AGENDA

1. Roll Call

2. Approval of October 5, 2016 Meeting Minutes

3. Communications

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

5. Presentation on A Greater Madison Vision
   (Steve Steinhoff, Deputy Director, Capital Area Regional Planning Commission)

   • Addition/Change Sheet, dated November 2016

7. Resolution TPB No. 122 Authorizing the City of Madison to Enter Into an Agreement with Dane County for the Madison Area Transportation Planning Board to Provide Specialized Transportation Coordination Services to Dane County in 2017

8. Resolution TPB No. 123 Authorizing the City of Madison to Enter Into an Agreement with the Capital Area Regional Planning Commission (CARPC) for the Madison Area TPB to Provide Transportation Planning Work Activities to CARPC in 2017

9. Update on the Regional Transportation Plan 2050
   • Report on the Second Series of Public Meetings
   • Report on Online Public Engagement Tools

10. Update on Potential Revision to MPO Technical Committee Membership and Voting Structure

11. 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 Portage) Corridor EIS Study
    • Interstate 39/90/Beltline Interchange EIS Study
    • Other WisDOT Corridor Studies
    • City of Madison Madison in Motion Transportation Master Plan

12. Discussion of Future Work Items:
    • Regional Transportation Plan 2050
    • Household Travel Mail Survey to Supplement National Travel Survey
    • Bus Rapid Transit (BRT) Implementation Planning
    • MPO Website Redesign and Reorganization
13. Announcements and Schedule of Future Meetings

14. Adjournment

Next MPO Meeting:

**Wednesday, December 7 at 6:30 p.m.**  
Madison Water Utility Building, 119 E. Olin Ave., 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)  
October 5, 2016 Meeting Minutes

1. Roll Call

Members present: David Ahrens, Steve Flottmeyer, Ken Golden, Tim Gruber, Jerry Mandli, Al Matano, Ed Minihan, Mark Opitz, Robin Schmidt, Patrick Stern

Members absent: Mark Clear, Chuck Kamp, Steve King, Steve Stocker

MPO Staff present: Philip Gritzmacher, Bill Schaefer, Rob Phillips, Jacci Ziebert

2. Approval of September 7, 2016 Meeting Minutes

Moved by Schmidt, seconded by Golden, to approve the September 7, 2016 meeting minutes. Motion carried with Schmidt abstaining.

3. Communications

- Letter from WisDOT approving Amendment #4 to the 2016-2020 Transportation Improvement Program

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

None

5. Election of Officers

Moved by Ahrens, seconded by Gruber, to nominate Matano for Chair. Moved by Opitz, seconded by Mandli, to close nominations and cast unanimous ballot for Matano. Motion carried. Moved by Ahrens, seconded by Golden, to nominate King for Vice Chair. Moved by Schmidt, seconded by Golden to close nominations and cast unanimous ballot for King. Motion carried.

6. Resolution TPB No. 120 Adopting the 2017-2021 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Schaefer said the list of project changes and additions to the draft TIP included two relatively small funding changes to STBG (former STP) Urban funded Lacy Road and CTH M projects. He explained that the final design cost estimate for Lacy Road came in much lower than originally estimated in large part because of a change in the scope of the project that eliminated reconstruction of the Syene Road intersection at the eastern end of the project. The reason that the intersection was removed from the project was largely because of timing – the reconstruction involved a rail crossing and Syene is planned to be reconstructed in the near future. The intersection is planned to be reconstruction as part of the Syene road project. As a result of this modification, Schaefer said that staff is recommending reducing the federal funding for the Lacy Road project and shifting the remaining funding to the CTH M project.

Schaefer further explained that the CTH M project is currently over $1 million short of 50% federal funding (the MPO’s policy for maximum funding at the time approved) due to cost increases for the project. Staff is proposing to keep the federal funding for Lacy Road 7.5% over the 50% threshold in case the cost for the project is ultimately higher when it is let. This would ensure a minimum of 50% federal funding. The federal funding amount can’t be modified after the project is let. Schaefer said he spoke with staff from both communities about this and they were comfortable with this recommendation. The MPO technical committee approved this and the other project changes.
Schaefer explained that the WisDOT project change on the River Road bridge over the Interstate and the new project, roadway maintenance on USH 151, are due to cost and scheduling changes. The River Road bridge project was being advanced to construction in 2017. Proposed changes to City of Madison projects reflect the Executive capital budget. These include replacement of Metro’s electric bus procurement with a bus rapid transit project and pushing back the satellite bus garage project a year. Metro will apply again next year for TIGER funding for the satellite bus garage. If unsuccessful, Metro will request satellite bus garage funding as part of the planned Small Starts funding application for the first phase of the BRT project. These projects are not currently programmed as they rely on future discretionary federal funding. Schaefer said the changes also include two locally funded village of DeForest projects for which information was submitted.

Golden commented that from a procedural perspective he did not believe it was a good idea to include projects before they had been formally adopted by a local municipality. Schaefer explained that locally funded projects were included for informational purposes only. Golden said that he understood, but felt that the MPO should not add or change the timing of projects based on capital budgets that haven’t been formally endorsed by the community. Schaefer responded that neither the state nor county have approved their capital budgets either. He said this was necessary due to the required timing of approval of the TIP. The TIP can be amended if necessary in the case of federally funded projects and it is updated each year. Stern said that the out years do not matter anyway as those are subject to change each year so he didn’t think it was an issue. Phillips, city of Madison Engineer, commented that it is most important for the MPO to approve federally funded projects so that communities could then modify their budgets as necessary based on that.

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Schaefer reviewed the Section 5310 Enhanced Mobility for Seniors and Persons with Disabilities Program projects that the staff has proposed funding. He said that the MPO receives an annual allocation of these funds and selects projects for this program much like the STBG (formerly STP) Urban and TAP programs. There is sufficient funding with some carryover funds to fund all of the project applications. The four projects include two ongoing project and two new projects. The ongoing projects are Metro Transit’s paratransit eligibility assessment and transit orientation program and Dane County’s mobility management program, which includes mobility training and a bus buddy program. The first of the new projects is a county project to help persons with developmental disabilities to use the regular bus system. This will become even more important to manage costs with the changes in FamilyCare. The second is the purchase of two accessible minivans for the City of Stoughton’s shared-ride taxi system.

Moved by Opitz, seconded by Stern, to approve the draft 2017-2021 TIP with the revisions in the addition/change sheet dated 9/28/16. Motion carried with Golden abstaining.

7. Review Preliminary Travel Forecast Modeling Runs for the Regional Transportation Plan 2050

Schaefer reviewed the results of travel forecast modeling runs that have been recently completed for the RTP. He explained that staff has been working with consultants to make improvements to the model, calibrating the model to auto speeds and improving the transit/mode choice component of the model. The modeling is used to forecast roadway segments where capacity enhancements need to be considered in the future to serve the forecast regional growth. The information will be presented at the next round of public meetings.

Schaefer reviewed the regional growth assumptions that went into the travel model. He said they reflect the trend over the last ten years in terms of how much growth in the city of Madison is infill/renovation and how much is occurring on the periphery. Schaefer explained that an iterative process is used for the modeling, starting with a scenario which includes only programmed capacity projects, planned new collector streets, and the recommended future transit system. Additional potential capacity projects are then added in other scenarios. The second scenario contained two of the major state highway projects currently being studied, Stoughton Road and the Beltline, and some other local arterials, most notably Pleasant View Road and the Reiner/Sprecher Road corridor. The third scenario adds the North Mendota Parkway and CTH Q. Schaefer reviewed some of the major traffic changes under the second and third scenarios.
Stern asked if Oscar Meyer’s closing factored into the modeling. Schaefer replied that the model assumes that the employment will be replaced by the 2050 plan horizon year. Golden noticed that Mineral Point Road was shown as congested in the future year scenarios and asked what assumptions were being made about the roadway, specifically if an extra all-purpose lane or BRT lane was added. Schaefer said that no capacity changes were assumed. He said the congestion levels are general and do not account for some details of the roadway such as the bus and right turn lane or other operational factors such as signal timing.

Golden asked about the assumptions in the model for the transit system. Schaefer explained that the entire planned transit system had been coded into the model for all scenarios – including the full BRT system, express routes serving suburban communities, local service frequency enhancements, new service for planned neighborhoods, and local route changes to accommodate BRT. Golden then asked if suburban communities had other service such as local circulator service in addition to the express service. Schaefer said that some suburban communities such as Verona and Sun Prairie had new all-day bus service, referring to the map.

Golden then asked about the overall system-wide ridership. Schaefer said that ridership was fairly consistent across the scenarios – the total number of trips doubled and the transfer rate rose substantially due to the BRT system. Staff was still working with the consultant on some issues, including the transfer rate in the future scenarios and the express route ridership. Golden then asked if it is possible to extrapolate the number of buses needed to meet the future system demand to determine how big of a bus garage Metro would need to build. Schaefer said that was a good point. The model was not constrained in terms of transit capacity. He said that was an issue that could be looked at, but it would be difficult to estimate the number of buses needed.

8. Update on Other Regional Transportation Plan 2050 Activities

Schaefer gave the group the draft presentation that will be presented at the public meetings. While presenting, Stern asked if the BRT terminal stations were finalized locations. Schaefer said that the station areas were likely not to change much, but the initial segment and termini were not determined yet. Golden interjected that the initial segment and station locations were all undecided. He emphasized the the initial project would be selected based on criteria that hadn’t been fully developed yet. Golden requested that Schaefer give the RTP presentation and a work plan presentation to CARPC. Schaefer said he was already scheduled to present at CARPC’s November meeting.

Gritzmacher presented the public engagement tools to be put on the RTP website. He explained how to use the Draft Chapter Review tool, explaining that it worked much like Track Changes in Microsoft Office. He then explained that the Budget Simulator and Project Review tools were nearly complete and would launch soon. Stern asked what the feedback from the tools would be used for. Schaefer said that the feedback will be documented in the report and would be considered, along with other feedback such as the survey data. The budget tool s a means of communicating the financial constrains that our region operates under and a fun way to engage people in the planning process.

Schaefer said he hoped board member could attend at least one of the meetings.

9. Update on Project to Conduct Household Travel Mail Survey to Supplement the National Household Travel Survey

Schaefer said that the MPO is partnering with the city of Madison to hire the University of Wisconsin Survey Center to conduct a supplemental household travel mail survey to the National Household Travel Survey. He explained that the survey was being conducted to expand the sample size of the NHTS that WisDOT purchased for the MPO area. This will ensure a sufficient sample size of transit and bicycle trips and also allow for cross tabulation of the data by different geographies and demographic characteristics. The data is very important in development of the travel demand model, which is calibrated to match the travel patterns in the survey. In addition, this data will be useful for performance measurement. He said that the questionnaire would be finalized this week and the fall sample will be mailed out in the coming weeks. In the spring, a
second sample will be mailed. Surveys will be sent to around 3,000 households with an estimated return rate of around 30%.


Schaefer introduced and reviewed the UPWP. Key projects highlighted included the completion of the regional transportation plan, the household travel survey, and performance measurement. Additionally, MPO staff will work with CARPC on A Greater Madison Vision, work with the City of Madison and other municipalities on implementing the ITS Plan, work with Metro Transit on implementing the Transit Development Plan, work with the city and Metro on the next phase of BRT study, and possibly conduct a highway jurisdictional study.

11. Review and Recommendation on Draft 2017 MPO Budget

Schaefer provided a brief summary of the budget.

Moved by Golden seconded by Opitz, to recommend approval of MPO budget. Motion carried.

12. Status Report on Studies and Plans Involving the TPB

Schaefer reported that WisDOT was continuing work on the Interstate 39/90/94 study between Madison and Portage. Results of an alternative corridor analysis were reviewed at the recent meeting. He also reported that the City of Madison recently had a public information meeting for their transportation master plan – Madison in Motion. Draft recommendations were reviewed.

13. Discussion of Future Work Items

None

14. Announcements and Schedule of Future Meetings

Matano said that there is a presentation on October 6 at 5:30 at the Madison Public Library for the book “Riding on the Bus with My Sister.”

Golden said that he planned on emailing an article to the board from the New York Times about a highway that was converted into a boulevard that may have applicability locally.

Schaefer said that the next meeting may include a presentation from WisDOT on the draft State Freight Plan. The work program will also be approved at the meeting, and staff will present feedback from the recent public involvement meetings. He recommended that due to the light agenda it would be a good meeting to have as an outreach meeting in another community. Matano recommended having the meeting in Waunakee. Golden recommended having CARPC provide a presentation on A Greater Madison Vision at a future meeting.

15. Adjournment

Moved by Schmidt, seconded by Golden, to adjourn. Motion carried. The meeting adjourned at 8:10 PM.
You’re invited...
To provide your input on improvement ideas

The Wisconsin Department of Transportation is preparing a Tier 1 Environmental Impact Statement (EIS) to identify a transportation solution to address the needs of I-39/90/94 from US 12/18 in Madison to I-39/WIS 78 near Portage, along with intersecting routes that influence traffic operations (see map to left). The goal of the Tier 1 EIS is to identify the correct corridor location and types of transportation improvements. This could be improvements to existing I-39/90/94, improvements to a parallel route, or construction of a new highway corridor.

Twenty-five corridor improvement concepts have been developed. Following a traffic analysis, the 25 concepts were screened down to a range of 6 corridor alternatives.

WisDOT is hosting two Public Involvement Meetings (PIMs) to gather input and feedback on the corridor improvement concepts and range of corridor alternatives that are proposed for further study.

We encourage you to attend one of the PIMs to learn more about each corridor alternative. Your input and feedback is an important part of the study and we hope to see you at one of the meetings.

Public Involvement Meetings

**November 15, 2016**
5 - 7 PM, Presentation at 5:15 PM
WisDOT Southwest Region Office
2101 Wright St.
Madison, WI 53704

**November 16, 2016**
5 - 7 PM, Presentation at 5:15 PM
Poynette High School - IMC Room
108 W. Cleveland St.
Poynette, WI 53955
Range of corridor alternatives narrowed to six

The study team has developed 25 corridor improvement concepts which could have the potential to alleviate traffic congestion and provide a solution to the existing and future needs of I-39/90/94 between US 12/18 in Madison and I-39/WIS 78 near Portage.

A traffic screening process was used to evaluate which concepts may remove enough traffic from I-39/90/94 such that capacity expansion of the existing Interstate would not be needed.

The corridor concepts that passed the initial traffic screen are identified as the range of corridor alternatives. The range of corridor alternatives will be evaluated in more detail to identify a preferred corridor as part of the Tier 1 EIS. A description of each corridor alternative is included below. The descriptions are color coded to correspond with the map colors shown on the previous page.

**Existing I-39/90/94 Alternatives:**

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Description</th>
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<tbody>
<tr>
<td><strong>Preserve and Maintain</strong></td>
<td>Would address pavement and bridge needs along I-39/90/94 through the year 2050. This alternative would not increase capacity or address geometric or safety deficiencies.</td>
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<tr>
<td><strong>Capacity Expansion</strong></td>
<td>Would add northbound and southbound lanes to existing I-39/90/94 to accommodate future traffic demands. This alternative includes full reconstruction of the I-39/90/94 corridor.</td>
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</table>

**East Reliever Alternatives:**

<table>
<thead>
<tr>
<th>Option</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A</strong></td>
<td>A new freeway connection would be made at I-94, between County N and WIS 73, and would traverse east of Sun Prairie and north of DeForest. It would connect with I-39/90/94 halfway between County V and WIS 60.</td>
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<tr>
<td><strong>B</strong></td>
<td>A new freeway would connect to existing I-39/90/94 at US 51, traverse northeast to bypass Arlington and Poynette, and connect with I-39/90/94 between County CS and the rest areas.</td>
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<tr>
<td><strong>C</strong></td>
<td>A new freeway that would be a combination of East Reliever Options A and B. A new freeway connection would be made at I-94, between County N and WIS 73 and would traverse east of Sun Prairie and to the north of DeForest. The route would bypass Arlington and Poynette and connect to I-39/90/94 between County CS and the rest areas.</td>
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<tr>
<td><strong>D</strong></td>
<td>A new freeway that would follow much of the same alignment as East Reliever Option B. The southern limit would connect to I-39/90/94 at US 51, and traverse northeast bypassing Arlington and Poynette. Unlike Option B, this alternative would continue further northeast and connect into the I-39/WIS 78 interchange. Option D requires a new crossing of the Wisconsin River.</td>
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</table>

Two options for replacing the current I-39/90/94 bridges crossing the Wisconsin River are included as part of the Capacity Expansion alternative and East Reliever Options A, B, and C. These Wisconsin River crossing options are recommended for detailed study.

**Wisconsin River Crossing:**

<table>
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<th>Option</th>
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<tr>
<td><strong>1</strong></td>
<td>Replacement of the existing I-39/90/94 bridges near their current location.</td>
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</table>
The results are in...

A second, interactive online survey was conducted by WisDOT in the spring of 2016 to gain insight on potential corridor improvement concepts.

1,197 participants
137 zip codes represented

Where are survey participants from?

Survey’s key findings

Improvement concepts the public believes are most likely to reduce congestion and improve safety on I-39/90/94:
1) Restricted lanes for trucks
3) Managed lanes on I-39/90/94

54% agreed with the statement “Transit improvements should be considered as part of an improvement strategy.”

29% agreed with the statement: “A new, high speed, limited-access freeway east of Sun Prairie should be constructed instead of capacity improvements to I-39/90/94.”
Re:

**Staff Comments on Item:** A notice and summary of the draft 2017 Unified Planning Work Program was distributed to all local units of government within the MPO planning area and appropriate agencies, committees, and commissions for review and comment. Comments from FHWA and WisDOT staff were incorporated into the draft document. No comments were received on the draft work program. The only proposed change from the draft document is a revision to the work program budget to decrease the amount of staff time and associated funding to be received from the Capital Area Regional Planning Commission for transportation planning services to the agency with a corresponding increase in staff time for corridor studies and a reduction in the funding for data and software. The reduced time for assistance to CARPC is to reflect the lower amount of time that will be needed based on time billed the last two years and a change in the way the agency plans to conduct urban service area amendment analyses. A correction sheet, dated November 2016, has been prepared incorporating this change to the budget.

**Materials Presented on Item:**
1. Change/Correction Sheet dated November 2016
2. Resolution TPB No. 121

[Note: The Draft 2017 Unified Planning Work Program and 2017-2019 Overall Program Design Report was distributed in the October meeting packet.]

**Staff Recommendation/Rationale:** Staff recommends approval of Resolution TPB No. 121 approving the Work Program with the change to the work program budget identified in the correction sheet, dated November 2016. The 2017 Unified Planning Work Program is the basis for MPO contracts with local units of government and with local, state, and federal agencies for 2017 planning activities and funding.

You may want to bring your draft copy of the 2017 Unified Planning Work Program dated October 2016 to the meeting for reference
1. Page 40: Revise the Proposed 2017 Work Program Budget Table to decrease the amount of funding for Work Element 2900 (CARPC Planning Services) from 49,701 to $8,000, make a corresponding increase in staff time (0.17 person months) and funding to Work Element 2700 (Corridor and Area Studies), and a reduction in travel data and software. See attached revised table.
## 2017 Madison Area Transportation Planning Board Budget and Work Program Elements

### Work Element Numbers and Details

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<th>Work Element Number</th>
<th>WDOT Work Element Percent (6)</th>
<th>MPO Person Months</th>
<th>Non-MPO Person Months</th>
<th>Total Person Months</th>
<th>FHWA/FTA PL Funds 80.0% (1)</th>
<th>WDOT MPO/Urban 80.0% Local (2)</th>
<th>MPO/Non-MPO Local (3)</th>
<th>Other Programs MPO/Local (See Key)</th>
<th>Total MPO Non-Local</th>
<th>Total MPO Local</th>
<th>MPO Program Total</th>
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<td>Roadway and Transit Corridor &amp; Special Area Studies</td>
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<tr>
<td>Ridesharing/TDM - Staff</td>
<td>100% SR 10.58</td>
<td>1,777</td>
<td>0</td>
<td>1,777</td>
<td>84,000</td>
<td>21,000</td>
<td>84,000</td>
<td>21,000</td>
<td>84,000</td>
<td>21,000</td>
<td>105,000</td>
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<tr>
<td>Ridesharing/TDM - Advertising, Materials</td>
<td>75% SR 25% 12.00</td>
<td>3,732</td>
<td>0</td>
<td>3,000</td>
<td>12,000</td>
<td>3,000</td>
<td>15,000</td>
<td>12,000</td>
<td>3,000</td>
<td>15,000</td>
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<td>2900</td>
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<tr>
<td>Capital Area RPC - MPO Planning Services</td>
<td>100% LR 0.81</td>
<td>136</td>
<td>0</td>
<td>136</td>
<td>39,369</td>
<td>2,496</td>
<td>7,346</td>
<td>42,671</td>
<td>7,346</td>
<td>50,000</td>
<td></td>
</tr>
<tr>
<td>OTHER DIRECT COSTS</td>
<td>Travel Data &amp; Software (WEs 2200 and 2300)</td>
<td>14,250</td>
<td>2,015</td>
<td>16,442</td>
<td>59,369</td>
<td>3,764</td>
<td>11,078</td>
<td>63,133</td>
<td>11,078</td>
<td>74,211</td>
<td></td>
</tr>
<tr>
<td>Planning Intern</td>
<td>Travel Modeling Support Services (WEs 2200 and 2700)</td>
<td>20,000</td>
<td>1,268</td>
<td>3,732</td>
<td>84,000</td>
<td>21,000</td>
<td>84,000</td>
<td>21,000</td>
<td>84,000</td>
<td>21,000</td>
<td>105,000</td>
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</table>

### Summary of Total Costs by Type

<table>
<thead>
<tr>
<th>Type</th>
<th>Total Person-Months and Hours</th>
<th>FHWA/FTA PL Funds 80.0%</th>
<th>WDOT MPO/Urban 80.0% Local</th>
<th>MPO/Non-MPO Local</th>
<th>Other Programs MPO/Local</th>
<th>Total MPO Non-Local</th>
<th>Total MPO Local</th>
<th>Total MPO Program Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total 2017 Cost</td>
<td>97.92</td>
<td>14,427</td>
<td>2,015</td>
<td>16,442</td>
<td>741,602</td>
<td>47,020</td>
<td>138,380</td>
<td>897,622</td>
</tr>
<tr>
<td>Consulting Services and Data</td>
<td>59,369</td>
<td>3,764</td>
<td>11,078</td>
<td>63,133</td>
<td>11,078</td>
<td>74,211</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rideshare/TDM Advertising &amp; Materials</td>
<td>(3)</td>
<td>12,000</td>
<td>3,000</td>
<td>12,000</td>
<td>3,000</td>
<td>15,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Direct Costs</td>
<td>682,233</td>
<td>43,256</td>
<td>127,302</td>
<td>84,000</td>
<td>21,000</td>
<td>834,489</td>
<td>151,302</td>
<td>985,791</td>
</tr>
</tbody>
</table>

### Notes

1. FHWA/FTA PL (80%), WisDOT (5.07%), MPO (14.93%)
2. STP Urban Rideshare (80%) MPO (20%)
3. Dane County
4. Rideshare Advertising: WisDOA, UW, DANE COUNTY, MPO
5. Capital Area Regional Planning Commission
6. LR = Long Range; SR = Short Range, AD = Administration; TIP = TIP
7. Consultant Services

## 2016 Madison Area Transportation Planning Board Carryover Funding Budget and Work Program Elements

### Work Element Numbers and Details

<table>
<thead>
<tr>
<th>Work Element Number</th>
<th>WDOT Work Element Percent (6)</th>
<th>MPO Person Months</th>
<th>Non-MPO Person Months</th>
<th>Total Person Months</th>
<th>FHWA/FTA PL Funds 80.0% (1)</th>
<th>WDOT MPO/Urban 80.0% Local (2)</th>
<th>MPO/Non-MPO Local (3)</th>
<th>Other Programs MPO/Local (See Key)</th>
<th>Total MPO Non-Local</th>
<th>Total MPO Local</th>
<th>MPO Program Total</th>
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<tbody>
<tr>
<td>4015</td>
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<td></td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>OTHER DIRECT COSTS</td>
<td>Supplemental HH Travel Mail Survey to NHTS</td>
<td>40,000</td>
<td>2,671</td>
<td>7,329</td>
<td>42,671</td>
<td>7,329</td>
<td>50,000</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

### Total 2016 Carryover Cost

| Total 2016 Carryover Cost | 40,000 | 2,671 | 7,329 | 42,671 | 7,329 | 50,000 |                     |                 |                 |                 |
Resolution TPB No. 121
Approving the 2017 Unified Planning Work Program
and 2017-2019 Overall Program Design Report

WHEREAS a Unified Planning Work Program is a requirement for receiving various federal and state planning financial assistance; and

WHEREAS the 2017 Unified Planning Work Program for the Madison Area Transportation Planning Board (TPB) is annually updated, and is the first year of the 2017-2019 Overall Program Design Report; and

WHEREAS separate grant applications will be required to apply for the 2017 programmed planning grant funds, including applications to the Federal Transit Administration, Federal Highway Administration, Wisconsin Department of Transportation, Dane County, and various local governmental units; and

WHEREAS the City of Madison is the administrative and fiscal agent for the Madison Area Transportation Planning Board and is a legally constituted entity under the laws of the State of Wisconsin and able to receive these funds:

NOW, THEREFORE, BE IT RESOLVED that the Madison Area Transportation Planning Board approves the 2017 Unified Planning Work Program and the 2017-2019 Overall Program Design Report dated November 2016, which incorporates the change to the budget reflected in the change/correction sheet dated November 2016 into the draft 2017 Unified Planning Work Program dated October 2016; and

BE IT FURTHER RESOLVED that the Transportation Planning Manager of the Madison Area Transportation Planning Board is authorized and directed to submit necessary applications to appropriate state, local, and federal departments for planning activities indicated for 2017 and to execute appropriate agreements and contracts with said agencies on behalf of the Madison Area Transportation Planning Board; and

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

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

BE IT FURTHER RESOLVED, in accordance with 23 CFR 450.334(a) the Madison Area Transportation Board hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
3. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, ex, or age in employment or business opportunity;
4. Section 1101(b) of the Fixing America’s Surface Transportation (FAST) Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and

Date Adopted       Al Matano, Chair
### Re:
Consideration of Resolution TPB No. 122 Regarding Agreement for Specialized Transportation Coordination Services with Dane County in 2017

### Staff Comments on Item:
It is proposed that the Madison Area Transportation Planning Board continue to provide staff assistance to Dane County for specialized transportation planning and coordination services as provided in previous years.

### Materials Presented on Item:
1. Resolution TPB No. 122
2. Description of scope of work for proposed County funding of MPO planning and coordination services and Metro Transit’s promotion and transit information services.

### Staff Recommendation/Rationale:
Staff recommends approval.
Resolution TPB No. 122
Authorizing the City of Madison to Enter into an Agreement with Dane County for the Madison Area Transportation Planning Board to Provide Specialized Transportation Coordination Services in 2017

WHEREAS, the staff of the Madison Area Transportation Planning Board (MATPB) – An MPO has historically provided assistance to Dane County for specialized transportation planning and coordination services; and

WHEREAS, the County is requesting that the MATPB continue this assistance of planning and coordination services; and

WHEREAS, the County has budgeted $5,000 for this service for the year 2017; and

WHEREAS, this service is included in the MPO’s adopted 2017 Unified Planning Work Program; and

WHEREAS, the County requests that this agreement be part of Metro Transit’s service agreement and contract for transit information, promotion efforts, and operations, since the contracting agent for both Metro Transit and the MATPB is the City of Madison:

NOW, THEREFORE, BE IT RESOLVED that the Madison Area Transportation Planning Board agrees to have the MATPB staff provide this service to Dane County in 2017 and authorizes the City of Madison on behalf of the MATPB to execute the agreement and contract to provide this service.

____________________________                         _________________________________
Date Adopted          Al Matano, Chair
DANE COUNTY FUNDED 2017 PUBLIC TRANSIT SERVICES
PROVIDED BY METRO TRANSIT
AND
ACTIVITIES FOR SPECIALIZED TRANSPORTATION COORDINATION
PROVIDED BY
THE MADISON AREA TRANSPORTATION PLANNING BOARD

Schedule A: Scope

Public Transit Services. Dane County will fund the following public transit services of the City of Madison to be provided by Metro Transit.

1. Assistance to Customer Service Center (CSC)
   The major area-wide information point for transit has been Metro’s Customer Service Center, which provides information on routes, schedules, etc., for those who telephone and responds to E-mail questions regarding routes and schedules. CSC representatives also provide paratransit ride scheduling, transportation referrals, and ridesharing (266-RIDE) referrals for vanpool and carpool services. Representatives utilize Teleinterpreters for interpretation services when callers who speak only foreign languages contact the CSC.

2. Transit Information/Promotion Assistance
   Provide assistance to Metro Transit for transit information and promotion costs including:
   - Creating “How to Ride” demonstration videos for distribution online and DVD.
   - Creating alternate language formats including Spanish and Hmong of video and print materials.
   - Printing Ride Guides, System Maps and schedules.
   - Promoting new Commute Card pass and existing prepaid fares such as 31-Day, 31-Day Senior/Disabled, and 2-4-6 Weekend & Holiday Passes.
   - Promoting Park & Ride lots, commuter routes and routes to outlying parts of the Madison urban area (such as Fitchburg and Middleton routes).
   - Creating other promotional materials including public information to increase awareness of Metro.

Overall transit information/promotion program is to be approved by County Public Works & Transportation Committee prior to release of funds.

3. Contribution Toward Operating Costs of Metro Transit
   During 2017 Metro Transit plans to continue to focus on employee pass programs (such as the UW and St. Mary’s employee passes) and the Commuter Choice Benefit program to attract more county and regional use. Additional plans, in 2017, include continuing bus stop sign replacement program and installing maps and schedule information in Metro shelters to make riding Metro easier. This funding will assist Metro with some local share costs of this effort.
Specialized Transportation and Public Transit. Dane County will fund the following specialized transportation planning and coordination services of the City of Madison to be provided by Madison Area Transportation Planning Board (MATPB) staff.

1) Providing technical assistance to the Dane County Specialized Transportation Commission, as needed.

2) Providing technical assistance to the Adult Community Services Division of the Department of Human Services in planning, coordinating and evaluating their specialized transportation services.

3) Assisting in monitoring of and collecting data on the operations of specialized transportation providers, and collecting and analyzing data on the location of elderly and persons with disabilities from the American Community Survey and other sources.

4) Assisting with implementation of the 2013 Dane County Coordinated Public Transit – Human Services Transportation Plan recommendations.

5) Working with Metro Transit to implement the Section 5310 (Enhanced Mobility for E/D Persons) Program Management and Recipient Coordination Plan, including project scoring and selection by the MPO and administration of the program by Metro.

6) Coordinating various projects with county agencies and service providers, both public and private, to make Dane County's specialized transportation services more cost-effective.

Schedule B: Payments

a. Upon receipt of invoice from the City of Madison, payment will be rendered as follows:

Payment in full for Mass Transit Services ($19,300 to Metro Transit)

1. Assistance for Customer Service Center
2. Transit Info/Promotion Assistance (following committee approval)

b. Upon receipt of invoices from the Madison Area Transportation Planning Board, payment will be rendered as follows:

Payment for Specialized Transit Coordination ($5,000 to Madison Area Transportation Planning Board)

<table>
<thead>
<tr>
<th>Month</th>
<th>Amount</th>
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<tbody>
<tr>
<td>March 2017</td>
<td>$1,250</td>
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<tr>
<td>June 2017</td>
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<tr>
<td>December 2017</td>
<td>$1,250</td>
</tr>
<tr>
<td></td>
<td>$5,000</td>
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</table>

Schedule C: Reports

Progress reports will be provided by MATPB staff to County staff quarterly.
Re:
Consideration of Resolution No. 123 Authorizing the City of Madison to Enter Into an Agreement with the Capital Area Regional Planning Commission (CARPC) for the Madison Area Transportation Planning Board to Provide Transportation Planning Work Activities to CARPC in 2017

**Staff Comments on Item:**
CARPC is requesting federal planning funds from the Wisconsin Department of Transportation for transportation planning activities for areas in Dane County outside of the Madison Metropolitan Area. A total of $8,000 of this amount will be set aside for MPO planning services.

CARPC is requesting that the Madison Area Transportation Planning Board, as the MPO for the region, provide these services in a similar manner as in previous years.

These services are to consist primarily of conducting analyses of the impact of proposed Urban Service Area amendments in the county on the multi-modal transportation system, including an assessment of the capacity to handle the traffic to be generated, ability to serve the development with public transit, accommodations for pedestrians and bicyclists, other design issues, and overall consistency with the policies and recommendations in the Regional Transportation Plan.

Other services to be provided include: (a) collecting and analyzing transportation data and preparing information for CARPC’s Annual Trends Report posted on its website; and (b) working with CARPC staff to coordinate the MPO’s Regional Transportation Plan with CARPC’s planned update to the Regional Land Use Plan starting with a regional visioning process. This activity is included in the adopted 2017 Unified Planning Work Program of the MPO.

**Materials Presented on Item:**
1. Resolution TPB No. 123
2. Draft agreement between City of Madison and CARPC for MPO to provide planning services

**Staff Recommendation/Rationale:**
Staff recommends approval.
Resolution TPB No. 123

Authorizing the City of Madison to Enter into an Agreement with the Capital Area Regional Planning Commission (CARPC) for the Madison Area Transportation Planning Board to Provide Transportation Planning Work Activities to CARPC in 2017

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

WHEREAS, the Capital Area Regional Planning Commission (CARPC) is the regional land use planning and area-wide water quality management planning agency for the Dane County region with responsibilities that include preparing a master plan for the physical development of the region; and

WHEREAS, CARPC is in need of services to conduct transportation planning for areas in Dane County, particularly outside of the Madison Metropolitan Area; and

WHEREAS, CARPC is requesting federal funding from the Wisconsin Department of Transportation for transportation planning activities for areas in Dane County outside of the Madison Metropolitan Area; and

WHEREAS, CARPC is also requesting that the MATPB, as the MPO for the region, provide these services in a similar manner as in 2016; and

WHEREAS, these services are to consist of (1) conducting analyses of the impact of proposed Urban Service Area amendments on the multi-modal transportation system, including capacity to handle the traffic to be generated, ability to serve the development with public transit, accommodations for pedestrians and bicyclists, other design issues, and the overall consistency with the policies and recommendations in the Regional Transportation Plan; (2) preparing transportation information for incorporation into CARPC’s online Annual Trends and Framework for Change reports; and (3) coordinating the MPO’s planning efforts for the Regional Transportation Plan with CARPC’s planning efforts for the Regional Land Use Plan, including an initial regional visioning process; and

WHEREAS, the MATPB will bill CARPC on a quarterly basis for the cost of these services not to exceed $8,000 for calendar year 2017; and

WHEREAS, this work activity is included in the adopted 2017 Unified Planning Work Program of the MATPB:

NOW, THEREFORE, BE IT RESOLVED that the Madison Area Transportation Planning Board (MATPB) authorizes the City of Madison to enter into an agreement with the Capital Area Regional Planning Commission (CARPC) for the MATPB to provide transportation planning work activities to the CARPC in calendar year 2017 with CARPC providing for the reimbursement of staff services for an amount not to exceed $8,000.

_________________________________________  ____________________________
Date Adopted                    Al Matano, Chair
Madison Area Transportation Planning Board
AGREEMENT BETWEEN
THE CITY OF MADISON AND THE
CAPITAL AREA REGIONAL PLANNING COMMISSION
FOR TRANSPORTATION PLANNING SERVICES

Parties: This agreement is by and between the City of Madison, hereafter “City,” and Capital Area Regional Planning Commission, hereafter “CARPC.”

Term: The term of this agreement is January 1, 2017 through December 31, 2017.

Scope of Services: The City will provide transportation planning services to CARPC. These services will be provided by City staff to the Madison Area Transportation Planning Board (MATPB) – An MPO. These planning services will consist primarily of: conducting analyses of the impact of proposed Urban Service Area amendments in the county on the multi-modal transportation system, including an assessment of the capacity to handle the traffic to be generated, ability to serve the development with public transit, accommodations for pedestrians and bicyclists, other design issues, and overall consistency with the policies and recommendations in the Regional Transportation Plan. Other services to be provided include collecting and analyzing transportation data and preparing information for CARPC’s online Annual Trends and Framework for Change reports posted on its website, and working with CARPC staff to coordinate the MPO’s Regional Transportation Plan with CARPC’s Regional Land Use Plan, including participation in CARPC’s planned regional visioning process.

Payment: The City of Madison will bill CARPC on a quarterly basis for the cost of providing the transportation planning services. A progress report on planning services provided will be submitted with the quarterly invoice. The total cost of these services is estimated not to exceed $8,000 for calendar year 2017.

Non-Discrimination: During the term of this agreement, the parties agree to abide by their respective policies of non-discrimination and affirmative action. Further, the parties agree that this agreement does not subject either party to the other’s jurisdiction for the determination of such matters.

Liability: CARPC shall be responsible for injuries, claims and losses arising from or caused by the acts or omissions of its officers, employees, agencies, boards, commissions and representatives. City shall be responsible for injuries, claims and losses arising from or caused by the acts or omissions of its officers, employees, agencies, boards, commissions and representatives. The obligations of the parties under this paragraph shall survive the expiration or termination of this agreement.

IN WITNESS THEREOF, the parties have caused this agreement to be executed by individuals and officers duly authorized on the dates noted below.