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

Madison Water Utility
119 E. Olin Avenue, Conference Rooms A-B

February 3, 2016
6:30 p.m.

REVISED AGENDA

1. Roll Call
2. Approval of January 6, 2016 Meeting Minutes
3. Communications
4. Public Comment (for items not on MPO Agenda)
5. Resolution TPB No. 115 Approving Amendment #1 to the 2016-2020 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
   • S. Beltline (USH 12/18) (Yahara River Bridges), Deck overlays [Const. advanced to 2016]
   • W. Beltline (USH 12/14/18/151) (USH 14 to CTH N), EIS Study [Cont. of earlier study, but separated out w/ new S]
   • Interstate 39/90 (S. Beltline to Rock Cty. Line), Reconstruction and expansion [Schedule and funding changes]
   • Interstate 94 (CTH N to E Jefferson Cty. Line), Roadway maintenance [Const. delayed from 2015 to 2016]
   • Verona Road/USH 18/151 (Raymond to McKee Rd.), Reconst. w/ new interchanges [Schedule and funding changes]
   • STH 19 (STH 113 to River Rd.), Maint. and safety project w/ widened shoulders [NEW – Const. in 2016]
6. Consideration of Additional Appointments to the MPO Advisory Committee for the Regional Transportation Plan 2050 for the Madison Metropolitan Area & Dane County
7. Consideration of Letter of Support for City of Madison’s Smart City Challenge Grant Application to the U.S. DOT
8. Letter of Response to WisDOT Regarding Invitation to Participate in the Environmental Review Process for the Interstate 39/90/94 (Madison to Portage) Study
10. Presentation on Draft Dane County Bicycle Wayfinding Plan Design Guidelines
11. Presentation of Results from the Greater Madison Region Public Values and Priorities Survey
12. Review of Regional Transportation Plan (RTP) 2050 Goals and Performance Measures
13. Status Report on Studies and Plans Involving the TPB:
   • USH 51/Stoughton Road (USH 12/18 to IH 39/90/94) Corridor EIS Study
   • USH 51 (McFarland to Stoughton) Corridor EIS Study
   • Beltline (USH 14 to CTH N) Corridor EIS Study
   • Interstate 39/90/94 (Madison to Wisconsin Dells) Corridor EIS Study
   • Interstate 39/90/Beltline Interchange EIS Study
   • Other WisDOT Corridor Studies
   • City of Madison Sustainable Transportation Master Plan
14. Discussion of Future Work Items:
   • Transit Ridership Modeling Improvements Project
   • Regional Transportation Plan 2050
15. Announcements and Schedule of Future Meetings

16. Adjournment

Next MPO Meeting:

**Wednesday, April 6 at 6:30 p.m.**
Madison Water Utility Building, 119 E. Olin Ave., Conference Rooms A-B

If you need an interpreter, materials in alternate formats, or other accommodations to access this meeting, contact the Planning & Development Dept. at (608) 266-4635 or TTY/TEXTNET (866) 704-2318.

*Please do so at least 48 hours prior to the meeting so that proper arrangements can be made.*

Si Ud. necesita un intérprete, materiales en formatos alternos, o acomodaciones para poder venir a esta reunión, por favor haga contacto con el Department of Planning & Development (el departamento de planificación y desarrollo) al (608)-266-4635, o TTY/TEXTNET (886)-704-2318.

*Por favor avisenos por lo menos 48 horas antes de esta reunión, así que se puedan hacer los arreglos necesarios.*
Madison Area Transportation Planning Board (an MPO)
January 6, 2016 Meeting Minutes

1. Roll Call

Members present: David Ahrens, Mark Clear (arrived during item #3), Steve Flottmeyer, Ken Golden, Chuck Kamp, Steve King, Jerry Mandli, Al Matano, Mark Opitz (arrived during item #3), Chris Schmidt, Robin Schmidt

Members absent: Jason Kramar, Ed Minihan, Patrick Stern

MPO Staff present: Bill Schaefer, Mike Cechvala

2. Approval of November 4, 2015 Meeting Minutes

Moved by King, seconded by Kamp, to approve the November 4, 2015 meeting minutes. Motion carried with Golden and R. Schmidt abstaining.

3. Communications

- Memo from WisDOT and FHWA approving the amendment to the 2015 Work Program to carry over funding and some work activities to 2016.

- E-mail from WisDOT Pedestrian/Bicycle Coordinator regarding the changes to the state pedestrian and bicycle statute and an updated frequently asked questions document. Schaefer summarized the main points and said he would bring to WisDOT’s attention that MPOs may still have policies requiring pedestrian and bicycle accommodations for STP projects. He reminded members that the MATPB’s STP Urban program policies require adherence to the TRANS 75 requirements as the law existed before being changed and TRANS 75 repealed. Golden recommended that rather than referencing the old law, that language should be added stating the requirements to avoid confusion.

- Notice from WisDOT SW Region regarding the availability of an environmental assessment document concerning the USH 12/18 (Interstate to CTH N) freeway conversion study. Schaefer reviewed the recommended improvements, including the relocation of CTH AB and construction of a diamond interchange with a frontage road connecting to the Ho Chunk property on the south side. The relocation avoids impacts to the city golf course, county landfill, and other landmarks and also makes the area more attractive for development. There is no construction funding at this time and so construction likely won’t occur for 8-10 years. The freeway conversion east of CTH AB was even more long range and might never be needed, depending upon future traffic growth. Schaefer said the CTH AB interchange study was in the MPO’s regional transportation plan. He mentioned the unrelated proposed extension of Meier Road and bridge over USH 12/18 with a possible interim frontage road using the landfill drive. Schaefer said that the City of Madison will submit a short letter of comment supporting the recommendations for the west segment to CTH AB. Mandli said that the interim improvements could be problematic for the operations of the landfill. The main access to the landfill is off of USH 12/18 now and the proposed right-in / right-out would mean all of our traffic coming from the west would no longer have access. The county might request a hearing because of this.

- Summary of provisions in the recently passed federal transportation legislation, the FAST Act. Schaefer said it is a five-year bill and provides an overall slight increase in funding. However, that is accomplished through a transfer from the general fund versus a higher gas tax and some funds for transit and Amtrak are subject to annual appropriation process. He highlighted some of the changes, including an increase in the amount of STP funding suballocated to MPOs and an increase in flexibility in project design. The requirements for frequent service on federally funded BRT projects have been relaxed on
weekends. Golden asked if there are any new funding mechanisms to assist with the YWCA’s JobRide program or accessible taxi service; Schaefer said he can look into it.

- Letters from WisDOT and U.S. DOT approving the MPO’s 2016 Work Program and funding.

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

   None.

5. **Resolution TPB No. 114 Adopting the Intelligent Transportation Systems (ITS) Strategic Plan for the Madison Metropolitan Area**

   Schaefer said that a presentation on the ITS Strategic Plan was provided to the MPO board by HNTB staff in the fall and MPO staff had reviewed the summary, recommendations, and project lists at the last meeting. The ITS Plan advisory committee met one last time to talk about implementation of the plan and there was strong support to continue the committee to oversee implementation. A key takeaway was the need for more education on systems that are currently in place that various agencies are using and how other agencies could benefit from them. Schaefer added that the plan would help us take advantage of potential federal funding opportunities like the recently announced Smart City Challenge Grant program. The City of Madison is working to prepare an application. Schaefer provided some information on the grant program. Golden asked if the policy changes at the state level, such as changes to complete streets requirements, would make our Smart Cities application less attractive. Schaefer said he didn’t think so. He mentioned that some are working with state legislators on a bill to allow pilot applications of driverless vehicles.

   Moved by R. Schmidt, seconded by Golden to adopt the ITS Strategic Plan and create an ITS subcommittee of the Technical Coordinating Committee. Motion carried.

6. **Consideration of Appointments to the MPO Advisory Committee for the Regional Transportation Plan 2050 for the Madison Metropolitan Area & Dane County**

   Schaefer said that a draft list of committee members was included in the packet but an updated list was handed out reflecting commitments from a few additional people since the mailing went out. There are 15 confirmed members with some more to be potentially added including another MPO board member.

   Golden said he’d like to see someone from the CARPC board added and also someone with a transit perspective such as a member of the Madison Transit & Parking Commission, Madison ADA Subcommittee, or Dane County Specialized Transportation Commission. He also questioned whether Kim Lobdell, whose firm has been hired as a consultant for some WisDOT projects, might have a conflict of interest. Schaefer said he didn’t think that would be an issue, but would talk to her about it and perhaps check with FHWA to see if they saw an issue. Golden clarified that Lobdell does good work and he would not second guess her appointment.

   Schaefer asked if the board had any other ideas for appointments or if any members were interested in serving. No other members had comments on the list.

   Moved by Golden, seconded by Clear, to approve the named list of confirmed appointments from the beginning of the 1/5/16 document through Ed Lee pending further consideration of any potential conflict with Kim Lobdell. Motion carried. Golden clarified that the motion does not approved unnamed members on the list, and additions would need to be approved by the board. This allows MPO staff to schedule the first committee meeting.

7. **Consideration of Appointment to the MPO Citizen Advisory Committee**

   Matano said that we are being asked to consider Matthew Jones, a City of Fitchburg resident who is president of the Fitchburg Bicycle Advocates group.
8. Update on the Greater Madison Region Public Values and Priorities Survey

Schaefer said that the goal of 500 survey responses from the random, scientific sample was met. This included over 400 from Dane County residents and over 100 from the surrounding counties. There were also over 800 completed surveys from the general public – 1,300 total – meeting our target. The public survey will close on January 15. The consultant has started to tabulate random sample results and will present the results and findings at the survey committee meeting on January 13. The plan is to release the results to the public on January 25 and try to generate some media coverage. He noted that the goals for minority representation from the scientific sample were not met so responses from the public survey will be added. The number of responses from minorities is small and unlikely to change the overall results, but the goal is to have enough to do some cross tabulation and draw reasonable conclusions from this group.

9. Update on Regional Transportation Plan Website

Schaefer displayed the working website for the Regional Transportation Plan and said that it is not live yet. The website is controlled by staff but the MPO is contracting with Urban Interactive Studio for the basic hosting and structure. Staff developed a logo for the plan with a slogan “Charting our course.” Schaefer reviewed the various parts of the website. One of the first public comment pieces is the community mapping component that will allow people to zoom in and out, find a location, put a pin, write a comment, download a picture, and make a comment about, for instance a street, a bike trail, transit stop, or anything that either they would like to see improved or feel is a problem. Schaefer added that it will go live soon. The URL currently takes you to a placeholder site.

Clear suggested that the site clearly refer to Madison, Wisconsin. Schaefer agreed and said they would add that reference.

10. Update on the Metro Transit On-Board Survey Results and Transit Ridership Modeling Project

Schaefer said that the board received a presentation on the preliminary survey results in October. Since then MPO staff completed work to correct some of the survey records and worked with the consultant to revise the weighting. Maps showing O/D information for all passengers as well as minorities and low income persons were created. MPO staff will use the results for transit ridership modeling and that work is underway. The consultant will compare the trip tables from the survey to calibrate our travel model for our base year condition. He said the modeling work will look closely at trips to/from UW because those make up half of all trips. The consultant will also look at congested roadway speeds and bus speeds to see that those are reasonably accurate. Ultimately we will do some sensitivity testing, for instance on the premium transit mode modifier. A future transit network that includes our BRT system and other transit improvements will be tested with the model to see the results on ridership. This will also be a good sensitivity test. Schaefer said the coding of the future network was just about completed. MPO staff reviewed the network with Metro staff and incorporated their input.

Cechvala reviewed the summary of the onboard survey, including the conclusions and O/D maps. He noted the number of respondents who indicated origins outside the Metro service area, for instance Monona, and outside the Madison area but within Dane County, even a few just outside of Dane County. He explained the O/D maps, including the desire line map showing where people traveling to the downtown/UW campus area are coming from.

Kamp said that his conclusion from the survey is that people of color are largely living and working outside the central Madison area, and they are taking longer trips and transferring more. Cechvala added that African-Americans are transferring at a rate about three times higher than white riders. The numbers refer to not only where the riders live, but also where they work. For higher income riders, more are traveling to/from downtown and also from Verona, far southwest Madison, Fitchburg, and Middleton.
Schaefer said that the maps help to tell the story of why minorities ride longer and transfer more. There are probably some service changes that Metro could do to better accommodate those trips, but for the most part, the system is designed to try to accommodate these kind of cross-town and circumferential trips with the transfer point system, but those trips, by nature, are going to take longer and involve some indirection.

Golden asked if the survey results would lead to any updates of, for instance, the Transit Development Plan (TDP) or some recommended changes to the system. Kamp said that the short answer is yes, and that Metro staff are analyzing the results and thinking of things that might lead to recommendations to the TPC.

Cechvala continued and introduced a future transit network map that was passed around related to the travel demand model work. Cechvala highlighted some of the future network changes, which include the two BRT routes from the BRT study, commuter service highlighted in the TDP, and new local service in the peripheral neighborhoods. Lastly staff has modified the local service to integrate with BRT. There are also some route frequency improvements and unrelated local service improvements. The system generally becomes simpler with fewer routes and more frequent, direct service that is easier to understand.

Golden asked if any of the potential improvements to the Beltline Highway identified in the Beltline study were coded in. Cechvala said that there were a few local street crossings that could be beneficial: the Perry Street overpass and a new crossing just west of Whitney Way. They are not included in this because the transit system is dependent on the highway network, and those improvements have not been coded into the highway network yet. The park-and-ride lots will be modeled. The study also looked at BRT along the Beltline, but that is not in the model because staff are skeptical of the utility of that.

11. Status Report on Studies and Plans Involving the TPB

Schaefer said that there is not much to report on except the Interstate/Beltline interchange study. The project manager, Craig Pringle, said that WisDOT was still looking at various design alternatives for the interchange. They have expanded the number of alternatives being evaluated. They had initially ruled out some things like loop ramps that are now back in play because they are looking more at practical, cost-effective designs. They are also coordinating with potential improvements to the Beltline and Stoughton Road. There is funding for the interstate expansion project up to the interchange, but not including the interchange. However, FHWA will not allow them to expand the interstate to six lanes and have a two-lane bottleneck through that interchange area and WisDOT wouldn’t do that anyway. They are looking at ways to address this through project phasing if needed due to funding constraints.

Matano said that he had made his two appointments to the BRT committee quite a while ago, but the County Executive and the Madison mayor have still not made any appointments. He is following up with the County Executive and his staff on this. Schaefer said there have been some meetings with county and city staff to discuss the best timing for setting up the committee and starting the next phase of study given the unresolved funding issue. An economic impact study has been suggested to build support for BRT and the funding needed for it.

12. Discussion of Future Work Items

Schaefer said progress had been made on the bicycle wayfinding plan project. It is anticipated some results will be available to share with the board in the next couple of months. The goal is to have the design guidelines completed and specific signing plans for the corridors selected by spring.

13. Announcements and Schedule of Future Meetings

The next meeting will be held Wednesday, February 3, 2016 at 6:30 p.m. at the Madison Water Utility Building, 119 E. Olin Ave., Room A-B.

14. Adjournment

Moved by Flottmeyer, seconded by Kamp, to adjourn. Motion carried. The meeting adjourned at 8:00 P.M.
January 8, 2016

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

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

Dear Mr. Davies and Ms. Simon:

Under the authority delegated to me by Governor Scott Walker, I am hereby approving the 2016-2020 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County. The Wisconsin Department of Transportation (WisDOT) will reflect by reference the 2016-2019 federal aid projects covered by this approval in our 2016-2019 Statewide Transportation Improvement Program (STIP), subject to the understandings I have indicated below.

The TIP, adopted by the Madison Area Transportation Planning Board (TPB) in Resolution No. 109 dated October 7, 2015, represents a cooperative effort between the Metropolitan Planning Organization (MPO), local communities, the Madison transit operator, and WisDOT, and is designed to meet the objectives and recommendations of the 2035 regional transportation system plan. A copy of the resolution approving the TIP is attached.

Based on our review, we believe that the TIP fulfills the federal transportation and planning requirements (Title 23 U.S.C. 134 and 135 and their implementing regulations 23 CFR 450 as amended) with respect to the inclusion of: 1) a four-year priority list of projects; 2) a financial plan that reflects federal, state and local resources that are reasonably expected to be available during this program period; and 3) both transit and highway projects to be funded with Federal Transit Act and Title 23 funds. Opportunities for public review and comment on the proposed TIP were provided through a public meeting and legal notice requesting citizen input.
In accordance with 23 CFR 450.334, the Wisconsin Department of Transportation (WisDOT) hereby certifies that the metropolitan transportation planning process is addressing major issues facing the State and its urbanized areas, and is being carried out in accordance with the following requirements:

(1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
(2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21;
(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
(5) Section 1101(b) of the Fixing America’s Surface Transportation Act (FAST Act) (P.L. 114-94), and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
(6) 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
(8) 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;
(9) Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender; and

The TIP will become effective upon your subsequent approval of WisDOT’s 2016-2019 STIP.

Sincerely,

Mark Gottlieb, P.E.
Secretary

ecc: William Schaefer, MPO
     Dwight McComb, FHWA
     William Wheeler, FTA
     Stephen Flottmeyer, WisDOT Southwest Region
     Donna Brown-Martin, WisDOT Bureau of Planning and Economic Development
January 8, 2016

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

Dear Mr. Schaefer:

In accordance with the Agreement for Comprehensive, Continuing, and Cooperative Transportation Planning for the Madison Metropolitan Planning Area, we hereby approve the 2016 MPO work program and authorize work to proceed on the transportation planning activities designated for funding. This authorization is effective January 1, 2016.

Approval of the work program is subject to the understanding set forth in the enclosed FHWA/FTA approval letter. The approved federal funding level for the MPO portion of the CY 2016 work program is as follows:

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<td>$880,282.00</td>
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When submitting your progress reports, we request that you also send a copy directly to the Southwest Region, System Planning and Operations Planning Chief, Stephen Flottmeyer.

We look forward to a productive year in 2016, as we work together to develop and implement an innovative multi-modal long-range transportation plan for the Madison Metropolitan Planning Area.

Sincerely,

[Signature]
Donna Brown-Martin, Director
Bureau of Planning and Economic Development

ecc: Mike Cechvala, Madison Area TPB
Jennifer Sarnecki, Planning Section Chief, BPED
Stephen Flottmeyer, SPO Planning Chief - Southwest Region
Dwight McComb, FHWA
William Wheeler, FTA
Diane Paoni, WisDOT Planning Section
WisDOT, BBS, Expenditure Accounting Unit
January 8, 2016

MADISON AREA TRANSPORTATION PLANNING BOARD
121 S. PINCKNEY STREET, SUITE 400
MADISON WI 53703

Dear Transportation Planning Board:

As you may know, the Wisconsin Department of Transportation Southwest Region has been studying US 14 between WIS 138 and WIS 92 to develop a range of alternatives that would improve this heavily travelled roadway in Dane County.

A number of the alternatives focused on a potential new highway alignment located to the west of existing Highway 14. These alternatives ranged from a new two-lane highway to a four-lane divided roadway with interchanges. As with all WisDOT projects, other options, including improving the existing corridor and spot improvements, were considered as well. We appreciate your input in this matter over the past several years.

In weighing each alternative with its expected safety benefit, environmental impact, cost, and delivery timeline, WisDOT has elected to improve the existing roadway. The project will focus on riding surface, roadway width and intersection enhancements. We anticipate construction to occur in the early 2020s. Alternatives to construct a new highway alignment have been postponed.

We are looking forward to making the needed improvements to this important state highway corridor. Thank you again for your involvement to date. We are committed to continuing outreach in the near future as the design is further developed. Should you have comments or questions, feel free to contact me, Karla Knorr, at (608) 246-7965 or e-mail at karla.knorr@dot.wi.gov.

Sincerely,

Karla Knorr, P.E.
Project Development Supervisor
Consultant Unit/Program Controls
January 21, 2016

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

Re: Invitation to Become a Participating Agency
I-39/90/94 Study
Madison to Portage
Dane and Columbia Counties
WisDOT Project ID 1010-10-00

Dear William Schaefer:

Introduction
This letter provides an introduction to the Interstate (I)-39/90/94 Study and gives a general description of the subject project. This letter includes an invitation to become a Participating Agency. A summary of requested actions is provided at the end of the letter.

I-39/90/94 Interstate Study
The Federal Highway Administration (FHWA) in cooperation with the Wisconsin Department of Transportation's (WisDOT) Southwest Region is conducting a 34-mile tiered Environmental Impact Statement (EIS) of the I-39/90/94 corridor in Dane and Columbia Counties. The study limits are along I-39/90/94, from the US 12/18 interchange (Madison Beltline) to the I-39/WIS 78 interchange near Portage. The corridor also includes the following (see enclosed study location map):

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

The study will evaluate existing and future traffic needs; safety concerns and geometric deficiencies; and determine environmental constraints. A range of corridors, including multi-modal options will be considered and a Tier 1 EIS will be prepared.

The goal of the study is to analyze the project on a broad scale, with the outcome being the identification of a preferred corridor from the US 12/18 interchange (Madison Beltline) to the I-30/WIS 78 interchange near Portage. The study will include a detailed analysis for a 6.6-mile long portion of the corridor between County CS and the I-39/WIS 78 interchange near Portage. The detailed analysis could be included within the Tier 1 EIS, as a separate Tier 2 NEPA document, or with an environmental document outside the tiered process.

Invitation to Become a Participating Agency
Your local agency has been identified preliminarily as one that may have an interest in this project because of resources that may be affected. Your agency is being extended this invitation to become actively involved as a Participating agency in the I-39/90/94 Study for this National Environmental Policy Act and Wisconsin Environmental Policy Act (NEPA/WEPA) process.

In accordance to 23 United States Code (U.S.C.) section 139, participating agencies will be afforded the opportunity, together with the other agencies, Native American tribes, and the public, to be involved in defining the project's purpose and need, determining the range of alternative strategies to be considered, and identifying potential environmental effects. Agency advice and technical assistance on environmental matters during the
I-39/90/94 Study are expected to help in all these ways. It is anticipated that participation will include attending approximately seven meetings over a four year period, with the associated on-site field reviews and review of meeting materials, culminating with review of both the Draft and Final EIS documents. Your participation does not imply that your agency supports the findings or any potential improvement projects that may result from this corridor study.

Please respond to this invitation within 30 days from the date of this letter using the contact information at the end of this letter.

Request to Confirm Contact Information
With your response, please also confirm the following contact information for your agency is accurate, or provide corrected contact information.

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

Summary of Requested Items

1. Provide a written response accepting or declining the invitation to become a Participating Agency.
2. If you agree to participate, provide confirmation or correction for contact information for your agency.

Your letter or email response may be sent to:

Rob Knorr
Project Manager, Planning Unit
WisDOT Southwest Region–Madison Office
2101 Wright Street
Madison, WI 53704 2583
(608) 246-5444
Robert.Knorr@dot.wi.gov

With a copy to:
Bethaney Bacher-Gresock
Major Studies Environmental Lead
FHWA-Wisconsin Division
525 Junction Road, Suite 8000
Madison, WI  53717-2157
(608) 662-2119
Bethaney.Bacher-Gresock@dot.gov

If you would like to discuss the I-39/90/94 Study in more detail, please contact me. You can also visit our project website at www.i399094.dot.wi.gov. Thank you for your cooperation and interest in this project.

Sincerely,

[Signature]

Rob Knorr
WisDOT Project Manager
Re:
Resolution TPB No. 115 Approving Amendment #1 to the 2016-2020 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

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<tr>
<th>Staff Comments on Item:</th>
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<tr>
<td>WisDOT SW Region has requested an amendment to the TIP to add one state highway maintenance/safety project on STH 19 and the Beltline EIS study, and to reflect changes to the schedule and/or cost and funding of a Beltline bridge project, two Interstate projects, and the Verona Road project. The new and revised projects are consistent with the MPO’s regional transportation plan and the amendment will not affect the timing of any other programmed projects in the TIP.</td>
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<tr>
<th>Materials Presented on Item:</th>
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<tr>
<td>1. Resolution TPB No. 115 Approving Amendment #1 to the 2016-2020 TIP (including attachments)</td>
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<tr>
<th>Staff Recommendation/Rationale:</th>
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<td>Staff recommends approval.</td>
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Resolution TPB No. 115
Amendment No. 1 to the 2016-2020 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

WHEREAS, the Madison Area Transportation Planning Board (MATPB) – An MPO approved the 2016-2020 Transportation Improvement Program for the Madison Metropolitan Area & Dane County on October 7, 2015; and

WHEREAS, the Madison Metropolitan Planning Area transportation projects and some transportation planning activities to be undertaken using Federal funding in 2016–2019 must be included in the effective TIP; and

WHEREAS, an amendment has been requested by WisDOT Southwest Region to add one state highway maintenance project and one EIS study project, and to reflect changes to the schedule and/or cost and funding of one bridge project and three highway projects located wholly or partially within the Madison Metropolitan Area; 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 table (Table B-2); and

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

WHEREAS, the new and revised projects are consistent with the 2035 Regional Transportation Plan Update: Madison Metropolitan Area & 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 No. 1 to the 2016-2020 Transportation Improvement Program for the Madison Metropolitan Area & Dane County, making the following project additions and revisions as shown on the attached project listing table:

1. **REVISE** the S. Beltline (Yahara River Bridges) painting and deck overlay project on page 25 of the Street/Roadway Project section, advancing construction to 2016 and revising the cost/funding amount.

2. **REVISE** the W. Beltline (USH 12/14/18/151) (USH 14 to CTH N) Planning and Environmental Linkages and EIS Studies project on page 25 of the Street/Roadway Project section, removing the EIS component from the project and creating a new EIS project instead (see below).

3. **ADD** the W. Beltline (USH 12/14/18/151) (USH 14 to CTH N) EIS project to page 25 of the Street/Roadway Project section.

4. **REVISE** the cost/funding of the Interstate 39/90 (S. Beltline to Rock County Line) reconstruction and expansion project on page 26 of the Street/Roadway Project section due to revised cost estimates and construction schedule.

5. **REVISE** the cost/funding for the Interstate 94 (CTH N to E. Jefferson County Line) Roadway Maintenance project on page 27 of the Street/Roadway Project section, moving construction funding from 2015 to 2016, increasing state funding, and revising the project cost.
6. **REVISE** the cost/funding of the USH 18/151 (Raymond Rd. to McKee Rd.) Reconstruction and Expansion project with new interchanges on page 28 of the Street/Roadway Project section due to revised cost estimates and construction schedule.

7. **ADD** the STH 19 (STH 113 to River Road) Roadway Maintenance and Safety project, including shoulder widening, to page 30 of the Street/Roadway Project section

__________________________________________

Date Adopted

__________________________________________

Al Matano, Chair
Madison Area Transportation Planning Board
### MADISON METROPOLITAN AREA

#### STREET/ROADWAY PROJECTS

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<th>Project Sponsor</th>
<th>Project Description</th>
<th>Cost/ Type</th>
<th>Jan-Dec 2016</th>
<th>Jan-Dec 2017</th>
<th>Jan-Dec 2018</th>
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## Table B-2
### Summary of Federal Funds Programmed ($000s) and Those Available in Year of Expenditure Dollars
in the Madison Metropolitan Planning Area

<table>
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<tr>
<th>Funding Source</th>
<th>Program</th>
<th>Programmed Expenditures</th>
<th>Estimated Available Funding</th>
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<td>National Highway Performance Program</td>
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<td>33,289 25,681 36,453 12,993 1,870</td>
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<td>Bridge Replacement and Rehabilitation</td>
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<td>Surface Transportation Program Madison Urban Area</td>
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<td>Highway Safety Improvement Program</td>
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<td>10,186 15,262 12,226 13,122 13,235</td>
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<td>Sec. 5339 Bus &amp; Bus Facilities</td>
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<td>Sec. 5337 State of Good Repair</td>
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<td>Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program &amp; TIGER**</td>
<td>2,035 102 0 0 0</td>
<td>2,035 102 0 0 0</td>
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* Fifth year of funding (2020) is informational only.

** Carryover funding. Includes new TIGER VI Planning Grant for Urban Footprint Tool, Scenario Planning.

### Note:
All state roadway projects using applicable funding sources (e.g., NHPP, STP State Flexible, BR) are programmed through 2020. Local BR, STP (BR), and STP Rural projects are programmed through 2018. HSIP (other than annual small HES program) projects are programmed through 2020. Local Enhancement/TAP projects are programmed through 2018. Local STP Urban (Madison Urban Area) projects are programmed through 2020. Transit funding is not yet programmed and is based on needs and anticipated future funding levels (See also Table B-4 Metro Transit System Projected Expenses and Revenues). Programmed transit funding for 2015 excludes carryover projects for which the Federal funding is already obligated (except for the Alternatives Analysis and TIGER funding). Roadway and transit inflation rate @ 2.3% per year applied to both expenses and revenues, except for STP-Urban program. The Interstate 39/90 (S. Beltline to Rock County Line) Reconstruction and Capacity Expansion project is not included in table since project is primarily located in Rock County and outer Dane County.
Re:
Consideration of Additional Appointments to the MPO Advisory Committee for the Regional Transportation Plan 2050 for the Madison Metropolitan Area & Dane County

Staff Comments on Item:
An advisory committee has been created to help oversee development of the update to the Regional Transportation Plan (RTP). The committee will provide overall direction for the plan and review and provide feedback on plan materials prior to taking the materials to the general public for comment via the website and public meetings.

The board approved most of the appointments at the last meeting. The board expressed interest in adding persons representing CARPC and the Madison and/or county transit committees. Ken Golden and Betty Hicks have been recruited for this purpose. Also, Tom Wilson from the Town of Westport has agreed to serve on the committee. MPO staff also corresponded with appointee Kim Lobdell and FHWA staff regarding any potential conflict of interest issues due to her work as a consultant for WisDOT. This was raised during discussion of the item at the last meeting. It was determined that given the scope of the plan there was no conflict and no federal rules/guidelines that would preclude Kim from being on the committee. A difference would be, for example, if the plan was for a corridor or specific project that Kim’s firm might potentially bid on. Kim said she would be mindful of the issue.

Materials Presented on Item:
1. Revised list of proposed members for the Regional Transportation Plan Advisory Committee

Staff Recommendation/Rationale:
Staff recommends approval with any further potential additions recommended by the board.
Regional Transportation Plan 2050
for the Madison Metropolitan Area & Dane County

Advisory Committee Members

Stephen Flottmeyer, Planning Chief
WisDOT SW Region and MPO Policy Board Member

Jennifer Sarnecki, Statewide Planning Chief
WisDOT

Chuck Kamp, General Manager
Metro Transit and MPO Policy Board Member

Paul Esser, Mayor
City of Sun Prairie

Hans Hilbert, Alder, City of Middleton, District 7 and Chair, Ped/Bike/Transit Committee

Elizabeth Doyle, Alder, City of Verona, District 1 and Council President

Kim Lobdell, Chair
City of Fitchburg Transportation & Transit Committee

Carl Chenoweth, Dane County Supervisor, District 35 and Member, Commission on Economic & Workforce Development

Rod Clark, Member, Village of McFarland Finance and Ad Hoc Transportation Needs Committees and Former Director of WisDOT Bureau of Transit, Local Roads, Railroads, & Harbors

Kevin Little, Managing Director of Economic Development
Greater Madison Chamber of Commerce

Amanda Larson, YW Transit Program Coordinator
YWCA Madison

Dave Porterfield, Real Estate Developer
Movin’ Out, Inc.

Jessie Lerner, Executive Director
Sustain Dane

Nancy Gomez, Youth Program Coordinator
Centro Hispano

Ken Golden, Member, Capital Area Regional Planning Commission, City of Madison Transit & Parking Commission, and MPO Policy Board (appointment not yet confirmed)

Betty Hicks, Member, City of Madison Committee on Aging and ADA Transit Subcommittee (appointment not yet confirmed)

Tom Wilson, Attorney/Administrator/Clerk – Treasurer
Town of Westport (appointment not yet confirmed)
Re:
Consideration of Letter of Support for City of Madison’s Smart City Challenge Grant Application to the U.S. DOT

<table>
<thead>
<tr>
<th>Staff Comments on Item:</th>
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<td>As mentioned at the last meeting, the City of Madison is submitting an application for the U.S. DOT’s Smart City Challenge Grant program. The U.S. DOT will award up to $40 million to a mid-sized city that can demonstrate how advanced data and ITS technologies can be used to address transportation challenges such as safety, managing congestion, protecting the environment, supporting the economy, and connecting underserved populations. Applications are due February 4. Five finalists will be selected and awarded $100,000 to support and prepare more detailed applications outlining the demonstration projects they will undertake along with budget plans, etc. Even if the city were to just be selected as one of these finalists, this effort would be very valuable in advancing ideas for future “smart city” applications. The just completed Regional ITS Plan will certainly help in demonstrating the region and city’s commitment to ITS.</td>
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<th>Materials Presented on Item:</th>
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<tr>
<td>1. Draft letter of support for Madison’s application.</td>
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<th>Staff Recommendation/Rationale:</th>
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<tr>
<td>Staff recommends approval of the letter of support.</td>
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February 3, 2016

The Honorable Secretary Anthony Foxx  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Re: Madison Area Transportation Planning Board (MPO) Support for City of Madison’s Smart City Challenge Grant Application

Dear Secretary Foxx:

As chair of the Madison Area Transportation Planning Board (MATPB) – A Metropolitan Planning Organization (MPO), I am writing to offer the MATPB’s enthusiastic endorsement of the City of Madison’s Smart City Challenge Grant application.

The MATPB is the federally designated MPO for the Madison Metropolitan Area. As the MPO, it is the policy body responsible for cooperative, comprehensive regional transportation planning and decision making.

The MATPB recognizes the important and increasing large role that ITS technologies will play in making our transportation system more safe, reliable, and convenient. At the same time, the MATPB also recognizes the role that emerging data from ITS technologies will play in supporting performance based transportation planning.

The MATPB’s Regional Transportation Plan recommends implementation ITS technologies specifically and TSM and TDM strategies generally to manage congestion by making more efficient use of roadway capacity. This is particularly important for the Madison metropolitan area due to its unique geographic constraints, lack of freeway access to downtown, limited opportunities for roadway capacity expansion, and large number of special events.

Recognizing the many benefits of ITS, the MATPB recently sponsored preparation of a Regional Strategic ITS Plan for the Madison Metropolitan Area. The MATPB partnered with City of Madison Traffic Engineering, Metro Transit, and others on the plan. The purpose of the plan was to create a roadmap to serve as a foundation for a multi-year, multi-agency, integrated ITS investment to help achieve the region’s transportation system goals, building on investments to date by the City of Madison, Metro Transit, Wisconsin Department of Transportation, and other agencies. The plan focuses on shorter term projects, but is designed to prepare the region for future full implementation of advanced technologies such as connected vehicles and vehicle automation. The MPO has created a multi-agency ITS committee to oversee implementation of the plan and future updates.
The MATPB also recently updated its Surface Transportation Program – Urban project selection criteria to include specific criteria tailored to ITS projects. As part of the last application cycle, the MPO approved a City of Madison project to implement an adaptive signal control system in the University Avenue corridor, the most congested local arterial in the city. This will build upon the system put in place in the McKee Road and Fish Hatchery Road corridors. Implementation of Madison’s Smart City Plan will allow further expansion of adaptive signal control to other corridors along with transit signal priority in important transit corridors.

The City of Madison is in a strong position to be able to take advantage of this exciting opportunity to demonstrate the use of emerging technologies to address some of transportation challenges Madison and many other cities face. The city has an excellent foundation of multi-modal ITS and other infrastructure and networks, a commitment to innovation and a sharing economy, a major partnership with UW-Madison, and the technical capacity to implement the exciting smart city vision laid out in its application.

Thank you for your consideration of the city’s application.

Sincerely,

Al Matano, Chair
Madison Area Transportation Planning Board

Cc: Paul Soglin, City of Madison Mayor
Chuck Kamp, Metro Transit General Manager
Re:
Consideration of Minor Revisions to MATPB Policies and Project Evaluation Criteria for Transportation Alternatives Program Projects for 2016-2020 Application Cycle

### Staff Comments on Item:
Applications for Transportation Alternatives Program (TAP) projects for the 2016-2020 application cycle are due Friday, January 29. Prior to the last application cycle (2014-2018) for TAP projects, the MPO undertook a process to update its policies and project scoring criteria for evaluating projects for funding. The MPO later updated its STP Urban program policies and project scoring criteria for selecting projects with that funding. One of the policy changes made for the STP Urban program was to move to a 60/40 rather than 50/50 cost share for projects. This balances the goal of stretching the funding across more projects with the goal of supporting regional priority projects and ensuring a minimum 50% cost share if project costs go up. The same 60/40 cost share is proposed for TAP projects with the same sliding scale up to 80/20 for low cost projects less than $300,000.

The only other proposed change is the inclusion of scoring weights/percentages for specific criteria under each of the scoring categories. This isn’t really a change, but a reflection of how the project scoring was done in the last application cycle. The scoring process is now just more transparent.

### Materials Presented on Item:
1. Policies and Criteria for Transportation Alternatives Program Projects, dated 1/20/16

### Staff Recommendation/Rationale:
Staff recommends approval of the policies and criteria for use for the 2016-2020 TAP application cycle.
Madison Area Transportation Board – An MPO Policies and Ranking Criteria For Transportation Alternatives Program Projects

Introduction

The Moving Ahead for Progress in the 21st Century Act (MAP-21), established the Transportation Alternatives Program (TAP) to “provide[s] for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs.”

TAP incorporated the following three WisDOT multi-modal transportation improvement programs:

- Safe Routes to School (SRTS);
- Transportation Enhancements (TE); and
- Bicycle & Pedestrian Facilities Program (BPFP).

On December 14, 2015, the Fixing America’s Surface Transportation (FAST) Act, the new guiding federal transportation bill, was passed. The eligible activities of the Transportation Alternatives Program are now incorporated into the Surface Transportation Program (STP) Block Grant Set-aside Program.

Federal law mandates that WisDOT distribute approximately one-half of Wisconsin’s federally allocated funds for Transportation Alternatives Program activities to metropolitan planning organizations (MPOs) serving large urban areas with a population over 200,000, called Transportation Management Areas (TMAs). The Madison Area Transportation Planning Board (MATPB) is the MPO for the Madison urban area.

The following is a description of the program policies and criteria for ranking projects that the MATPB will use to select and fund TAP projects using the MPO’s sub-allocation of funding. The policies listed below are those that differ from the policies that WisDOT will use for projects approved with the statewide funding. WisDOT’s guidelines, policies, procedures, and application form that project sponsors must use are available at http:/wisconsindot.gov/Pages/doing-bus/local-gov/astnee-rgms/aid/tap.aspx.

Madison Area TPB Policies

- **Eligible Project Categories:**
  The MATPB will accept projects within only the following federally eligible Transportation Alternatives Program categories:
  - Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation;
o Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers;
o Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users; and
o Safe Routes to School (SRTS) projects.

- Eligible Project Costs:
For infrastructure projects, funding will only be awarded for construction. Design, right of way, and utilities costs will not be eligible expenses for TAP funds awarded by the Madison Area TPB.

- Cost Share
In order to stretch the limited funding available, projects will be required to provide a larger local match than the required 20% minimum. A sliding scale between 80/20 and 60/40 will be used, calculated by the formula below with all projects costing over $600,000 requiring a 60% local share.

Formula for computing the federal share:

\[ P = \text{Federal participation percentage (round to zero decimal places)} \]
\[ X = \text{Project cost} \]

<table>
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<tr>
<th>Total Project Cost</th>
<th>Federal Share (Percentage)</th>
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<tr>
<td>= or &lt; $300,000</td>
<td>80%</td>
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<tr>
<td>$300,001 - $599,999</td>
<td>( P = 80 - \frac{(X-300,000)}{15,000} )</td>
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<tr>
<td>= or &gt; $600,000</td>
<td>60%</td>
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</table>

- **Project Scoring Criteria - Bicycle/Pedestrian Infrastructure Projects**

1. Enhances Mobility and Connectivity – 20%
   - Regional or Local/Neighborhood Importance – 10%
     - Degree of importance to the regional pedestrian/bicycle system (i.e., located on the regional bikeway system or providing an important connection to this system). [The Bicycle Transportation Plan for the Madison Metropolitan Area & Dane County includes a regional bikeway system plan map and a list and map of some of the higher priority projects on the regional system.]
     - For a small local infrastructure improvement, degree of importance to neighborhood or school area pedestrian/bike connections.
   - New or missing link, network extension or elimination of barrier – 10%
     - Project provides a new bicycle and pedestrian link where other suitable alternatives do not currently exist.
     - The project provides a missing link that would connect a neighborhood, employers or other services to a route or facility that already exists.
     - The project is an extension of a current bicycle and/or pedestrian facility, facilitating increased usage.
     - The project eliminates a barrier to use of a facility such as providing a new crossing of a major highway or improving an existing crossing.
2. Usage and Accessibility – 20%
   • High usage – 8%
     o High estimated usage based on significant population user pool and/or employment located within 0.5 mile.
     o Location within the overall pedestrian/bicycle facility network.
   • Increases access to jobs, services and other destinations – 4%
     o Important link in increasing walking and bicycling access to jobs, shopping, parks, schools, transit stops or other services.
   • Quality of Life – 3%
     o Improves quality of life by providing walking and/or bicycling opportunities in areas of natural, cultural or historic interest, thereby improving the pedestrian and/or bicycle experience.
   • Facility will be maintained for year round usage – 1%
   • The project improves pedestrian/bicycle access for environmental justice areas – 2%
     [Note: These include areas with concentrations of low income and minority populations and households with no motor vehicle available. See maps (Fig. 10-1 and 10-2) in the Bicycle Transportation Plan for the Madison Metropolitan Area & Dane County.]
   • The project is located in an area with health disparities and limited access to active transportation options – 2%
     [Note: See map (Fig. 10-3) in the Bicycle Transportation Plan for the Madison Metropolitan Area & Dane County.]

3. Safety – 20%
   • Documented hazardous condition – 10%
     o The project is located in an area with a history of bicycle/pedestrian crashes or an area with documented safety concerns, and the project addresses the safety problem(s) or issue(s).
   • Improves the safety and accessibility for a wide range of users – 10%

4. Project Readiness and Constructability – 15%
   • Project is ready to move forward – 10%
     o TAP projects are required by WisDOT to begin within 4 years of project award and be completed within six years.
     o Is there engineering feasibility, real estate, environmental, railroad, or funding issues that need to be resolved? These issues make it more likely that projects cannot meet the required WisDOT timelines.
     o Does the project have the necessary financial commitment and local support that it can begin to move forward immediately?
   • The project sponsor has received similar funding in the past and has successfully completed their prior projects – 2%
   • Project ranking given by municipality (if submitting multiple projects) – 3%

5. Cost Effectiveness – 15%
   • Takes into account the overall benefits of the project based on the other criteria compared to the cost of the project – 10%
   • Maximizes use of available federal funds – 3%
   • Project demonstrates public and/or municipal commitment, which adds value, reduces costs, and/or leverages additional funding from past or for future project phases or enhancements – 2%
6. Congestion Management – 5%
   - The project will increase the attractiveness of pedestrian/bicycle/transit travel in a corridor or area with significant peak period traffic congestion – 5%
     [Note: See Congestion Management Process for the Madison Metropolitan Planning Area for information on congested travel corridors and their traffic, transit, pedestrian/bicycle facility characteristics.]

7. Opportunity/Risk – 5%
   - There is a risk of a lost opportunity or loss of other funding if not selected in the current program cycle – 3%
   - If funded now the project could be done more cost effectively because it can be built at the same time as another project in the same corridor – 2%

Project Scoring Criteria - Safe Routes to School Non-Infrastructure Projects

1. Scope of Audience/Reach/Impact- 45%
   - The project will reach a broad audience and a large portion of students within a school district would be impacted by the programming or activities – 15%
   - The program or activities adds value to other improvements or programs that are happening in the community or school – 15%
   - Project is likely to increase the number of children walking and bicycling to school safely and ensure that infrastructure that is added is being used – 15%

2. Health, Safety and Environmental Justice – 35%
   - The program or activities is/are located at schools with a high rate of students eligible for free and reduced lunches – 15%
   - The program or activities foster(s) improved childhood health, reduced childhood obesity and encourages a healthy and active lifestyle – 10%
   - The program or activities increase(s) bicycle, pedestrian, and traffic safety – 10%

3. Project Readiness – 15%
   - Project is ready to move forward – 5%
     - TAP projects are required by WisDOT to begin within 4 years of project award and be completed within six years.
   - The project sponsor has received similar funding in the past and, if so, has successfully completed their prior projects – 4%
   - The project has the necessary financial commitment and local support so it can begin to move forward immediately – 3%
   - Project ranking given by sponsor (if submitting multiple projects) – 3%

4. Opportunity/Risk – 5%
   - There is a risk of a lost opportunity or a successful program not continuing if not funded at current time
Re:
Presentation on Draft Dane County Bicycle Wayfinding Plan Design Guidelines

Staff Comments on Item:
The MPO is assisting Dane County Parks with a project to develop a countywide Bicycle Wayfinding Plan. The county contracted with Toole Design Group to prepare the plan. The plan will provide guidelines for the county and local communities to use for designing and implementing a uniform wayfinding and information sign system for the bicycle network throughout the county. Bicycle wayfinding consists of comprehensive signing to guide bicycles to their destinations with signs typically placed at decision points along bicycle routes.

Dane County bicycle infrastructure has undergone immense growth and improvement in the past twenty years. Many major shared-use paths connect communities across the county, including the Capital City State Trail, Military Ridge State Trail, Badger State Trail, SW Commuter Path, US Highway 12 Side path, Cannonball Trail, and Ice Age Junction Trail. In addition, Dane County communities have substantially expanded their local networks of shared use paths and on-street bike routes. However, with the growth in facilities comes the need to ensure that bicyclists can easily navigate the bicycle network. Bicycle wayfinding assists those unfamiliar with an area, provides guidance along routes which are not intuitive, and can provide encouragement to ride to destinations.

A draft set of design guidelines has been prepared for input by the committee overseeing the wayfinding plan project and the bicycle riding public. A meeting of the project advisory committee is scheduled for Monday, February 1 and a public informational meeting scheduled for Monday, February 15. MPO staff will provide a presentation on the draft guidelines.

Materials Presented on Item:
1. None (materials will be provided at the meeting)

Staff Recommendation/Rationale:
For informational purposes only.
Re:
Presentation of Results from the Greater Madison Region Public Values and Priorities Survey

Staff Comments on Item:
The MPO has partnered with the Capital Area Regional Planning Commission (CARPC) on a project to conduct a public values and priorities survey to support both the MPO’s update of the regional transportation plan and CARPC’s planned update of the regional land use plan for which a regional visioning and scenario planning process will be used. A small subcommittee of CARPC’s A Greater Madison Vision committee was created to oversee the survey project.

The first phase of the project involved two interactive online “brainstorming” sessions – one with community leaders and one with residents – in order to provide an understanding of the values, priorities, motivations, and potential solutions to issues facing the region. Information from these sessions was used to prepare the public survey questions that were unique to our region.

An initial tabulation of the survey results has been completed. The survey subcommittee met on January 13 and 20 to prepare for the January 25 CARPC steering committee meeting and public release of the survey results. It was decided to wait until early February to release the results to the public to allow time to digest the results and prepare key messages/takeaways from the survey. Another meeting of the survey subcommittee is being scheduled for next week to plan for communications regarding the release of the survey results. MPO staff will present some of the results from the survey at the meeting, focusing on the transportation related questions.

Materials Presented on Item:
1. None

Staff Recommendation/Rationale:
For informational purposes only.
Re:
Review of Regional Transportation Plan 2050 Goals and Performance Measures

**Staff Comments on Item:**

One of the first steps in developing the regional transportation plan is to identify a vision and set of goals that will guide the plan development process. The vision is an inclusive, positive, aspirational statement that defines the future transportation system the regional wants. To make the vision a reality, the goals serve as a foundation for the policies and strategies and help guide the recommended transportation system investments. A series of performance indicators with corresponding system level performance measures have been developed for each of the goals to help evaluate the extent to which the plan recommendations will help achieve the goals and also to measure progress over time as the plan is implemented.

The goals are mostly the same those in the current RTP 2035 Update with some re-wording, but have been organized around three themes on which the vision is based — a dynamic, responsible, and connected transportation system. For each goal, there are general indicators listed and then specific performance measures identified that correspond with the indicator.

Staff will be reviewing the document with the RTP Advisory Committee at their 1/28 meeting and report on the feedback received. Staff will be looking for feedback from the board on the document before presenting at the first round of public meetings on the plan.

**Materials Presented on Item:**

1. Draft RTP 2050 Vision, Goals, and Performance Measures, dated 1/27/16

**Staff Recommendation/Rationale:**

For information and comment only at this time.
“The Greater Madison Area will have a transportation network that is **Dynamic**, **Responsible**, and **Connected**.”
## Regional Transportation Plan 2050 Themes, Goals, and Performance Measures

<table>
<thead>
<tr>
<th>Theme</th>
<th>Goal</th>
<th>Indicator</th>
<th>Measure</th>
<th>USDOT National Goals</th>
<th>Map-21 Required</th>
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<td>Transit Overcrowding and Pass-Ups</td>
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<td>Travel Time to Work, by Mode</td>
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<td>Pedestrian Accessibility Score by Community</td>
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</table>

*National Performance Goals: 1 - Safety, 2 - Infrastructure Condition, 3 - Congestion Reduction, 4 - System Reliability, 5 - Freight Movement and Economic Vitality, 6 - Environmental Sustainability, 7 - Reduced Project Delivery Delays

**MAP-21 Required Performance Measures: 1 - Pavement condition on the Interstate System and on remainder of the National Highways System (NHS), 2 - Performance on the Interstate System and the remainder of the NHS, 3 - Bridge condition on the NHS, 4 - Fatality and serious injuries on all public roads, 5 - Traffic congestion, 6 - On-road mobile source emissions, 7 - Freight movement on the Interstate System**
**Theme: Dynamic**

Our region will develop a regional transportation system that is flexible enough to respond to the needs of a growing region and take advantage of new technologies while **Fostering Community**, **Enhancing the Economy**, and **Providing Equity**.

**Goal: Fostering Community**

Built to be context sensitive, recognizing the importance of streets as shared public places that can enhance community and not just move vehicles.

**Performance Measures:**
- Miles of Bicycle Facilities
- Miles of Pedestrian Paths and Sidewalks
- Communities with Bike Friendly Statuses
- Bike share Ridership & Members

**Goal: Enhancing the Economy**

Promotes a vibrant economy by supporting the movement of workers and goods.

**Performance Measures:**
- Dane County Commodity Flow
- Travel Time Index on Major Freight Routes
- Miles of Congested Truck Routes & Congestion Cost
- Miles of Rail Track with Speed Restrictions
- Percent of Jobs within Weekday Peak Transit Service

**Goal: Providing Equity**

Ensures the transportation system serves everyone’s needs regardless of age, gender, orientation, income, disability, race, or ethnicity.

**Performance Measures:**
- Transportation Funding Spent In or supporting EJ Areas
- Housing + Transportation Costs
- Paratransit Service Area

**Theme: Responsible**

Our region will create a regional transportation system that makes best use of our regional resources without detracting from our quality of life by being **Safe**, **Environmentally Friendly**, and **Financially Feasible**.

**Goal: Safe**

Designed, built, and operated to minimize risk of harm to all and protect vulnerable users.

**Performance Measures:**
- Crashes Involving Cyclists
- Crashes Involving Pedestrians
- Metro Transit Bus Crashes
- Motor Vehicle Crashes

**Goal: Environmentally Friendly**

Protects the natural environment, minimizes energy consumption, and reduces green house gas emissions to combat global warming.
Performance Measures:
- Transit Ridership
- Rideshare, Etc. Program Participation
- Mode of Transportation to Work
- Ozone Levels
- PM2.5 Particulate Levels
- WMT Per Capita
- # of Hybrid & Alternative Fuel Buses

Goal: Financially Feasible
Incorporates economic viability considerations by examining all project costs, including operations and maintenance, and promoting system preservation over expansion where appropriate.

Performance Measures:
- Pavement Condition Ratings
- Bridge Sufficiency Ratings
- Average Age of Metro Transit Bus Fleet
- Miles of Metro Vehicle Service between Unplanned Road Calls
- Transit Ridership per Revenue Hour

Theme: Connected
Our region will build an adaptable, connected transportation, modern system that takes advantage of future technological innovations in effort to become Efficient & Reliable, Integrated, and Balanced & Compact.

Goal: Efficient & Reliable
Maximizes the mobility of the system while minimizing unexpected delays.

Performance Measures:
- Regional Travel Time Index
- Transit On-Time Performance
- Miles of Congested Roadways
- Annual Travel Delay and Congestion Cost
- Transit Overcrowding and Pass-Ups

Goal: Integrated
Ensures seamless access to all transportation modes/services and ease of transfer between them

Performance Measures:
- Park and Ride Lots and Usage
- Inter-City Bus Trips per Day & Cities Served
- Airport Passenger Volume

Goal: Balanced & Compact
Provides a range of convenient transportation options across all modes while connecting people to services, shopping, and other destinations. Supports a variety of travel, housing, and employment choices / efficient development patterns.

Performance Measures:
- Percent of Key Destinations Served by Transit
- % of Urbanized Area and Population Served by Transit
- Travel Time to Work, by mode
- Pedestrian Accessibility Score by Community