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

January 5, 2011
Madison Water Utility
119 E Olin Ave., Room A-B
7 p.m.

REVISED AGENDA

1. Roll Call
2. Approval of November 3, 2010 Meeting Minutes
3. Communications
4. Public Comment (for items not on MPO Agenda)
5. Consideration of Resolution TPB No. 48 Regarding Amendment #1 to the 2011-2015 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
   - Lower Yahara River Trail Phase 1 [revise listing to reflect awarded federal funding]
   - Cannonball Trail Phases 2-4 [revise listing to reflect awarded federal funding]
   - SW Sun Prairie to Madison Connector Path [revise listing to reflect awarded federal funding]
   - Dane County Mobility Management Program [revise listing to reflect awarded federal funding]
   - Union Cab Accessible Private Taxi Service [revise listing to reflect awarded federal funding]
   - W. Beltline (USH 12/14) (S. High Point Road Bridge) Reconstruction [move construction from 2013 to 2016]
   - USH 14 (Madison to Oregon) Resurfacing [move construction from 2012 to 2011]
   - USH 151 (Main St. Interchange) Reconstruction, Redesign of EB Ramp [move construction from 2015 to 2011]
   - STH 113 (Northport/Packers/Pennsylvania Ave.) (First St. to Knutson Dr.) Pavement Replacement [move up construction so all work completed in 2011]
6. Consideration of Resolution TPB No. 49 Approving Amendment to the 2011 Unified Planning Work Program and Budget
7. Discussion and Consideration of Possible Comments on the USH 18/151 (Verona Road) Supplemental Draft Environmental Impact Statement
8. Consideration of Revisions to the Madison Area TPB Rules and Operating Procedures
9. Presentation on Regional Transportation System Performance Indicators for the Regional Transportation Plan Update
10. Update on the Dane County Regional Transit Authority (RTA)
11. Status Report by Madison Area TPB Members on Projects Potentially Involving the TPB:
   - USH 51 (USH 12/18 to I 90/94/39) Corridor Study
   - USH 51 (McFarland to Stoughton) Corridor Study
12. Discussion of Future Work Items:
   - MPO Congestion Management Process
   - Transit Development Plan (TDP) and RTA Service Plan
   - Regional Transportation Plan Update
13. Announcements and Schedule of Future Meetings
14. Adjournment
Next MPO Meeting:

**Wednesday, February 2 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 avísenos por lo menos 48 horas antes de esta reunión, así que se puedan hacer los arreglos necesarios.*
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Por favor avisenos por lo menos 48 horas antes de esta reunión, así que se puedan hacer los arreglos necesarios.
1. Roll Call

Members present: Eileen Bruskewitz, Mark Clear, Duane Hinz, Brett Hulsey, Chuck Kamp, Steve King, Jerry Mandli, Al Matano, Mark Opitz, Steve Ritt, Chris Schmidt, Paul Skidmore, John Vesperman

Members absent: Joe Chase

Staff present: Bill Schaefer, Bob Pike

2. Approval of October 6, 2010 Meeting Minutes

Moved by Clear, seconded by Hinz, to approve the October 6, 2010 meeting minutes. Motion carried with Bruskewitz and King, who were absent from the last meeting, abstaining.

3. Communications

Schaefer said there was one communication in the packet. It is a memo from the Dane County Clean Air Coalition Project Coordinator providing a status report on where the region is at with respect to ozone and our attainment status. Schaefer said the past three summers have been cooler, which in combination with other factors such as national emission reduction programs has reduced the county’s ozone “design value” that determines attainment status. The design value is the average of the fourth highest daily ozone concentration over the past three years. The U.S. EPA is in the process of revising the ozone standard. The current standard is 75 ppb and the new standard, which is expected to come out later this year, will be between 60 and 70 ppb with 70 ppb the most likely standard. Based on the preliminary 2008-2010 data, the county would be in attainment unless the standard was set at 60 ppb. Schaefer said the other air quality issue is fine particular matter (PM), which is more of a problem in the colder months when air temperature inversions occur. Schaefer said that if the region became non-attainment for either ozone or PM a number of federal regulations would apply, including some related to transportation planning. Hulsey asked if the region was more in danger of becoming non-attainment for PM, and Schaefer said yes. Schaefer said he would provide information on PM at a future meeting.

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

None.


Schaefer said a correction sheet was in the packet with proposed changes to the draft Work Program. The main change relates to the fact that the Capital Area Regional Planning Commission (CARPC) received the Sustainable Communities planning grant. The MPO will participate in the project and play a lead role in the proposed transit corridors and transit-oriented development (TOD) study. A new work element has been added for this project with some staff time taken from Short Range Transit Planning and Corridor & Area Studies. The transit corridors/TOD study won’t be done until 2012 so the project won’t involve a significant amount of staff time next year. At the end of next year, the scope of services will be developed, the RFP issued, and the consultant selected. There are a few other technical changes to the draft as well.

Moved by Bruskewitz, seconded by Kamp, to adopt Resolution TPB No. 45 Approving the 2011 Unified Planning Work Program and the 2011-2013 Overall Program Design Report. Motion carried.
6. Consideration of Resolution TPB No. 46 Regarding Agreement for Specialized Transportation Coordination Services With Dane County

Schaefer said that this is one of two annual agreements that the MPO has for planning services. This one is with Dane County. The county provides the MPO with a little less than $13,000 to support the MPO’s specialized transportation planning and coordination work. The funding amount has remained the same for many years. As part of the same agreement, the county provides about $19,000 to Metro Transit for support, outreach and marketing activities. A general scope of services was included in the packet. Typical activities include providing data, assisting with the evaluation of services, and serving on evaluation teams for contracts for services and grant projects. There are also sometimes special projects like Public Transit - Human Services Transportation Coordination Plan that MPO staff prepared in cooperation with county staff.

Moved by Opitz, seconded by Clear, to adopt Resolution TPB No. 46 regarding an agreement for specialized transportation coordination services with Dane County. Motion carried.

7. Consideration of Resolution TPB No. 47 Authorizing the City of Madison to Enter Into an Agreement with the Capital Area Regional Planning Commission (CARPC) for the Madison Area Transportation Planning Board (TPB) to Provide Transportation Planning Work Activities to the CARPC in 2011

Schaefer said MPO staff has been providing transportation planning services for CARPC since the MPO function was separated from the former RPC. CARPC receives some planning funds from WisDOT and passes through most of that funding to the MPO. The two main activities are preparing transportation analyses for proposed urban service area amendments and preparing the transportation section of annual trends report that CARPC publishes. The funding amount for next year is $10,000, which should be sufficient to cover the necessary staff time.

Moved by Bruskewitz, seconded by Clear, to adopt Resolution TPB No. 47 authorizing the City of Madison to enter into an Agreement with CARPC for the Madison Area TPB to provide transportation planning work activities to CARPC in 2011. Motion carried.

8. Update, Discussion, and Possible Action on USH 18/151 (Verona Road) Supplemental Draft Environmental Impact Statement (SDEIS)

Schaefer noted that WisDOT has provided a couple of presentations to the MPO Board on the study with the last one being a year ago when the MPO adopted an amendment to the Regional Transportation Plan (RTP) to add the Stage 1 improvements. Therefore, the MPO is on record supporting the Stage 1 improvements. The recommendations for all three stages of improvements in the SDEIS are essentially the same as was presented to the Board a year ago with perhaps some minor design changes. Schaefer said he put the project on the agenda because it is a large and important one and he wanted to see if the Board was interested in providing any comments on the SDEIS. He said the MPO will need to consider adding the Stage 2 improvements (CTH PD interchange) to the RTP as part of the interim update next year. The Stage 2 improvements are currently scheduled for 2019. Schaefer noted that WisDOT had provided a presentation to the City of Madison transportation committees and a copy of that was included in the packet. He said the discussion at the city committee presentation focused on some specific design issues such as the new Freeport Road connection and pedestrian crossings.

Matano commented that the Allied – Dunn’s Marsh Neighborhood Association had submitted some comments with concerns about the impacts. Hulsey said he thought they were worried about air pollution and noise impacts. Vesperman said there were federal standards that had to be met for locations where noise barriers would be put up. He said WisDOT would continue to work with the community on design details and addressing the air quality issues. An air quality analysis had been done and the conclusion was that the federal standards would be met. He said WisDOT planned to finish the Final EIS this spring. Hulsey commented on the PM pollution and analysis. Vesperman said
the Stage 1 improvements will improve traffic flow and reduce idling, which would reduce pollution overall. He said WisDOT was working with WisDNR on a pilot project to conduct some PM modeling even though it isn’t required and wouldn’t apply to the project. Matano said some people opposed the Freeport Road connection because of the increased neighborhood traffic and impact on the Southwest bike path. Vesperman said there are mixed views on the Freeport connection, but it is a good solution from a transportation standpoint because it provides improved connectivity to the neighborhoods and the business areas. Improved connectivity of the neighborhoods on both sides of Verona Road was one of the goals of the project. He also mentioned WisDOT was planning to open an office on-site and create a job training opportunity for neighborhood residents to get construction jobs when the project starts.

Matano mentioned that the neighborhood association comments addressed the issue of the potential for an outer South Beltline alternative. Vesperman said traveling modeling analysis of that was done. The conclusion was that it would reduce truck traffic on Verona Road and reduce some auto traffic, but not enough to alleviate the need for the project. Schaefer added that the reason for this is most of people using Verona Road are destined to the Madison area. Through trips account for a large percentage of the large truck trips, but a small percentage of the overall trips. Also, the modeling showed that while the outer Beltline diverted some trips, Verona Road then filled up with traffic now using alternate routes. While there are benefits to reducing the traffic on the alternate routes, the improvements to Verona Road would still be needed. There are also many environmental and relocation impacts of an outer Beltline and it is highly unlikely it could be extended all the way to the Interstate. There was further discussion about the extensive public involvement the project has had. Vesperman emphasized that the Stage 3 improvements would need to be restudied in the future.

9. Update on the Milwaukee-Madison Intercity Passenger Rail Service Project and Madison Station

Schaefer said an advisory group had been set up on the corridor issues such as fencing and street crossings, but had only met once. Regarding the station, the consultants have figured out a way to design a double (two-way) escalator down to the platform. The consultants, WisDOT, and City of Madison staff have been working on the pick up/drop off for taxis, which would be on top of the existing parking deck. They have also been working on traffic issues, particularly the John Nolen/Williamson/Wilson Street intersection. He mentioned that the City of Madison received a grant for planning for the two block area around the station, including the redevelopment of the city parking facility site.

10. Update on the Dane County Regional Transit Authority (RTA)

Opitz said the RTA Board met last week in Sun Prairie and heard a presentation from UW-Madison staff on their transit service and transit planning and parking issues for the university. He said UW has 15,000 visitors a day counting the hospital, which brings the campus population to 74,000 daily during the school year. They showed maps with the residence locations of students and employees and the correlation with transit routes. They also mentioned that the university accounts for 47% of Metro ridership currently if you include the campus routes. He said Sun Prairie officials also provided a brief update on their transportation initiatives. The Board endorsed a document outlining principles for developing the plan for transit to support the public referendum. One of the policy items is the proposal to remove from the property tax the local cost of existing transit service. Opitz also mentioned that the Plan for Transit Committee met and heard a presentation from Metro staff on a concept for service frequency improvements to some core routes. In response to a question about the RTA’s timeline for going to referendum, Opitz said the options are either spring 2011 or probably fall 2012. Bruskewitz asked if the transit plan principles document would be presented to the public. Opitz said it was a public document and there had been several RTA meetings at which it was discussed. Matano commented that there was a mailing list for the Transport 2020 project, but it is difficult for the RTA to get information out to the public without any funding.
11. Status Report by Madison Area TPB Members on Projects Potentially Involving the TPB:

- USH 51 (USH 12/18 to I 90/94/39) Corridor Study
- USH 51 (McFarland to Stoughton) Corridor Study

Schaefer said there wasn’t much new to report on the USH 51 studies. Vesperman said for the USH 51 (McFarland to Stoughton) Study that WisDOT was getting close to eliminating two of the four alternatives. He said WisDOT could provide a presentation to the MPO Board early next year on the study and the alternatives being eliminated. Schaefer mentioned that the State Transportation Projects Commission (TPC) met recently and approved the EIS for the study to expand the Interstate to six lanes from Madison to the state line. This would allow design to go forward for the project. He distributed copies of the statutory provisions related to the TPC for information purposes. He said the TPC must approve major state highway projects, which are then listed in the state statutes. Schaefer said he also copied the pages from the report to the TPC on the USH 51 South and Interstate studies. He noted the Interstate project is in the MPO Regional Transportation Plan, but mostly outside the MPO planning area. Vesperman provided some more information on the Interstate project. He said in Rock County the third lane in each direction would be added in the median, while in Dane County it would be added mainly on the outside where the median is narrower.

12. Discussion of Future Work Items:

- Transit Development Plan (TDP) and RTA Service Plan Scenarios
- MPO Congestion Management Process
- Regional Transportation Plan Update
- Revisions to MPO Operating Rules and Procedures

Schaefer said the RFP for consulting services for the congestion management plan was issued and the proposals are due November 15. An evaluation committee was set up to select the consultant, and the work would get started in early January. He mentioned that the interviews for the candidates to fill the vacant planner position were scheduled for November 11 and 12. A decision would be made on whom to hire shortly after that. However, the person probably wouldn’t be able to start until January.

13. Announcements and Schedule of Future Meetings

The next meeting is scheduled for December 1, 2010 at the Madison Water Utility at 7 p.m. Schaefer said the meeting might be cancelled.

14. Adjournment

Moved by Clear, seconded by Hulsey, to adjourn. Motion carried.
Mr. Schaefer:

Here is the Madison MPO Allocation for the 2011 – 2014 STP – Urban Program Cycle.

Please note: The approved funding is for anticipated use for Design and/or Construction of eligible projects for SFY 2013 & 2014.

WisDOT Central Office (CO) is requesting the SW Region be informed as soon as possible or by January 31, 2011 of the MPO’s final approved project selection. Please let me know if your MPO will need additional time concerning this process. This information is also required for updating/amending the MPO’s TIP.

If you have any questions or concerns, please let me know.

Michael Erickson

Michael Erickson
Local Program Manager
Systems Planning Operations - Engineering Specialist
WisDOT ~ Division of Transportation System Development
SW Regional Office ~ Madison, WI
Telephone: (608) 246-5361
Fax: (608) 246-3819

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## 2011-2014 STP URBAN OVER 200,000 Program
### Final Share Allocation

**SUMMARY**

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<tr>
<th>Latest census population</th>
<th>Urbanized area name</th>
<th>Allocation share amount ($)</th>
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<tbody>
<tr>
<td>329,533</td>
<td>MADISON</td>
<td>11,721,110.00</td>
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</tbody>
</table>

$11,721,110.00
Ms. Sandra K. Beaupré, Director  
Bureau of Planning and Economic Development  
Wisconsin Department of Transportation  
4802 Sheboygan Avenue  
Madison, WI 53707

Attention: Claudia Orvis

Subject: DOT Endorsement of 2011 Unified Planning Work Programs for all Wisconsin Metropolitan Planning Organizations.

Dear Ms. Beaupré:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have reviewed the 2011 Unified Planning Work Programs (UPWPs) approved by the Wisconsin Metropolitan Planning Organizations (MPOs) as follows:


• **FY 2011 Unified Transportation Planning Work Program, Stateline Area Transportation Study.** Adopted by resolution on October 25, 2010.


The MPO work programs are approved as the basis for calendar year 2011 federally funded metropolitan transportation planning activities, in accordance with 23 CFR parts 420 and 450. The approved UPWP's support FHWA and FTA administered funding levels as outlined in WisDOT's December 20, 2010 letter and funding table (attached). Accordingly, WisDOT may pursue authorization of the corresponding funding to be effective on January 1, 2010.

Approval of the MPO work programs is granted subject to the following:

1. Costs incurred by each MPO must be accumulated and accounted to the individual work item level.

2. **Prior Federal approval** is required when any of the following changes occurs to an approved individual UPWP:
   - Any change which would result in the need for additional Federal funding.
   - Cumulative transfers among separately budgeted projects, elements or activities that exceed or are expected to exceed 10 percent of the total approved work program budget for the individual MPO.
   - Significant change in the scope of work for separately budgeted work elements, including adding or deleting consequential work items.
   - Need to extend the period of availability of funds.
   - Changes in key personnel where specified.
   - Contracting out, sub-granting, or otherwise obtaining the services of a third party to perform activities which are central to the purposes of the grant.

Any of the work program changes listed above requires the approval of the individual MPO Policy Board prior to submittal to FHWA.

We look forward to working with WisDOT and the MPOs on another successful year of metropolitan transportation planning. If you have any questions, please contact either Alexis Kuklenksi or David Jolicour, respectively at (608) 829-7517 or (608) 829-7520.

Sincerely,

Alexis Kuklenksi
Community Planner
On Behalf of the U.S. Dept. of Transportation
Federal Highway Administration
Federal Transit Administration

David M. Jolicour
Community Planner
Re:

Consideration of Resolution TPB No. 48 Regarding Amendment #1 to the 2011-2015 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Staff Comments on Item:

The Wisconsin Department of Transportation SW Region has requested a TIP amendment to reflect changes in the timing and costs of four projects. In addition, an amendment is needed to revise the listings for four bicycle projects that received funding under the Statewide Multi-modal Improvement Program and two transit projects that received New Freedom program funding to reflect that they now have programmed Federal funding.

The WisDOT project changes are: (1) moving back from 2013 to 2016 reconstruction of the S. High Point Road Bridge over the Beltline; (2) moving up from 2012 to 2011 the resurfacing of USH 14 from Madison to Oregon; (3) moving up from 2015 to 2011 the reconstruction of the USH 151 and Main Street interchange in Sun Prairie; and (4) moving up the construction schedule for the STH 113 (Pennsylvania/Packers/Northport) pavement replacement project so all work will be completed in 2011. A minor cost change is also being made to the USH 14 and relocated Lacy Road interchange project to add traffic mitigation costs.

The bicycle projects that received Federal funding are: (1) Lower Yahara River Trail Phase 1; (2) Cannonball Trail Phases 2 and 4 (extending the path to the Military Ridge Trail); (3) Cannonball Trail Phase 3 (Overpass of Beltline and path extension north to Fish Hatchery Road); and (4) SW Sun Prairie to Madison Connector Path. A fifth project—addition of bike lanes on W. Old Sauk Road—was awarded funding, but the Town of Middleton decided not to accept the funding after reviewing the impact on project timing and costs.

The transit projects that received New Freedom program funding are both continuing projects. One is Dane County’s Mobility Management Program project and the other supports the provision of accessible private taxicab service by Union Cab.

Materials Presented on Item:

1. Resolution TPB No. 48 Regarding Amendment #1 to the 2011-2015 TIP

Staff Recommendation/Rationale:

Staff recommends approval.
Resolution TPB No. 48
Amendment #1 to the 2011-2015 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

WHEREAS, the Madison Area TPB approved the 2011-2015 Transportation Improvement Program for the Madison Metropolitan Area & Dane County on October 6, 2010; and

WHEREAS, the Madison Metropolitan Planning Area transportation projects and some transportation planning activities to be undertaken using Federal funding in 2011–2014 must be included in the effective TIP; and

WHEREAS, an amendment is needed to revise the project listings for several bicycle path projects and two transit projects that have been awarded Federal funding by the Wisconsin Department of Transportation (WisDOT) and are now programmed projects; and

WHEREAS, an amendment has also been requested by WisDOT Southwest Region to reflect changes to the timing and cost of several projects; and

WHEREAS, the TIP amendment will not affect the timing of any other programmed projects in the TIP and the TIP remains financially constrained as shown in the attached revised TIP financial tables (Table B-2 and Table C-1); and

WHEREAS, the MPO’s public participation procedures for minor TIP amendments such as this have been followed, including listing the projects on the Madison Area TPB meeting 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 #1 to the 2011-2015 Transportation Improvement Program for the Madison Metropolitan Area & Dane County, making the following project revisions as shown on the attached project listings table:

1. **REVISE** the funding for the following bicycle projects to reflect that they now have programmed Federal Transportation Enhancement funding:
   a. Lower Yahara River Trail Phase 1 sponsored by Dane County Parks;
   b. Cannonball Trail Phases 2 and 4 sponsored by City of Fitchburg;
   c. Cannonball Trail Phase 3 sponsored by City of Madison; and
   d. SW Sun Prairie to Madison Connector Path sponsored by City of Sun Prairie.

2. **REVISE** the listings for the following transit projects to reflect that they now have programmed Federal New Freedom Program funding and reflect some revisions to the funding awarded based upon available new and carryover funding:
   a. Dane County Mobility Management Program
   b. Union Cab of Madison Accessible Private Taxi Service

3. **REVISE** the project listing for the W. Beltline (S. High Point Road Bridge) sponsored by WisDOT to revise and delay the funding for right-of-way and utilities and delete the programmed construction funding, reflecting the delay in construction from 2013 until 2016.
4. REVISE the construction funding for the USH 14 (Madison to Oregon) Resurfacing project sponsored by WisDOT, revising the cost and moving the funding up from 2012 to 2011.

5. REVISE the construction funding for the USH 151 (Main Street Interchange) Reconstruction project sponsored by WisDOT, revising the cost and moving the funding up from 2015 to 2011.

6. REVISE the construction funding for the USH 14 (Relocated Lacy Road Interchange) Construction project sponsored by City of Fitchburg, revising the cost to reflect added traffic mitigation work.

7. REVISE the construction funding for the STH 113 (Pennsylvania/Packers/Northport Dr.) (South of First St. to Knutson Dr.) Pavement Replacement project to move all funding into 2011 to reflect a revised accelerated construction schedule.

Date Adopted: ___________________________  Al Matano, Chair
Madison Area Transportation Planning Board
### MADISON METROPOLITAN PLANNING AREA

#### PEDESTRIAN/BICYCLE PROJECTS

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Description</th>
<th>Cost/ Type</th>
<th>Jan-Dec 2011</th>
<th>Jan-Dec 2012</th>
<th>Jan-Dec 2013</th>
<th>Jan-Dec 2014</th>
<th>Jan-Dec 2015</th>
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<tbody>
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<td><strong>DANE COUNTY</strong></td>
<td><strong>LOWER YAHARA RIVER TRAIL</strong></td>
<td>PE ROW</td>
<td>2,617</td>
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<td>3,271</td>
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<td>* 111-11-017</td>
<td>Phase 1 McDaniell Park in Village of McFarland to Capital City Trail at the Lussier Family Heritage Center</td>
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<td>Construct trail consisting of combination of paved path and boardwalk adjacent to the rail line, including two bridges (2.6 mi.)</td>
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<td><strong>CITY OF FITCHBURG</strong></td>
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<td>Cannonball Trail</td>
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<td>Phases 2 and 4 Military Ridge Trail near Verona Rd./MoKee Rd. Interception to east limits of UW Arboretum and Phase 1 path (2.3 mi.)</td>
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<td>Construct new path in former rail corridor</td>
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<td>Phase 3 S. Beltline Frontage Rd. to Fish Hatchery Rd.</td>
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<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Construct new path in former rail corridor with an overpass of the Beltline</td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>CITY OF SUN PRAIRIE</strong></td>
<td><strong>SW SUN PRAIRIE TO MADISON CONNECTOR PATH</strong></td>
<td>PE ROW</td>
<td>26</td>
<td>6</td>
<td>32</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>* 111-11-020</td>
<td>Ush 151 Underpass to Hoepker Rd.</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Construct new 4,400' paved path Part of planned north-south path in CTH C corridor</td>
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#### TRANSIT CAPITAL

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Description</th>
<th>Cost/ Type</th>
<th>Jan-Dec 2011</th>
<th>Jan-Dec 2012</th>
<th>Jan-Dec 2013</th>
<th>Jan-Dec 2014</th>
<th>Jan-Dec 2015</th>
<th>Comments</th>
</tr>
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<tbody>
<tr>
<td><strong>DANE COUNTY</strong></td>
<td><strong>R. MOBILITY MANAGEMENT PROGRAM</strong></td>
<td>CAP</td>
<td>62</td>
<td>36</td>
<td>98</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>* 111-11-021</td>
<td>Continue mobility management program w/ multiple activities related to improving the effectiveness &amp; efficiency of specialized transportation funding, coordination, and customer access to information. Also includes mobility training and software lease.</td>
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<td></td>
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<tr>
<td><strong>UNION CAB OF MADISON</strong></td>
<td><strong>T. ACCESSIBLE VANS</strong></td>
<td>CAP</td>
<td>26</td>
<td>11</td>
<td>38</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>* 111-11-022</td>
<td>Purchase one (1) accessible van for accessible taxi service and ADA equipment.</td>
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#### TRANSIT OPERATING

<table>
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<th>Jan-Dec 2012</th>
<th>Jan-Dec 2013</th>
<th>Jan-Dec 2014</th>
<th>Jan-Dec 2015</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>UNION CAB OF MADISON</strong></td>
<td><strong>T. ACCESSIBLE PRIVATE TAXI SERVICE</strong></td>
<td>OPER</td>
<td>11</td>
<td>11</td>
<td>22</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>* 111-11-023</td>
<td>Continue to support provision of 24/7 on-demand accessible private taxi service thru training and financial incentives for drivers and advertising of the service.</td>
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#### STREET/ROADWAY PROJECTS

<table>
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<tr>
<th>Project Sponsor</th>
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<th>Cost/ Type</th>
<th>Jan-Dec 2011</th>
<th>Jan-Dec 2012</th>
<th>Jan-Dec 2013</th>
<th>Jan-Dec 2014</th>
<th>Jan-Dec 2015</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>WisDOT</strong></td>
<td><strong>W. BELTLINE (USH 12/14)</strong></td>
<td>PE ROW</td>
<td>89</td>
<td>52</td>
<td>141</td>
<td>9</td>
<td>4</td>
<td>13</td>
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<tr>
<td>S. High Point Rd. Bridge &amp; Approaches</td>
<td>Reconstruct and widen to 4 lanes w/ bike lanes and sidewalk</td>
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<td></td>
<td></td>
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<td></td>
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## MADISON METROPOLITAN PLANNING AREA

### PROJECT LISTINGS FOR AMENDMENT #1 TO THE 2011-2015 TRANSPORTATION IMPROVEMENT PROGRAM

### STREET/ROADWAY PROJECTS (Cont.)

<table>
<thead>
<tr>
<th>Primary Jurisdiction/Project Sponsor</th>
<th>Project Description</th>
<th>Cost/Type</th>
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<th>Jan-Dec 2013</th>
<th>Jan-Dec 2014</th>
<th>Jan-Dec 2015</th>
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<tr>
<td>WiseDOT</td>
<td>USH 14</td>
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<tr>
<td>*</td>
<td>Madison to Oregon</td>
<td>PE</td>
<td>3,727</td>
<td>3,777</td>
<td>7,504</td>
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<tr>
<td>111-03-031</td>
<td>Resurface</td>
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<tr>
<td></td>
<td>(7.3 mi.)</td>
<td>CONST</td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>FLX</td>
<td>3,727</td>
<td>3,777</td>
<td>7,504</td>
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</tr>
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<tr>
<td>WiseDOT</td>
<td>USH 151</td>
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</tr>
<tr>
<td>*</td>
<td>Main Street Interchange</td>
<td>ROW</td>
<td>1,566</td>
<td>502</td>
<td>1,068</td>
<td></td>
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</tr>
<tr>
<td>111-11-024</td>
<td>Reconstruct, redesign EB off-ramp and replace pavement between the ramp terminals.</td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>NHS</td>
<td>1,566</td>
<td>502</td>
<td>1,068</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>WiseDOT</td>
<td>STH 113 (Pennsylvania/Packers/Northport)</td>
<td>ROW</td>
<td>15,258</td>
<td>3,888</td>
<td>2,832</td>
<td>21,978</td>
<td>7,437</td>
<td>1,957</td>
</tr>
<tr>
<td>*</td>
<td>South of First St. to Knutson Dr. (4.6 mi.)</td>
<td>Continuing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>111-08-021</td>
<td>Replace existing pavement from south of First St. to south of International Ln. and north of rail line to Knutson Dr.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Recondition, replace existing pavement, replace R/R gates, extend x'ing surface</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>FLX</td>
<td>15,258</td>
<td>3,888</td>
<td>2,832</td>
<td>21,978</td>
<td>7,437</td>
<td>1,957</td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>CITY OF FITCHBURG</td>
<td>USH 14</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>*</td>
<td>Construct new interchange at relocated Lacy Rd.</td>
<td>PE</td>
<td>1,099</td>
<td>5,557</td>
<td>7,056</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>ROW</td>
<td>CONST</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>FLX</td>
<td>1,099</td>
<td>5,557</td>
<td>7,056</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>


**Comments:**
- 5156-05-00, -71, -91: 91 is new traffic mitigation proj. Construction advanced from 2012 to 2011.
- 1111-02-07, -77, -80: Construction advanced from 2015 to 2011.
- 5420-03-00, -21, -40, -51, -55, -70, -71, -72, -73, -75, -76, -77, -78: Construction in 2011 cont. through 2013.
- 5155-02-01, -80, -90: Regionally significant project requiring MPO action even though no Federal funding. Traffic mitigation proj. added.
### Table B-2
Summary of Federal Funds Programmed ($000s) and Those Available in the Madison Metropolitan Planning Area
2011-2015 Transportation Improvement Program

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
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<tbody>
<tr>
<td>Federal Highway Administration</td>
<td>Interstate Highway Maintenance</td>
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<td>15,150</td>
<td>10,722</td>
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<td>5,338</td>
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<td>15,150</td>
<td>10,722</td>
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<td>5,338</td>
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<td>National Highway System</td>
<td>5,716</td>
<td>19,567</td>
<td>41,227</td>
<td>12,539</td>
<td>8,183</td>
<td>5,716</td>
<td>19,567</td>
<td>41,227</td>
<td>12,539</td>
<td>8,183</td>
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<td>Bridge Replacement and Rehabilitation</td>
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<td>1,826</td>
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<td>0</td>
<td>0</td>
<td>1,348</td>
<td>1,826</td>
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<tr>
<td></td>
<td>Surface Transportation Program Madison Urban Area**</td>
<td>1,802</td>
<td>17,121</td>
<td>3,743</td>
<td>7,517</td>
<td>5,841</td>
<td>12,585</td>
<td>17,122</td>
<td>6,339</td>
<td>8,934</td>
<td>7,756</td>
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<tr>
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<td>Surface Transportation Program Flexible</td>
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<td>3,765</td>
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<td>0</td>
<td>0</td>
<td>22,585</td>
<td>3,765</td>
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<tr>
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<td>Surface Transportation Program Enhancements***</td>
<td>84</td>
<td>8,579</td>
<td>390</td>
<td>0</td>
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<td>84</td>
<td>8,579</td>
<td>390</td>
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<td>Highway Safety Improvement Program</td>
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<td>3,999</td>
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<td>131</td>
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<td>659</td>
<td>3,999</td>
<td>unknown</td>
<td>131+</td>
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<tr>
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<td>Safe Routes to School Program***</td>
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<td>unknown</td>
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<tr>
<td>Federal Transit Administration</td>
<td>Section 5307 Urbanized Area Formula Program****</td>
<td>7,246</td>
<td>9,342</td>
<td>7,515</td>
<td>10,453</td>
<td>6,796</td>
<td>7,246</td>
<td>9,342</td>
<td>7,515</td>
<td>10,453</td>
<td>6,796</td>
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<tr>
<td></td>
<td>Sec. 5309 Fixed Guideways****</td>
<td>1,000</td>
<td>1,010</td>
<td>1,020</td>
<td>1,030</td>
<td>1,041</td>
<td>1,000</td>
<td>1,010</td>
<td>1,020</td>
<td>1,030</td>
<td>1,041</td>
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<td></td>
<td>Section 5309 Discretionary Capital Grants****</td>
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<td>0</td>
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<td>0</td>
<td>0</td>
<td>4000+</td>
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<td>Section 5316 JARC &amp; Section 5317 New Freedom Program</td>
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<td>268</td>
<td>276</td>
<td>284</td>
<td>292</td>
<td>176</td>
<td>268</td>
<td>276</td>
<td>284</td>
<td>292</td>
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<tr>
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<td>Section 5314 NRP &amp; Section 5339 Alt. Analysis Program****</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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</tr>
</tbody>
</table>

* Fifth year of funding (2015) is informational only.
** 2011 programmed and available funding includes special allocation of $1,609,000 for the Woodland Drive reconstruction and path project.
*** Statewide discretionary programs for which projects haven't been selected beyond 2011. Funding for 2012-1015 not yet programmed.
**** Section 5309 discretionary grant reflects 2010 funding. For others, excludes carryover funding from previous year grants.

Note: All state roadway projects using applicable funding sources (e.g., IM, NHS, STP State Flexible, BR) are programmed through 2015. Local BR and STP Rural projects are programmed through 2012. HSIP (other than annual small HES program) projects are programmed through 2012. SRTS projects are programmed through 2011. Transportation Enhancement projects are programmed through 2013. Local STP Urban (Madison Urban Area) projects are programmed through 2015. Transit funding is not yet programmed and is based on needs and anticipated future funding levels (See also Table C-4 Metro Transit System Projected Expenses and Revenues on page C-8). Programmed transit funding for 2011 excludes carryover projects for which the Federal funding is already obligated (except for the Section 5309 discretionary grant).
# Table C-1
Projected Expenses and Revenues of Transportation Projects in the Madison Metropolitan Planning Area in Year of Expenditure Dollars

<table>
<thead>
<tr>
<th></th>
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<th></th>
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<tr>
<td><strong>Projected Expenses ($000s)</strong></td>
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</tr>
<tr>
<td>State and Federal</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Highway Construction, Maintenance, etc.</td>
<td>47,636</td>
<td>57,986</td>
<td>63,821</td>
<td>16,568</td>
<td>21,320</td>
<td>207,331</td>
</tr>
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<td>STP Urban (Madison Urban Area)</td>
<td>193</td>
<td>17,600</td>
<td>3,956</td>
<td>8,166</td>
<td>6,523</td>
<td>36,438</td>
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<tr>
<td>STP Transportation Enhancements &amp; SRTS</td>
<td>1,090</td>
<td>8,819</td>
<td>412</td>
<td>-</td>
<td>-</td>
<td>10,321</td>
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<tr>
<td>Other State</td>
<td>1,116</td>
<td>5,166</td>
<td>338</td>
<td>239</td>
<td>246</td>
<td>7,105</td>
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<tr>
<td><strong>Subtotal</strong></td>
<td>50,035</td>
<td>89,571</td>
<td>68,527</td>
<td>24,973</td>
<td>28,089</td>
<td>261,195</td>
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<td>Dane County &amp; Communities</td>
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<tr>
<td>Street Operations and Maintenance</td>
<td>43,709</td>
<td>44,933</td>
<td>46,191</td>
<td>47,484</td>
<td>48,814</td>
<td>231,131</td>
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<td>Street Construction</td>
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<td>35,414</td>
<td>36,405</td>
<td>37,425</td>
<td>177,205</td>
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<td>Street-Related Facilities</td>
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<td>5,345</td>
<td>5,495</td>
<td>5,649</td>
<td>26,746</td>
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<td><strong>Subtotal</strong></td>
<td>82,278</td>
<td>84,582</td>
<td>86,950</td>
<td>89,385</td>
<td>91,887</td>
<td>435,082</td>
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<td>Metro Transit</td>
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<tr>
<td>Capital Expenses</td>
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<td>15,505</td>
<td>13,867</td>
<td>18,394</td>
<td>14,109</td>
<td>81,031</td>
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<td>Operating Expenses</td>
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<td>44,674</td>
<td>45,567</td>
<td>46,479</td>
<td>47,408</td>
<td>227,926</td>
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<td><strong>Subtotal</strong></td>
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<td>60,179</td>
<td>59,434</td>
<td>64,873</td>
<td>61,517</td>
<td>308,957</td>
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<tr>
<td><strong>Total Projected Expenses</strong></td>
<td>195,267</td>
<td>234,332</td>
<td>214,911</td>
<td>179,231</td>
<td>181,493</td>
<td>1,005,234</td>
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<td><strong>Projected Revenues ($000s)</strong></td>
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<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Highway Construction, Maintenance, etc.</td>
<td>43,565</td>
<td>44,785</td>
<td>46,039</td>
<td>47,328</td>
<td>48,653</td>
<td>230,370</td>
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<td>STP Urban (Madison Urban Area)</td>
<td>10,976</td>
<td>6,515</td>
<td>6,698</td>
<td>6,885</td>
<td>7,078</td>
<td>38,153</td>
</tr>
<tr>
<td>STP Transportation Enhancements &amp; SRTS</td>
<td>2,857</td>
<td>2,937</td>
<td>3,019</td>
<td>3,104</td>
<td>3,191</td>
<td>15,108</td>
</tr>
<tr>
<td>Other State</td>
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<td>10,329</td>
<td>10,619</td>
<td>10,916</td>
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<td>66,374</td>
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<td>212,759</td>
<td>222,491</td>
<td>223,548</td>
<td>1,080,803</td>
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1 Roadway and transit inflation rate @ 2.8% per year applied to both expenses and revenues. Inflation rate not applied to state and federal highway construction, maintenance, etc. because all project cost estimates already include an annual inflationary adjustment.

2 State and Federal highway revenue estimates based upon spending levels from 2002-2006 (adjusted for inflation to 2010 dollars) with annual averages estimated and then projected for each funding source. Local revenues assumed to continue at annual averages expended in the past (adjusted for inflation).
Re:
Consideration of Resolution TPB No. 49 Approving Amendment to the 2011 Unified Planning Work Program and Budget

Staff Comments on Item:
The MPO staff planner who maintains and runs the regional travel model for preparing traffic forecasts unexpectedly announced his retirement effective January 4, 2011. Regional travel modeling work is needed for updating the MPO’s long-range regional transportation plan, which must be approved by the Madison Area TPB by November 2011, and for support of ongoing corridor and area studies. The MPO cannot afford to be without travel modeling services for the 4- to 6-month period it will take to hire and train a new staff modeler, and therefore a consultant must be hired to provide these services for the MPO. In order to do this a work program and budget amendment is needed to transfer funding from staff time to consulting services. A total of $33,670 or 3.25 staff person-months is proposed to be transferred to consulting services.

Materials Presented on Item:
1. Resolution TPB No. 49 with attached Work Program Revision Sheet and Revised Work Program Budget Table

Staff Recommendation/Rationale:
Staff recommends approval.
Resolution TPB No. 49

Approving Amendment to the 2011 Unified Planning Work Program and Budget

WHEREAS preparation and adoption of a Unified Planning Work Program is a requirement for receiving various Federal and state planning financial assistance; and

WHEREAS the Unified Planning Work Program for the Madison Area Transportation Planning Board (TPB) is annually updated, and the 2011 Work Program dated November 2010 was approved on November 3, 2010; and

WHEREAS planning grants for 2011 planning activities have been received, including funds from the Federal Transit Administration, Federal Highway Administration (FHWA), Wisconsin Department of Transportation (WisDOT), Dane County, and various local governmental units; and

WHEREAS the Madison Area TPB is a legally constituted entity under the laws of the State of Wisconsin and is legally able to receive these funds; and

WHEREAS the Madison Area TPB staff planner who maintains and runs the regional travel model for preparing traffic forecasts unexpectedly announced his retirement effective January 4, 2011; and

WHEREAS regional travel modeling work is needed for updating the MPO’s long-range regional transportation plan, which must be approved by the Madison Area TPB by November 2011, and for support of ongoing corridor and area studies; and

WHEREAS the MPO cannot afford to be without modeling services for the 4- to 6-month period that will be required to hire and train a new modeler and must therefore hire a consultant to provide these services for the MPO:

NOW, THEREFORE, BE IT RESOLVED that the Madison Area TPB approves an Amendment to the 2011 Unified Planning Work Program and the 2011-2013 Overall Program Design Report dated November 2010 adding $33,670 to Consulting Services, and reducing 3.25 staff person-months from Work Element (WE) 2120 Plan Reappraisal Activities and WE 2510 Corridor & Area Studies as outlined on the attached Revision Sheet and Budget Table, dated January 2011; and

BE IT FURTHER RESOLVED that the MPO Transportation Planning Manager is authorized and directed to submit the work program and budget amendment to WisDOT and FHWA for approval and execute necessary contracts on behalf of the Madison Area Transportation Planning Board; and

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

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

BE IT FURTHER RESOLVED, in accordance with 23 CFR 450.334(a) the 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, sex, or age in employment or business opportunity;
4. Sections 1101(b) of the SAFETEA-LU (Pub. L. 109-59) 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               Al Matano, Chair
1. Pages 15-16: Work Element 2120, Plan Reappraisal

Add the following note after the bulleted list of work activities on Page 16: “A consultant will be hired to provide travel model support for preparation of the RTP update, major corridor studies, small area or project level forecasts, and to train the new MPO planner, if necessary.”

Reduce the staff person-months for 2011 from 8.0 to 6.0.

2. Pages 23-24: Work Element 2510, Corridor & Area Studies – General

Add the following note after the bulleted list of work activities on Pages 23-24: “A consultant will be hired to provide travel model support for analysis of the impacts from large-scale neighborhood plans and major corridor studies as necessary.”

Reduce the staff person-months for 2011 from 9.8 to 8.55.

3. Page 34: Modify the Budget and Work Program Elements Table as shown on the attached revised table.
## PROPOSED 2011 MADISON AREA TRANSPORTATION PLANNING BOARD BUDGET AND WORK PROGRAM ELEMENTS

**January 5, 2011**

### MADISON AREA TPB WORK PROGRAMS

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<th>TOTAL PERSON-MONTHS</th>
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### SUMMARY OF TOTAL COSTS BY TYPE

- **CONSULTING CONTRACTS (excludes CMP project - encumbered funding from 2010)**: 201 17,821 2,228 2,228 2,390 597 | 1,837 230 230 4,888 1,222 | 68,070
- **DATA PROCESSING & MATERIALS, ETC.**: 514 | 64 | 64 | 38 | 5 | 5 | 621 | 69 | 690
- **Congestion Management Project (Consultant)**: (7) 28,393 3,549 3,549 | 3,791 | 948 | 5,084 | 637 | 637 | 4,464 | 557 | 557 | 2,266 | 566 | 48,741 | 6,256 | 54,997
- **Travel Modeling Support Project (Consultant)**: (2) 17,821 2,228 2,228 2,390 597 | | | | | | | 26,733 | 4,277 | 31,010
- **STAFF**: 233,442 | 29,180 | 29,180 | 31,833 | 7,959 | 49,960 | 6,245 | 6,245 | 43,163 | 5,396 | 5,396 | 117,112 | 29,283 | 148,395 | 18,200 | 166,605

**TOTAL PERSON-MONTHS**: 201 17,821 2,228 2,228 2,390 597 | 1,837 230 230 4,888 1,222 | 68,070

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1. FHWA PL (80%), WSDOT (8.98%), MPO (11.02%)
2. STP Urban Rideshare (80%), MPO (20%)
3. RIDESHARE ADV. WSDOT, WSDOA, UW, DANE CTY.
4. Dane County
5. LR = Long Range; SR = Short Range; AD = Administration; TIP = TIP
6. Capital Area Regional Planning Commission
7. Encumbered funding from 2010 to be reimbursed in 2011. Budget amendment in 2010 shifted funds from staff time to consultant services due to MPO being short staffed.
**TPB (MPO) Agenda Cover Sheet**  
**January 5, 2011**  

<table>
<thead>
<tr>
<th><strong>Re:</strong></th>
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<tbody>
<tr>
<td>Consideration of Revisions to Madison Area TPB Rules and Operating Procedures</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Staff Comments on Item:</strong></th>
</tr>
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</table>
| The MPO Policy Board expressed interest in making changes and additions to the MPO’s Rules and Operating Procedures last year during the process of hiring of the MPO Transportation Planning Manager. At the Board’s June meeting, MPO staff presented information on the sources of the MPO’s authority. MPO staff also prepared and reviewed with the Board a memo outlining potential issues to address with additions and revisions to the rules. The Board generally supported the proposed changes, and asked staff to prepare a set of draft revisions to the existing rules and operating procedures for consideration.  

MPO staff has prepared a set of draft revisions, with all proposed changes and additions underlined. Along with the revised draft rules, the previously distributed memo has also been included for reference since it has been so long since the issue was last discussed.  

The item has been included on the agenda as an action item, but the Board may want to defer action depending upon the number and extent of additional revisions proposed. |

<table>
<thead>
<tr>
<th><strong>Materials Presented on Item:</strong></th>
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</table>
| 1. Revised Draft Madison Area TPB (MPO) Rules and Operating Procedures  
2. Memo from MPO staff to MPO Board, dated May 24, 2010, regarding additions and revisions to the MPO’s operating rules and procedures |

<table>
<thead>
<tr>
<th><strong>Staff Recommendation/Rationale:</strong></th>
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<tbody>
<tr>
<td>Staff recommends approval with any additional proposed revisions following discussion by the Board.</td>
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</table>
The Madison Area Transportation Planning Board (TPB), a Metropolitan Planning Organization (MPO), is the policy body responsible for cooperative, comprehensive regional transportation planning and decision making for the Madison Metropolitan Planning Area as designated by the Governor of the State of Wisconsin under Federal law and regulations. The Madison Area TPB was created through an intergovernmental agreement redesignating the MPO signed by the Governor and local units of government representing over 75% of the Madison Metropolitan Planning Area population, effective May 2, 2007. This agreement superceded and voided a redesignation agreement dated November 29, 1999.

The responsibilities of the Madison Area (TPB), an MPO, include:

1. Carrying out a cooperative, continuous and comprehensive planning process for making transportation investment decisions in the metropolitan area with program oversight from the Federal Highway Administration, the Federal Transit Administration and the Wisconsin Department of Transportation.
2. Preparing and maintaining a long-range multi-modal transportation plan.
3. Preparing and implementing an annual work program.
4. Preparing a transportation improvement program to provide for transportation investments to meet metropolitan transportation needs.
5. Other duties as required to comply with State and Federal regulations.

These rules and operating procedures are adopted by the Madison Area TPB, an MPO, to facilitate the performance of its transportation planning and programming responsibilities and establish guidance on issues pertaining to the MPO that are not otherwise addressed in other documents.

SECTION I – AUTHORITY

The Madison Area TPB, an MPO, has authority granted under the redesignation agreement, effective May 2, 2007, and Federal laws and regulations, including but not limited to 23 U.S.C. 134 and 23 C.F.R. Section 450. The City of Madison is the fiscal and administrative agent for the Madison Area TPB.

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1 These responsibilities are outlined under United States Code (23 USC 134 and 49 USC 5303-5306), 23 CFR 450.300-450.338, as amended by the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
SECTION II – BOARD MEMBERSHIP AND OFFICERS

A. Board Membership

The Madison Area TPB consists of fourteen (14) members appointed by the local units of government within the Madison Metropolitan Planning Area, Dane County, and the Wisconsin Department of Transportation. Each appointee to the MPO Policy Board must reside within the Madison Metropolitan Planning Area and shall serve until their successor is appointed.

The appointments to the MPO Policy Board are made as follows:

- The Mayor of the City of Madison appoints six (6) members. Appointees serve a period of two (2) years. Three of the six initial appointments shall serve through April 30, 2008. The remaining three initial appointments shall serve through April 30, 2009. Subsequent appointments shall be for a period of two years. In addition, a minimum of two-thirds or four (4) of the six appointees must be elected officials.\(^3\)

- The Dane County Executive appoints three (3) members. Appointees serve a period of two (2) years. Two of the three initial appointments shall serve through April 30, 2008. The remaining initial appointment shall serve through April 30, 2009. Subsequent appointments shall be for a period of two years. In addition, a minimum of two-thirds or two (2) of the three appointees must be elected officials.\(^3\)

- Three (3) members of the policy board shall be appointed by a simple majority vote of the chief elected officials of the cities and villages within the Metropolitan Planning Area other than Madison. Appointees serve a period of two (2) years. One of the three initial appointments shall serve through April 30, 2008. The remaining two initial appointments shall serve through April 30, 2009. Subsequent appointments shall be for a period of two years. In addition, a minimum of two-thirds or two (2) of the three appointees must be elected officials.\(^3\)

- One (1) member of the policy board shall be appointed by a simple majority vote of the Chairpersons of the towns with land area within the Metropolitan Planning Area. The appointee serves a period of two (2) years. The initial appointment shall serve through April 30, 2008.

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\(^2\) The composition of the Madison Area Transportation Planning Board is outlined under “An Agreement Redesignating the Metropolitan Planning Organization for the Madison Urbanized Area,” signed by then Governor Jim Doyle and those local units of government representing at least 75% of the population in the MPO Planning Area, including the largest incorporated city (Madison), effective on May 2, 2007.

\(^3\) Appointments that are not elected officials must be officials of public agencies that administer or operate major modes of transportation in the Metropolitan Planning Area, including members from local boards and commissions with a focus on transportation or land use. Appointments can also be appropriate state officials.
Subsequent appointments shall be for a period of two (2) years. In addition, the appointee must be an elected official.

- One (1) member shall be appointed by the Secretary of the Department of Transportation. The appointee serves a two-year term. The initial appointment shall serve through April 30, 2009. Subsequent appointments shall be for a period of two years.

When making appointments, the appointing authorities are encouraged to keep in mind the MPO’s commitment to meeting the transportation needs of all citizens, particularly those who have traditionally been under-represented in the transportation planning process. These include the transit dependent, low-income and minority populations, and persons with disabilities. The appointing authorities are also encouraged to consider the desirability of maintaining geographic balance within the municipality or among municipalities of board members appointed.

**B. Changes to Policy Board Composition**

Future changes to the composition of the Policy Board may be made to ensure appropriate representation as the number of local units of government within the MPO Planning Area increases. Such a change requires notification of the appointing authorities and all local units of government in the MPO Planning Area, a public hearing, and ratification by those units of government with at least 75 percent of the population within the MPO Planning Area, including the City of Madison. A simple majority vote of the Board is required to initiate this process to submit a change to the local units of government for ratification.

**C. Procedure for Nomination and Voting on City/Village and Town Appointments**

The MPO Transportation Planning Manager shall send a memo, followed by an email if necessary, to the chief elected officials of all cities and villages and towns in the MPO Planning Area informing them of expiring or open appointments and requesting nominations to fill them. The memo shall include information on the appointment requirements and a deadline for submitting candidate names. Following receipt of the nominations, the MPO Transportation Planning Manager shall send out another memo or email to the chief elected officials with the list of candidates requesting a vote either via email or regular mail. It should be noted that voting for the candidates via this method is a matter of public record and therefore not confidential. The city/village appointee(s) must receive a vote from a majority of the chief elected officials of the cities/villages in the MPO Planning Area other than Madison. The town appointee must receive a vote from a majority of the chief elected officials of the towns in the MPO Planning Area. If no candidate receives a vote from the majority of the elected officials, the two or more candidates with the most votes will be resubmitted for a second vote. Following the voting, the Planning Manager shall send out a final memo or email informing the chief elected officials of the new appointments.

**D. Changes to Appointments**

While the terms of all appointments to the Board are two years, members may be replaced prior to the end of their two-year term by the appointing authority. The new member would fill the remainder of the term of the member replaced.

For the city/village and town appointments, the process for removal of an appointment prior to the expiration of the term can be initiated by a written request submitted to the MPO Transportation
Proposed Revisions
1/5/11 Draft

Planning Manager by at least one-third of the chief elected officials of the cities/villages or towns in the MPO Planning Area. Upon receipt of a request by the requisite number of chief elected officials, the MPO Manager shall send a memo or email to all chief elected officials for a vote on the removal of the appointee. If a majority of the chief elected officials vote for removal, the procedure for nomination and voting on appointments shall be followed to appoint a new member to fill the remainder of the term of the member removed.

E. Officers
The officers of the MPO Policy Board shall consist of a Chair and Vice Chair. Nominations for the Chair and Vice Chair shall be made from the floor by Board members. Once nominations are closed, Chair shall call a vote with separate votes for each officer. Election shall be by simple majority vote.

The terms for the Chair and Vice Chair shall be one year, unless extended by a majority vote of the Board. Election of the Chair and Vice Chair shall generally take place at the June July meeting. In the event that a vacancy occurs in either office, a successor shall be elected at the next Board meeting to serve out the unexpired term.

1. Chair – The duties of the Chair shall be to: (a) consult with the MPO Transportation Planning Manager in setting Board meeting agendas; (b) preside at all Board meetings; (c) appoint MPO representatives to study committees and MPO subcommittees, as may be required, with confirmation by the Board; (d) act as official signatory for MPO resolutions and other documents; and (e) perform such other duties as may be agreed to by the Board.

2. Vice Chair – The duties of the Vice-Chair shall be to preside at all Board meetings and act as official signatory for MPO resolutions and other documents in the absence of the Chair.

In the absence of both the Chair and Vice Chair at a meeting, those present shall elect a chair pro tem to preside at the meeting.

SECTION III – MPO COMMITTEES AND STAFF

A. Subcommittees of the MPO Policy Board
Subcommittees may be appointed by the MPO Policy Board Chair with confirmation by the Board to consider such matters and perform such tasks as are referred to them by the Policy Board. Such subcommittees may include MPO Technical Coordinating Committee members, local officials, public citizens, and others in addition to MPO Board members.

B. MPO Technical Coordinating Committee
1. Authority and Responsibilities
The MPO Policy Board shall establish an intergovernmental Technical Coordinating Committee (TCC) with staff from local units of government in the metropolitan area and various agencies or facets of transportation planning to assist in carrying out its responsibilities. The TCC shall review, coordinate, and advise on all transportation planning matters, and provide input to the Board on issues directed to it by the Board or MPO.
Transportation Planning Manager. Drafts of all required documents and programs shall be submitted to the TCC for review and recommendation to the Board.

2. Membership, Voting, and Officers

The TCC is comprised of 19 voting and 2 non-voting members. For voting purposes, the eight representatives from the smaller cities and villages are paired with each pair having a combined vote. If both members are present, each has ½ vote. The community pairs are Sun Prairie/Stoughton, Verona/Fitchburg, Monona/McFarland, and Middleton/Waunakee.

The TCC is comprised of the following agency staff:

Voting TCC Members:

City of Madison
- Traffic Engineer
- City Engineer
- Planning Division Director
- Metro Transit Planning Manager

City of Fitchburg
- City Engineer or Planning Director

City of Middleton
- Public Works or Planning Director

City of Monona
- City Engineer

City of Stoughton
- Public Works or Planning Director

City of Sun Prairie
- Public Works or Planning Director

City of Verona
- Public Works or Planning Director

Village of McFarland
- Public Works Director

Village of Waunakee
- Public Works Director

Dane County
- Assistant Commissioner, Public Works & Transportation Dept.
- Planning Director, Planning & Development Dept.
- Deputy Director, Dane County Regional Airport

Wisconsin Department of Transportation
- Director, Bureau of Planning
- Transit Director, Bureau of Transit and Local Roads
- Region Planning Supervisor, Southwest Region

University of Wisconsin-Madison
- Transportation Planning Manager, Facilities Planning & Management Office

Non-Voting TCC Members:

Federal Highway Administration
The TCC shall elect a Chair by simple majority vote who shall be responsible for presiding at all meetings. In the absence of the Chair, the TCC shall select another member to preside at that meeting.

3. Meetings and Quorum
Regular meetings shall be held monthly in accordance with the annual meetings schedule included in the annual Unified Planning Work Program, unless cancelled by the MPO Transportation Planning Manager due to a lack of a sufficient number of agenda items. Special meetings may be held as needed. A quorum is formed by the presence of a simple majority of the voting membership or nine (9) members. No action shall be taken without a quorum in attendance at that meeting.

C. Congestion Management Subcommittee
The MPO Policy Board shall establish a Congestion Management Subcommittee of the TCC, which shall be responsible for assisting in development and implementation of the MPO’s federally required Congestion Management Process (CMP). The CMP is a coordinated, systematic process for identifying and managing congestion in the region, using performance measures to direct funding towards projects and strategies that are most effective. The CMP is integrated into the overall metropolitan planning process and recognizes other transportation goals. The subcommittee shall include TCC members as well as other agency staff with expertise in traffic operations and Intelligent Transportation Systems (ITS).

D. MPO Citizen Advisory Committee
1. Authority and Responsibilities
The MPO Policy Board shall establish a Citizen Advisory Committee (CAC). The CAC shall provide advice to the Board on transportation planning matters. Drafts of all required documents and programs shall be submitted to the CAC for review and recommendation to the Board.

2. Membership
The CAC shall consist of representatives of various public and/or private interest groups, the transportation industry, and local citizens to provide a broader base of review of the MPO’s programs and plans. The committee shall include a maximum of fifteen (15) members.

3. Meetings and Quorum
Regular meetings shall be held every other month in accordance with the annual meetings schedule included in the annual Unified Planning Work Program, unless cancelled by the MPO Transportation Planning Manager due to a lack of a sufficient number of agenda items. Special meetings may be held as needed. A quorum is formed by the presence of a simple majority of the members. No action shall be taken without a quorum in attendance at that meeting.
E. Madison Area TPB Staff

The City of Madison is responsible for providing staff services to the Madison Area TPB. Madison Area TPB staff report to the MPO Policy Board and are directed by Madison Area TPB policies and approved documents.

The Transportation Planning Manager of the Transportation Planning Services Section of the City of Madison Planning Division within the City’s Department of Planning & Community & Economic Development (hereinafter referred to as the “MPO Transportation Planning Manager”) shall be the chief staff person for the MPO Policy Board. The MPO Transportation Planning Manager shall be responsible for direction of all administrative and operational functions of the Madison Area TPB, including supervision of the TPB staff. The MPO Transportation Planning Manager shall be responsible for preparing agendas, supporting documentation, information and technical support for TPB meetings, posting TPB meeting notices, maintaining accurate records of all TPB meetings, and transmitting notice of all official actions taken by the TPB to its constituent members, WisDOT, FHWA, and FTA.

Because the MPO Transportation Planning Manager is the chief staff person for the Madison Area TPB, the City of Madison Planning Division Director, to whom the MPO Transportation Planning Manager reports, is encouraged to communicate closely with and involve the MPO Policy Board Chair and Board in the hiring process for this position.

The Administrative Clerk for the Transportation Planning Services Section (hereinafter referred to as the “MPO Recording Secretary”) shall record all meetings.

SECTION IV – MPO BOARD MEETINGS

A. Public Notice, Accessibility, and Conduct

All meetings shall be publicly noticed with both the City of Madison and Dane County. Agendas and meeting packets shall also be posted on the MPO’s website. Meetings shall be located in a place that is accessible to all persons, and conducted in conformance with Sections 19.81 to 19.98 of the Wisconsin Statutes, which set forth the public policy and requirements for open meetings of governmental bodies. Accommodations will be made for persons with disabilities if the attendee gives advance notice of a need for an interpreter, materials in alternate forms, or other accommodations to access the meeting.

B. Meetings

1. Regular Meetings

The MPO Policy Board shall generally meet once a month at a location to be determined by the MPO Transportation Planning Manager in consultation with the Policy Board.

When there are insufficient agenda items for a meeting, no meeting will be held. If the regular meeting date is a holiday, the meeting will be rescheduled or cancelled. However, a special meeting may be called in lieu of the regular meeting.
2. Special Meetings
Special meetings may be held as needed and may be called at any time by the Chair. The Chair shall set the date, time, and place of the special meeting. In the absence of a Board Chair, the Vice Chair may call a special meeting.

Telephonic voting and participation shall be permitted for special meetings. The public notice, accessibility, and conduct of the special meeting shall still meet state requirements for open meetings. The public notice for the meeting shall indicate those members that will not be participating in person. For all meetings at which some members are participating via telephone, a roll call vote shall be conducted for all actions taken so the vote of each member can be acknowledged and recorded.

3. Joint Meetings
Joint meetings may be held with other agencies, committees, or commissions on items of mutual interest.

C. Agenda
Meeting agendas shall be prepared by the MPO Transportation Planning Manager in consultation with the Chair. Items for the agenda, accompanying information, and written communications intended for consideration as part of an agenda item should be received by the MPO Transportation Planning Manager no later than ten (10) days prior to the scheduled meeting. However, written communications received after this deadline will be reported and provided to the Board at the meeting.

All agendas and accompanying information packets shall be mailed to Board members and posted on the MPO’s website no later than seven (7) days in advance of the scheduled meeting. A mailing list for the agendas and minutes based on requests for same will be maintained by the MPO Recording Secretary.

Order of Business for Meetings

- Roll Call
- Approval of Minutes
- Communications
- Public Comment
  (Note: This item is intended to offer the public an opportunity to comment on an issue that is not on the agenda, such as introducing an issue that the person would like the MPO Policy Board to consider at a future meeting.)
- Public Hearing
  (Note: A set time is to be noticed)
- Items for Action
  (Note: In general, items for action are to be presented to MPO Policy Board members with a staff report that includes a cover sheet with staff comments and recommendation/rationale, a copy of any applicable resolution, and any other accompanying materials to assist members in considering the item.)
• Items for Discussion
• Status Report on Projects Potentially Involving the MPO
• Discussion of Future Work Items
• Announcements and Schedule of Future Meetings
• Adjournment

The Board may alter the above order of the agenda items at the meeting.

D. Public Comment
Persons wishing to speak on an agenda item must register and give the registration form to the MPO Recording Secretary, preferably before the item comes up on the agenda. The time limit for comments on items for which a public hearing has not been scheduled is three (3) minutes per person, unless waived by a 2/3s majority vote of the members present. Questions of the speaker may occur following the speaker’s presentation, unless questioning is anticipated to last longer than three minutes. Then questions will be held until after all public comments on the item.

E. Attendance
Board members are to inform the MPO Transportation Planning Manager or Administrative Clerk in advance (preferably two days) if they are not able to attend a meeting. Absences without advance notice or those of an unavoidable nature will be recorded as unexcused. Board roster attendance information shall be provided to Board members on a quarterly biennial basis. The Chair may remind Board members of their responsibility to attend and participate in Board meetings in the event of poor attendance. If the problem persists, the Board may authorize the Chair to send a letter to the appointing authority or authorities informing them of the Board member’s poor attendance.

F. Motions
Motions shall be restated by the Chair before a vote is taken. The name of the maker of the motion and the person seconding it shall be recorded. A motion made at the following meeting to reconsider an item may be made, but if notice of reconsideration has not been published, the motion is to be referred to the next meeting so that adequate public notice can be provided.

G. Parliamentary Procedure
Board meetings shall be governed by Roberts Rules of Order Newly Revised unless otherwise provided for herein.

H. Quorum
A majority of the Board or eight (8) members shall constitute a quorum for the conducting of business and taking of official action. Whenever a quorum is not present within fifteen (15) minutes of the scheduled beginning meeting time, the Chair shall adjourn the meeting without taking any other action to a time and date selected by the Chair. In the event that a Board member has notified MPO staff or Board member(s) that he/she will be more than fifteen (15) minutes late, the Board may decide to wait for a longer period of time to convene the meeting.
Proposed Revisions
1/5/11 Draft

I. Reports
The Board may ask for reports and recommendations, if any, from staff and the MPO Technical Coordinating Committee (TCC) and/or Citizen Advisory Committee (CAC) on any matters before it. [See Agenda regarding staff reports to accompany agenda items and Subsection B and D of Section III regarding the TCC and CAC.]

J. Voting
Voting shall be by voice. Only whether the motion or resolution passed or failed shall be recorded, unless a roll call is requested or a member requests that the votes cast be recorded by number and/or name. All persons will be assumed voting in the affirmative unless they verbally cast a “no” vote or indicate at the time of the vote that they wish to abstain. If there is any question, the Chair will restate the votes cast for record purposes.
[Note: It is advisable that members who abstain from voting indicate their reason(s) for doing so. If a member abstains from voting due to a conflict of interest, he/she should not participate in the discussion.]

A motion for reconsideration of any agenda item from a previous meeting may only be made by a member who was present at that meeting and voted on the prevailing side or who is recorded as an excused absence. All members who are in attendance at the meeting where reconsideration is being considered may vote on the issue.

SECTION V – PUBLIC HEARINGS

The Board shall schedule and hold public hearings on all items required by law (e.g., Regional Transportation Plan, Transportation Improvement Program) and may hold public hearings on any other matters.

A. Public Notice and Comments
Reasonable effort shall be made to notify affected local units of government and the general public of hearings through posting and mailing of notices, through the news media, and other means.

Persons wishing to speak at a hearing must register and give the registration form to the MPO Recording Secretary, preferably before the start of the hearing. The time limit for comments at a public hearing is five (5) minutes per person, unless waived by a two-thirds majority vote of the members present. Questions of the speaker may occur following the speaker’s presentation, unless questioning is anticipated to last longer than three (3) minutes. The Board will not engage in discussion or debate with the speakers. Further questions will be held until after all public comments are completed.

B. Conduct and Record of Hearing
At the beginning of the hearing, the Chair shall briefly identify the subject(s) under consideration and instruct the public on how the hearing will proceed. MPO staff may give a presentation on the subject, if deemed appropriate. Board members may then ask questions or pose questions during the presentation by permission of the Chair. Public comments will then be allowed. A record of the names, addresses, and positions of those appearing shall be made. If questions by the public are
permitted, they shall be directed to the Chair. Any member of the Board may question a speaker on his/her statements. These rules may be suspended or modified, or a speaker allowed more time, in the Chair’s discretion.

SECTION VI – PUBLIC PARTICIPATION PLAN AND UNIFIED PLANNING WORK PROGRAM

A. Public Involvement Plan
The Madison Area TPB shall develop and use a documented public participation plan that defines a process for providing citizens, affected public agencies, private transportation providers, users of the transportation system, and others with reasonable opportunities to be involved in the metropolitan transportation planning process in accordance with 23 C.F.R. Section 450.316.

B. Unified Planning Work Program and Budget
The Madison Area TPB shall annually develop, in cooperation with Wisconsin Dept. of Transportation and public transit operators, a Unified Planning Work Program (UPWP) and budget that outlines transportation planning activities to be performed using Federal and state transportation funding in accordance with 23 C.F.R. Section 450.308.

Because the City of Madison provides staff services and is the fiscal agent for the MPO, the MPO’s budget is incorporated into the budget for the City's Planning Division in the Department of Planning & Community & Economic Development. Preparation and review of the MPO Work Program and budget by the MPO staff and Board shall occur along the same general timeline as the City’s budget process to ensure coordination and consistency of the Work Program and budget and consistency between the budgets approved by the MPO and the City of Madison.

SECTION VII – MISCELLANEOUS

No member of the MPO Policy Board shall take any action, which may be interpreted as representing the view of the MPO Policy Board as a whole unless he/she has been authorized to do so by the Board as a body or by the Chair.

Suspension or Amendment to the Bylaws and Operating Rules and Procedures – The Board may suspend or amend these rules and procedures by a two-thirds vote of the total membership (10 members).

MPO Board members shall be governed by the Code of Ethics of their appointing governmental bodies. In the event that the appointing governmental body does not have a Code of Ethics, the Board member shall simply strive to maintain high moral and ethical standards, including avoidance of conflicts between their personal interests and their public responsibilities as Board members.
SECTION VIII – AMENDMENTS

The Madison Area TPB Bylaws and Operating Rules and Procedures may be amended at any meeting by a simple majority vote of the Board present, provided the item has been publicly noticed. Amendments can be initiated by Board members or MPO staff.
Memorandum

To: Madison Area Transportation Planning Board Members
From: Bill Schaefer
Date: May 24, 2010
Re: Additions and Revisions to MPO’s Operating Rules and Procedures

The MPO Policy Board expressed an interest in reviewing and considering additions or changes to the MPO’s Operating Rules and Procedures at the last meeting while discussing the issue of the hiring of the new MPO Transportation Planning Manager.

The following is a list of potential issues to address and, in some cases, some suggested language for additions and revisions to the document to help guide discussion of the Board:

1. MPO Staff

The current document has a paragraph that says the City of Madison is responsible for providing staff for the MPO. The Transportation Planning Manager, who heads the Transportation Planning Services Section of the City’s Planning Division, is the chief staff person for the MPO Board.

It is recommended that a separate section be added to the document that addresses the MPO staff. The following is some proposed draft language:

The City of Madison is the fiscal and administrative agent for the Madison Area TPB (MPO) and is responsible for providing staff services to the agency. The Madison Area TPB staff reports to the MPO Policy Board and is directed by MPO policies and approved documents.

The Transportation Planning Manager for the Transportation Planning Services Section of the City of Madison’s Planning Division within the City’s Department of Planning & Community & Economic Development shall be the MPO Director. The MPO Director shall be responsible for direction of all administrative and operational functions of the Madison Area TPB, including supervision of the TPB staff.
The MPO Director shall be responsible for preparing agendas, supporting documentation, information and technical support for TPB meetings, as well as transmitting notice of all official actions taken by the TPB to its constituent members, WisDOT, FHWA, and FTA.

The document could also address the MPO Board’s desired role in hiring/firing of the MPO Director. Because the MPO Redesignation Agreement says the City of Madison provides the MPO staff and doesn’t address the Board’s role, this would only serve as a statement of the Board’s desires. Alternatively, an agreement would need to be entered into with the City that addresses this issue.

2. **MPO Work Program and Budget**

A section might be added that addresses the approval of the MPO Unified Planning Work Program (UPWP) and budget by the Board and the relationship to the City’s Planning Division budget. The language could simply document the existing process whereby the MPO Board reviews and approves the UPWP and budget together. It would be noted that the Policy Board’s preparation and review of the budget occurs along the same general timeline as the City’s budget and staff work to ensure that they are consistent.

3. **MPO Policy Board**

(a) **Authority**

It is recommended that a statement be added indicating that the MPO has authority and responsibilities granted under the Redesignation Agreement and applicable State and Federal laws and regulations, including but not limited to 23 U.S.C. 134 and 23 C.F.R. Section 450. It might also be mentioned here that the City of Madison is the MPO’s fiscal and administrative agent.

(b) **Procedure for Nomination and Voting for City/Village and Town Appointments**

The procedure for the chief elected officials of the city and villages and towns to nominate and vote on their appointments might be added to the document. The procedure that has been developed—doing it via email following an initial letter—works fine. However, it does not provide confidentiality of the votes. If this is a concern, the only alternative would be to schedule a meeting to conduct the vote.

(c) **Changing Appointments**

MPO Policy Board members may be removed and a new appointment made by the appointing authorities at any time. This should be noted.

Also, a procedure for the cities and villages and the towns to make a change in an appointment before the appointee’s term is up might be outlined. How would the process be initiated?
(d) Officers

It is recommended that language be added regarding the duties of the Chair indicating that the Chair act as official signatory for MPO resolutions and other documents. The Vice-Chair should have the same duty in the absence of the Chair.

It is recommended that the meeting when the election of the officers generally occurs be changed from June to July, August, or September because of the timing of the new appointments each year.

It is recommended that the procedure for filling a vacancy in either office be added. Should the selection of the new officer occur at the next meeting? If there is a vacancy with the Chair, does the Vice Chair become Chair? If so, does he/she serve only the remainder of the term?

Language might added either here or under MPO Staff saying that the MPO Director shall be Secretary of the TPB and shall have the responsibility for preparing agendas and packet materials, posting meeting notices, and maintaining accurate records of all TPB meetings.

(e) Changes to the Policy Board Composition

The Redesignation Agreement addresses this issue (see Section C, page 4), requiring a public hearing and ratification by units of government with 75% of the planning area population. It is recommended that language be added indicating whether the vote by the Policy Board to submit a change to the local units of government for ratification is a simple majority vote or something more than that.

(f) Attendance

It is recommended that absences be categorized as either excused or unexcused. To be excused, the Board member must notify the MPO Director or Secretary at least three (3) days in advance or the absence must be one of an unavoidable nature. It is also recommended that the report on attendance (which hasn’t been done regularly) be made to the Board on a biennial or annual basis or upon request.

4. Meetings

(a) Public Notice

The current practice of noticing Policy Board meetings with both the Dane County and City of Madison Clerks might be noted. Also, it should be noted that agendas and meeting packets will be posted on the MPO’s website within three (3) days of the date such agenda and packet are mailed.

(b) Participation by telephone, conference call, or teleconference
Language should be added permitting this for at least special meetings. It should be 
required that the conduct of the meeting occur in a designated public place. The public 
notice for the meeting shall indicate those members that will be participating this way. A 
roll call vote will be conducted so the vote of each member can be acknowledged and 
recorded.

(c) Joint Meetings

Language specifically allowing joint meetings with other agencies and committees or 
commissions on items of mutual interest might be added.

5. Procedure for Amending Rules

The formal procedure for amending the rules might be noted, although this would be pretty 
straight forward.

6. Technical Coordinating Committee (TCC)

The membership and voting for the TCC might be spelled out in the rules.
Re:
Presentation on Regional Transportation System Performance Indicators for the Regional Transportation Plan Update

Staff Comments on Item:
When the *Regional Transportation Plan 2030* was adopted, the MPO committed to developing a set of transportation system performance indicators to be used to periodically assess progress in meeting plan goals and policy objectives. Increasing emphasis is being placed on “performance-based transportation planning.” MPO staff participated in a work group with WisDOT, FHWA, and other MPO staff to develop a recommended set of indicators based upon available data sources. The selected indicators are viewed as a starting point, and it is expected that the measures will change and grow in the future. For each indicator, a baseline measure has been calculated, generally for the year 2009. Where earlier data is readily available, a comparison has been made to a prior year, generally 2005. A table has been prepared that lists the plan objectives for the overall transportation system and the corresponding performance indicators to measure how well the objective is being achieved. Information on the indicators has then been provided with supporting tables and maps. The information is mostly complete, but there are a few holes that need to be filled. In a few cases, the information will be generated from the Congestion Management project.

Materials Presented on Item:
1. Table and Information on Transportation System Performance Indicators for the Madison Metropolitan Area & Dane County

Staff Recommendation/Rationale:
For review and discussion purposes only at this time.
Transportation System Performance Indicators for the Madison Metropolitan Area & Dane County

Introduction

Increasing emphasis is being placed on performance-based transportation planning in which system performance is considered in the transportation planning and decision-making process. The goals are to improve decision making and increase the link between planning goals and investment decisions. Performance indicators are meant to be diagnostic and alert planners and decision makers about major changes or trends in the performance of the transportation system or supply of transportation services and facilities. The picture provided by the transportation system performance indicators will serve as an important foundation for future plan updates.

In the Regional Transportation Plan 2030, the MPO committed to developing a set of performance indicators to be used to periodically assess progress in meeting plan goals and policy objectives. MPO staff participated in a work group with WisDOT, FHWA, and other MPO staff to develop a set of recommended indicators based upon publicly available data sources.

The proposed indicators for the Madison Area include both “outcome” measures that measure the outcome of system investments and decisions (e.g., roadway level of service) as well “output” measures that measure the level of activity of a program or supply of a service or facility (e.g., transit revenue hours of service, miles of paths). Outcome measures are preferable because they provide an indication of the effectiveness of a given level of activity or supply of facilities. However, good outcome measures are not available in some cases, particularly system-wide measures, due to lack of readily available data or other reasons. The selected indicators are a starting point, and it is expected that the measures will change and grow in the future as the necessary data or resources becomes available for more innovative measures such as accessibility index or travel time reliability index.

The table below lists the goal and policy objectives for the overall transportation system and corresponding performance indicators to be used to gauge how well the objectives are being met. For each indicator, a baseline measure has been calculated, generally for the year 2009. Where earlier data is available, a comparison has been made to the prior year, generally 2005.
Overall Goal – Integrated Transportation and Land Use System
Develop an integrated and balanced land use and transportation system, which provides for the efficient, effective, and safe movement of people and goods, promotes the regional economy, supports transportation-efficient development patterns and the regional land use plan, and provides mode choice wherever possible while enhancing and, where relevant, preserving the character and livability of the neighborhoods where transportation facilities are located.

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Performance Indicators</th>
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<tbody>
<tr>
<td><strong>Mobility and Accessibility</strong> – Improve regional mobility and accessibility for all persons while maintaining a balance between the two sometimes competing concerns.</td>
<td>Travel Time to Work&lt;br&gt;Mode of Transportation to Work&lt;br&gt;Roadway Level of Service&lt;br&gt;Roadway System Mileage&lt;br&gt;Transit Revenue Hours of Service&lt;br&gt;Transit Revenue Miles of Service&lt;br&gt;Percent of Urbanized Area Served by Transit&lt;br&gt;Miles of Designated Bike Routes, On-Road Bike Lanes, and Multi-Use Paths</td>
</tr>
<tr>
<td><strong>Balanced System</strong> – Achieve a balanced transportation system through investment in improvements across all modes of travel.</td>
<td>Level of Service for Designated Truck Routes&lt;br&gt;Truck Counts</td>
</tr>
<tr>
<td><strong>Mobility of Freight</strong> – Enhance mobility and safety for goods movement to support the local economy while maintaining community livability.</td>
<td>Roadway Pavement Condition (PASER, PDI Rating)&lt;br&gt;Bridge Structure Condition (Sufficiency Rating)&lt;br&gt;Age of Metro Transit Bus Fleet&lt;br&gt;Miles of Metro Vehicle Service between Unplanned Road Calls</td>
</tr>
<tr>
<td><strong>System Preservation</strong> – Maintain the region’s transportation infrastructure and preserve transportation corridors, particularly rail corridors, for possible future travel uses by other modes.</td>
<td>Total Vehicle Crashes by Severity&lt;br&gt;Metro Transit Bus Crashes per 100,000 VMT&lt;br&gt;Bicycle and Pedestrian Crashes</td>
</tr>
<tr>
<td><strong>Safety</strong> – Improve transportation safety through design, operations and maintenance, system improvements, support facilities, public information, and law enforcement efforts.</td>
<td>Vehicle Miles of Travel (VMT)&lt;br&gt;Travel Speeds (Interstate, Beltline)&lt;br&gt;Hours of Congested Travel (Int., Beltline)&lt;br&gt;Transit Passenger Trips&lt;br&gt;Transit Passengers per Revenue Hour&lt;br&gt;Transit Passenger Miles Traveled&lt;br&gt;Transit System On-Time Performance&lt;br&gt;Number of New Commuters Registered with Rideshare Etc. Program</td>
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<td><strong>Management/Operations</strong> – Apply ITS and utilize TDM and TSM strategies to respond to traffic congestion, make efficient use of existing roadway capacity, and make the transportation system more reliable, convenient, and safe.</td>
<td>Vehicle Miles of Travel (VMT)&lt;br&gt;Travel Speeds (Interstate, Beltline)&lt;br&gt;Hours of Congested Travel (Int., Beltline)&lt;br&gt;Transit Passenger Trips&lt;br&gt;Transit Passengers per Revenue Hour&lt;br&gt;Transit Passenger Miles Traveled&lt;br&gt;Transit System On-Time Performance&lt;br&gt;Number of New Commuters Registered with Rideshare Etc. Program</td>
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<td>Travel lanes or building new facilities.</td>
<td><strong>Interconnected System</strong> – Encourage and facilitate connections between various modes of travel, including connections with inter-city bus and rail.</td>
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<tr>
<td>----------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Environmentally Responsible</strong> – Minimize negative environmental impacts and energy consumption to the extent feasible.</td>
<td><strong>Land Use/Transportation Connection</strong> – Use public decisions on the provision of publicly financed transportation facilities and services as a tool for creating compact, well-designed and balanced communities.</td>
</tr>
<tr>
<td><strong>Timing of Improvements</strong> – Stage the extension and expansion of urban transportation services within urban service areas to encourage compact urban growth in accord with regional and local development plans and policies.</td>
<td>No measure at this time.</td>
</tr>
<tr>
<td><strong>Design</strong> – Encourage attention to aesthetics in the design of transportation improvements to fully integrate improvements into the environment, including consideration of scenic views and vistas, landscaping, and location of signing.</td>
<td>No measure at this time.</td>
</tr>
<tr>
<td><strong>Intergovernmental Coordination</strong> – Continue to enhance intergovernmental coordination in land use and transportation planning, project development, and operations and maintenance to ensure protection of transportation investments and make efficient use of limited resources.</td>
<td>No measure at this time.</td>
</tr>
<tr>
<td><strong>Basic Services</strong> – Support and maintain basic transportation services such as maintenance, snow removal, traffic control, street sweeping, and other services.</td>
<td>No measure at this time.</td>
</tr>
<tr>
<td><strong>Financial Feasibility</strong> – Ensure that existing and future financial resources are realistic, reliable, and equitable.</td>
<td>No measure at this time.</td>
</tr>
</tbody>
</table>
Transportation System Objectives and Performance Indicators
for the Madison Metropolitan Area & Dane County

Improve Regional Mobility and Accessibility and Achieve a Balanced Transportation System

Multi-modal

Indicator: Travel Time to Work (total and by mode of transportation)

Indicator: Means of Transportation to Work

In 2009, 63% of City of Madison residents and 72% of all Dane County residents drove alone to work, while a total of 33% of city residents and 23% of all county residents carpooled, took public transportation, or biked or walked. The tables below show the mode of transportation to work for City of Madison and Dane County residents and workers by place of work. [Add comparison to 2005]

<p>| 2009 Means of Transportation to Work for Residents of City of Madison and All of Dane County |</p>
<table>
<thead>
<tr>
<th>Mode</th>
<th>City of Madison</th>
<th>Dane County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>Drive Alone</td>
<td>86,374</td>
<td>62.9%</td>
</tr>
<tr>
<td>Car/Vanpool</td>
<td>10,682</td>
<td>7.8%</td>
</tr>
<tr>
<td>Public Transit</td>
<td>12,364</td>
<td>9.0%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>6,826</td>
<td>5.0%</td>
</tr>
<tr>
<td>Walk</td>
<td>15,510</td>
<td>11.3%</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>539</td>
<td>0.4%</td>
</tr>
<tr>
<td>Taxi &amp; Other</td>
<td>1,015</td>
<td>0.7%</td>
</tr>
<tr>
<td>Work at Home</td>
<td>3,918</td>
<td>2.9%</td>
</tr>
<tr>
<td>Total</td>
<td>137,228</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: 2009 American Community Survey (ACS)
December 2010 DRAFT

Streets and Highways

Indicator:  
Level of Service

In 2006 there were 229 center lane miles of the arterial roadway system in the Madison Metropolitan Area that were “congested” (Level of Service D to D/E, Volume-to-Capacity (V/C) ratio of 0.65 to 0.89) and 74 miles that were “very congested” (Level of Service D/E to F, V/C ratio of 0.9 or greater) (See attached map of congestion levels).

Indicator:  
System Mileage

Total local roadway system mileage in Dane County increased by 110.3 miles from 2005 to 2009. The 2009 total system mileage was 4,165.4 miles. [Note: need to get data for state roadways.]

Transit

Indicator:  
Revenue Hours of Service, Revenue Miles of Service

The number of annual revenue service hours on the Metro Transit fixed-route system increased by about 7,600 or 2% from 2005 to 2009. The increase reflects service improvements made in 2007 and 2009. The 2007 service increases included: (a) new and improved City of Fitchburg service, including a new route serving the new Super Target store; (b) restructuring of the City of Middleton service with a new Middleton bus connection point, extension of service to the Airport Road Business Park, and new Saturday service to West Towne and the West Transfer Point; and (c) increased service frequency on the main UW-Madison campus route. The 2009 service increases, funded by a fare increase, included (a) reinstatement of Route 10 mid-day service between the east Isthmus and the UW-Madison campus; (b) addition of weekday peak period service to Route 34 between the East Transfer Point and the MATC

<table>
<thead>
<tr>
<th>Mode</th>
<th>City of Madison</th>
<th>Dane County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>Drive Alone</td>
<td>138,115</td>
<td>69.7%</td>
</tr>
<tr>
<td>Car/Vanpool</td>
<td>19,281</td>
<td>9.7%</td>
</tr>
<tr>
<td>Public Transit</td>
<td>13,615</td>
<td>6.9%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>6,796</td>
<td>3.4%</td>
</tr>
<tr>
<td>Walk</td>
<td>14,888</td>
<td>7.5%</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>609</td>
<td>0.3%</td>
</tr>
<tr>
<td>Taxi &amp; Other</td>
<td>1,065</td>
<td>0.5%</td>
</tr>
<tr>
<td>Work at Home</td>
<td>3,918</td>
<td>2.0%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>198,287</strong></td>
<td><strong>-</strong></td>
</tr>
</tbody>
</table>

Source: 2009 American Community Survey (ACS)
2006 Arterial Roadway Congestion Levels
Madison Area, Dane County

Congested
Very Congested

Prepared by staff to the:

NAME: pldms
FILE: C:\ArcMapPrj\Trans\Congestion\Congestion_2009\Congestion_Madison_2006.mxd
REV: 9/3/09
PRINTED: 9/8/2009
Truax campus; and (3) new weekend and holiday service to Route 59 connecting the West Transfer Point with Fitchburg’s Belmar neighborhood, the new Super Target store, and the Star Cinema. Additional trips were also added to a number of weekday routes on the north and east sides to address crowding issues.

The total number of driver hours for the City of Sun Prairie shared-ride taxi system increased by 2,160 or 1%, reflecting an expansion of the service area, the introduction of mid-day bus service to East Towne, and increased ridership despite a drop in 2009. The number of driver hours for the Stoughton system has remained about the same. The Monona transit service, which includes a commuter route to the downtown/UW campus area and mid-day circulator service, has also remained unchanged.

The tables below show revenue hours and miles of service for the Metro Transit fixed-route system, Sun Prairie and Stoughton taxi systems, and the Monona transit system.

**Madison Metro Fixed-Route Transit System**  
Service Levels: 2005-2009

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue Hours</td>
<td>364,491</td>
<td>365,547</td>
<td>367,130</td>
<td>366,774</td>
<td>372,134</td>
</tr>
<tr>
<td>Revenue Miles</td>
<td>4,675,350</td>
<td>4,703,901</td>
<td>4,717,515</td>
<td>4,707,127</td>
<td>4,709,101</td>
</tr>
</tbody>
</table>

Source: Metro National Transit Database Reports

**City of Sun Prairie Shared-Ride Taxi System**  
Service Levels: 2005-2009

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Driver Hours</td>
<td>20,947</td>
<td>21,424</td>
<td>22,783</td>
<td>24,078</td>
<td>23,108</td>
</tr>
<tr>
<td>Total Miles of Service</td>
<td>240,000</td>
<td>270,730</td>
<td>265,672</td>
<td>256,527</td>
<td>239,768</td>
</tr>
</tbody>
</table>

**City of Stoughton Shared-Ride Taxi System**  
Service Levels: 2005-2009

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Driver Hours</td>
<td>10,017</td>
<td>10,117</td>
<td>10,345</td>
<td>9,851</td>
<td>10,430</td>
</tr>
<tr>
<td>Total Miles of Service</td>
<td>73,512</td>
<td>74,335</td>
<td>76,657</td>
<td>86,812</td>
<td>84,733</td>
</tr>
</tbody>
</table>

**City of Monona Transit System**  
Service Levels: 2005-2009

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue Hours</td>
<td></td>
<td></td>
<td></td>
<td>4,634</td>
<td></td>
</tr>
<tr>
<td>Revenue Miles</td>
<td></td>
<td></td>
<td></td>
<td>60,739</td>
<td></td>
</tr>
</tbody>
</table>
Indicator: % of urbanized area served by transit, % of urbanized area served by shared ride taxi
In 2009, approximately 64.6 square miles (37.6%) of the Madison urban area (not counting the lakes) was served by Metro Transit and City of Monona bus service during the weekday peak period, while 56.3 square miles (32.8%) was served during weekday off-peak periods. The Cities of Sun Prairie and Stoughton provide shared-ride taxi service serving another 16.3 square miles (9.5%) of the urbanized area (See attached transit service area map).

Bicycle Facilities
Indicator: Miles of Designated Bike Routes, On-Road Bike Lanes, and Multi-use Paths
In 2009, the bicycle facility network within the Madison Metropolitan Area included 147 miles of streets with bicycle lanes or paved shoulders and 130 miles of off-street bicycle paths. The signed bicycle route system covered 149 miles. Countywide, there was a total of 182 miles of bicycle paths or trails, including the unpaved Military Ridge and Glacial Drumlin Trails. In 2010, construction was completed on the Ice Age Junction Path and Badger State Trail and construction initiated on Phase 1 of the Cannonball path. These paths total 8.5 miles. Another 7.7 miles of paths have programmed funding, including the remaining segments of the Cannonball path and Phase 1 of the Lower Yahara River path.

Enhance Mobility of Freight
Freight
Indicator: Level of Service for Designated Truck Routes and NHS Routes
[To be done]

Indicator: Truck Counts
Data Source: WisDOT – Vehicle Classification Data
Traffic Count Data – Wisconsin Vehicle Classification Data Publication
[To be done]

System Preservation – Maintain the Region’s Transportation Infrastructure
Streets and Highways
Indicator: Pavement condition – PASER (for local roads) and PDI (for state highways)
The Pavement Surface Evaluation and Rating (PASER) system is used to assist local communities in evaluating the condition of roadways and setting priorities for road maintenance, repair, and reconstruction. PASER ratings follow a scale of 1-10. Ratings of 8-10 indicate a relatively new road with little or no maintenance required. Ratings of 5-7 indicate the road is still in relatively good condition, but
routine maintenance (e.g., crack filling) and/or preservative treatment (seal coating or overlay) is required. A rating of 4 or less indicates that structural improvement (thick overlay or recycling of pavement) or total reconstruction is warranted. WisDOT uses a more sophisticated pavement evaluation system that includes three different measures. Pavement Distress Index (PDI) is the rating most similar to the PASER system.

The tables below and attached map show the 2009 pavement condition of the local and state arterial and collector roadway system in Dane County. Approximately 30% of the local arterial and collector system has a PASER rating of 8-10, 63% has a rating of 5-7, and 7% is rated 4 or below. A much higher percentage of the municipal versus county system has a rating of 8-10. About 53% of municipal arterials and 40% of municipal collectors are in this category compared to only 22% and 17% of county arterials and collectors respectively. Compared to 2005, the percentage of the local system in the best pavement condition category decreased from 40% to 30% with a corresponding increase in the middle category. CTH K (CTH M to CTH Q), Monona Drive (Broadway to Pflaum), and Femrite Drive (Marsh to I-39/90)—all in the worst pavement condition category—were resurfaced or reconstructed in 2010. Other local roadways in the worst category with preservation work programmed include University Avenue (Allen Blvd. to Segoe), Monona Drive (Pflaum to Cottage Grove Rd.), Branch Street, CTH N (CTH BB to W. Oak St.), and W. Old Sauk Road in the Town of Middleton.

Almost all of the state roadways are classified as arterials. As expected, the pavement condition of state roadways is much better than the local arterial/collector roadway system. About 74% of the state system is in the best pavement condition, 19% in the middle category, and 7% in the worst condition. The higher level facilities (Interstate, U.S. Highways) with generally the highest traffic volumes have the best pavement condition. Focusing on just roadways within the Madison Metropolitan Planning Area, the percentage breakdowns are similar, but 6-7% more miles of both the local and state systems are in the best pavement condition. Resurfacing of Interstate 94 east of CTH N, which is in the worst category, was done in 2010. State roadways in the worst category for which work is programmed include STH 113 (Northport/Packers/Pennsylvania), USH 151/East Washington Avenue (Thierer to E. Springs), STH 19/Main St. in Waunakee, and USH 51 north of STH 19.
### Pavement Condition of Local Arterial and Collector Roadway System in Dane County: 2009

<table>
<thead>
<tr>
<th>PASER Rating</th>
<th>4 or less</th>
<th>5 to 7</th>
<th>8 to 10</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miles</td>
<td>Percent</td>
<td>Miles</td>
<td>Percent</td>
<td>Miles</td>
</tr>
<tr>
<td>Arterials - Total</td>
<td>14.2</td>
<td>6.2%</td>
<td>131.0</td>
<td>57.2%</td>
</tr>
<tr>
<td>County</td>
<td>8.8</td>
<td>7.2%</td>
<td>86.0</td>
<td>70.5%</td>
</tr>
<tr>
<td>Municipal</td>
<td>5.4</td>
<td>5.1%</td>
<td>45.0</td>
<td>42.3%</td>
</tr>
<tr>
<td>Collectors - Total</td>
<td>48.7</td>
<td>7.3%</td>
<td>451.5</td>
<td>67.4%</td>
</tr>
<tr>
<td>County</td>
<td>24.1</td>
<td>6.7%</td>
<td>276.0</td>
<td>76.5%</td>
</tr>
<tr>
<td>Municipal</td>
<td>24.6</td>
<td>7.4%</td>
<td>175.5</td>
<td>52.6%</td>
</tr>
<tr>
<td>System Total</td>
<td>62.9</td>
<td>6.8%</td>
<td>582.5</td>
<td>63.2%</td>
</tr>
</tbody>
</table>

Sources: Wisconsin Dept. of Transportation, Wisconsin Information System for Local Roads (WISLR) (2/10), and City of Madison Engineering

1 Excludes ramps. All except for 37.5 miles are arterials.

### Pavement Condition of State Roadway System in Dane County: 2009

<table>
<thead>
<tr>
<th>Pavement Distress Index (PDI) Rating</th>
<th>Less than 50</th>
<th>50 to 79</th>
<th>80 to 100</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miles</td>
<td>Percent</td>
<td>Miles</td>
<td>Percent</td>
<td>Miles</td>
</tr>
<tr>
<td>Interstate</td>
<td>2.1</td>
<td>3.1%</td>
<td>7.7</td>
<td>11.5%</td>
</tr>
<tr>
<td>U.S. Highways</td>
<td>7.1</td>
<td>3.9%</td>
<td>14.6</td>
<td>8.1%</td>
</tr>
<tr>
<td>State Trunk Highways</td>
<td>15.8</td>
<td>9.0%</td>
<td>56.7</td>
<td>32.4%</td>
</tr>
<tr>
<td>Connecting Highways</td>
<td>5.7</td>
<td>29.2%</td>
<td>3.7</td>
<td>19.0%</td>
</tr>
<tr>
<td>System Total</td>
<td>30.7</td>
<td>6.9%</td>
<td>82.7</td>
<td>18.7%</td>
</tr>
</tbody>
</table>

Sources: Wisconsin Dept. of Transportation, Wisconsin Information System for Local Roads (WISLR) (2/10), and City of Madison Engineering

Indicator: **Bridge Structure Condition – Sufficiency Rating**

The Federal Highway Administration (FHWA) has developed a system for rating the sufficiency of bridges, which indicates the bridge’s sufficiency to remain in service. In 2009 a total of 81 bridge structures had a sufficiency rating below 80 qualifying them for Federal Bridge Replacement and Rehabilitation Program funding. In 2005, the number was 83 (See table below). Of the bridges with a rating below 80, thirteen (13) are programmed for work. Within the MPO Planning Area, these include Milwaukee St. (Interstate 39/90), Interstate 39/90 (USH 51), STH 19 (Token Creek), CTH B (Yahara River), CTH M (CNW RR), University Ave. (Old Middleton Rd.), Lacy Rd. (Swan Creek), and Milwaukee St. (E. Branch Starkweather Creek).
Sufficiency Ratings for Roadway Bridge Structures in Dane County: 2009

<table>
<thead>
<tr>
<th>Sufficiency Rating</th>
<th># of Bridges</th>
<th>% of Bridges</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 50.0</td>
<td>31</td>
<td>5.7%</td>
</tr>
<tr>
<td>50.0 - 79.9</td>
<td>50</td>
<td>9.2%</td>
</tr>
<tr>
<td>80.0 - 100</td>
<td>462</td>
<td>85.1%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>543</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: WisDOT

Transit

Indicator: Age of Bus Fleet

In 2009 Metro had an active fixed-route fleet of 204 buses. The average age of the fleet was 6.9 years. In 2003 the average age of the fleet was 7.3 years.

Indicator: Miles of Vehicle Service between Unplanned Road Call

Miles of service between unplanned maintenance calls for buses on the road is another measure of the condition and maintenance of the bus fleet. Metro Transit had 821 unplanned road calls in 2009, a decrease of 246 compared to 2005. The average number of miles between unplanned road calls was 6,664 compared to 5,082 in 2005. See table below.

Madison Metro Fixed-Route Transit System
Fleet/Maintenance: 2005-2009

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Vehicle Miles</td>
<td>5,422,795</td>
<td>5,428,122</td>
<td>5,400,684</td>
<td>5,415,228</td>
<td>5,471,517</td>
</tr>
<tr>
<td>Unplanned Road Calls</td>
<td>1,067</td>
<td>802</td>
<td>926</td>
<td>1,020</td>
<td>821</td>
</tr>
<tr>
<td>Miles of Service per Unplanned Road Call</td>
<td>5,082</td>
<td>6,768</td>
<td>5,832</td>
<td>5,309</td>
<td>6,664</td>
</tr>
</tbody>
</table>

Source: Metro Transit
**Improve Transportation Safety**

**Streets and Highways**

Indicators:  *Total Crashes, Total Fatal Crashes, Total Severe Injury Crashes*

There were a total of 8,463 auto crashes in Dane County in 2009 compared to 9,198 in 2005. Of these, 2,451 were injury crashes and 32 were fatal crashes. The number of injury crashes decreased 22% and fatal crashes decreased 30% compared to 2005. See table below. During the same period, WisDOT estimates that daily vehicle miles of travel (VMT) decreased 1% from 13.35 to 13.21 million.

### Dane County Crashes by Severity: 2005-2009

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatal Crashes</td>
<td>46</td>
<td>41</td>
<td>43</td>
<td>31</td>
<td>32</td>
</tr>
<tr>
<td>Injury Crashes</td>
<td>3,136</td>
<td>2,938</td>
<td>3,006</td>
<td>2,698</td>
<td>2,451</td>
</tr>
<tr>
<td>Property Damage Only</td>
<td>6,016</td>
<td>5,649</td>
<td>6,181</td>
<td>6,659</td>
<td>5,980</td>
</tr>
<tr>
<td>TOTAL</td>
<td>9,198</td>
<td>8,628</td>
<td>9,230</td>
<td>9,388</td>
<td>8,463</td>
</tr>
</tbody>
</table>

**Transit**

Indicators:  *Total Crashes per 100,000 VMT, Passenger Injuries per 100,000 VMT*

In 2009, the rate of Metro Transit bus crashes per 100,000 miles was 3.34, a slight increase compared to 2005, but much lower than the rates in 2006-'08. The number of passenger accidents has increased in recent years with 103 in 2009. See table below. Beginning in 2008 Metro began categorizing vehicle accidents as chargeable, non-chargeable, and preventable. Of the 183 accidents in 2009 a total of 119 (65%) were non-chargeable, 46 (25%) were chargeable, and 18 (10%) were considered preventable.

### Vehicle Accidents and Accident Rate

**Metro Fixed-Route Bus System**

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle Accidents</td>
<td>177</td>
<td>234</td>
<td>245</td>
<td>263</td>
<td>183</td>
</tr>
<tr>
<td>Passenger Accidents</td>
<td>65</td>
<td>90</td>
<td>119</td>
<td>127</td>
<td>103</td>
</tr>
<tr>
<td>Total Vehicle Miles</td>
<td>5,422,795</td>
<td>5,428,122</td>
<td>5,400,684</td>
<td>5,415,228</td>
<td>5,471,517</td>
</tr>
<tr>
<td>Vehicle Accidents per 100,000 Miles</td>
<td>3.26</td>
<td>4.31</td>
<td>4.54</td>
<td>4.86</td>
<td>3.34</td>
</tr>
</tbody>
</table>

Source: Metro Transit

**Bicyclists and Pedestrians**

[To be done]
Efficient Management/Operations and Congestion Management

Streets and Highways

Indicator: Traffic Volume

WisDOT estimates average daily vehicle miles traveled (VMT) statewide, by facility type, and by county each year. The methodology starts with calculation of a state control total based on (a) gasoline sales (and fleet fuel efficiency); (b) changes in traffic counts on the automated traffic recorders; and (c) available traffic counts on state highways (multiplied by the segment length). County totals are then calculated based on available traffic counts on local roadways and an estimation of the “remainder” VMT on local roadways where counts aren’t taken. The estimate of the relative change in VMT over time is more accurate than the absolute number. In 2009, WisDOT estimates that the average daily VMT was 13,214,200, a 1% decrease compared to 2005. See table below.

<table>
<thead>
<tr>
<th>Year</th>
<th>VMT</th>
<th>Percent Change Previous Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>13,346,300</td>
<td>-</td>
</tr>
<tr>
<td>2006</td>
<td>13,621,900</td>
<td>2.1%</td>
</tr>
<tr>
<td>2007</td>
<td>13,561,000</td>
<td>-0.4%</td>
</tr>
<tr>
<td>2008</td>
<td>12,993,400</td>
<td>-4.2%</td>
</tr>
<tr>
<td>2009</td>
<td>13,214,200</td>
<td>1.7%</td>
</tr>
</tbody>
</table>

Source: WisDOT

MPO staff has developed a methodology for calculating the average weekday VMT on the collector and arterial roadway system within the City of Madison using actual and imputed traffic counts multiplied by the roadway segment length. The City of Madison collects traffic counts on about ½ of the system each year. The estimated 2009 weekday VMT on this system within the city was 4,737,700, a 2% decrease from 2008.

Indicator: Travel Speeds
[To be done for Interstate, Beltline – travel speed – based on actual data]

Indicator: Hours of Congested Travel
[To be done for Interstate, Beltline based probably based on actual data vs. model calculation]

Transit
Indicator: *Number of passenger trips, Passengers per revenue hour of operation, passenger miles traveled*

Ridership on the Metro Transit fixed-route system was 13.59 million in 2009, a 18% increase compared to 2005. The number of passengers per revenue hour system-wide was 36.5, a 16% increase compared to 2005. A total of 47.1 million passengers miles were traveled or about 3.5 miles per passenger trip. Total passenger trips on the Sun Prairie system dropped significantly in 2009 after a significant increase in 2008. Stoughton and Monona system ridership have remained relatively unchanged from 2005 to 2009.

### Madison Metro Fixed-Route Transit System

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Passengers</td>
<td>11,475,597</td>
<td>12,034,468</td>
<td>12,672,334</td>
<td>13,433,221</td>
<td>13,588,426</td>
</tr>
<tr>
<td>Passenger Miles Traveled</td>
<td>38,415,463</td>
<td>40,286,328</td>
<td>42,421,402</td>
<td>46,606,644</td>
<td>47,145,381</td>
</tr>
<tr>
<td>Passengers per Revenue Hour</td>
<td>31.5</td>
<td>32.9</td>
<td>34.5</td>
<td>36.6</td>
<td>36.5</td>
</tr>
</tbody>
</table>

Source: Metro National Transit Database Reports

### City of Sun Prairie Shared-Ride Taxi System

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Passenger Trips</td>
<td>88,780</td>
<td>90,913</td>
<td>90,400</td>
<td>92,798</td>
<td>77,859</td>
</tr>
<tr>
<td>Passengers per Revenue Hour</td>
<td>4.2</td>
<td>4.2</td>
<td>4.0</td>
<td>3.9</td>
<td>3.4</td>
</tr>
</tbody>
</table>

### City of Stoughton Shared-Ride Taxi System

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Passenger Trips</td>
<td>34,888</td>
<td>35,559</td>
<td>35,010</td>
<td>36,761</td>
<td>35,745</td>
</tr>
<tr>
<td>Passengers per Revenue Hour</td>
<td>3.5</td>
<td>3.5</td>
<td>3.4</td>
<td>3.7</td>
<td>3.4</td>
</tr>
</tbody>
</table>

### City of Monona Transit System

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Passengers</td>
<td>16,385</td>
<td>18,088</td>
<td>16,772</td>
<td>16,839</td>
<td>15,966</td>
</tr>
<tr>
<td>Passengers per Revenue Hour</td>
<td></td>
<td></td>
<td></td>
<td>3.6</td>
<td></td>
</tr>
</tbody>
</table>

Indicator: *System-wide on-time performance*

[Note: Not currently reported, but Metro plans to start doing so in the future.]

**Ridesharing**

10
Indicator:  **Number of New Commuters Registered with Rideshare Etc. Program**

In 2009 a total of 1,637 new commuters registered with the Rideshare Etc. program. The number had increased by 98% from 2006 to 2008 with the large increase in gas prices, but the 2009 number represented a 27% drop from 2008.

**Interconnected System – Facilitate Connection Between Modes of Travel**

**Streets and Highways**

Indicator:  **Designated park-ride capacity and use**

As of December 2009, WisDOT owned and operated nine (8) park-and-ride lots in Dane County with a total combined capacity of 672 parking spaces. The City of Madison (Metro Transit) operated two park-and-ride lots with a total combined capacity of 177 spaces primarily for Metro bus passengers. On a typical weekday, it is estimated that 532 of the total 849 spaces or 63% were in use. See table below with information on each lot.

**Park and Ride Lots in Dane County: 2009**

<table>
<thead>
<tr>
<th>Owner/Operator</th>
<th>Location</th>
<th>MV Parking Capacity</th>
<th>Typical Use</th>
<th>Bicycle Racks</th>
<th>Local Bus Service</th>
<th>Intercity Bus Service</th>
<th>Vanpool Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>WisDOT</td>
<td>SE Madison, USH 12/18 and USH 51</td>
<td>227</td>
<td>212</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>WisDOT</td>
<td>NE Madison, USH 151 and American Parkway</td>
<td>141 + MC (8)</td>
<td>20</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>WisDOT Dane Cty./</td>
<td>Middleton, USH 12 and Parmenter Street</td>
<td>51</td>
<td>21</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>WisDOT Cty./</td>
<td>Verona, E. Verona Road and Old CTH PB</td>
<td>77</td>
<td>25</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>WisDNR/WisDOT</td>
<td>DeForest, I-39/90/94 and County V</td>
<td>56</td>
<td>40</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>WisDOT</td>
<td>T. Springfield, USH 12 and STH 19</td>
<td>49</td>
<td>11</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>WisDOT</td>
<td>Mount Horeb, USH 18/151 and STH 78</td>
<td>24</td>
<td>20</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>WisDOT C. Madison C.</td>
<td>Sauk City, USH 12 and STH 188</td>
<td>39</td>
<td>11</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Madison C.</td>
<td>Madison, North Transfer Pt., Aberg and Packers</td>
<td>167</td>
<td>165</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Madison</td>
<td>Madison, North Town Ctr., Northport &amp; Sherman</td>
<td>10</td>
<td>7</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

1 Limited outbound a.m. and inbound p.m. service
2 Service currently on property adjacent to North Transfer Point.

**Intercity Bus**

Indicator:  **Frequency of Service**

The following are the 2009 intercity bus routes serving the City of Madison and the number of daily departures:

Madison – Milwaukee
Badger Bus: Six (6) daily departures
Greyhound: Four (4) daily departures

Madison – Chicago
Greyhound: Five (5) daily departures
Van Galder: Ten (10) daily departures to O’Hare Airport, nine (9) to Downtown/Midway Airport
Megabus: 1-2 daily departures

Madison – Minneapolis
Greyhound: Three (3) daily departures
Megabus: 1-2 daily departures

Madison – La Crosse – Minneapolis
Jefferson Lines: 1-2 daily departures

**Intercity Passenger Rail**
Indicator: *Frequency of Service*
No current service

**Air**
Indicator: *Airport Passenger Volume*
In 2009, the airport had 755,600 air carrier enplanements, a 2.1% increase from 2008. Air carrier enplanements peaked had decreased each year from 2005-2008 prior to 2009.
**Freight**

Indicator: *Tonnage by Mode*

Data Source: WisDOT – Commodity Flow Survey

There were 8.62 million pounds of enplaned cargo (freight) at the Dane County Regional Airport in 2009, a 27.5% decrease from 2008.

**Environment**

Indicator: *Air Quality*

Data Source: DNR - [Air Quality and Health - WDNR](#)

Ozone and PM2.5 data and trends

[To be done]