

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

July 6, 2011

Madison Water Utility
119 E Olin Ave., Room A-B

7 p.m.

AGENDA

1. Roll Call
2. Approval of May 4, 2011 Meeting Minutes
3. Communications
4. Public Comment (for items *not* on MPO Agenda)
5. Election of Officers
6. Recommendation Regarding the MPO's Representatives to the City of Madison's Long-Range Transportation Planning Committee
7. Resolution TPB No. 52 Regarding Amendment #4 to the 2011-2015 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
 - Transit planning project for Metro to conduct a fleet analysis [New]
 - Intercity bus service between Madison and LaCrosse, Dubuque, IA, Wausau, and Green Bay [New]
 - Interstate 39/90 (Beltline to County Line) reconstruction/expansion project [Revised costs/funding for design]
 - U.S. Highway 51 (bet. McFarland and Stoughton), Replace concrete pavement [New project, const. in 2013]
 - U.S. Highway 51 (east of Stoughton), Replace concrete pavement [New project, const. in 2015]
 - County Highway MM (CTH M Intersection), Construct roundabout [New project, const. in 2012]
8. Review of Preliminary Draft Listing and Ranking of Candidate Projects for STP Urban Funding for 2012-2016
9. Update on the Madison Area Congestion Management Process Project and Schedule
10. Status Report on the Regional Transportation Plan Update
11. Status Report by Madison Area TPB Members on Other 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:
 - 2012-2016 Transportation Improvement Program
 - MPO Congestion Management Process
 - Regional Transportation Plan Update
 - Transit Development Plan (TDP)
13. Announcements and Schedule of Future Meetings
14. Adjournment

Next MPO Meeting:

Wednesday, August 3 at 7 p.m.
Location TBD

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.

**Madison Area Transportation Planning Board (an MPO)
May 4, 2011 Meeting Minutes**

1. Roll Call

Members present: Eileen Bruskewitz, Duane Hinz, Chuck Kamp, Steve King, Jerry Mandli, Al Matano (Chair), Mark Opitz (arrived at Item #6), Steve Ritt, Chris Schmidt (arrived at Item #10), Paul Skidmore, John Vesperman (arrived at Item #6)

Members absent: Mark Clear

Staff present: Bill Schaefer, Dan Seidensticker

2. Approval of March 2, 2011 Meeting Minutes

Moved by Kamp, seconded by Skidmore, to approve the March 2, 2011 meeting minutes. Motion carried.

3. Communications

None

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

None

5. Election of Vice-Chair

Schaefer said the next regular election for Chair and Vice-Chair would be in July. He said the Board could choose to fill the current vacancy in the Vice-Chair position or leave the position vacant for another two months. If the Board chooses to elect a Vice-Chair tonight that person would fill the remainder of the current term. Ritt said he liked the idea of leaving the position vacant and voting on both positions in July.

Skidmore moved, Kamp seconded, to nominate King for Vice-Chair to fill the remainder of Joe Chase's term. There were no other nominations. Motion carried to nominate King.

6. Revision to Madison Area TPB Rules and Operating Procedures

Schaefer said the board had approved a set of revisions to the MPO's rules at the March meeting. It had been suggested at that meeting that the rules be changed to allow the board to meet "as a sub-committee" to take up non-action items when a quorum was not present and to delete the provision in the draft requiring the board not to meet if a quorum was not present within 30 minutes of the scheduled meeting time. This change was included as part of the rule changes adopted by the board. Schaefer said he sought the opinion of an attorney in the City of Madison Attorney's Office. That attorney indicated this provision violated the state open meetings law and he strongly recommended against putting it into the MPO's rules. He explained that the law was intended to cover the deliberative process and not just the vote or action on an item. In fact, he recommended generally not to list items on the agenda as action or non-action items. The attorney also recommended 30 minutes as the maximum amount of time to wait for a quorum. Schaefer said he was recommending some additional revisions to the rules based on this advice.

Matano said he checked with the Dane County Attorney's Office and was told there was no 15-minute rule under the open meetings law. This was a City of Madison ordinance. He distributed some email correspondence on the issue. It was clarified by others that the proposal was to go with a 30-minute rule and that the main issue was whether the board should be allowed to meet to take up non-action items if a quorum was not present. Matano disagreed with the advice of the city attorney and said he didn't consider that to be a legal opinion. He further stated there was nothing in the law preventing a

sub-committee from meeting. Skidmore commented that he felt the rule should be 15 minutes and the board should not meet if a quorum was not present within that time.

Moved by Ritt, seconded by Kamp, to approve the additional changes to the rules recommended by staff, including the requirement that the board not meet if a quorum was not present within 30 minutes of the scheduled meeting time. Motion carried.

7. Resolution TPB No. 51 Regarding Amendment #3 to the 2011-2015 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Schaefer said the amendment adds two planning/design projects for the planned expansion of Interstate 39/90 from Madison to the state line. The State Transportation Projects Commission recently enumerated the project, allowing design work to proceed and WisDOT would like to get started this year. The design work would continue through 2019. He said the project was in the current Regional Transportation Plan. Because it was an intercity project that was mostly outside the MPO planning area, it was not subject to the fiscal constraint requirements. He said the amendment also added a new project to construct roundabouts at the ramp terminals of the CTH MM/USH 14 interchange, moved up the East Washington Avenue pavement replacement project from 2014 to 2012, and moved back the CTH M (RR Bridge) replacement project from 2011 to 2012.

Vesperman explained the two contracts to design construction plans for the Interstate project. The southerly segment extended from the Illinois state line to just south of Janesville and would have program controls (i.e., metrics and performance measures, tools put in place to manage the project effectively). A financial team would be involved. A technical assistance group would also be assigned to this project. Work on the three different segments would proceed simultaneously.

Moved by Kamp, seconded by Bruskewitz, to approve TPB No. 51 regarding amendment #3 to the 2011-2015 TIP.

Matano commented that he couldn't support the Interstate 39/90 projects because he didn't feel it was appropriate to expand the Interstate when there would be no intercity rail service as an alternative. King asked if the MPO had authority over the project. Schaefer responded that most of the project was outside the MPO planning area. King agreed with Matano and moved to separate out the Interstate 39/90 projects from the other projects included in the TIP amendment. Kamp and Bruskewitz agreed to separate out these projects.

Moved by Bruskewitz, seconded by Skidmore, to approve amending the TIP to add the two planning/design projects for the Interstate 39/90 expansion. Motion carried. Ritt then moved, Kamp seconded, to approve the other projects included in the TIP amendment. Motion carried.

8. Citizen Participation Effort and Schedule for the Congestion Management Process Project and the Regional Transportation Plan Update

Schaefer said staff had put together a draft schedule and public participation effort for the Congestion Management Process (CMP) and the interim update of the Regional Transportation Plan (RTP). The draft CMP report should be completed by the end of this month. A presentation to the board by the consultants would be made at the July meeting. A public hearing would be held at that same time. A public information session would be held in June. Schaefer said the board needed to adopt the RTP by November. This would require having a draft report completed by September. Public information meetings are planned for that month. The public hearing would be at the board's October meeting with adoption in November. He said additional presentations would be given to the City of Madison transportation committees. Also, one or two board meetings could be held in other communities to offer the public additional opportunities to provide their input.

Bruskewitz recommended holding the public meetings in the areas with the greatest congestion. King commented that the City of Madison was in the process of adopting a Sustainability Plan and that the plan should be coordinated with the MPO's Congestion Management Process. Bruskewitz noted that

congestion, particularly on the north side and through the Isthmus, could be alleviated with construction of the North Mendota Parkway.

King moved, Bruskewitz seconded, to approve the citizen participation effort and schedule for the CMP and RTP update. Motion carried.

9. Capital Region Partnership for Sustainable Communities Memorandum of Understanding

Schaefer said the MPO had joined with other governmental, business, and non-profit entities in forming the partnership last summer to seek federal funding for a multi-faceted planning effort. The Capital Area Regional Planning Commission (CARPC) was the lead agency and was successful in securing grant funding. One of the requirements of the grant was that all of the partners execute an agreement or MOU, which outlined the goals, responsibilities, decision-making, and grant activities associated with the initiative. Schaefer reviewed the general responsibilities common to all of the members, including establishing a primary contact and reporting in-kind expenses (primarily staff time). Schaefer suggested he be designated as the primary contact. He said the MPO's specific responsibilities included providing guidance for the design and implementation of the regional transit study to be conducted with consultant assistance and coordinating the transit and transit-oriented design activities with CARPC and the Dane County RTA, assuming the RTA was still in existence.

Ritt commented that in addition to the Dane County RTA there was also a possibility that CARPC might not be in existence as well. He said the agency was under attack from the former County Executive and the position of the new County Executive on the agency was unclear. He expressed concern about participation in the project without knowing the future of the lead agency. He also said he was confused by the project goals and activities (Attachments A and B) and what they imposed on the outlying communities. Opitz commented that the RTA and CARPC had their share of critics, but the MPO must assume that the bodies would continue to exist. He said he supported the goals of the project as stated in the MOU. Bruskewitz suggested asking the new Dane County Executive about his position on CARPC and the project. Ritt suggested deferring action until a response was received from him. Schaefer said one of the requirements of the grant was that the MOU be signed by all partners within 120 days of the start date of the grant. There was discussion about the potential impact on the grant project if CARPC was dissolved. Schaefer said the MPO had no financial commitment in the project. The only loss if CARPC was dissolved and the project ended was the staff time committed to the project. Bruskewitz suggested approving the MOU pending an opinion by County Executive Parisi. Opitz responded that he did not think the MPO should be bound by his opinion. Hinz said he didn't see any danger in approving the MOU now if indeed CARPC was later dissolved. If the MPO supported the project he thought the board should vote on it. Asked what other entities had already signed the MOU, Schaefer said he didn't know. The board agreed to suspend the rules to let Steve Arnold, a member of the Fitchburg City Council, speak. Arnold said the council had passed the MOU. With 26 other entities involved that must sign the MOU he commented that it would take time to get it all organized and back to the granting agency. Given that, he suggested the MPO move ahead with its vote.

Moved by Opitz, seconded by Kamp, to authorize the MPO to execute the Capital Region Partnership for Sustainable Communities MOU, authorize Schaefer to sign the MPO on its behalf, and to designate Schaefer as the primary contact person. Motion carried.

10. Update on the Congestion Management Process (CMP) Project

Schafer provided a brief update on the project. He said it was important to understand that this was a process and not a plan that was being developed. The process would be integrated into the overall planning process. It would set up a framework to measure the performance of the transportation system, identify congested facilities/locations, select strategies/projects, and monitor the system over time. He said that FHWA does not require specific performance measures and does not say how the MPO must balance congestion mitigation with other goals such as system preservation, safety, and

preserving/enhancing quality of life. He clarified that “congestion” included bus overcrowding, congested bike paths, and conflicts among roadway users, in addition to motor vehicle congestion. It would be up to the MPO to set the targets for the selected performance measures. For example, the CMP committee discussed whether a different lower standard than LOS D should be identified for capacity constrained core areas such as central Madison and the downtown areas of the larger suburban communities. Alternatively, the LOS D goal would apply everywhere with an acknowledgement that it probably wouldn’t be met in these areas in many cases. He said MPO staff would distribute the draft report when it was available and that a presentation by the consultant would be scheduled for either June or July meeting, but most likely July.

Bruskewitz said this was a federal requirement to address in order for the MPO to remain certified. She wanted information on available funding to address the strategies and projects recommended in the CMP. Vesperman commented that FHWA requires that a project be designed to meet at least LOS D in order to receive federal funding. Schaefer said the CMP committee had discussed this issue and he didn’t think that was the case. He said that roadway design deficiencies needed to be addressed, but he didn’t think the project needed to demonstrate a certain LOS needed to be achieved. However, he would check on that. Bruskewitz commented on the regional nature of the traffic.

11. Review of Initial Travel Forecast Modeling Results for the Regional Transportation Plan Update

Schaefer said staff had completed an initial travel forecast model run with the Year 2035 socio-economic dataset after working with the consultant on the various model inputs. He said the model run was with the committed or programmed projects only. He reviewed the major projects involving a capacity change either being constructed now or programmed in the current TIP. Most of the projects involved a capacity expansion, but there were two projects (segment of N. Park St., Old University Ave.) that involved a reduction from four to two travel lanes. He reviewed a map of the results showing those roadway segments forecast to be congested and very congested. He explained that the congested category included those roadway segments with a volume-to-capacity (V/C) ratio between 65% and 89%, which represented roughly Level of Service (LOS) D on the A-F scale that engineers used. The high end of that 85-89% is close to or in the LOS E range. The very congested category included roadway segments with a V/C ratio of 90% or greater and represented LOS E or F. He noted that the MPO’s policy was to generally accept a LOS D prior to considering a roadway expansion. He explained the primary factors that determined the planning capacity used in the travel model and that the model didn’t factor intersection delay well. More detailed traffic operations modeling was needed for that. He then highlighted some of the corridors with high levels of forecast congestion. These included CTH M (S. Pleasant View Rd.) and Mineral Point Road (west of the Beltline) despite reconstruction and expansion of those facilities now programmed.

Bruskewitz mentioned the traffic modeling and analysis that had been conducted for the Bishop’s Bay development proposed by T. Wall properties. Schaefer said the MPO provided some assistance for that and he had seen the report, but hadn’t reviewed the detailed traffic modeling results. Opitz commented on the current congestion at the intersection of CTH K and USH 12. He said he was surprised the model results showed that congested versus very congested. Schaefer said that was probably due to the model not being able to account for intersection delay well.

12. Updates on the University Avenue (Segoe to Allen) and USH 18/151 (Verona Road) Projects

Matano said the University Avenue project was scheduled for 2012. He said an issue discussed was lack of bike lanes on the overpass at Old Middleton Road. The bridge wasn’t being replaced as part of the project and there isn’t sufficient width for the bike lanes. Schaefer said sharrow markings would be placed on the bridge. He showed a map of the proposed EB and WB bicycle routes to avoid the bridge. Schaefer also noted that the plan now includes sidewalk on the south side of the street in the area of the Hill Farms State Office Building. Vesperman provided an update on the Verona Road project. He said progress on the design was going well. A number of changes had been made in response to feedback from the neighborhoods and local government. The final supplemental EIS was almost ready for

printing and then WisDOT would move into the final design phase. Schaefer added there were two major design changes. The first was to eliminate the major re-routing of the frontage road that separated the Walgreens and other commercial properties from the residential neighborhoods and the addition of a roundabout underneath Verona Road at the grade-separated crossing. There was a concern about pedestrians being able to safely cross the re-routed road. Also, a pedestrian underpass was added just south of the interchange.

13. 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**

Vesperman reported that he didn't anticipate the study advisory committees would meet again. A report would be completed by the end of the summer with the three levels of improvements that have been developed for the different segments of the corridor.

- **USH 51 (McFarland to Stoughton) Corridor Study**

Schaefer noted that a presentation to the board on the study had just been made.

14. Discussion of Future Work Items:

- **MPO Congestion Management Process (CMP)**
- **Regional Transportation Plan Update**
- **Transit Development Plan (TDP)**

Schaefer said he didn't have anything further to add on these work items.

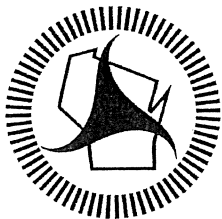
15. Announcements and Schedule of Future Meetings

Schaefer reported on the status of the MPO Board appointments. He said he hadn't received the new appointments from the new City of Madison Mayor or County Executive, which wasn't surprising. Two nominations had been made for the two open slots for the Cities and Villages representatives. Mark Opitz was nominated for re-appointment and Steve Arnold was the other nominee. Schaefer said he provided a deadline of the end of the week to receive any additional nominations. He also provided an update on the MPO staffing situation. He announced that three new intercity bus routes would be added between Madison and Green Bay, Wausau, and Dubuque, Iowa with intermediate stops. The service would begin in late summer or early fall.

The next meeting is scheduled for June 1, 2011 at the Madison Water Utility at 7:00 p.m.

16. Adjournment

Moved by Bruskewitz, seconded by Opitz, to adjourn. Motion carried. The meeting adjourned at 8:40 p.m.



Wisconsin Department of Transportation

www.dot.wisconsin.gov

Scott Walker
Governor

Mark Gottlieb, P.E.
Secretary

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May 10, 2011

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

Dear Mr. Poirier:

Under the authority delegated to me by Governor Scott Walker, I am hereby approving the Madison Area Transportation Planning Board's amendment to the 2011-2015 Transportation Improvement Program (TIP) for the Dane County Urban Area. The amendment was approved and adopted by the Madison Area Transportation Planning Board on May 4, 2011. We will reflect by reference the 2011-2014 federal aid projects covered by this approval in our 2011-2014 Statewide Transportation Improvement Program (STIP).

A copy of TIP Amendment #3 and Resolution TPB Number 51 for the Madison Area Transportation Planning Board were recently sent to the Federal Transit Administration and Federal Highway Administration respectively. This TIP amendment represents a comprehensive, continuous, and cooperative effort between the MPO, local communities, affected transit operators, and the Wisconsin Department of Transportation (WisDOT), and is designed to meet the objectives of Title 23 USC 134 and 135 and their implementing regulations 23 CFR 450 and the 2030 regional transportation system plan.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Gottlieb".

Mark Gottlieb, P.E.
Secretary

cc: William Schaefer, MPO
Dave Jolicoeur, FHWA
William Wheeler, FTA
Chris Bertch, FTA
John Vesperman, WisDOT Southwest Region
Aileen Switzer, WisDOT

**TPB (MPO) Agenda Cover Sheet
July 6, 2011**

Item No. 6

<p>Re: Recommendation Regarding the MPO's Representatives to the City of Madison's Long-Range Transportation Planning Committee</p>
<p>Staff Comments on Item: The composition of the City of Madison Long-Range Transportation Planning Committee includes two members from the MPO Policy Board who are City of Madison Mayor appointees. While the City of Madison Mayor makes the appointments, the MPO Policy Board makes a recommendation on them. The current MPO Board members on the committee are Chris Schmidt and Steve King.</p>
<p>Materials Presented on Item: None</p>
<p>Staff Recommendation/Rationale: N/A</p>

TPB (MPO) Agenda Cover Sheet
July 6, 2011

Item No. 7

Re:

Consideration of Resolution TPB No. 52 Regarding Amendment #4 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 for three new pavement replacement projects on U.S. Highway 51 between McFarland and Stoughton and east of Stoughton and a new project to install a roundabout at the CTH M/CTH MM intersection. This roundabout will be added to the ones being constructed at the USH 14/CTH MM interchange ramp terminals. The amendment will allow design work on these projects to get started this year. The amendment also includes revised costs and funding for the program control and design projects for the Interstate 39/90 (Beltline to County Line) expansion approved as part of TIP amendment #3.

The amendment also adds a planning project for Metro Transit to conduct a fleet analysis. WisDOT is providing some pass-through Federal transit planning funding for this project. Lastly, the amendment adds four new intercity bus service projects to provide service between Madison and LaCrosse, Dubuque, IA, Wausau, and Green Bay.

The MPO Technical Coordinating Committee reviewed the proposed TIP amendment at its June meeting and recommended approval.

Materials Presented on Item:

1. Resolution TPB No. 52 Regarding Amendment #4 to the 2011-2015 TIP

Staff Recommendation/Rationale:

Staff recommends approval.

Resolution TPB No. 52

Amendment #4 to the 2011-2015 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

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

WHEREAS, the Madison Area TPB approved three previous amendments to the 2011-2015 TIP on January 5, 2011, March 2, 2011, and May 4, 2011; 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, the Wisconsin Department of Transportation (WisDOT) is implementing a new intercity bus program and will be contracting for new service to Madison using both Federal and state funding; and

WHEREAS, WisDOT will be providing some pass-through Federal transit planning funding to Metro Transit for a fleet analysis; and

WHEREAS, the WisDOT SW Region office has also requested a TIP amendment to add three maintenance projects on U.S. Highway 51 and a Dane County-sponsored safety project to install a roundabout at the CTH MM/CTH M intersection; and

WHEREAS, the amendment also includes revised cost and funding numbers for the program control and design projects for the Interstate 39/90 reconstruction and expansion project; and

WHEREAS, the new USH 51 and CTH M projects 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, all of 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 #4 to the *2011-2015 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, adding the following projects and making the following project cost/funding revisions as shown on the attached project listings table:

1. **ADD** four new intercity bus service projects between Madison and LaCrosse, Dubuque, IA, Wausau, and Green Bay.
2. **ADD** a transit planning project for Metro Transit to conduct a fleet analysis.
3. **REVISE** the costs and funding for the program control and design projects for the planned Interstate 39/90 (Beltline to Rock County Line) reconstruction and expansion project.

4. **ADD** three (3) new maintenance projects for different segments on U.S. Highway 51 between McFarland and Stoughton and east of Stoughton.
5. **ADD** a Dane County-sponsored project to install a roundabout at the CTH MM/CTH M intersection to go along with the roundabouts being installed at the USH 14/CTH MM ramp terminals.

Date Adopted

Al Matano, Chair
Madison Area Transportation Planning Board

Table B-2
Summary of Federal Funds Programmed (\$000s) and Those Available in the Madison Metropolitan Planning Area
2011-2015 Transportation Improvement Program

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2011	2012	2013	2014	2015*	2011	2012	2013	2014	2015*
Federal Highway Administration	Interstate Highway Maintenance	1,289	13,868	10,722	0	5,338	1,289	13,868	10,722	0	5,338
	National Highway System	14,508	19,567	41,227	4,749	8,183	14,508	19,567	41,227	4,749	8,183
	Bridge Replacement and Rehabilitation	244	2,930	0	0	0	244	2,930	unknown	unknown	unknown
	Surface Transportation Program Madison Urban Area**	6,555	12,368	3,743	7,517	5,841	12,585	12,369	6,339	8,934	7,756
	Surface Transportation Program Flexible	<u>23,609</u>	6,309	<u>3,763</u>	0	<u>3,816</u>	<u>23,609</u>	6,309	<u>3,763</u>	0	<u>3,816</u>
	Surface Transportation Program Enhancements***	177	6,604	2,876	0	0	111	6,604	2,876	unknown	unknown
	Highway Safety Improvement Program	<u>875</u>	<u>5,272</u>	0	131	0	<u>875</u>	<u>5,272</u>	unknown	131+	unknown
	Safe Routes to School Program***	719	304	0	0	0	719	304	unknown	unknown	unknown
Federal Transit Administration	Section 5307 Urbanized Area Formula Program****	7,135	9,457	7,650	10,593	6,792	7,135	9,457	7,650	10,593	6,792
	Sec. 5309 Fixed Guideways****	505	510	515	520	525	505	510	515	520	525
	Section 5309 Discretionary Capital Grants****	451	0	0	0	0	451	unknown	unknown	unknown	unknown
	Section 5316 JARC & Section 5317 New Freedom Program	176	268	276	284	292	176	268	276	284	292
	Section 5304 PL, 5314 NRP & Section 5339 Alt. Analysis	<u>100</u>	0	0	0	0	<u>100</u>	0	0	0	0

* 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 Dollars¹
2011-2015

Projected Expenses (\$000s)	2011	2012	2013	2014	2015	2011-2015 Period Total
State and Federal						
Highway Construction, Maintenance, etc.	61,179	62,217	68,792	6,881	26,502	225,571
STP Urban (Madison Urban Area)	4,946	12,714	3,956	8,166	6,523	36,305
STP Transportation Enhancements & SRTS	896	7,148	2,898	-	-	10,942
Other State	1,116	5,166	338	239	246	7,105
Subtotal	68,137	87,245	75,984	15,286	33,271	279,923
Dane County & Communities						
Street Operations and Maintenance	43,709	44,933	46,191	47,484	48,814	231,131
Street Construction	33,511	34,449	35,414	36,405	37,425	177,205
Street-Related Facilities	5,058	5,200	5,345	5,495	5,649	26,746
Subtotal	82,278	84,582	86,950	89,385	91,887	435,082
Metro Transit						
Capital Expenses	15,126	15,120	13,497	18,024	13,589	75,356
Operating Expenses	43,798	44,674	45,567	46,479	47,408	227,926
Subtotal	58,924	59,794	59,064	64,503	60,997	303,282
Total Projected Expenses	209,339	231,621	221,998	169,174	186,155	1,018,287
Projected Revenues (\$000s)²						
State and Federal						
Highway Construction, Maintenance, etc.	43,565	44,785	46,039	47,328	48,653	230,370
STP Urban (Madison Urban Area)	10,976	6,515	6,698	6,885	7,078	38,153
STP Transportation Enhancements & SRTS	2,857	2,937	3,019	3,104	3,191	15,108
Other State	10,048	10,329	10,619	10,916	11,222	53,133
Subtotal	67,446	64,567	66,374	68,233	70,143	336,764
Dane County & Communities						
Street Operations and Maintenance	43,709	44,933	46,191	47,484	48,814	231,131
Street Construction	33,511	34,449	35,414	36,405	37,425	177,205
Street-Related Facilities	5,058	5,200	5,345	5,495	5,649	26,746
Subtotal	82,278	84,582	86,950	89,385	91,887	435,082
Metro Transit						
Capital Expenses	15,126	15,120	13,497	18,024	13,589	75,356
Operating Expenses	43,798	44,674	45,567	46,479	47,408	227,926
Subtotal	58,924	59,794	59,064	64,503	60,997	303,282
Total Projected Revenues	208,648	208,942	212,389	222,121	223,028	1,075,128

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 eaching funding source. Local revenues assumed to continue at annual averages expended in the past (adjusted for inflation).

TPB (MPO) Agenda Cover Sheet
July 6, 2011

Item No. 8

Re:

Review of Preliminary Draft Listing and Ranking of Candidate Projects for STP Urban Funding for 2012-2016

Staff Comments on Item:

Each year as part of the annual process to update the Transportation Improvement Program (TIP), it is the responsibility of the MPO to score, rank, and prioritize candidate projects for Federal Surface Transportation Program (STP) - Urban funding.

An interagency staff meeting will be scheduled to review the STP-Urban and other TIP project submittals and resolve any issues/discrepancies in the cost, cost sharing, and timing of the projects. MPO staff reviewed a preliminary draft of the STP-Urban priority listings with the Technical Coordinating Committee at its June 22 meeting and will review a draft of the listings with any proposed changes at the TCC's July 27 meeting. A final draft version will be reviewed with the MPO Board at its August 3 meeting prior to release of the Draft 2012-2016 TIP.

A public hearing regarding the draft STP-Urban priority listings and the Draft 2012-2016 TIP is scheduled for the September 7 MPO Board meeting. MPO Board approval of the listings and the 2012-2016 TIP is anticipated at the October 5 meeting.

Materials Presented on Item:

1. Preliminary Draft 2012-2016 Priority STP-Urban Project Listings for the Madison Urban Area, dated 6/22/11.
2. Preliminary Draft STP-Urban Projects Scoring and Ranking Table, dated 6/22/11.

Staff Recommendation/Rationale:

For information and discussion purposes only at this time

**2011 Priority Project Listings
Madison Urban Area STP Urban Funds
(all dollars in \$000s)**

A. Carryover from 2010	\$4,638
2011 STP Urban Allocation	<u>\$6,338</u>
Available for 2011	<u>\$10,976</u>

B. 2011 Priority Projects	Improvement	Total Cost	STP Urban 50% ¹	Preliminary Evaluation Score ²	WisDOT Project ID	Comments
1. Planning 2011	--	\$153	\$122	54	5992-08-12	2011 STP-U funding obligated in '10.
2. Rideshare 2011	--	\$88	\$70	52	5992-08-09	
3. Madison Ped/Bike Safety Education Program 2011 ³	Ped/Bike	\$76		32	5992-08-15	
TOTAL STP Urban			\$193			
Carryover to 2012			\$10,784			

¹ 50% cost share for major projects. Policy started in 2010.

² Note: Evaluation Score from Attachment A page A-13.

³ Funded annually per MPO policy irrespective of other project scores.

** Potential Capacity Improvement Project.

**2012 Priority Project Listings
Madison Urban Area STP Urban Funds
(all dollars in \$000s)**

A. Carryover from 2011 (est.)	\$10,784
2012 STP Urban Allocation	<u>\$6,338</u>
Available for 2012	<u>\$17,122</u>

B. 2012 Priority Projects	Improvement	Total Cost	STP Urban 50% ¹	Preliminary Evaluation Score ²	WisDOT Project ID	Comments
1. Planning 2012	--	\$153	\$122	54	5992-08-13	
2. Rideshare 2012	--	\$90	\$72	52	5992-08-10	
3. CTH S/Mineral Point Rd. (CTH M/Junction Intersection) Phase 1	Reconstruct** w/Bike	\$5,416	\$2,708	48	5992-08-77	Includes CTH M/Junction (Valley View to Isaac Rd.) and CTH S (Beltline to Pleasant View Rd). Total cost includes \$332 TCSP funding earmark. Agreement needed on local share \$\$. Includes CTH M/Junction (Valley View to Isaac Rd.) and CTH S (Beltline to Pleasant View Rd.). Agreement needed on local share \$\$. Cost estimate increased by \$900. \$897 additional local share funding beyond 50% min. needed. Agreement needed on local share \$\$. Spring Harbor ped/bike underpass to be let w/ project (\$350 in SRTS funding)
4. CTH S/Mineral Point Rd. (CTH M/Junction Intersection) Phase 2	Reconstruct** w/Bike	\$12,834	\$6,417	48	5992-08-78	
5. University Ave./CTH MS (Allen Blvd. To Segoe Rd.)	Reconstruct w/Bike	\$11,300	\$4,753	44	5992-08-18,-79	
6. Monona Dr. Phase 2 (Winnequah Rd. to Cottage Grove Rd.)	Reconstruct w/Bike	\$3,628	\$1,814	40	5994-00-71	
7. CTH D/Fish Hatchery Rd. (Wingra Dr. to Emil St.)	Resurfacing w/Bike	\$3,100	\$1,109	38	5992-06-56,-57	
8. Madison Ped/Bike Safety Education Program 2012 ³	Ped/Bike	\$78	\$126	32	5992-08-26	
TOTAL STP Urban			\$17,121			
Carryover to 2013			\$1			

¹ 50% cost share for major projects. Policy started in 2010.

² Note: Evaluation Score from Attachment A page A-13.

³ Funded annually per MPO policy irrespective of other project scores.

** Potential Capacity Improvement Project.

**2013 Priority Project Listings
Madison Urban Area STP Urban Funds
(all dollars in \$000s)**

A. Carryover from 2012 (est.)
2013 STP Urban Allocation
Available for 2013

\$1
\$5,861

\$5,862

Funding allocation reduced by \$477
compared to 2011-'12

B. 2013 Priority Projects	Improvement	Total Cost	STP Urban 50% ¹	Preliminary Evaluation Score ²	WisDOT Project ID	Comments
1. Planning 2013	--	\$153	\$122	54	5992-08-22	
2. Rideshare 2013	--	\$93	\$74	52	5992-08-24	
3. Monona Drive Phase 3 (Nichols/Pflaum Rd. to Winnequah Rd.)	Reconstruct w/Bike	\$8,670	\$3,744	40	5994-00-72	Cost estimate increased by \$1,578. \$591 additional local share funding beyond 50% min. needed. 2013 STP-U funding obligated in 2012.
4. Madison Ped/Bike Safety Education Program 2013 ³	Ped/Bike	\$80		32	5992-08-27	
TOTAL STP Urban			\$3,941			
Carryover to 2014			\$1,921			

**C. Candidate Projects if Further Funding:
STP Urban Supplemental**

5. Parmenter Street (Century Ave. to Greenbriar Rd.)	Reconstruct** w/Bike	\$4,816		30		Move to 2016.
6. Mendota Avenue (University Ave. to Allen Blvd./CTH Q)	Resurfacing	\$228		28		Move to 2016.

¹ 50% cost share for major projects. Policy started in 2010.

² Note: Evaluation Score from Attachment A page A-13.

³ Funded annually per MPO policy irrespective of other project scores.

** Potential Capacity Improvement Project.

**2014 Priority Project Listings
Madison Urban Area STP Urban Funds
(all dollars in \$000s)**

A. Carryover from 2013 (est.)
2014 STP Urban Allocation
Available for 2014

\$1,921
\$5,861

\$7,782

Funding allocation reduced by \$477
compared to 2011-12

B. 2014 Priority Projects	Improvement	Total Cost	STP Urban 50% ¹	Preliminary Evaluation Score ²	WisDOT Project ID	Comments
1. Planning 2014	--	\$153	\$122	54	5992-08-23	
2. Rideshare 2014	--	\$96	\$77	52	5992-08-25	
3. CTH M (Cross Country Rd. to 2,500' N of CTH PD)	Reconstruct** w/Bike	\$9,030	\$4,515	42	5992-09-82	Joint City of Verona & Madison project. Includes CTH PD 1,000' E & W of intersection. Segment from Baldwin to First St. dropped from project. Cost estimate increased by \$123. \$36 additional local share funding beyond 50% min. needed. Agreement needed on local share \$\$. Also includes 2015 STP-U funding, which will be obligated in 2014.
4. E. Johnson St. (N. Butler St. to Baldwin St.)	Reconstruct w/Bike	\$4,870	\$2,435	40	5992-09-10,-11	
5. Allen Blvd./CTH Q (University Ave. to Lake St.)	Resurfacing w/Bike	\$550	\$239	36	5993-00-80,-81	
6. Madison Ped/Bike Safety Education Program 2014 ³	Ped/Bike	\$82	\$134	32	5992-08-28,-29	
TOTAL STP Urban			\$7,522			
Carryover to 2015			\$260			

**C. Candidate Projects if Further Funding:
STP Urban Supplemental**

7. CTH Q (Main St. to 1,500' S of Woodland Dr.)	Resurfacing w/Bike	\$1,472		34		Move to 2016.
8. Park Street (Park Lawn Pl. to Century Ave.)	Reconstruct w/Bike	\$340		30		Move to 2016.

¹ 50% cost share for major projects. Policy started in 2010.

² Note: Evaluation Score from Attachment A page A-13.

³ Funded annually per MPO policy irrespective of other project scores.

** Potential Capacity Improvement Project.

**2015 Priority Project Listings
Madison Urban Area STP Urban Funds
(all dollars in \$000s)**

A. Carryover from 2014 (est.)
2015 STP Urban Allocation
Available for 2015

\$260
\$5,861
\$6,121

Actual allocation uncertain at this time

B. 2015 Priority Projects	Improvement	Total Cost	STP Urban 50% ¹	Preliminary Evaluation Score ²	WisDOT Project ID	Comments
1. Planning 2015	--	\$153	\$122	54		
2. Rideshare 2015	--	\$99	\$79	52		
3. CTH M (N of CTH PD to S of Valley View Rd.)	Reconstruct** w/Bike	\$8,150	\$4,075	42		Agreement needed on local share \$\$.
4. Cottage Grove Rd./CTH BB (I-39/90/94 to Relocated Sprecher Rd.)	Reconstruct** w/Bike	\$4,210	\$1,844	36		Cost estimate increased by \$1,080. \$261 additional local share funding beyond 50% min. needed. Agreement needed on local share \$\$. Coordinate w/ Interstate bridge project.
5. Madison Ped/Bike Safety Education Program 2015 ³	Ped/Bike	\$85		32	5992-08-29	2015 STP-U funding obligated in 2014.
TOTAL STP Urban			\$6,120			
Carryover to 2016			\$0			

**C. Candidate Projects if Further Funding:
STP Urban Supplemental**

6. Branch Street (University Ave. to Century Ave.)	Resurfacing w/Bike	\$525		30		Move to 2016.
7. High Road (Century Ave. to Well #4/Tower)	Resurfacing w/Bike	\$256		28		Move to 2016.

¹ 50% cost share for major projects. Policy started in 2010.

² Note: Evaluation Score from Attachment A page A-13.

³ Funded annually per MPO policy irrespective of other project scores.

** Potential Capacity Improvement Project.

**2016 Priority Project Listings
Madison Urban Area STP Urban Funds
(all dollars in \$000s)**

A. Carryover from 2015 (est.)
2015 STP Urban Allocation
Available for 2016

\$0
\$5,861
\$5,861

Actual allocation uncertain at this time

B. 2016 Priority Projects	Improvement	Total Cost	STP Urban 50% ¹	Preliminary Evaluation Score ²	WisDOT Project ID	Comments
1. Planning 2016	--	\$153	\$122	54		
2. Rideshare 2016	--	\$99	\$79	52		
3. McKee Rd./CTH PD 1,000 E of CTH M to Maple Grove Rd.	Reconstruct** w/Bike	\$9,540	\$4,770	38		Cost estimate increased by \$1,320. Agreement needed on local share \$\$ Also includes 2017 STP-U funding, which will be obligated in 2016.
4. Madison Ped/Bike Safety Education Program 2016 ³	Ped/Bike	\$88	\$142	32		
TOTAL STP Urban			\$5,114			
Carryover to 2017			\$748			

**C. Candidate Projects if Further Funding:
STP Urban Supplemental**

5. CTH M/Verona Ave. Intersection	Reconstruct w/Bike	\$2,118		34		Agreement needed on local share \$\$.
6. CTH Q (Main St. to 1,500' S of Woodland Dr.)	Resurfacing w/Bike	\$1,472		34		Moved from 2014. Agreement needed on local share \$\$.
7. S. Gammon Rd. (Seybold Rd. to Mineral Point Rd.)	Reconstruct	\$3,340		34		
8. Buckeye Road (Monona Dr. to Stoughton Rd./USH 51)	Reconstruct w/Bike	\$2,025		32		Agreement needed on local share \$\$.
9. Lacy Rd. (City Hall to Fahey Glen)	Reconstruct w/Bike	\$1,600		30		
10. Branch Street (University Ave. to Century Ave.)	Resurfacing w/Bike	\$525		30		Moved from 2015.
11. Park Street (Park Lawn Pl. to Century Ave.)	Reconstruct w/Bike	\$339		30		Moved from 2014.
12. Parmenter Street (Century Ave. to Greenbriar Rd.)	Reconstruct** w/Bike	\$4,816		30		Moved from 2013.
13. High Road (Century Ave. to Well #4/Tower)	Resurfacing w/Bike	\$256		28		Moved from 2015.
14. Mendota Avenue (University Ave. to Allen Blvd./CTH Q)	Resurfacing w/Bike	\$228		28		Moved from 2013.

¹ 50% cost share for major projects. Policy started in 2010.

² Note: Evaluation Score from Attachment A page A-13.

³ Funded annually per MPO policy irrespective of other project scores.

** Potential Capacity Improvement Project.

2012-2016 TIP/STP-URBAN PROJECTS SCORING		Jun-11		2012						2013			2014										
				Roadway			Ped/Bike		Other	Ped/Bike	Other		Roadway			Ped/Bike		Other					
				CTH D/Fish Hatchery Rd. (Wingra Dr. to Emil St.)	CTH S/Mineral Pt Rd (CTH M/Junction Intersection) Phase 1	CTH S/Mineral Pt Rd (CTH M/Junction Intersection) Phase 2	Monona Dr. Segment 2 (Winnequah to Cottage Grove Rd.)	University Ave./CTH MS (Allen Blvd. To Segoe Rd.)	Madison Ped/Bike Safety 2012	Ridesharing 2012	Planning 2012	Mendota Ave. (University Ave. to Allen Blvd./CTH Q)	Monona Dr. Phase 3 (Pflaum Rd. to Winnequah Dr.)	Parmer St. (Century Ave./CTH M to Greenbriar Rd.)	Madison Ped/Bike Safety 2013	Ridesharing 2013	Planning 2013	Allen Blvd./CTH Q (University Ave. to Lake St.)	CTH Q (Main St. to 1,500' S of Woodland Dr.)	CTH M (Cross Country Rd. to N of CTH PD)	E. Johnson St. (N. Butler to Baldwin St.)	Park Street (Park Lawn Pl. to Century Ave.)	Madison Ped/Bike Safety 2014
I. Consistency																							
A. Must Be Based On Management Systems, Plans, TDP, RTP, Etc.	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
B. Prevents System Breakdown or Key System Element (High=6, Med=4, Low=2)	6	6	6	4	6	2		2	2	2	2	2	2	2	6	4	6	6	2	2		2	2
II. Improve Efficiency and Effectiveness of Reg. Transp. Sys.																							
A. Safety and Security (High=6, Med=4, Low=2)	2	6	6	6	2	6		2	6	2	6		2	6	2	4	4	2	2	6		2	6
B. Congestion Relief (High=6, Med=4, Low=2)	2	6	6	2	2	2		2	2	2	2		4	2	2	2	6	2	2	2		4	2
C. Congestion Prevention (High=6, Med=4, Low=2)																							
D. Cost Effective/Life Cycle Cost: Cost/# of people affected daily, then normalize (0-6)	6	4	4	4	6	6		6	4	2	6		6	6	6	4	4	4	4	6		6	6
E. Multi-modal (>two modes=6, two modes=4, one mode=2)	6	6	6	6	6	2		2	6	4	2		2	6	6	4	4	6	4	2		2	6
F. Degree of Multi-modal Use (High=6, Med=4, Low=2)	4	2	2	4	6	2		2	4	2	2		6		2	2	2	6	4	2		6	
G. Preserves Existing System (6 points if applicable)	6			6	6			6					6		6	6		6	6			6	
III. System Expansion																							
A. Demand: examples include volumes, load factors, etc. (High=6, Med=4, Low=2)	2	6	6	2	2			2	2	4			2		2	2	6	2	2			2	
B. Transp. Corridor Preservation ROW (endangered=6, major=4, minor=2)																							
IV. External Impacts																							
A. Federal and State TCM Effectiveness (High=6, Med=4, Low=2)								6	6				6	6								6	6
B. Supports Land Use: 1. Promotes increased density around transit stations; 2. Promotes more efficient land use; 3. Reduces auto dependence (all three=6, two=4, one=2)								2	6				2	6								2	6
C. Energy Conservation/Modal Shift: Directly promotes shift from SOV (rail, bus, HOV, or ped/bike)=6; indirect shift (park&ride lots, signal intercon., etc.)=4; low impact=2								2	6				2	6								2	6
D. Air pollution reduction (High=6, Med=4, Low=2)								2	4				2	4								2	4
E. Noise Reduction (High=6, Med=4, Low=2)								2	2				2	2								2	2
V. Complexity of Project Preparation																							
High=6, Medium=4, Low=2	2	6	6	4	4	2		2	6	2	4	4	2	2	6	2	2	4	4	2	2	2	6
VI. Land Use and Transportation System Change Interrelationship																							
High=6, Medium=4, Low=2	2	6	6	2	4	2		2	6	2	2	6	2	6	2	2	4	6	2	2	2	2	6
VII. Intermodal Connectivity																							
> 3 modes=6, 3 modes=4, 2 modes=2																							
TOTAL POINTS	38	48	48	40	44	32		52	54	28	40	30	32	52	54	36	34	42	40	30	32	52	54
RANK	7	3	4	6	5	8		2	1	6	3	5	4	2	1	5	7	3	4	8	6	2	1

Note: Shaded columns are non-programmed projects seeking STP-Urban supplemental funding should it become available.

TPB (MPO) Agenda Cover Sheet
July 6, 2011

Item No. 9

Re:

Update on the Madison Area Congestion Management Process Project and Schedule

Staff Comments on Item:

As you know, a consultant, Ayres & Associates, has been hired to assist MPO staff in developing an enhanced Congestion Management Process (CMP) for the Madison Metropolitan Area that remedies current deficiencies in the process and meets all Federal requirements. A newly created Congestion Management Committee is overseeing the project. A key goal is to develop a framework for an ongoing coordinated multi-agency effort to manage congestion in the region using multi-modal performance measures to identify and prioritize projects and strategies and a process for assessment of the effectiveness of implemented projects and strategies.

MPO staff is currently working with the consultant to complete the draft CMP report. The Congestion Management Committee will be meeting on July 13 to review an initial draft of the report and discuss the transportation system performance measure targets and the performance monitoring plan. The draft report will then be finalized. A presentation will be made to the MPO Technical Coordinating Committee at its July 27 meeting and to the MPO Board at its August 3 meeting. The CMP report will then be released for public comment and a public hearing will be held at the Board's Sept. 7 meeting.

A brief progress report is enclosed, which provides a basic outline of the report, lists the performance measures to be used (both short-term and long-term), and lays out the revised schedule for the project.

Materials Presented on Item:

1. Madison Area Congestion Management Process Progress Report

Staff Recommendation/Rationale:

For information and discussion purposes only at this time

Madison Congestion Management Process Progress Report (6-22-11)

A. Report Outline

- Executive Summary
- 1. Process Introduction
- 2. Existing Transportation System Performance
 - a. Arterial System
 - b. Transit System
 - c. Bicycle System
 - d. Pedestrian System
 - e. Freight System
 - f. Non-recurring Congestion
- 3. System Performance Measures
- 4. Congestion Management Strategies
- 5. Analysis of Transportation Corridors
- 6. Monitor System Effectiveness
- 7. Priorities and Recommendations
- 8. Integration Into Madison Long-Range Regional Transp. Plan
- 9. Update Process
- 10. Conclusion

B. Transportation Corridors

- 1. West/Southwest Transportation Corridors
- 2. Northwest Transportation Corridors
- 3. East/Southeast Transportation Corridors
- 4. South Transportation Corridors
- 5. North/Northeast Transportation Corridors
- 6. East Isthmus Transportation Corridors
- 7. Central Transportation Corridors

C. Preliminary System Performance Measures

- 1. Arterial System
 - a. Volume to Capacity Ratio
 - b. Travel Time Index
 - c. Level of Service
 - d. Congestion Duration
 - e. Incident/Crash Records
- 2. Transit System
 - a. On-time Performance
 - b. Passenger Demand/Bus Capacity Ratio
- 3. Bicycle System
 - a. Bike Volume
 - b. Demand/Capacity Ratio
- 4. Pedestrian System

- a. Pedestrian Volume
- b. Level of Service
- 5. Freight
 - a. Travel Time Index
 - b. Travel Reliability

D. Study Schedule

June 22 nd	TCC Briefing
July 1 st	Preliminary draft report for MPO staff to review
July 13 th	Congestion Management Committee
July 20 th	Draft report
July 27 th	TCC Presentation
August 3 rd	MPO Board Presentation
September 7 th	MPO Public Hearing/Adoption