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

November 5, 2014
City-County Building
210 MLK Jr. Blvd, Room 354
7:00 p.m.

AGENDA

1. Roll Call

2. Approval of October 1, 2014 Meeting Minutes

3. Communications

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

5. Resolution TPB No. 96 Adopting the 2015-2019 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
   - Addition/Correction Sheet, dated 10/27/14
   - STP Urban Project Priority Listings, dated 10/27/14
   - Section 5310 (Enhanced E/D Transportation) Program of Projects for 2015


7. Resolution TPB No. 98 Authorizing the City of Madison to Enter Into an Agreement with Dane County for the Madison Area Transportation Planning Board (TPB) to Provide Specialized Transportation Coordination Services to Dane County in 2015

8. Resolution TPB No. 99 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 2015

9. Appointment to the MPO Citizen Advisory Committee

10. Presentation on Bicycle Transportation Plan

11. Status Report by Madison Area TPB Members 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
   - City of Madison Sustainable Transportation Master Plan

12. Discussion of Future Work Items:
   - Metro Transit On-Board Survey
   - Regional ITS Strategic Plan
   - Bicycle Transportation Plan
   - Dane County Bicycle Wayfinding Plan
   - Public Participation Plan Update
   - Roadway Functional Classification Update
   - Revisions to STP Urban Project Scoring Criteria

13. Announcements and Schedule of Future Meetings

14. Adjournment
Next MPO Meeting:

**Wednesday, December 3 at 6:30 p.m.**
Madison Water Utility Building, 119 E. Olin Ave., Room A-B

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

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

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

*Por favor avisenos por lo menos 48 horas antes de esta reunión, así que se puedan hacer los arreglos necesarios.*
Madison Area Transportation Planning Board (an MPO)  
October 1, 2014 Meeting Minutes

1. Roll Call

Members present: Mark Clear, Ken Golden, Jeff Gust, Chuck Kamp, Steve King, Paul Lawrence, Jerry Mandli, Al Matano, Ed Minihan, Mark Opitz (arrived during item #3), Robin Schmidt, Patrick Stern (arrived during item #5)

Members absent: David Ahrens, Chris Schmidt

MPO Staff present: Bill Schaefer, Mike Cechvala

2. Approval of September 3, 2014 Meeting Minutes

Moved by King, seconded by Clear, to approve the September 3, 2014 meeting minutes. Motion carried.

3. Communications

- Letter from WisDOT approving amendment #6 to the 2014-2018 TIP.
- Email from Schaefer to WisDOT DTIM Director Aileen Switzer regarding carryover STP Urban funding from the 2011-2014 program cycle and response from WisDOT BTLR Director Donna Brown-Martin indicating WisDOT would provide the MPO with the carryover funding consistent with WisDOT’s current policy.

Schaefer noted that it was just discovered that the amount of carryover funding is less than what we thought it would be, but it is still over $1 million.

- Letter from U.S. DOT Secretary to City of Madison Mayor Soglin regarding a Build America Investment Initiative just announced to expand the use of innovative financing strategies.

Schaefer said WisDOT is asking local communities to identify projects that might be candidates for use of public-private partnerships. He mentioned some of the City of Madison projects being considered for submission to U.S. DOT. R. Schmidt asked that a transit connection between the Alliant Energy Center and the Monona Terrace Convention Center be suggested for addition to the list.

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

Royce Williams, City of Madison, expressed frustration that the intercity bus terminal project was not included in the TIP. He complained about the planning process. He said a site had been identified as part of the South Capitol TOD District study, but Mayor Soglin is now pushing the Lake Street parking ramp site which he thinks is too small. He felt the city should use eminent domain to purchase the U-Haul site. He said the MPO should emphasize the importance of constructing a facility, and the county should be a partner in the project. Clear asked about the funding in 2016-'17 in Mayor Soglin’s capital budget for the intercity terminal. It was clarified the funding is for design, land acquisition, and site improvements with a planning study next year. In response to a question from Williams, Schaefer said the project was not in the TIP, but could be added next year for information purposes only since it is all local funding.

5. Resolution TPB No. 95 Adopting the 2015-2019 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Schaefer noted the email he sent out to the board regarding the STP Urban funding issue. The proposed revised draft priority projects table and accompanying worksheet sent with the email were distributed. He said MPO and WisDOT staff were finally able to get WisDOT to agree to provide us with carryover funding not spent in the last program cycle. It was thought to be $2.8 million, but it is actually only $1.1 million. The
smaller total is due to the fact that additional funding was provided to projects approved in that cycle to fully fund them or get them closer to being fully funded. Therefore, we are short $1.7 million needed in order to fully fund the new Metro and YWCA projects and the cost increases for the County Trunk Highway (CTH) M and Lacy Road projects. Schaefer referred to the worksheet showing two alternative methods for dealing with the shortfall of funding. One would reduce the funding needed to provide the full 50% match to the projects for which costs increased by the amount of new or additional funding requested (honoring the previous commitment of funds) while the other would reduce the funding proportionately based simply on the total federal funding being requested. Schaefer said City of Madison Engineer Rob Phillips sent him an email saying he favored Alternative B because it had less impact on the Metro bus purchase project. Under that scenario, funding for the CTH M would be reduced more. Schaefer said it was a policy decision for the board as to how to adjust the funding for the affected projects.

In response to a question from R. Schmidt, Schaefer clarified that Dane County and the City of Madison were partnering on the CTH M project and that the reduced federal funding would necessitate a larger local share from the county and city. R. Schmidt expressed concern about that. Mandli noted that the cost agreement between the county and city covered all phases of the CTH M project and the CTH PD project. Gust asked about the timing of the affected projects as that might affect the MPO’s allocation of funding for the next program cycle. Schaefer said the affected projects are scheduled for 2015 (SFY 2016), 2016, and 2017 and thus he didn’t think the decision on the funding amounts for the projects would affect the MPO’s allocation of funding. Golden asked about the impact on the YWCA project, and Schaefer said one of the six vans wouldn’t be funded. Schaefer added he thought the program regularly used six vehicles so they might need to continue to pay to lease a vehicle. Golden questioned whether a project could be delayed. Mandli asked if WisDOT would agree to fund projects at less than 50%, and Schaefer said yes as long the projects were funded at 50% when they were initially programmed.

R. Schmidt said she would like more information on the impacts of not fully funding the affected projects, and asked whether a decision could be delayed until the next meeting. Schaefer said delaying action makes it difficult to get the TIP to WisDOT in time to allow state approval and incorporation into the State TIP, but that is an option. Alternatively, the TIP could be approved and any changes in STP Urban funding for the projects handled through a TIP amendment next year. Schaefer asked Kamp if delaying action a month would create a problem for Metro’s budgeting purposes, and he said no. Kamp explained how many fewer buses could be purchased with the reduced funding under the two scenarios (4 or 1.5 buses). He said the impact would be in the out years and the federal funding picture might be different then. In response to a question from Golden, Schaefer clarified that the affected projects are those for which the cost increased either due to a change in design or scope of the project. The projects would still receive an increase in funding, but not enough to cover 50% of the increase. Schaefer reviewed the changes compared to the current TIP. The Metro and YWCA projects were added while E. Johnson Street Phase 2 and Buckeye Road were moved out to 2019. The cost estimates for some projects went down a little while the costs for CTH M and Lacy Road increased substantially. Discussion followed regarding the table and proposed funding changes for projects compared to the initial version showing $2.8 vs. $1.1 million in carryover funding.

R. Schmidt suggested moving the Lacy Road project to 2019 so that all of the projects could be fully funded. Stern commented on the safety and quality of life improvements provided by the Lacy Road project. Golden moved, R. Schmidt seconded, for discussion purposes to move Lacy Road from 2017 to 2019 to fully fund at 50% all of the projects. Golden commented that Lacy Road had the lowest score (34) of all of the priority projects. Gust commented that if a project needed to be delayed that Cottage Grove Road made the most sense to push back because the Interstate bridge project wasn’t scheduled until 2019 and it made sense to construct the bridge and reconstruct the roadway at the same time. He acknowledged the bridge project might be delayed another year or more until the Interstate study is further along since WisDOT must know how many lanes are needed underneath the bridge. Stern pointed out that the YWCA vans and Madison ped/bike safety education program projects actually scored the lowest.
R. Schmidt then suggested moving the Cottage Grove Road project to 2019 instead of Lacy. Schaefer said that would leave a $900,000 surplus that would need to be programmed within the 2015-2018 period. It was suggested to add it to the bus project as a placeholder. King said that made more sense than spreading it out over multiple projects. Gust said a drop and substitution change could be done later to change the funding amount for the bus project and add another project. Mandli expressed a preference for adding funding to the roadway projects to reduce the required 50% match or adding a roadway project. King responded the funding would be added for the bus project only as a placeholder. R. Schmidt expressed a preference for deferring action until the next meeting. Kamp agreed as this would allow time for others affected, including the City of Madison Engineer, to weigh in. Golden commented on the need for the MPO to have a policy to address situations like this. Clear expressed a preference for deferring action. Schaefer said that deferring action for one month wouldn’t create a major problem and would allow input from Madison Engineering and others. Schaefer said he thought the main reason that Madison Engineering staff wanted to go forward with the Cottage Grove Road project in 2017 was they thought the bridge project would be delayed beyond 2019. Stern said that based on the discussion he would also feel more comfortable tabling action on the TIP. Golden said if there is no risk in delaying action he would favor tabling the item.

R. Schmidt moved, Golden seconded, to amend the motion to move the Cottage Grove Road project to 2019 instead of Lacy. Motion carried. Moved by Opitz, seconded by King, to postpone adopting the 2015-2019 Transportation Improvement Program for the Madison Area and Dane County with the change delaying the Cottage Grove Road and other changes in the addition/change sheet. Motion carried.


Schaefer referred to the summary page of the document, and highlighted the major planning activities for next year, including continued work on the major update to the Regional Transportation Plan, continued BRT planning, completion of the bicycle plan, overseeing preparation of the bicycle wayfinding plan, completing revisions to the policies and criteria for scoring STP Urban projects, and the ITS Plan. Other City of Madison led projects included completion of the city’s Sustainable Transportation Master Plan and planning and design work for an intercity bus terminal. The MPO will also continue to be involved with WisDOT’s major corridor studies. Schaefer said the City of Madison and WisDOT had initiated a joint study to plan for redevelopment in the area of the intersection of Stoughton Road and East Washington Avenue. Schaefer also mentioned the City of Madison resolution to be introduced to accept the BRT study, recommend advancing to the next phase of study, and creating an intergovernmental committee to oversee the project. R. Schmidt and Matano said a companion county resolution has also been introduced. Stern asked if the MPO financially supported the Sustainable Communities project led by CARPC. Schaefer said no, that the MPO just agreed to provide staff support for planning activities.

Schaefer said the item was informational. Approval of the work program would be needed at the next meeting. Schaefer said MPO staff met with WisDOT and FHWA staff to review the draft work program. They provided some comments which will be incorporated into the final draft document such as adding a reference to the recently completed Title VI Program. Matano pointed out the meeting calendar in the work program. Related to the board meeting calendar, Schaefer asked if it would be helpful if an Outlook meeting request was sent out for the meetings next year. There was consensus this would be helpful, though some members wanted alternative email addresses to be used.

7. Review and Recommendation of Draft 2015 MPO Budget

Schaefer reviewed the summary budget. Expenditures will be about the same as last year when the MPO received the large increase in federal planning funds. Staff costs would increase to cover a new MPO planner to be hired in the spring and cover two City of Madison transportation planners working on regional planning projects. There is a corresponding reduction in consultant costs, which were high this year due to the ITS plan. Consultant services funds in 2015 would be used for continued travel modeling assistance, a public
survey and website for the regional plan update, and potentially purchasing some detailed origin-destination data. Costs for other services such as printing and copying continue to decrease.

Stern asked if the funding for the new MPO planner covered the full year and, if not, did that create a structurally deficit for 2016. Schaefer said the position was only funded for part of the year, and that the additional cost for the planner in 2016 would be covered by reducing the consultant services budget. Golden asked why there wasn’t extraordinary consultant costs included in the budget for the regional transportation plan update. Schaefer said there was funding for the survey and website, but that the plan would be done in house. Golden responded by asking if consultant assistance would be needed for the public involvement activities. Schaefer said probably not, but that could be considered for 2016. Schaefer said the public involvement activities would not be initiated until summer/early fall of next year. Golden asked staff to review at a future meeting the schedule and process for preparing the plan in order to get board member input. Schaefer said the draft schedule was included in the work program, but more details on the process would be provided early next year.

Moved by R. Schmidt, seconded by King to recommend approval of the 2015 MPO budget. Motion carried.

8. Resolution TPB No. 96 Approving Amendment to the 2014 Unified Planning Work Program and Budget

Schaefer said WisDOT asked MPOs to amend their work program budgets if they were not going to need all of their funding in order to allow other MPOs to use the funds. Due to the delay in hiring the new city transportation planner the MPO is partially supporting and other reasons, the MPO has an estimated $10,000 in surplus funding even after accounting for the carryover of some funding into next year. The amendment revises the budget accordingly.

Moved by Stern, seconded by R. Schmidt, to approve amending the 2014 Unified Planning Work Program and Budget. Motion carried.

9. Update on the Regional ITS Strategic Plan

Schaefer provided a brief update on the project. A consultant team led by HNTB was hired to prepare the plan. A project advisory committee has been created to oversee the project. Robin Schmidt is on the committee representing the MPO Board. The first scheduled activity is a needs workshop with a large group of stakeholders set for October 29.

10. Report on 2014 Rail-Volution Conference in Minneapolis

Matano said he requested this be on the agenda as he wanted to hear more about it. Cechvala showed some pictures of transit and bikeway facilities in the Twin Cities, including the two light rail lines that have been exceeding ridership projections, a new BRT line in a suburban area, and the Northstar commuter rail line. He said there were quite a few sessions on BRT with many great projects around the country.

Kamp asked if they used traffic signal prioritization and off-board fare payment for the BRT. Cechvala said yes to both for BRT and light rail.

11. Status Report by Madison Area TPB Members on Other Projects Involving the TPB

Schaefer reports on the WisDOT studies could be provided next month. He said presentations on the Beltline study and Interstate project are being scheduled for upcoming meetings. A series of public information meetings on the Beltline study are scheduled for late November/early December to review results of travel modeling of stand-alone strategies that have been evaluated (North Mendota Parkway, South Reliever, BRT, etc.).
12. Discussion of Future Work Items

Schaefer said the TIP and Work Program would be action items next month. Staff is in the process of negotiating a final work plan and budget with a consultant to conduct the on-board survey of Metro passengers. The survey would be administered this winter between late January and early March. Bicycle plan advisory committee meetings will be scheduled in the next month or so. A presentation will be provided to the board at the next meeting.

13. Announcements and Schedule of Future Meetings

The next meeting will be held Wednesday, November 5, 2014 at 6:30 p.m. at the Madison Water Utility Building, 119 E. Olin Ave., Room A-B.

14. Adjournment

Moved by King, seconded by Opitz, to adjourn. Motion carried. The meeting adjourned at 8:24 PM.
The Future of the Beltline
Public meetings scheduled for Madison Beltline Study. Your input is needed!

The Wisconsin Department of Transportation (WisDOT) is conducting a Planning and Environment Linkages (PEL) study for the Madison Beltline from US 14 in Middleton to County N in Cottage Grove. The study will identify and evaluate a range of potential strategies (alternatives) that address long-term transportation needs.

Eight public involvement meetings in November and December will present the preliminary findings of how various transportation strategies may address Beltline needs. Each meeting will cover the same content. The following is a list of meeting dates and locations:

**Tuesday, November 11, 2014**
Two meetings:
- 11:30 A.M. to 1:30 P.M., presentation at 12:15 P.M.
- 5:30 to 8 P.M., presentation at 6 P.M.
Madison Central Public Library Room 302
201 W. Mifflin Street, Madison

**Wednesday, November 12, 2014**
5:30 to 8 P.M., presentation at 6 P.M.
McFarland High School Cafeteria
5103 Farwell Street, McFarland

**Monday, November 17, 2014**
5:30 to 8 P.M., presentation at 6 P.M.
Middleton High School Performing Arts Center
2100 Bristol Street, Middleton

**Wednesday, November 19, 2014**
Two meetings:
- 2:30 to 4:30 P.M., presentation at 3 P.M.
- 5:30 to 8 P.M., presentation at 6 P.M.
Boys & Girls Club Gym
4619 Jenewein Road, Fitchburg

**Monday, December 1, 2014**
5:30 to 8 P.M., presentation at 6 P.M.
Glacial Drumlin Middle School Cafeteria
801 Damascus Trail, Cottage Grove

**Wednesday, December 3, 2014**
5:30 to 8 P.M., presentation at 6 P.M.
Centro Hispano of Dane County
810 W. Badger Road, Madison

**Contact information:**
For more information about the Beltline study, contact:

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http://madisonbeltline.dot.wi.gov

**Broad strategies investigated**
A number of strategies (alternatives) are being evaluated to see how well they meet the Beltline study transportation objectives. Strategies need to meet the area’s transportation needs for the next 40 years. Strategies being investigated include the following:

- Expand Beltline Bus Service
- Implement Bus Rapid Transit (BRT)
- Implement Rail Service (Transport 2020)
- Add a North Mendota Corridor
- Add a South Reliever Corridor (near County M)
- Add traffic lanes to the Beltline
A problem statement, goal, and objectives guide the direction of the Beltline study. They were developed collaboratively after numerous meetings with local, state, and federal officials, community groups, and the public.

Problem statement for the Beltline study

The Madison Beltline links southwest Wisconsin to the nation and provides an important connection among neighborhoods, businesses, communities, and regions. Initially constructed in the late 1950s, it became the main east-west highway in the Madison area. Motorists use the Beltline to travel to work, school, shopping, and recreational destinations. Sections of the Beltline carry a yearly average of 123,000 vehicles per day. Without the Beltline, a far more robust system of local streets and arterials would be needed to carry this burden.

A 2008 Madison Beltline Needs Assessment Report documented a number of deficiencies associated with this freeway corridor. They have grown to a level that, in November of 2011, Wisconsin’s Transportation Projects Commission authorized the study of long-term solutions for the Madison Beltline from US 14 in Middleton to County N in Cottage Grove. Solutions are needed to address the following Beltline issues:

- Increasing travel demand and congestion.
- Roadway safety concerns.
- Limited or insufficient accommodations for alternate travel modes.

These issues lead to high crash rates, unreliable travel times, higher travel costs, and negative economic and environmental consequences for area residents, commuters, businesses, and freight movements.

Goal and objectives

Goal

Improve multimodal travel and safety along and across the Madison Beltline corridor in a way that supports economic development, acknowledges community plans, contributes positively to the area’s quality of life, and limits adverse environmental and social effects to the extent practicable.

Objectives

The study will investigate the ability of multiple strategies and corridors to satisfy the Beltline Problem Statement, Goal, and Objectives. Specific, measurable objectives for the Beltline include the following:

1. Improve safety for all travel modes.
2. Address Beltline infrastructure condition and deficiencies.
3. Address system mobility (congestion) for all travel modes.
   i. Pedestrian
   ii. Bicycle
   iii. Transit
   iv. Local and regional passenger vehicles
   v. Freight
4. Limit adverse social, cultural, and environmental effects to the extent practicable.
5. Increase system travel time reliability for regional and local trips.
6. Improve connections across and adjacent to the Beltline for all travel modes.
7. Enhance efficient regional multimodal access to Madison metropolitan area economic centers.
8. Decrease Beltline traffic diversion impacts to neighborhood streets.
9. Enhance transit ridership and routing opportunities.
10. Improve pedestrian and bicycle accommodations.
11. Complement other major transportation initiatives and studies in the Madison area.
12. Support infrastructure and other measures that encourage alternatives to single occupancy vehicle travel.

Did you know?

- Dane County is projected to add another 130,000 residents between now and 2040.
- Only one-half of the Beltline rush-hour traffic is work related.
- Almost 10% of area residents living inside the Beltline use transit.
Meetings 1 and 2 –
Tuesday, November 11, 2014
Two meetings:
11:30 A.M. to 1:30 P.M.,
presentation at 12:15 P.M.
5:30 to 8 P.M., presentation at 6 P.M.
Madison Central Public Library Room 302
201 W. Mifflin Street, Madison

Meeting 3 –
Wednesday, November 12, 2014
5:30 to 8 P.M., presentation at 6 P.M.
McFarland High School Cafeteria
5103 Farwell Street, McFarland

Meeting 4 –
Monday, November 17, 2014
5:30 to 8 P.M., presentation at 6 P.M.
Middleton High School Performing Arts Center
2100 Bristol Street, Middleton

Meetings 5 and 6 –
Wednesday, November 19, 2014
Two meetings:
2:30 to 4:30 P.M., presentation at 3 P.M.
5:30 to 8 P.M., presentation at 6 P.M.
Boys & Girls Club Gym
4619 Jenewein Road, Fitchburg

Meeting 7 –
Monday, December 1, 2014
5:30 to 8 P.M., presentation at 6 P.M.
Glacial Drumlin Middle School Cafeteria
801 Damascus Trail, Cottage Grove

Meeting 8 –
Wednesday, December 3, 2014
5:30 to 8 P.M., presentation at 6 P.M.
Centro Hispano of Dane County
810 W. Badger Road, Madison

Visit the project website for more information at: madisonbeltline.dot.wi.gov
Re:
Resolution TPB No. 96 Adopting the 2015-2019 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Staff Comments on Item:
Action on the TIP was deferred at the last meeting due to the discovery just before the meeting that the MPO had only $1.1 million in carryover STP Urban funding from the prior 2011-2014 program cycle rather than $2.8 million. As a result, there is insufficient funding to cover the new Metro Transit bus purchase and YWCA van purchase projects and the large cost increases for the CTH M and Lacy Road projects. Staff had proposed providing less funding for the new projects and those for which the costs increased. The board expressed a preference for delaying the Cottage Grove Road/CTH BB project to allow all projects to be fully funded.

After discussing with the two city alders for the area, City of Madison Engineering staff has indicated that delaying the Cottage Grove Road project to 2019 is acceptable as long as the project is listed as advanceable to 2017 should additional funding become available. Dane County staff also support this to allow CTH M to be fully funded. The city is planning to go forward with design for the Cottage Grove Road project to have it ready to go in 2017 if funding were available. The city also plans to get the design work for the second phase of E. Johnson Street completed to allow that project to be advanced to 2018 should funding be available. Pushing back the Cottage Grove Road project allows Buckeye Road to be moved back to 2018, though with somewhat less than 50% funding based on the current cost estimates for the projects. A revised draft STP Urban Priority Projects table is attached reflecting these changes.

MPO staff has not yet received feedback from WisDOT BTLR staff regarding the requested STP Urban project funding and scheduling changes. If necessary, a TIP amendment will be processed next year to make any necessary STP Urban project scheduling/funding changes.

Also attached is a revised Addition/Change Sheet, dated 10/22/14, that includes all of the proposed changes to the draft TIP. In addition to the changes listed in the prior version, WisDOT has requested a revision to the schedule and funding for the I-39/90 (Cuba Valley Road Bridges) repair and overlay bridge deck project. Two new state funded WisDOT projects are also listed for informational purposes.

Materials Presented on Item:
1. Resolution TPB No. 96
2. Addition/Change Sheet dated 10/22/14
3. Revised Draft STP Urban Priority Project Listings Table, dated 10/15/14
4. Section 5310 Program of Projects table and project descriptions

Staff Recommendation/Rationale:
Staff recommends adoption of Resolution TPB No. 96 approving the draft TIP with the changes listed in the Addition/Correction Sheet dated 10/22/14.
Resolution TPB No. 96
Adopting the 2015-2019 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) (23 U.S.C. 104, 134) and U.S. Department of Transportation (DOT) regulations (23 C.F.R. Parts 450 and 500, 49 C.F.R. Part 613) require that the designated metropolitan planning organization for each urbanized area develop, in cooperation with the State, local officials, and any affected transit operator, a Transportation Improvement Program (TIP) for the area for which it is designated; and

WHEREAS, MAP-21 and U.S. DOT regulations require that the TIP be updated at least once every two years and be approved by the designated metropolitan planning organization and the Governor1; and

WHEREAS, the Madison Area Transportation Planning Board (TPB) is the designated metropolitan planning organization (MPO) for the Madison, Wisconsin Metropolitan Area with responsibilities to perform metropolitan transportation planning; and

WHEREAS, working with local units of government, the Wisconsin Department of Transportation (WisDOT), Metro Transit, and other implementing agencies, the Madison Area TPB has prepared a coordinated, comprehensive listing of transportation improvement projects proposed to be implemented over the next five years, including a priority list of proposed federally supported projects to be undertaken in 2015-2018; and

WHEREAS, this listing of capital and non-capital transportation improvement projects relates to all modes of surface transportation, including public transit, pedestrian and bicycle facilities, roadways, and other transportation improvements; and

WHEREAS, while official air quality non-attainment designations are not applicable in this region, the adopted Regional Transportation Plan 2035 Update, Madison Metropolitan Area and Dane County and Transportation Improvement Program continue to be consistent with the Wisconsin Air Quality State Implementation Plan to improve air quality in the area; and

WHEREAS, in developing the TIP, the Madison Area TPB has provided local officials, citizens, affected public agencies, private transit providers, and other interested parties with reasonable notice of and an opportunity to participate and comment on the proposed program, including holding a public hearing on the draft TIP on September 3; and

WHEREAS, the draft TIP has been published and made available for public review, including in an electronically accessible format on the Madison Area TPB’s Website; and

WHEREAS, the Madison Area TPB’s public involvement process for development of the TIP is also used by the City of Madison (Metro Transit) to satisfy the public participation requirements for development of the Program of Projects required under the Federal Transit Administration's Section 5307 Urbanized Area Formula Program:

NOW, THEREFORE, BE IT RESOLVED that the Madison Area TPB approves the 2015–2019 Transportation Improvement Program for the Madison Metropolitan Area & Dane County, which incorporates the changes to the Draft TIP, dated August 2014, listed in the Addition/Change Sheet, dated October 22, 2014, and provides specific approval of the listed 2015-2018 projects, including the Priority Surface Transportation Program (STP)—Urban Projects for 2015-2018; and

BE IT FURTHER RESOLVED that project notification and review procedures (in accordance with the successor rules to the Office of Management and Budget Circular A-95) are hereby being met, unless

1 The Governor has delegated TIP approval authority to the WisDOT Secretary.
otherwise specifically noted, for all 2015 through 2018 listed projects utilizing federal funding (many of
which had earlier received favorable A-95 reviews);

BE IT FURTHER RESOLVED that the Madison Area TPB and WisDOT agree that the first year of
the TIP constitutes an “agreed to” list of projects for project selection purposes and no further project
selection action is required for WisDOT or Metro Transit, the major transit operator, to proceed with
federal funding commitment; and, even though a new TIP has been developed and approved by the
Madison Area TPB, WisDOT can continue to seek federal funding commitment for projects in the previous
TIP until a new State TIP (STIP) has been jointly approved by the Federal Highway Administration
(FHWA) and Federal Transit Administration (FTA); and

BE IT FURTHER RESOLVED that projects from the second, third, or fourth year of the TIP may
be advanced by WisDOT or Metro Transit for federal funding commitment without further project
selection action by the MPO, and concerning federal funding sources for projects in the TIP WisDOT may
interchange eligible FHWA funding program sources without necessitating a TIP amendment, subject to
the expedited project selection procedures outlined in the TIP; and

BE IT FURTHER RESOLVED that financial capacity assessment regulations have been met as set
forth in UMTA Circular 7008.1, dated March 30, 1987, and financial capacity exists to undertake the
programmed projects; and

BE IT FURTHER RESOLVED that the Madison Area TPB certifies that the federal metropolitan
transportation planning process is addressing major issues facing the metropolitan area and is being
conducted in accordance with all applicable federal requirements, including:

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 U.S.C. 2000d-1) and 49 C.F.R. Part
   21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin,
   sex, or age in employment or business opportunity;
4. Sections 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21 (Pub.
   L. 112-141) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business
   enterprises in U.S. DOT funded projects;
5. 23 C.F.R. Part 230, regarding the implementation of an equal employment opportunity
   program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and
   49 C.F.R. Parts 27, 37, and 38;
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. 23 U.S.C. 324 regarding the prohibition of discrimination based on gender; and
   discrimination against individuals with disabilities; and

BE IT FURTHER RESOLVED that the Madison Area TPB certifies that all of the listed federally
funded and regionally significant projects in the TIP are consistent with the Regional Transportation Plan
2035 Update, Madison Metropolitan Area and Dane County; the adopted regional transportation plan, and
additional sub-element plans incorporated as part of the plan.

____________________________   _________________________________
Date Adopted        Al Matano, Chair
Madison Area Transportation Planning Board
2015-2019
Transportation Improvement Program
For the Madison Metropolitan Area & Dane County Area
(Project costs in $000s)

ADDITION/CHANGE SHEET

STP-Urban Priority Projects

Page 7: **REVISE** the cost/funding and schedule for the STP-Urban projects as shown in the attached priority project listings table.

Parking Projects

Page 13: **ADD** the following Madison-sponsored project:
State Street Campus-Lake Street Parking Garage, Construct new parking garage. $2,000 (PE, M), $10,600 (Const., M), $12,600 (Total) in 2017.

Page 13: **REVISE** construction funding for the Madison Municipal Building/Judge Doyle Square Parking Garage as follows: $2,000 (PE, M), $5,000 (Const., M), $7,000 (Total) in 2015, $10,950 (Const., M), $10,950 (Total) in 2016.

Pedestrian/Bicycle Projects

Page 15: **REVISE** the 2015 construction funding for the Lower Yahara River Trail project to add programmed federal funding as follows: $3,296 (Fed-EN), $1,337 (Fed-TA), $2,137 (DC), $8,760 (Total).

Page 16: **COMBINE** segments 4 - 6 of the Capital City Trail (Buckeye Extension) into one project, and **REVISE** funding to advance design work from 2016 to 2015, delay construction from 2016 to 2017, add programmed federal construction funding in 2017, and revise project costs as follows: $40 (PE, M), $40 (Total) in 2015, $128 (PE, M), $715 (Constr., Fed-TAP), $179 (Const., M), $1,022 (Total) in 2016 2017.

Page 16: **ADD** the following City of Madison-sponsored project:
Central Park Ped/Bike Improvements. East Isthmus (S. Brearly St. to Baldwin St.). Ped/bike & roadway improvements, including proposed new at-grade ped/bike RR crossing at Few Street and fencing, retaining walls and lighting. Also path along RR corridor. $1,234 (Fed-EN-ear), $308 (M), $1,542 (Total) in 2015.

Transit Capital Projects

Page 23: **ADD** the following City of Madison-sponsored project to the list of planning projects:
TIGER – Urban Footprint Scenario Planning for BRT Station Areas. $300 (Fed-TIGER), $300 (M), $600 (Total) in 2015.

Page 23: **REVISE** the 2015 funding for the Paratransit Eligibility Determinations & Path of Travel Supports Program to add programmed federal funding as follows: $70 (Fed-Sec. 5310), $127 (M), $127 (Total). Also, remove bus pad infrastructure improvements from project description.

Page 24: **REVISE** the 2015 funding for Dane County’s Mobility Management Program to add programmed federal funding as follows: $135 (Fed-Sec. 5310), $168 (DC), $168 (Total).
Page 24: **ADD** the following City of Sun Prairie-sponsored project:
Accessible Minivan for Shared-Ride Taxi Service Operated by Union Cab. $30,000 (Fed-Sec. 5310), $8,000 (SP), $38,000 (Total) in 2015.

Page 24: **ADD** the following project sponsored by Community Living Connections:
Minibus for Transportation for People with Developmental Disabilities in the Stoughton area operated by Community Living Connections. $37,000 (Fed-Sec. 5310), $9,000 (CLC), $46,000 (Total) in 2015.

**Street/Roadway Projects in the Madison Metropolitan Planning Area**

Page 27: **ADD** the following WisDOT-sponsored project:
S. Beltline (USH 12/18) WSOR Bridge (B-13-0192). Repair bridge abutment. $702 (Const., State) in 2015.

Page 28: **REVISE** the schedule and funding for the I-39/90 (Cuba Valley Road Bridges) repair and overlay bridge deck project, advancing construction to 2016, and revising the funding as follows: $3,528 (Const., Fed-NHPP), $392 (Con., State), $3,920 (Total) in 2015, $50 (Const., State), $50 (Total) in 2016.

Page 31: **ADD** the following WisDOT-sponsored project:

Page 35: **DELETE** the CTH P (Bridge over Black Earth Creek) bridge replacement project.

Page 37: **REVISE** the schedule and funding for the Buckeye Road (Monona Drive to Stoughton Road/USH 51) reconstruction project, advancing construction from 2019 to 2018, and revising the funding as follows: $210 (PE, M/DC), $210 (Total) in 2015, $1,065 $920 (Const., Fed-TP), $1,065 $1,210 (Const., M), $2,130 (Total) in 2018 2019.

Page 37: **REVISE** the schedule for the Cottage Grove Road/CTH BB (North Star Drive to Sprecher Road) reconstruction project, advancing ROW acquisition from 2017 to 2016, advancing preliminary engineering from 2016 to 2015, delaying construction from 2017 to 2019, and revising the project costs as follows: $510 (PE, M/DC), $510 (Total) in 2015, $530 (PE, M/DC), $1,000 (ROW, M/DC), $530 $1,000 (Total) in 2016, $1,000 (ROW, M/DC), $2,640 (Const., Fed-TP), $2,640 (Const., M/DC), $6,280 (Total) in 2017, $2,640 (Const., Fed-TP), $2,640 (Const., M), $5,280 (Total) in 2017, $2,640 (Const., Fed-TP), $2,640 (Const., M), $5,280 (Total) in 2019.

Page 40: **COMBINE** the Monroe Street (Odana Rd. to Leonard Street) resurfacing project and Monroe Street (Leonard to Regent) reconstruction project into one project, and **REVISE** funding to continue design work into 2016, delay construction until 2017, and revise the combined project costs as follows: $940 $25 (PE, M), $4,940 (Const., M), $5,065 $25 (Total) in 2015, $4,940 (Const., M), $885 (PE, M), $4,940 $885 (Total) in 2016, $9,120 (Const., M), $9,120 (Total) in 2017.
## Allocation/Project Funding

<table>
<thead>
<tr>
<th>Allocation Amount (2014 - 2018)</th>
<th>$25,666</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carry-Over Programming by MPO from 2011 - 2014 Allocation</td>
<td>$6,692</td>
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<tr>
<td>Total funding Available</td>
<td>$32,358</td>
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<tr>
<td>Proposed Total Allocation Applied to Projects (2014 - 2018)</td>
<td>$32,358</td>
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<tr>
<td>(Difference)</td>
<td>$0</td>
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<tr>
<td>Estimated Allocation Amount (2019)</td>
<td>$6,416</td>
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<tr>
<td>Total Allocation Applied to Projects (2019)</td>
<td>$6,221</td>
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<tr>
<td>(Difference)</td>
<td>$195</td>
</tr>
<tr>
<td>Carry-Over Programming by MPO for (2020)</td>
<td>$195</td>
</tr>
</tbody>
</table>

Note: Includes carryover funding not programmed from 2011-2014 ($1,102) plus funding programmed for carryover project (CTH M, #5992-08-82) ($5,590)

## Priority Projects (2015-2018)

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Name</th>
<th>Score</th>
<th>Construction/Project Year</th>
<th>Total Cost (thousands)</th>
<th>Percent</th>
<th>Federal Funds Currently Approved (thousands)</th>
<th>Proposed Federal Funds (thousands)</th>
<th>Comments</th>
<th>Score</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>S992-08-20,30-32</td>
<td>MPO Rideshare Program</td>
<td>48</td>
<td>2015-2018</td>
<td>$415</td>
<td>80</td>
<td>$324</td>
<td>$332</td>
<td>Ongoing support per MPO policy</td>
<td></td>
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</tr>
<tr>
<td>5992-08-29,33-35</td>
<td>City of Madison Ped/Bike Safety Education Program</td>
<td>30</td>
<td>2015-2018</td>
<td>$355</td>
<td>80</td>
<td>$284</td>
<td>$284</td>
<td>Ongoing support per MPO policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5992-09-31</td>
<td>McKee Rd./CTH PD (Meriter Way to Maple Grove Rd.)</td>
<td>36</td>
<td>2015-2016</td>
<td>$165</td>
<td>80</td>
<td>$5,590</td>
<td>$8,300</td>
<td>Includes ped/bike path and underpass of Midlown Rd.</td>
<td></td>
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</tr>
<tr>
<td>5992-09-82</td>
<td>CTH M (Cross Country Rd. to 2,500' N of CTH PD)</td>
<td>42</td>
<td>2016</td>
<td>$16,600</td>
<td>50</td>
<td>$5,590</td>
<td>$8,300</td>
<td>Carryover project. Moved from '15. Includes path, underpasses.</td>
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</tr>
<tr>
<td>5992-09-85</td>
<td>CTH M (2,500' N of CTH PD to 1,000 S of Valley View Road)</td>
<td>42</td>
<td>2016</td>
<td>$12,800</td>
<td>50</td>
<td>$5,915</td>
<td>$6,400</td>
<td>Includes ped/bike path and underpass of Midlown Rd.</td>
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<tr>
<td>5992-09-03-36</td>
<td>Lacy Rd. (City Hall to Syene Rd.)</td>
<td>36</td>
<td>2017</td>
<td>$4,000</td>
<td>50</td>
<td>$800</td>
<td>$2,000</td>
<td>Project limits extended from Fahey Glen to Syene Road. Includes roundabout at Fahey Glen.</td>
<td></td>
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</tr>
<tr>
<td>5992-09-37</td>
<td>CTH PD (Nine Mound Road to CTH M)</td>
<td>36</td>
<td>2018</td>
<td>$7,210</td>
<td>50</td>
<td>$3,715</td>
<td>$3,605</td>
<td>Includes path. Potentially move to 2017, if possible.</td>
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<tr>
<td>5992-09-41</td>
<td>Buckeye Rd./CTH AB (Monona Dr. to Stoughton Rd./USH 51)</td>
<td>32</td>
<td>2018</td>
<td>$2,130</td>
<td>50</td>
<td>$1,035</td>
<td>$920</td>
<td>$145 short of 50% funding based on current cost estimates for projects.</td>
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<td>S992-08-21</td>
<td>MPO Rideshare Program</td>
<td>Ongoing</td>
<td>2016</td>
<td>$105</td>
<td>50</td>
<td>$0</td>
<td>$84</td>
<td>Ongoing support per MPO policy. 3% Increase over 2018 funding amount.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S992-09-14</td>
<td>E. Johnson St. (Baldwin St. to First St.) Phase 2</td>
<td>40</td>
<td>2019</td>
<td>$3,940</td>
<td>50</td>
<td>$1,970</td>
<td>$1,970</td>
<td>Advanceable to 2018 if funding becomes available.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S992-09-28</td>
<td>Cottage Grove Rd/CTH BB (North Star Dr to Sprecher Rd)</td>
<td>36</td>
<td>2019</td>
<td>$5,280</td>
<td>50</td>
<td>$2,550</td>
<td>$2,640</td>
<td>Advanceable to 2017 if funding becomes available. Coordinate w/ i-39/90 bridge project.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S992-09-26</td>
<td>McKee Rd./CTH PD (Commerce Park Dr to Seminole Hwy.)</td>
<td>New</td>
<td>2019</td>
<td>$2,900</td>
<td>50</td>
<td>$0</td>
<td>$1,450</td>
<td>Coordinate w/ Verona Rd/CTH PD interchg project Incl. ped/bike crossing.</td>
<td></td>
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<tr>
<td>S992-09-36</td>
<td>City of Madison Ped/Bike Safety Education Program</td>
<td>Ongoing</td>
<td>2016</td>
<td>$96</td>
<td>50</td>
<td>$0</td>
<td>$77</td>
<td>Ongoing support per MPO policy. 3% Increase over 2018 funding amount.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## Candidate Future Projects

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Name</th>
<th>Score</th>
<th>Construction/Project Year</th>
<th>Total Cost (thousands)</th>
<th>Percent</th>
<th>Federal Funds Currently Approved (thousands)</th>
<th>Proposed Federal Funds (thousands)</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>S992-08-20,30-32</td>
<td>MPO Rideshare Program</td>
<td>48</td>
<td>2016</td>
<td>$13,259</td>
<td>50</td>
<td>$0</td>
<td>$77</td>
<td>Ongoing support per MPO policy. 3% Increase over 2018 funding amount.</td>
</tr>
<tr>
<td>S992-09-14</td>
<td>E. Johnson St. (Baldwin St. to First St.) Phase 2</td>
<td>40</td>
<td>2019</td>
<td>$3,940</td>
<td>50</td>
<td>$1,970</td>
<td>$1,970</td>
<td>Advanceable to 2018 if funding becomes available.</td>
</tr>
<tr>
<td>S992-09-28</td>
<td>Cottage Grove Rd/CTH BB (North Star Dr to Sprecher Rd)</td>
<td>36</td>
<td>2019</td>
<td>$5,280</td>
<td>50</td>
<td>$2,550</td>
<td>$2,640</td>
<td>Advanceable to 2017 if funding becomes available. Coordinate w/ i-39/90 bridge project.</td>
</tr>
<tr>
<td>S992-09-26</td>
<td>McKee Rd./CTH PD (Commerce Park Dr to Seminole Hwy.)</td>
<td>New</td>
<td>2019</td>
<td>$2,900</td>
<td>50</td>
<td>$0</td>
<td>$1,450</td>
<td>Coordinate w/ Verona Rd/CTH PD interchg project Incl. ped/bike crossing.</td>
</tr>
<tr>
<td>S992-09-36</td>
<td>City of Madison Ped/Bike Safety Education Program</td>
<td>Ongoing</td>
<td>2016</td>
<td>$96</td>
<td>50</td>
<td>$0</td>
<td>$77</td>
<td>Ongoing support per MPO policy. 3% Increase over 2018 funding amount.</td>
</tr>
</tbody>
</table>

Note: Includes carryover funding not programmed from 2011-2014 ($1,102) plus funding programmed for carryover project (CTH M, #5992-08-82) ($5,590)
## DRAFT Section 5310 Program of Projects for the Madison Urbanized Area - 2015

<table>
<thead>
<tr>
<th>Subrecipient</th>
<th>Service Area</th>
<th>Service Area Type</th>
<th>Sub Type</th>
<th>Project Type</th>
<th>Project Description/ALI</th>
<th>FTA Amount</th>
<th>Local Amount</th>
<th>Total Amount</th>
<th>Coordination Plan Page</th>
<th>Project Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Madison - Metro Transit</td>
<td>Madison Area</td>
<td>Urban</td>
<td>DR</td>
<td>Capital</td>
<td>In-Person Assessments and Transit Orientation</td>
<td>$70,400</td>
<td>$17,600</td>
<td>$88,000</td>
<td>32, 34, 37</td>
<td>14f</td>
</tr>
<tr>
<td>Dane County Department of Human Services</td>
<td>Dane County</td>
<td>Rural</td>
<td>LG</td>
<td>Capital</td>
<td>One-Call Center and Mobility Training</td>
<td>$134,847</td>
<td>$33,750</td>
<td>$168,597</td>
<td>32, 34, 37</td>
<td>14f</td>
</tr>
<tr>
<td>Community Living Connections, Inc.</td>
<td>Stoughton</td>
<td>Urban</td>
<td>PNP</td>
<td>Capital</td>
<td>Minibus (8/1 gas) for Transportation for People with Disabilities</td>
<td>$36,800</td>
<td>$9,200</td>
<td>$46,000</td>
<td>35</td>
<td>14a</td>
</tr>
<tr>
<td>City of Sun Prairie</td>
<td>Sun Prairie</td>
<td>Urban</td>
<td>LG</td>
<td>Capital</td>
<td>Accessible Min-Van (5/1 gas) for Shared-Ride Taxi</td>
<td>$30,400</td>
<td>$7,600</td>
<td>$38,000</td>
<td>33</td>
<td>15a</td>
</tr>
<tr>
<td>City of Madison - Metro Transit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Grant Administration</td>
<td>$19,237</td>
<td>$0</td>
<td>$19,237</td>
<td>12</td>
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<td><strong>Total</strong></td>
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<td></td>
<td></td>
<td><strong>$291,684</strong></td>
<td><strong>$68,150</strong></td>
<td><strong>$359,834</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Category A Projects** - Certified as having met federal requirements and approved for funding.

**Category B Projects** - Pending federal requirements and/or pending approval for funding.

---

1 DR - Direct Recipient, PNP - Private Non-Profit, LG - Local Government, PO - Private Operator receiving indirect funds

2 Project type defined in FTA C 9070.1G:

- 12 - Administration expenses
- 14a - Rolling stock and related activities (meeting the 55% requirement)
- 14b - Passenger facilities (meeting the 55% requirement)
- 14c - Support facilities and equipment (meeting the 55% requirement)
- 14d - Lease of equipment (meeting the 55% requirement)
- 14e - Acquisition of transportation services under a contract, lease, or other arrangement, including user-side subsidies (meeting the 55% requirement)
- 14f - Support for mobility management and coordination programs (meeting the 55% requirement)
- 15a - Public transportation projects (capital and operating) planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities
- 15b - Public transportation projects that exceed the requirements of the ADA
- 15c - Public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on ADA complementary paratransit service
- 15d - Alternatives to public transportation that assist seniors and individuals with disabilities with transportation
Section 5310 Program of Projects for the Madison Urbanized Area – 2015
Project Descriptions

Madison Area Transportation Planning Board

<table>
<thead>
<tr>
<th>Subrecipient:</th>
<th>Metro Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project:</td>
<td>In-Person Assessments and Transit Orientation</td>
</tr>
</tbody>
</table>

This project funds a staff position to perform ADA complementary paratransit eligibility determinations, interviews and functional testing, transit orientation, and path of travel assessments. The position requires National Transit Institute training on Comprehensive ADA paratransit eligibility determinations. The staff person arranges, conducts, and documents interviews, conducts and documents physical and cognitive assessments, maintains eligibility records, and participates in appeals panels. The position is responsible for assessing all new applicants and current customers to reevaluate.

As part of the assessment process, the staff person conducts transit orientation which includes: description and demonstration of fixed-route and paratransit features, availability of alternative transportation programs and services, and offering travel training services. Staff will refer select candidates for travel training to Dane County and assess path of travel to fixed-route bus stops for path modifications and supports.

<table>
<thead>
<tr>
<th>Subrecipient:</th>
<th>Dane County Department of Human Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project:</td>
<td>One-Call Center and Mobility Training</td>
</tr>
</tbody>
</table>

Anyone may call Dane County’s One-Call Center (608-242-6489) for detailed specialized transportation information, referrals to transportation programs or providers, eligibility determination, ride authorization, or other services. Information on all available transportation resources in Dane County is provided, including both county-funded and other programs. There is no charge for services.

The Mobility Training programs include a volunteer Bus Buddy program to familiarize riders with Metro Transit’s fixed-route system, paratransit, and other specialized transportation; as well as a travel training program provided by certified occupational therapists to seniors and people with disabilities. Graduates of the Mobility Training program who migrate to fixed-route service are provided a no-cost transit pass.

<table>
<thead>
<tr>
<th>Subrecipient:</th>
<th>Community Living Connections, Inc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project:</td>
<td>Minibus (8/1 gas) for Transportation for People with Disabilities</td>
</tr>
</tbody>
</table>

Community Living Connections, Inc. is a local private non-profit organization that provides services to adults with developmental disabilities who live in Dane County. CLC will purchase an accessible vehicle and provide no-cost transportation to people with disabilities in the Stoughton area. This service will complement the shared-ride taxi which does not accommodate full-size wheelchairs, has limited hours, and is prohibitively expensive for trips outside Stoughton. It will also complement the existing Dane County specialized transportation services by providing trips to activities not currently served. CLC will coordinate with other organizations to maximize the availability of the vehicle.
Subrecipient: City of Sun Prairie

Project: Accessible Min-Van (5/1 gas) for Shared-Ride Taxi

The City of Sun Prairie offers a shared-ride taxi program open to the residents of Sun Prairie through a contract with Union Cab. The City of Sun Prairie currently owns three vehicles and leases them to Union Cab. The ridership of seniors and people with disabilities has increased steadily with continued growth predicted. This vehicle will help accommodate this growth and improve the availability of service to seniors and people with disabilities.
**Re:** Consideration of Resolution TPB No. 97 Approving the 2015 Unified Planning Work Program and 2015-2017 Overall Program Design Report

**Staff Comments on Item:** A notice and summary of the draft 2015 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. MPO staff met with FHWA and WisDOT staff to review the preliminary draft Work Program. Their comments were incorporated into the final draft document. City of Sun Prairie planner Scott Kugler submitted a comment asking if MPO staff could update the travel modeling work previously performed for the city for its West Side Neighborhood Plan. A reference to this modeling assistance has been added. Based on a suggestion from WisDOT and FHWA staff, the 2014 carryover funding has been revised to add more funding for staff costs and reduce the funding for the ITS Plan in order to ensure the carryover funding is spent by May 31, 2015 per WisDOT policy. This is because the ITS Plan is not scheduled to be completed until August. A corresponding change to the 2015 work program budget has been made. A correction sheet, dated November 2014, has been prepared incorporating these two changes.

**Materials Presented on Item:**
1. Change/Correction Sheet dated November 2014
2. Resolution TPB No. 97

[Note: The Draft 2015 Unified Planning Work Program and 2015-2017 Overall Program Design Report was distributed in the October meeting packet.]

**Staff Recommendation/Rationale:** Staff recommends approval of Resolution TPB No. 97 approving the Work Program with the changes identified in the correction sheet, dated November 2014. The 2015 Unified Planning Work Program is the basis for MPO contracts with local units of government and with local, state, and federal agencies for 2015 planning activities and funding.

*You may want to bring your draft copy of the 2015 Unified Planning Work Program dated October 2014 to the meeting for reference*
1. Page 1: Change summary of budget to reflect 82.25 person-months now covered by 2015 funding with 8.05 person-months covered by 2014 carryover funding.

2. Page 6: Add the following text after the paragraph mentioning the MPO’s Public Participation Plan:
   This 2015 UPWP has been prepared with input from local municipalities, Metro Transit and other transit providers, Wisconsin Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the public through the MPO’s advisory committees, the policy board, and other means consistent with the MPO’s Public Participation Plan.

3. Page 6: Add the following text prior to the paragraph regarding Title VI:
   MPOs are required to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable federal requirements. This self-certification is included in the adopting resolution for the UPWP.

4. Page 9: Add a reference to environmental justice and accessibility analyses for the bicycle plan and TIP in discussing the MPO’s efforts to address the FTA’s planning emphasis areas.

5. Page 21: Add the following sentence at the bottom of the page at the end of Work Element 2300 Data Collection Activities:
   Staff person months include 0.6 of non-MPO City of Madison Planning staff time to assist with land use and socio-economic data collection for use in refining the TAZ forecasts for the RTP update.

5. Page 29: Under Work Element 2700 (Roadway and Transit Corridor and Special Studies) add a reference in the second bullet to MPO assistance to the City of Sun Prairie to update travel modeling previously conducted for the city’s West Side Neighborhood Plan.

6. Page 34: Add the following sentence towards the bottom of the page at the end of Work Element 2700 Roadway and Transit Corridor & Special Area Studies:
   Staff person months include 6.2 of non-MPO City of Madison Planning staff time to support preparation of the Sustainable Madison Transportation Master Plan, BRT service and station area planning, analysis of local street connection and other transportation issues associated with a redevelopment planning study of the East Washington Avenue/Stoughton Road intersection, follow up planning efforts from the South Capitol Transit Oriented Development (TOD) District Planning Study, and other corridor planning efforts.
7. Page 40: Revise the Proposed 2015 Work Program Budget Table to reflect a reallocation of the 2014 carryover funding to cover only part of the ITS Plan and additional staff time. Associated changes are made to the 2015 budget, adding funding for the completion of the ITS Plan and reducing staff time and funding from Work Elements 2200 and 2700 (see attached revised table).
<table>
<thead>
<tr>
<th>WORK ELEMENT NUMBER</th>
<th>WDOT Work Element Percent (6)</th>
<th>PERSON MONTHS</th>
<th>MPO STAFF HOURS</th>
<th>Non-MPO STAFF HOURS</th>
<th>TOTAL STAFF HOURS</th>
<th>FHWA/FTA PL FUNDS 80.0%</th>
<th>WDOT MPO/ URBAN 80.0%</th>
<th>MPO/ Local 0</th>
<th>OTHER PROGRAMS (See key)</th>
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<td>Survey, Website for RTP &amp; O/D Data (WE 2200)</td>
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**SUMMARY OF TOTAL COSTS BY TYPE**

- **TOTAL PERSON-MONTHS AND HOURS**: 82.25, 12,669, 1,142, 13,811
- **CONSULTING SERVICES**: 151,195, 10,095, 27,704
- **RIDESHARE/TDM ADVERTISING & MATERIALS**: (3) 12,000, 3,000
- **OTHER DIRECT COSTS**: 553,030, 36,925, 101,332, 79,200, 19,800
- **STAFF**: 704,226, 47,020, 129,036, 79,200, 19,800

**TOTAL 2015 COST**: 857,147, 151,836, 1,008,983

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### 2014 MADISON AREA TRANSPORTATION PLANNING BOARD CARRYOVER FUNDING BUDGET AND WORK PROGRAM ELEMENTS

<table>
<thead>
<tr>
<th>WORK ELEMENT NUMBER</th>
<th>WDOT Work Element Percent (6)</th>
<th>PERSON MONTHS</th>
<th>MPO STAFF HOURS</th>
<th>Non-MPO STAFF HOURS</th>
<th>TOTAL STAFF HOURS</th>
<th>FHWA/FTA PL FUNDS 80.0%</th>
<th>WDOT MPO/ URBAN 80.0%</th>
<th>MPO/ Local 0</th>
<th>OTHER PROGRAMS (See key)</th>
<th>TOTAL MPO Non-Local</th>
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<td>Long-Range Multi-Modal System-Wide Transp. Planning</td>
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**OTHER DIRECT COSTS**: 4040 Intelligent Transp. Systems (ITS) Plan

- 65,325, 4,222, 12,110

**TOTAL 2014 CARRYOVER COST**: 128,221, 47,020, 129,036, 79,200, 19,800

---

(1) FHWA/FTA PL (80%), WisDOT (5.34%), MPO (14.66%)
(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
Resolution TPB No. 97
Approving the 2015 Unified Planning Work Program
and 2015-2017 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 2015 Unified Planning Work Program for the Madison Area Transportation Planning Board (TPB) is annually updated, and is the first year of the 2015-2017 Overall Program Design Report; and

WHEREAS separate grant applications will be required to apply for the 2015 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 2015 Unified Planning Work Program and the 2015-2017 Overall Program Design Report dated November 2014, which incorporates the changes reflected in the change/correction sheet dated November 2014 into the draft 2015 Unified Planning Work Program dated October 2014; 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 2015 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. Sections 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 112-141) 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. 98 Regarding Agreement for Specialized Transportation Coordination Services with Dane County in 2015

Staff Comments on Item:
It is proposed that the Madison Area TPB 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. 98
2. Description of scope of work for proposed County funding of coordination services and Metro Transit’s promotion and transit information services.

Staff Recommendation/Rationale:
Staff recommends approval.
Resolution TPB No. 98
Authorizing the City of Madison to Enter into an Agreement with Dane County for the Madison Area TPB to Provide Specialized Transportation Coordination Services in 2015

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

WHEREAS, the County is requesting that the Madison Area TPB continue this assistance of coordination services; and

WHEREAS, the County has budgeted $5,000 for this service for the year 2015; and

WHEREAS, this service is included in the MPO’s adopted 2015 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 Madison Area TPB is the City of Madison;

NOW, THEREFORE, BE IT RESOLVED that the Madison Area Transportation Planning Board agrees to have the TPB staff provide this service to Dane County in 2015 and authorizes the City of Madison on behalf of the Madison Area TPB to execute the agreement and contract to provide this service.

_________________________________________  _________________________________
Date Adopted          Al Matano, Chair
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 routes 47, 49 & 52; Middleton routes 70, 71, 72, & 73, etc.).
   - Creating other promotional materials including public information to increase awareness of Metro.

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

3. Contribution Toward Operating Costs of Metro Transit

   During 2015 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 2015, 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.** Dane County will fund the following specialized transportation planning and coordination services of the City of Madison to be provided by the Madison Area Transportation Planning Board (TPB).

1) Providing technical assistance to the Dane County Specialized Transportation Commission and Dane County Transit Subcommittee, 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)

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**Schedule C: Reports**

Progress reports will be provided by Madison Area TPB staff to County staff quarterly.
Re:
Consideration of Resolution No. 99 Authorizing the City of Madison to Enter Into an Agreement with the Capital Area Regional Planning Commission (CARPC) for the Madison Area Transportation Planning Board (TPB) to Provide Transportation Planning Work Activities to CARPC in 2015

Staff Comments on Item:
CARPC is requesting $15,000 from the Wisconsin Department of Transportation for transportation planning activities for areas in Dane County outside of the Madison Metropolitan Area. About $9,700 of the $15,000 will be set aside for MPO planning services.

CARPC is requesting that the Madison Area TPB, as the MPO for the region, provide these services in a similar manner as in 2015.

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 Regional Land Use Plan. Services may also include analysis of transportation issues associated with CARPC’s Future Urban Development Area planning for local communities.

This activity is included in the adopted 2015 Unified Planning Work Program of the MPO.

Materials Presented on Item:
1. Resolution TPB No. 99
2. Draft agreement between City of Madison and CARPC for MPO to provide planning services

Staff Recommendation/Rationale:
Staff recommends approval.
Resolution TPB No. 99

Authorizing the City of Madison to Enter into an Agreement with the Capital Area Regional Planning Commission (CARPC) for the Madison Area Transportation Planning Board (TPB) to Provide Transportation Planning Work Activities to the CARPC in 2015

WHEREAS, the Madison Area Transportation Planning Board (TPB) 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 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 $9,700 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 Madison Area TPB, as the MPO for the region, provide these services in a similar manner as in 2014; and

WHEREAS, these services are to consist of (1) conducting an analysis of the impact of proposed Urban Service Area amendments on the multi-modal transportation system, including 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 the overall consistency with the policies and recommendations in the Regional Transportation Plan; (2) preparing transportation information for incorporation into CARPC’s Annual Trends Report; (3) coordinating the MPO’s planning efforts for the Regional Transportation Plan with CARPC’s planning efforts for the Regional Land Use Plan; and (4) conducting an analysis of transportation issues associated with CARPC’s Future Urban Development Area planning, as needed; and

WHEREAS, the Madison Area TPB will bill the CARPC on a quarterly basis for the cost of these services not to exceed $9,700 for calendar year 2014; and

WHEREAS, this work activity is included in the adopted 2015 Unified Planning Work Program of the Madison Area TPB;

NOW, THEREFORE, BE IT RESOLVED that the Madison Area Transportation Planning Board (TPB) authorizes 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 the CARPC in calendar year 2015 and to provide for the reimbursement of staff services for an amount not to exceed $9,700.

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, 2015 through December 31, 2015.

Scope of Services: The City will provide transportation planning services to the CARPC. These services will be provided by City staff to the Madison Area Transportation Planning Board (TPB) – 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: (1) collecting and analyzing transportation data and preparing information for CARPC’s Annual Trends Report posted on its website; and (2) working with CARPC staff to coordinate the MPO’s Regional Transportation Plan with CARPC’s Regional Land Use Plan. Services may also include analysis of transportation issues associated with CARPC’s Future Urban Development Area planning for local communities.

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 $9,700 for calendar year 2015.

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.
CAPITAL AREA REGIONAL PLANNING COMMISSION

By: __________________________
    Kamran Mesbah
    Deputy Director

Date: __________________________

CITY OF MADISON

By: __________________________
    Paul Soglin
    Mayor

Date: __________________________

By: __________________________
    Maribeth Witzel-Behl
    City Clerk

Date: __________________________

Countersigned:

By: __________________________
    David Schmiedicke
    City Finance Director

Date: __________________________

Approved as to Form:

By: __________________________
    Michael May
    City Attorney

Date: __________________________
Re: Appointment to the MPO Citizen Advisory Committee

**Staff Comments on Item:**

The MPO Board approved the appointment of six new members to the MPO Citizen Advisory Committee (CAC) in September, bringing the total committee size to 13. The MPO’s Rules call for a maximum of 15 members. The new members were recruited to replace some members that resigned and fill in some gaps in representation on the committee such as non-Madison residents.

Mark Clear sent me a note indicating one of his constituents, David Hoffert, was interested in serving on the committee. David is President of the Parkwood Hills Neighborhood Association. He has a strong interest in transportation policy issues, including the future impact of self-driving cars. He is completing Ph.D. research on this topic. He has an interesting background having starting in engineering and switched to public policy. If appointed, I’d probably want to cap the membership at 14 and put a hold on consideration of any new appointments. That is fine. Alternatively, I could put him on the “waiting list”.

**Materials Presented on Item:**

1. List of existing and prospective new MPO Citizen Advisory Committee member (with candidate new member underlined)

**Staff Recommendation/Rationale:**

Staff recommends appointment of the new member.
## Madison Area Transportation Planning Board – An MPO Citizen Advisory Committee

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<tr>
<th>Name</th>
<th>Affiliation(s)</th>
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<tr>
<td>Steve Arnold</td>
<td>City of Fitchburg Alder, 4th District</td>
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<tr>
<td>Jessica Canela</td>
<td>New Routes Adolescents Program Manager with Centro Hispano of Dane County</td>
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<tr>
<td>Ronn Ferrell</td>
<td>Dane Co. Supervisor, 15th District</td>
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<tr>
<td>Cristel Gjerde</td>
<td>City of Madison Resident; League of Women Voters</td>
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<tr>
<td>Meg Healy</td>
<td>UW-Madison Student</td>
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<tr>
<td>David Hoffert</td>
<td>City of Madison Resident; President, Parkwood Hills Neighborhood Association</td>
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<tr>
<td>Greg Hull</td>
<td>City of Madison Resident; Realtor</td>
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<tr>
<td>Joe Maldonado</td>
<td>City of Fitchburg Resident; Program Manager with Boys &amp; Girls Club of Dane County</td>
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<tr>
<td>John Rider</td>
<td>City of Madison Resident; Sierra Club – Four Lakes Group</td>
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<tr>
<td>Gary Rylander</td>
<td>Traffic Engineering Consultant; Member, City of Middleton Public Works Committee</td>
</tr>
<tr>
<td>Susan Springman</td>
<td>Village of Waunakee Board Trustee; Project Manager with Mullins Group</td>
</tr>
<tr>
<td>Tom Stoebig</td>
<td>Former Dane Co. Supervisor, 17th District; City of Madison Resident; AARP-Wisconsin</td>
</tr>
<tr>
<td>Dave Wallace</td>
<td>Village of Cottage Grove Trustee; Engineer for Wisconsin Department of Safety &amp; Professional Services</td>
</tr>
<tr>
<td>Royce Williams</td>
<td>ProRail; Madison Area Bus Advocates</td>
</tr>
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