), $150</td>
</tr>
<tr>
<td>Transit Enhancements; $235 $244</td>
<td>(Fed), $59 $61 (Local)</td>
</tr>
<tr>
<td>Accessible Vehicles (up to 2)</td>
<td>$294 $305 (Total)</td>
</tr>
<tr>
<td>ADA Paratransit Service; $676</td>
<td>$696 (Fed), $169</td>
</tr>
<tr>
<td>Misc. Office Equipment; $18 $16</td>
<td>$174 (Local), $845</td>
</tr>
</tbody>
</table>

5. **ADD** the City of Madison (Metro Transit) Section 5309 Fixed Guideways—Economic Recovery (ARRA) Funds grant U. (2009) on page 25 with the following project and funding:

<table>
<thead>
<tr>
<th>Project</th>
<th>Funding</th>
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<tbody>
<tr>
<td>40-ft. Low-Floor Hybrid Buses (up</td>
<td>$243 (Fed), $243</td>
</tr>
<tr>
<td>30-ft. Low-Floor Buses (up to 4)</td>
<td>to 19); $8,807 (Fed), $8,807</td>
</tr>
<tr>
<td>ITS Equipment (Security Cameras);</td>
<td>(Fed), $8,807 (Total)</td>
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<tr>
<td>Transit Enhancements; $235 $244</td>
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</tr>
<tr>
<td>Accessible Vehicles (up to 2)</td>
<td>$294 $305 (Total)</td>
</tr>
</tbody>
</table>

6. **REVISE** the listing for the Interstate 39/90/94 (Madison to De Forest) Corridor Study (TIP #111-09-003) on page 30, expanding the limits and scope of the study as follows:

<table>
<thead>
<tr>
<th>Project</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Madison to DeForest, USH 12/18</td>
<td>to CTH V, Hudson to</td>
</tr>
<tr>
<td>Oconomowoc, MN State Line to STH</td>
<td>67; Statewide Corridor</td>
</tr>
<tr>
<td>Project Administration; $6 (Fed),</td>
<td>$1 (Local), $7</td>
</tr>
<tr>
<td>Preventive Maintenance; $4,764</td>
<td>$4,760 (Fed), $1,194</td>
</tr>
<tr>
<td>Capital Leasing—Tires and Office;</td>
<td>$1,190 (Local), $5,955</td>
</tr>
<tr>
<td>Accessible Vehicles (up to 2)</td>
<td>$5,950 $5,950 (Total)</td>
</tr>
</tbody>
</table>

7. **REVISE** the funding for the Interstate 94 (I-39/90 to CTH N) Reconstruction and Expansion project (TIP #111-03-028) on page 31 sponsored by WisDOT as follows:

<table>
<thead>
<tr>
<th>Project</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Madison to DeForest, USH 12/18</td>
<td>to CTH V, Hudson to</td>
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<td>Oconomowoc, MN State Line to STH</td>
<td>67; Statewide Corridor</td>
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<tr>
<td>Project Administration; $6 (Fed),</td>
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<td>Accessible Vehicles (up to 2)</td>
<td>$5,950 $5,950 (Total)</td>
</tr>
</tbody>
</table>
8. **REVISE** the funding for the USH 151 (Main and Bird Street Bridge) Bridge Painting project (TIP #111-09-014) on page 33 as follows:

$32 (PE, Fed-NHS), $40 \$45$ (PE, State), $40 \$45$ (PE, Total); $630$ (Const., Fed-NHS), $605$ (Const., Fed-NHS (ARRA)), $158$ (Const., State), $788$ $605$ (Const., Total) in 2009.

9. **REVISE** the 2009 funding for the CTH N (Bridge over Yahara Rive) Bridge Replacement project (TIP #111-08-018) sponsored by Dane County at page 36 as follows:

$653$ (Const., Fed-BR), $816$ (Const., Fed-BR (ARRA)), $163$ (Local), $816$ (Total).

________________________________________   ______________________________________
Date Adopted         Al Matano, Chair
Madison Area Transportation Planning Board
Re:
Consideration of Press Release and Citizen Participation Effort and Generalized Schedule for Preparing the 2010-2014 Transportation Improvement Program (TIP) for the Dane County Area

<table>
<thead>
<tr>
<th>Staff Comments on Item:</th>
</tr>
</thead>
<tbody>
<tr>
<td>The TIP is updated annually. The press release and schedule follow the same format and general schedule approved by the MPO Board in previous years.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Materials Presented on Item:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Draft press release</td>
</tr>
<tr>
<td>2. Draft of schedule for preparing TIP and receiving comments</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Staff Recommendation/Rationale:</th>
</tr>
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<tbody>
<tr>
<td>Staff recommends approval.</td>
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</tbody>
</table>
### Citizen Participation Effort and Generalized Schedule for Preparing the 2010-2014 Transportation Improvement Program (TIP) for the Dane County Area

<table>
<thead>
<tr>
<th>Step</th>
<th>Description</th>
<th>Dates/Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.</td>
<td>Public Information Meeting # 1</td>
<td>To answer questions regarding TIP Process</td>
</tr>
<tr>
<td>3.</td>
<td>Projects due to MPO</td>
<td>Deadline for Project Submittals</td>
</tr>
<tr>
<td>4.</td>
<td>Preliminary Review #1 by MPO, TCC, CAC</td>
<td>Preliminary Review of Scored Projects for STP Urban Funding</td>
</tr>
<tr>
<td>5.</td>
<td>Print and distribute Draft TIP for Comments</td>
<td>Preliminary Listing of All Projects in TIP</td>
</tr>
<tr>
<td>6.</td>
<td>Preliminary Review #2 by MPO, TCC, CAC</td>
<td>Preliminary Review of All Projects in TIP</td>
</tr>
<tr>
<td>7.</td>
<td>Public Information Meeting #2</td>
<td>Continued Review of Preliminary TIP</td>
</tr>
<tr>
<td>8.</td>
<td>Public Hearing before MPO on Draft TIP</td>
<td>Testimony and Comments Formally Received by MPO on Draft TIP</td>
</tr>
<tr>
<td>9.</td>
<td>Recommendations by TCC &amp; CAC</td>
<td>Final Comments to MPO</td>
</tr>
<tr>
<td>10.</td>
<td>Action by MPO</td>
<td>Final Action by MPO to Submittal to WisDOT</td>
</tr>
</tbody>
</table>

_TIP Public Participation Process_  
_March 13, 2009_
Re:
Consideration of Letter of Transmittal Requesting Projects for STP Urban Funding and Inclusion in the 2010-2014 Transportation Improvement Program (TIP)

Staff Comments on Item:
Letter requests projects from local units of government for STP Urban Funding and for inclusion in the TIP. The request for projects is in accord with federal and state rules.

Materials Presented on Item:
Letter of transmittal with attached forms for project submittals.

Staff Recommendation/Rationale:
Recommend Approval
MEMORANDUM

TO: Dane County Mayors, Village Presidents, and Town Chairs
    Madison Area Transportation Planning Board (TPB) Members
    TPB Technical Coordinating Committee
    Kathleen Falk, Dane County Executive

FROM: Robert R. McDonald, Transportation Planning Manager

DATE: April 3, 2009

RE: Request for 2010-2014 Projects by June 8 for Transportation Improvement Program Update

The Madison Area Transportation Planning Board (TPB), responsible for cooperative transportation planning and decision making for the Madison Metropolitan Planning Area, is requesting state, county, and local units of government to submit transportation projects for inclusion in the Transportation Improvement Program (TIP). The Metropolitan Planning Area consists of the City of Madison and the Madison urbanized area. This area includes all or portions of the 27 contiguous villages, cities, and towns which are or are likely to become urbanized within a 20-year planning period. The Metropolitan Planning Area boundary is shown on the enclosed map.

While federal transportation regulations require the TIP to be updated every two years, the Madison Area TPB updates the TIP annually. The TIP is the staged multi-year program of transportation improvements and includes specific projects proposed for implementation during the first four program years.

Since projects proposed to be implemented with federal or state funds must be included in the TIP, it is imperative that every effort be made to have a comprehensive, coordinated listing of projects in accord with federal rules and legislation. To achieve this comprehensive listing, it is requested that project listings and other information be submitted to the Madison Area TPB office by Monday, June 8 to enable preparation of a coordinated project listing and allow for needed inter-agency and public reviews prior to the Board’s consideration of action. The Madison Area TPB office address is:

121 S. Pinckney St., Suite 400
Madison, WI 53703

The Madison Area TPB urges local units of government to be creative within the spirit of SAFETEA-LU by encouraging projects which are: (a) multimodal in proposed solutions to meet transportation needs; (b) drawn from a public involvement process identifying transportation needs; and (c) improving safety and mobility, promoting energy conservation and fuel efficiency, relieving congestion, decreasing air pollution, and maintaining and enhancing the transportation system.

The report entitled “2009-2013 Transportation Improvement Program for the Dane County Area,” approved in October 2008, is being updated. Project listings are found on pages 13-58. We will use the same general format of separating “Madison Metropolitan Planning Area” projects from “Outer Area” projects and will be including: ridesharing and planning activities; bikeway facilities, pedestrian facilities; parking facilities; transit capital and operating improvements; and streets and roadways. Bicycle and pedestrian accommodations should be considered as part of street and roadway projects. The full report and summary of last fall’s 2009-2013 TIP is available on the Madison Area TPB website at http://www.madisonareampo.org.
We have scheduled a public information meeting to answer questions regarding TIP project submissions and other issues for Wednesday, May 13, at the Dane Co. Highway Offices, 2302 Fish Hatchery Road, Madison, from 4:30 – 6:00 p.m. This will be an informal, open-house session. WisDOT and Madison Area TPB staff will be present to answer questions.

Please note that the following items are needed as part of your submissions. A form is attached for 2010-2014 projects. In addition, the more detailed Project Summary Sheet form is also requested for only those projects to be funded by STP Urban, Pedestrian/Bike funds, or Transit funds.

I. Projects for Calendar Years 2010 through 2013
Because the project descriptions must be detailed enough so they can be taken directly to an A-95-type review, we are requesting the following detailed information so that projects will be easier to comprehend. We seek to develop a priority project listing for each of the five years for STP Urban-type projects for the Madison urbanizing area.

A. Project Descriptions (including location, termini, length, years)
   1. Engineering
   2. Right of Way
   3. Construction/Reconstruction (Indicate one or more of the following that apply):
      a. Resurface
      b. Reconstruction (grade, base, surface)
      c. Widen (to how many total lanes)
      d. New location
      e. Changes in structures such as bridges
   4. Specifying Minor Projects such as:
      a. Intersection improvement
      b. Safety project
      c. Left turn bay

B. Non-roadway projects cannot be categorized as well because there is a wider variety of projects, but descriptions should be as clear as possible (e.g., 8-foot bikeway in new location).

II. Projects for Calendar Year 2014
Project information may be somewhat more generalized for these projects than for the first four-year projects; however, we do hope to develop this as a full program and refine later years as necessary.

III. Separate Cost Estimates, such as for: Engineering, Right-of-Way, and Construction

IV. Specify the Specific Federal Funding Type Expected to be Used

If you have any questions regarding this request, please stop by at the Public Information Meeting on May 13 or contact the TPB office at 266-4336. Thank you in advance for your timely assistance.

Enclosures
cc: Dane County Public Works Directors and Administrators
    MPO Planning Area Clerks
    Jim Hughes, WisDOT District 1
    Karen Meudt, Metro Transit
The Madison Area Transportation Planning Board: A Metropolitan Planning Organization (MPO) has adopted criteria for screening and scoring and prioritizing candidate STP-Urban projects for funding (see Attachment A-1 of the Transportation Improvement Program (TIP), “STP Urban Transportation Projects Selection Process”). Please answer the following questions, which relate to some of the MPO’s project scoring criteria:

1. Describe any existing safety problems for motorists, bicyclists, pedestrians, or transit passengers, providing crash data/statistics if available. Describe how the proposed project will address any such problems.

2. Describe any existing security problems for motorists, bicyclists, pedestrians, or transit passengers. If any exist, describe how the proposed project will address any such problems.

3. For roadway preservation projects (reconstruction, reconditioning) that do not involve the addition of travel lanes, describe how the project might otherwise have an impact in reducing traffic congestion (e.g., consolidating driveway access, adding or widening a median).
4. For non-roadway projects (e.g., TDM projects such as rideshare program or bicycle or transit facility or TSM projects such as bus lanes or traffic signal timing), provide an assessment of the impact of the project on traffic congestion and the external impacts of the transportation system (e.g., air pollution).

5. Describe any difficult or extraordinary engineering or planning issues associated with the project.

6. Is the project designed to address proposed or planned (re)development at the site, in the corridor, and/or in the broader area? If so, please describe.
Re:
Status Report on the American Recovery and Reinvestment Act of 2009 (Economic Stimulus Bill) and Solicitation and Selection of Local Transportation Projects by FHWA and WisDOT Staff

Staff Comments on Item:
FHWA and WisDOT staff are making themselves available to help answer questions regarding the new American Recovery and Reinvestment Act (ARRA) of 2009 and to discuss eligibility requirements and timing for the selection of local and state projects.

Materials Presented on Item:
Letter dated February 6, 2009 announcing federal stimulus local project selection (Stage 1).
Letter dated February 27, 2009 announcing the Stage 2 solicitation for local transportation recovery projects.
Letter dated March 11, 2009 announcing the plan for funding of Stage 1 local projects

Staff Recommendation/Rationale:
Informational only.
As you may be aware, Congress is currently developing economic stimulus legislation aimed at creating jobs and sparking economic recovery. This legislation could be signed into law within a matter of days, which means that a potentially large amount of transportation funding would become available for Wisconsin. Although exact provisions of the legislation are not yet clear, it is very possible that timeframes for an initial set of projects will be very short. To prepare for this possibility, WisDOT is soliciting eligible local candidate construction projects to provide a real opportunity for local governments to propose projects that may be able to meet the very challenging time limits and project development requirements for the first round of stimulus projects.

For the first phase solicitation, WisDOT will make an effort to accommodate local requests that can successfully meet time limits and requirements at 100% federal funding. If there is a two-stage process, detailed discussion of state and local targets for both phases will occur after we have had time to review the actual legislation that is enacted and after the first phase deadlines are past. While we don’t know the final details of the legislation, there will be additional opportunities in the second phase for consideration of local projects.

**Project Eligibility:** WisDOT is soliciting first phase ready-to-go stimulus projects in the following categories: STP-Urban (STP-U); STP-Rural (STP-R); Local Bridge; Highway Safety Improvement Program (HSIP); Transportation Enhancements (TE) and Congestion Mitigation & Air Quality (CMAQ) (air quality non-attainment counties only). To be eligible, all stimulus projects must meet all of the federal and state project eligibility criteria for each of these categories that apply during a normal program solicitation. The timing of this opportunity requires that locals submit project applications directly to WisDOT. The department will coordinate with MPOs and others as applications come in.

**Regular Program Solicitations:**
Due to the department’s focus on accommodating this first phase of projects, and the unknowns that currently remain, the traditional solicitation for the 2011-2014 STP-U; STP-R and Local Bridge Programs has been delayed for the present. WisDOT will keep local governments informed about this related but separate effort. The 2010-2012 CMAQ and 2010-2013 HSIP solicitations currently underway will continue, but approval timelines may be impacted by stimulus events.

**Two Step Application Process:**

**Step One:** Local sponsors identify all projects that they are confident can be ready for letting by WisDOT within the extremely short timeframe established by the legislation. (For example, the House Bill would require that funding for all locally sponsored projects be obligated within 75 days of signature by the President.)

WisDOT staff will quickly review this information as soon as it is received, and will follow-up with locals on remaining questions and concerns.
Deadline: Sponsors submit application materials to WisDOT attesting to the readiness of phase one projects. Project applications should be submitted to WisDOT as soon as they are complete, and no later than Wednesday, February 18, 2009.

Step Two: Project sponsors will have to submit to WisDOT all the necessary project documentation required for the letting.

Deadline: All required project documentation and approvals for letting and complete PS&E packages electronically submitted to WisDOT no later than Tuesday, March 17, 2009.

To demonstrate readiness, sponsors must attest that a project is or can be completed by Tuesday, March 17, 2009 in the following areas:
- Environmental document approved - including final DNR concurrence and 401 permit (including environmental commitments)
- Exceptions to standards
- Design Study Report (DSR) approved
- Concurrently required:
  - 404 Permit in hand from Army Corps of Engineers (if wetland or crossing water)
  - Railroad coordination and certification complete
  - Utility coordination complete (including all R/W issues)
  - All R/W owned (easements with utilities and railroads secured)
  - Traffic Management Plan (TMP) complete
- Latest start date and required construction windows
- Included in the Transportation Improvement Program (TIP) or Statewide Transportation Improvement Program (STIP).

Further detailed guidance, required application forms and contacts are located on WisDOT’s new Local Stimulus Projects web page: http://www.dot.wisconsin.gov/localgov/highways/localstimulus.htm

This very specific information and the prescriptive format are key for any local construction project to be considered for phase one stimulus funding. We realize that you may have already provided similar information to some other source(s). However, the level of detail supplied on most of those lists does not provide WisDOT with the information needed to evaluate potential stimulus project requests.

While FHWA requirements still need to be met, WisDOT is committed to do all it can to help locals to deliver projects that quality. We look forward to continuing to work closely with our local government partners in maximizing federal stimulus opportunities for Wisconsin's transportation system.
DATE: February 27, 2009

TO: Local Government Officials and Associations

FROM: Secretary Frank J. Busalacchi

SUBJECT: Second Stage Solicitation for Local Transportation Recovery Projects

Three weeks ago, before the American Recovery and Reinvestment Act (Recovery Act) was passed by Congress and signed into law by the President, I wrote to all of you. At that time, it appeared likely the final legislation would set very short timelines for the use of funding for state and local transportation projects. To be prepared, we contacted all local units of government in the state to begin a first stage of seeking projects for an initial 75-day deadline.

In this first stage of the application process, the department received many local project applications. These were reviewed to determine whether they met the federal eligibility standards -- but remember; we were working with eligibility standards established before the Recovery Act was final. Project eligibility was limited to the extent that the projects could be ready for bidding and construction in the very short timeframe initially set. Unfortunately, a very limited number of the project applications qualified. Local governments that submitted projects that did meet eligibility requirements will be notified shortly.

Fortunately, the final version of the Recovery Act set more reasonable timelines for local transportation projects and there is an additional opportunity for local governments to seek federal funding for local projects that meet all eligibility criteria. I am writing today to lay out the process and the schedule local governments can use to submit transportation projects in the next application stage. We are committed to working closely with local governments to identify federally eligible projects and maximize the use of Recovery Act funds in Wisconsin.

In total, the Recovery Act will provide about $529 million to Wisconsin for state and local highway and bridge projects. We have determined that about 30% of this total, or about $158 million, could be made available for local roads and bridges, if sufficient eligible projects are identified and can be ready for construction. Of this total, the legislation specifies that about $38.7 million be used within the Milwaukee urbanized area and about $9.7 million be used within the Madison urbanized area. Virtually all of the remainder, or about $109 million, is available for use throughout the rest of the state.

To make use of the remaining funds available for local projects, we are now beginning the Stage 2 Local Project Solicitation. The Recovery Act requires that all funds for local projects must be “obligated” by March 10, 2010, or the funds will be redistributed to other states. Working back from this critical deadline, we have established the following timeline for Stage 2 applications.
February 27, 2009

February 27, 2009: Stage 2 application process announced.

March 2, 2009: Stage 2 application materials posted on the department's Web site and the project application process begins.

April 1, 2009: Deadline for submission of all local highway, bridge and transportation enhancement applications to WisDOT. Note: This is only the deadline for the application, not for the completed plan submittal. For this deadline, local sponsors must submit a completed project application, which will give WisDOT sufficient information to verify project eligibility under Federal Highway Administration guidelines and confirm the likelihood that the project can meet required deadlines for design submittal to WisDOT.

May 1, 2009: Deadline for completed plans, specifications and estimates (PS&E) submittal for projects that could possibly be ready for bid letting in late June or July of 2009.

December 1, 2009: Deadline for PS&E submittal for all other projects to be bid in February or March 2010 and constructed in the 2010 construction season.

The Recovery Act requires that project eligibility for all programs be the same as for the usual federal-aid local programs administered by WisDOT. All the normal project review, permitting and approval processes that are required for federal aid projects will also be required for recovery projects. For local officials who would like additional information, please contact WisDOT region staff in your region listed on the Web page or contact your county highway commissioner.

Further detailed guidance, application forms and contact information will be available Monday, March 2, 2009 on the WisDOT Web site at http://www.dot.wisconsin.gov/localgov/. The Federal Highway Administration also has very good information regarding recovery projects posted on its Web site at http://www.fhwa.dot.gov/economicrecovery/index.htm. It is critical that you take an opportunity to review this information in its entirety for additional guidance. This information will be updated continually.

Once again, I want to emphasize our commitment to work cooperatively with local government officials to identify all federally eligible projects and provide the opportunity for your communities to benefit from Recovery Act funding. The transportation projects we move forward with recovery funds will create job opportunities throughout Wisconsin, provide much-needed improvements to our state and local transportation system and pave the way for continued economic growth and prosperity. I look forward to working together with all of you to support these common goals.
March 11, 2009

The Honorable Mark Miller, Co-Chair
Joint Committee on Finance
317 East, State Capitol
Madison, WI 53702

The Honorable Mark Pocan, Co-Chair
Joint Committee on Finance
309 East, State Capitol
Madison, WI 53702

Dear Senator Miller, Representative Pocan and Members:

Pursuant to Section 84.03(2), Wisconsin Statutes, as modified by 2009 Wisconsin Act 2, and Section 9131(1)(c) of 2009 Wisconsin Act 2, I am submitting this plan for use of federal American Recovery and Reinvestment Act of 2009 (ARRA) transportation funds. On March 3, 2009, the Federal Highway Administration officially apportioned Wisconsin's share of ARRA funding ($529.1 million).

Also, on March 3, 2009, Secretary Busalacchi, at my request, certified the 47 projects listed in Section 9150 of 2009 Wisconsin Act 2 with the USDOT. The certification, under Section 1511 of the ARRA, is required for each project before any funds may be obligated for the project. By that certification, those 47 projects and the first $300 million of ARRA transportation funds to Wisconsin have been committed.

This plan is for projects and funds in addition to the 47 projects and $300 million previously approved in 2009 Wisconsin Act 2. The projects in this plan have met federal eligibility criteria and requirements and will be certified to USDOT upon Committee approval. As with all other projects funded with ARRA funds, they will be subject to the stringent reporting and transparency requirements of the ARRA.

This plan encompasses Stage 1 local projects. These projects are the result of a solicitation conducted by the department prior to the signing of the ARRA, when there was the possibility that local projects would need to be let within 75 days of passage. It is divided into two subsets. The first subset is a list of 19 local bridge projects totaling $8,192,400. Federal ARRA funding is requested for that amount.
These 19 projects are planned to be let to bid on April 28th. It is crucial that these projects be let in April or they will be delayed from several months to a year due to varying factors including:

- Eleven have restrictions by Department of Natural Resources related to sensitive fish populations and must be completed by September 15, 2009;
- Four bridges need to be completed and open by September 1, 2009 to accommodate the beginning of the school year;
- Two have migratory bird restrictions and construction must begin by mid-May;
- One bridge is a large project and needs to be started as soon as possible in order to be completed this construction season; and
- One bridge is a safety risk with a failing deck and is currently limited to one lane open for traffic.

To ensure that all of the necessary pre-let state and federal requirements are met so that these projects can be let in April, Committee approval is needed by March 17th. Therefore, it is respectfully requested that the Committee expedite its review and approval of these projects to meet that timeline.

The following is a list of the 19 local bridge projects:

<table>
<thead>
<tr>
<th>Sponsor (Location)</th>
<th>County</th>
<th>Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Village of Rockdale</td>
<td>Dane</td>
<td>CTH B Koshkonong Creek Bridge</td>
</tr>
<tr>
<td>Town of Wilton</td>
<td>Monroe</td>
<td>Kettle Road Birch Sleighton Creek Bridge and approaches</td>
</tr>
<tr>
<td>Lafayette County (Town of Benton)</td>
<td>Lafayette</td>
<td>CTH J Fever River Bridge and approaches</td>
</tr>
<tr>
<td>Sauk County (Town of Woodland)</td>
<td>Sauk</td>
<td>CTH G Baraboo River Bridge and approaches</td>
</tr>
<tr>
<td>Town of Freeman</td>
<td>Crawford</td>
<td>Rush Creek Road Bridge and approaches</td>
</tr>
<tr>
<td>Village of Oconomowoc Lake</td>
<td>Waukesha</td>
<td>Valentine Road Oconomowoc River Bridge</td>
</tr>
<tr>
<td>Town of Meeme</td>
<td>Manitowoc</td>
<td>South Cleveland Road Bridge and approaches</td>
</tr>
<tr>
<td>Town of Meeme</td>
<td>Manitowoc</td>
<td>County Line Road Bridge and approaches</td>
</tr>
<tr>
<td>Town of Newton</td>
<td>Manitowoc</td>
<td>Newton Road Bridge and approaches</td>
</tr>
<tr>
<td>Town of Manitowoc</td>
<td></td>
<td>Valley Drive Bridge and approaches</td>
</tr>
<tr>
<td>Town of Auburn</td>
<td>Fond du Lac</td>
<td>Youth Camp Road Bridge and approaches</td>
</tr>
<tr>
<td>Town of Skanawan</td>
<td>Lincoln</td>
<td>Little Pine Creek Bridge</td>
</tr>
<tr>
<td>City of Hurley</td>
<td>Iron</td>
<td>Poplar St. Montreal River Bridge and approaches</td>
</tr>
<tr>
<td>Town of Prentice</td>
<td>Price</td>
<td>Morner Road Douglas Creek Bridge and approaches</td>
</tr>
<tr>
<td>Trempealeau County (Town of Hale)</td>
<td>Trempealeau</td>
<td>Bruce Valley Creek Bridge and approaches</td>
</tr>
<tr>
<td>Town of Barron</td>
<td>Barron</td>
<td>18th Avenue Yellow River Bridge</td>
</tr>
</tbody>
</table>
The Honorable Mark Miller, Co-Chair  
The Honorable Mark Pocan, Co-Chair  
Page 3  
March 11, 2009

<table>
<thead>
<tr>
<th>Sponsor (Location)</th>
<th>County</th>
<th>Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town of Cloverland</td>
<td>Douglas</td>
<td>McNell’s Landing Road Brule River Bridge and approaches</td>
</tr>
<tr>
<td>Town of Oakland</td>
<td>Douglas</td>
<td>Rice Farm Road Little Amnicon River Bridge and approaches</td>
</tr>
<tr>
<td>City of Medford</td>
<td>Taylor</td>
<td>Allman Street Black River Bridge and approaches</td>
</tr>
</tbody>
</table>

The second subset of projects include 30 local road, bridge, and transportation enhancements projects that are planned to be let to bid in May and June. These projects are estimated to cost $34,262,700 and federal ARRA funding is requested for that amount. While the timing of Committee review and approval is less critical than for the planned April let projects, I am still submitting these projects for the following reasons:

- All of these projects must have state municipal agreements in place.
- All of these projects must have the ARRA required Section 1511 certification signed by the Chief Executive Officer of each community.
- The department needs to work with Metropolitan Planning Organizations (MPOs) for all projects within MPO areas.

Approval at this time will give the department ample time to address these issues so these projects can be included in the May and June special lettings.

The following are the 30 local road, bridge, and enhancements projects:

<table>
<thead>
<tr>
<th>Sponsor (Location)</th>
<th>County</th>
<th>Project</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Madison</td>
<td>Dane</td>
<td>Starkweather Creek Bike/Pedestrian Trail</td>
<td>Enhancements</td>
</tr>
<tr>
<td>Dodge County (Town of</td>
<td>Dodge</td>
<td>CTH G - Glen Drive to STH 73</td>
<td>STP-Rural</td>
</tr>
<tr>
<td>Westford)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Onalaska</td>
<td>La Crosse</td>
<td>Oak Avenue - Oak Forest Drive to Enterprise Avenue</td>
<td>STP-Urban</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Michigan Street - 1st Avenue to 4th Avenue</td>
<td>STP-Urban</td>
</tr>
<tr>
<td>City of Sturgeon Bay</td>
<td>Door</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jackson County (Town of</td>
<td>Jackson</td>
<td>CTH A - 8th Street to CTH F</td>
<td>STP-Rural</td>
</tr>
<tr>
<td>Adams)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Village of Sharon</td>
<td>Walworth</td>
<td>CTH C (Martian Street) - Stateline Road to Pleasant Street</td>
<td>STP-Rural</td>
</tr>
<tr>
<td>Village of Menomonie Falls</td>
<td>Washington</td>
<td>CTH Q (County Line Road)</td>
<td>STP-Urban</td>
</tr>
<tr>
<td>Village of Germantown</td>
<td>Washington</td>
<td>CTH Y (Lannon Road)</td>
<td>STP-Urban</td>
</tr>
<tr>
<td>Forest County (Town of</td>
<td>Forest</td>
<td>CTH W - CTH Q to USH 8</td>
<td>STP-Rural</td>
</tr>
<tr>
<td>Lincoln)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sponsor (Location)</td>
<td>County</td>
<td>Project</td>
<td>Program</td>
</tr>
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<td>-------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>Marathon County (Town of Marathon)</td>
<td>Marathon</td>
<td>CTH NN - STH 107 to USH 51</td>
<td>STP-Rural</td>
</tr>
<tr>
<td>Marathon County (Town of Halsey)</td>
<td>Marathon</td>
<td>CTH F - CTH H to CTH S</td>
<td>STP-Rural</td>
</tr>
<tr>
<td>Menominee County (STH 47 - strawberry Lane)</td>
<td>Menominee</td>
<td>CTH M - STH 47 to Strawberry Lane</td>
<td>STP-Rural</td>
</tr>
<tr>
<td>Rock County (Town of Harmony)</td>
<td>Rock</td>
<td>CTH A - Blackhawk Creek Bridge and approaches</td>
<td>Bridge</td>
</tr>
<tr>
<td>Dane County (Town of Dunkirk)</td>
<td>Dane</td>
<td>CTH N - Yahara River Bridge and approaches</td>
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<tr>
<td>Richland County (CTH A - CTH H)</td>
<td>Richland</td>
<td>CTH I - Gault Hollow Creek Bridge</td>
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<td>CTH PF - Seeley Creek Bridge and approaches</td>
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<td>Town of Arena</td>
<td>Iowa</td>
<td>River Road Bridge and approaches</td>
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<td>Village of River Hills</td>
<td>Milwaukee</td>
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<td>Town of Alto</td>
<td>Fond du Lac</td>
<td>Lake Maria Road Bridge and approaches</td>
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<td>Fond du Lac</td>
<td>Oak Grove Road Bridge and approaches</td>
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<td>Price</td>
<td>Hallstrand Road Holmes Creek Bridge and approaches</td>
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<td>CTH G - Pine Creek Bridge and approaches</td>
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<td>Taylor</td>
<td>Hannibal Road - Branch Fisher River Bridge and approaches</td>
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<td>Town of Westboro</td>
<td>Taylor</td>
<td>Westboro Road - Mondeaux River Bridge and approaches</td>
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<tr>
<td>Town of Sherwood</td>
<td>Clark</td>
<td>Ballard Road - Hay Creek Bridge and approaches</td>
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<tr>
<td>Washington County (Town of Addison)</td>
<td>Washington</td>
<td>CTH W - Bridge over East Branch of Rock River</td>
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</table>

As mentioned, this plan is related to Stage 1 local projects. Applications for Stage 2 local projects are due April 1, 2009. After those projects have been reviewed, the projects meeting federal eligibility and other requirements, and the timeframe.
requirements of the ARRA will be forwarded to the Committee for approval. Additional plans for transit funds and state projects will also be submitted in the future as will plans for airport and rail funds if the state is successful in competing for those funds.

The Committee’s timely review of this plan is appreciated. If you or other members of the Committee have questions regarding this plan or the projects included, please contact Casey Newman, Director of the Office of Policy, Budget and Finance at the Department of Transportation.

Sincerely,

Jim Doyle
Governor

cc: Members, Joint Committee on Finance
    Secretary Frank Busalacchi, DOT
    Secretary Michael Morgan, DOA
    Casey Newman, DOT Budget Director