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

May 7, 2014
Madison Water Utility
119 E. Olin Avenue, Room A-B

AGENDA

1. Roll Call

2. Approval of April 2, 2014 Meeting Minutes

3. Communications

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

5. Resolution TPB No. 89 Approving Amendment #4 to the 2014-2018 Transportation Improvement Program for the Madison Area & Dane County
   • Aberg Ave. (Shopko Dr. Intersection), Intersection Improvements [NEW, Const. in 2016]

6. Approval of Scoring and Priority Ranking of 2014-2018 Transportation Alternatives Program Project Applications for Consideration by WisDOT

7. Presentation on the MPO’s TDM/Rideshare Program Activities

8. Presentation on South Capitol TOD District Planning Study
   (City of Madison Planning Staff)

9. Discussion and Consideration of Possible Letter to WisDOT on Plans for Verona Road (USH 18/151) and Corridor Studies of Stoughton Road (USH 51), USH 51 (McFarland to Stoughton), and the Beltline (USH 12/14/18/151)

10. 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

11. Discussion of Future Work Items:
    • Title VI Plan
    • Public Participation Plan Update
    • Roadway Functional Classification Update
    • Revisions to STP Urban Project Scoring Criteria
    • Regional ITS Strategic Plan
    • Bicycle Transportation Plan Update

12. Announcements and Schedule of Future Meetings

13. Adjournment

Next MPO Meeting:

Wednesday, June 4 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)  
April 2, 2014 Meeting Minutes

1. Roll Call

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

Members absent: Judd Blau, Steve King, Paul Lawrence, Ed Minihan

MPO Staff present: Bill Schaefer, David Kanning

Others present in an official capacity: Chris Petykowski (City of Madison Engineering), Brian Smith (City of Madison Traffic Engineering)

2. Approval of March 5, 2014 Meeting Minutes

Moved by C. Schmidt, seconded by Kamp, to approve the March 5, 2014 meeting minutes. Motion carried.

3. Communications

- Letters from WisDOT approving TIP Amendments 1 and 2.
- Email from WisDOT Transportation Alternatives Program manager responding to MPO staff email regarding WisDOT’s policy regarding the sub-allocation of funding to large MPOs.

Schaefer described the main points of his response to the email. He said staff was very upset about the very late timing of the announcement after so much work had been done on developing new project criteria and working with applicants on their applications. Also, as with the STP Urban program, no written policy was provided. He said WisDOT did not have to allocate the 2013-’14 MPO sub-allocations to previously approved projects nor reduce the 2015-’18 sub-allocations by the amount of funding for those projects. The projects were approved by WisDOT as part of a statewide process and the statewide pool of funds could have been reduced instead. Also, WisDOT created the shortfall of funding by transferring TAP funding to other programs as permitted under MAP-21.

Golden asked if there was a way to appeal the decision under Chapter 227. Schaefer said WisDOT had authority for administering these programs, and this was a policy decision. Gust confirmed, and said WisDOT created the new policy as a way to meet the fiscal constraint requirements set forth by MAP-21. He noted that the FHWA has accepted WisDOT’s new policy. Gust said the policy will create new opportunities, particularly for STP-Urban funding, if communities have projects that are ready for construction.

- Letter from WisDOT regarding a local officials meeting regarding the planned reconstruction of the Interstate and Beltline interchange.

Schaefer said the interchange was part of the larger I-39/90 expansion project between Madison and the state line. However, the interchange component was separated from the larger project and there is currently no identified funding for the interchange. The purpose of the meeting on April 17th is to review preliminary design for the interchange, which includes removal of the left-side exit ramps. Some discussion followed. Gust said FHWA requires removal of such exits as a standard part of interchange projects for safety reasons.

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

None

5. Presentation on Proposed Revised Design for CTH M/CTH PD Intersection

Schaefer introduced Chris Petykowski, City of Madison Engineering and Brian Smith, City of Madison Traffic Engineering. He said that the southern segment of County Trunk Highway M was scheduled for
construction in 2015 and 2016. It is a joint City of Madison/Dane County/City of Verona project and is receiving STP Urban funding. The City of Madison is the project lead and has been working with the project consultant, MSA, on a proposed redesign of the intersection. Petykowski said that 50 – 60 people attended a public information meeting last month in the City of Verona. The new design was well received by meeting attendees. The purpose of that meeting was to present the proposed design, gather feedback, and field questions about the project.

Petykowski provided an update on the overall multi-phase CTH M corridor project. He reviewed the goal of the project and the existing conditions, including environmental constraints and lack of other parallel routes. He described the originally approved design for CTH M/CTH PD intersection, which was a two lane roundabout that could be expanded to three lanes, when warranted. The traffic simulation modeling for the roundabout, using different models, showed that there would be a significant amount of queuing and delay in the evening peak travel hour for both existing and forecast future traffic conditions. Epic’s rapid expansion has significantly affected traffic volumes in the area. Epic recently completed a new traffic impact analysis based on their proposed expansion. The projected volumes were greater than the future volumes that were used in the roundabout analysis.

Because of these issues, some design alternatives were examined that would improve intersection performance. The first is a conventional diamond interchange. This would accommodate the traffic but have negative impacts and cost much more. The second is a partially grade-separated intersection. It is a standard signalized intersection except that westbound traffic passes underneath CTH M. By moving westbound traffic under the intersection, eastbound vehicles that make a left turn can freely clear the intersection during the entire green phase of the east and westbound through movements. This design will improve the intersection’s level of service and will also function well with the multi-use path that will be constructed along the entire CTH M corridor and also cross CTH M and CTH PD at the intersection. This westbound underpass option is now the preferred alternative.

Schmidt asked if the whole intersection was going to be elevated. Petykowski said that it would be slightly elevated, but have the feel of being at grade due to the topography. Golden asked for information on the forecast traffic volumes. Smith from City of Madison Traffic Engineering provided peak hour numbers by direction. These were converted to daily volumes, around 41,000-47,000 on CTH M and around 20,000 on CTH PD, much higher than the Mineral Point Rd/Midvale Blvd. intersection. Smith said the number of left turning vehicles on eastbound CTH PD—720 vehicles per hour—was higher than at First Street and E. Washington Avenue. Clear said the proposal to shift the westbound through movements under the intersection so that they don’t conflict with the eastbound left turns made sense. Schaefer pointed out the traffic would be more concentrated in the peak hour because of so many work-oriented trips. Golden asked about parallel routes. Schaefer and Opitz said that the next closest road is Pioneer Road and then Timber Lane, but they only extend south to Midtown Road. Connecting them to CTH PD would be extremely problematic due to topography/environmental impacts.

R. Schmidt asked if traffic to/from Epic was creating the need for the new intersection design. Petykowski said that the left turning movement volume the design addresses is contributed to a large degree from Epic, but there is also planned development in the area, including the new UW research park and surrounding neighborhood. Schaefer added Verona was working on a land use plan for the southwest quadrant of the intersection and planning for mixed-use and residential development with up to 1,000 dwelling units.

R. Schmidt inquired about the feasibility of constructing a park-and-ride facility to reduce traffic through the intersection. Gust said that a park-and-ride would not help much with peak hour traffic. R. Schmidt asked how much Epic was contributing towards the cost of the project. Petykowski said the project was a joint project with federal funding from the MPO. Golden said it would be difficult to assess some of the costs for this project. Schaefer said that Verona could assess some of the cost of the project to Epic, but that was unlikely. Verona was using TIF funding to pay for reconstruction of Nine Mound Road that connects Epic to CTH PD.
Petykowski discussed the impact of the new design on street connections in the vicinity of the intersection. City of Madison staff is looking at possible street connections in the High Point-Raymond Neighborhood to ensure that CTH PD is accessible from a street that connects to Raymond Road. Petykowski reviewed the project schedule. The new design was currently going through the city approval process. The environmental document will also need to be revised. Construction is now planned to commence in late 2015 with most of this project and the middle segment being constructed in 2016. Petykowski said the new design would probably add about $2 million to the project construction cost.

6. **Presentation on South Capitol TOD District Planning Study**

Schaefer said that due to a scheduling conflict, Dave Trowbridge would have to provide the presentation on the South Capitol TOD District Planning Study at the next meeting. The item was deferred.

7. **Resolution TPB No. 88 Approving Amendment #3 to the 2014-2018 Transportation Improvement Program for the Madison Area and Dane County**

Schaefer said the amendment adds carryover federal Job Access Reverse Commute and state funding to support continuation of the YWCA’s Job Ride program providing employment and employment related transportation to low-income persons for trips not served by Metro.

Moved by Golden, seconded by R. Schmidt to approve Amendment #3 to the 2014-2018 Transportation Improvement Program for the Madison Area and Dane County. Motion carried.

8. **Letter of Support for WisDOT/WSOR/WRRTC Application for USDOT TIGER VI Federal Grant for Wisconsin Southern Freight Rail Service Improvement Project**

Schaefer said that WSOR was reapplying for federal TIGER grant funding this year. It was basically the same project that WSOR and others have applied for in the past, which the MPO has supported. However, this time WisDOT is the primary sponsor along with Iowa County and the rail transit commission. One difference from the previous applications is that it includes improvement of the tracks from Broom Street in Madison to the City of Middleton along with the segment from Middleton to Spring Green. The western terminus was shortened a bit. Schaefer said a draft letter of support was in the packet.

Golden said that he wanted to see the track improvements happen, but was inclined to not support the application because WSOR has been so uncooperative with the City of Madison in various areas. Ahrens concurred. Board members expressed their dissatisfaction with the East Isthmus intersection closures and lack of cooperation by WSOR in resolving issues related to poor track conditions at intersections, track crossing safety, refusal to allow multi-use paths along the rail corridors, train horns, and the storage of boxcars on sidings on the east side. Schaefer pointed out that WSOR had been cooperative with Dane County in resolving issues related to the Lower Yahara River Trail path. Gust pointed out that the project would be beneficial to the region, though he noted that Wisconsin had not received any TIGER funding during the past four application cycles. He said railroads generally don’t want their right-of-way utilized for trails due to safety concerns. C. Schmidt said he favored sending the support letter because of the project benefits. Schaefer suggesting sending a separate letter expressing concerns about these issues or having the WSOR representative come back to talk to the board.

Opitz said WSOR was not cooperative in trying to work out issues with the bicycle improvements near Eau Claire Avenue, but he wasn’t sure including these concerns in the support letter would be productive. Clear also noted the benefits of the project. He said that an improved track would mean that the trains would be able to operate at higher speeds, reducing crossing delays, and also not have to sound a horn as often. Trains would also operate more quietly due to the welded track improvements. However, he suggested including the concerns about WSOR in the letter.

Moved by C. Schmidt, seconded by Golden to approve the letter of support with a section that outlines the Board’s concerns that are not related specifically to WSOR’s grant request. Motion carried.
9. **Citizen Participation Effort and Schedule for Preparing the 2015-2019 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County**

Schaefer said the schedule and public participation effort was the same as last year. He said it has been the same for many years with the exception of dropping two public information meetings that were very rarely attended by anyone. Schaefer said that he would send a request for project listings and STP Urban project applications later in the week, assuming that the Board approves the schedule. He noted that staff is proposing not to use the new project scoring criteria for this application cycle since too many issues still need to be worked out. Implementation of the new criteria will be deferred until next year when the MPO will go to a new application process. Applications will be solicited every two years, and a group of projects that can be scheduled within a five-year time frame will be approved. Scheduling of the projects will need to be worked out with WisDOT.

Moved by R. Schmidt, seconded by C. Schmidt, to approve the Citizen Participation Schedule for Preparing the 2015-2019 Transportation Improvement Program for the Madison Area and Dane County. Motion carried.

10. **Continued Review and Discussion on Preliminary Draft of Revised Policies and Scoring Criteria for STP Urban Projects**

Schaefer provided an update on the status of the preliminary draft of revised polices and scoring criteria for STP Urban Projects. The meeting packet contained a slightly revised version of the criteria incorporating comments generated by the board at their last meeting. Schaefer distributed and reviewed a new version of the roadway criteria that contained more detailed information on how projects would be scored within the different scoring categories as requested by the MPO’s technical committee. He said staff was still working on revisions to the criteria for transit and ITS projects. Staff has not reviewed these changes with the technical committee, since their last meeting was cancelled. He reported that staff had reviewed the initial draft with the MPO’s citizen advisory committee, but they did not provide any substantive comments other than some general support for providing more detail regarding the scoring. Schaefer described the proposed revisions to the initial draft, including the formulas for some of the categories. For others, the maximum number of points awarded for the category or group of categories is shown.

Golden said that there was more to a road than pavement condition, and said that other factors should be evaluated and scored, such as the condition of curb and gutter, storm water facilities, and pedestrian/bicyclist infrastructure. Schaefer concurred, and said that staff would revise the draft accordingly. Ahrens asked why system preservation received only 5% weight. Schaefer clarified that system preservation was weighted at 15% for reconstruction projects not involving a major capacity expansion and 5% for capacity expansion projects. Ahrens said he agreed with Golden’s comments about evaluating all components of the roadway. Regarding the land use category, Golden asked how a project would be scored if there was a conflict between plans of different units of government. Schaefer said that was not that common, but the project could lose points in that case. Golden requested that be clarified in the document.

Golden said the category Environment, Public Health and Environmental Justice, comes across as an “other” type category, and suggested splitting those with Environment, Environmental Justice and Public Health receiving weights of 5%, 5% and 2%, respectively. There was general consensus of the board on these weights. He suggested adding the word “maintains” or improves multi-modal access/mobility and livability of environmental justice areas to that criteria. Schaefer said projects that created negative impacts could perhaps receive negative points. Golden said that he liked that idea. Under eligible project categories in the policies section, Golden suggested moving the carpool reference from #3 to #9 (TDM) and revising the wording in #9 to include a reference to “transportation management associations (TMAs).” He said TMAs were a great way to implement TDM programs at employment sites without a single large employer. Schaefer said the list came from the federal law, but those edits could be made.
Schaefer said that he would incorporate the board’s comments into the document. Staff will review the revised document with the technical committee, incorporate their comments, and bring a new version back to the board for comment.

11. Discussion and Consideration of Possible Letter to WisDOT on Plans for Verona Road (USH 18/151) and Corridor Studies of Stoughton Road (USH 51), USH 51 (McFarland to Stoughton), and the Beltline (USH 12/14/18/151)

Matano said he had not prepared a draft letter for consideration by the board, and the item was deferred.

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

Schaefer said that there was a new schedule for completion of the Stoughton Road study. The draft EIS would be released for public review in the fall with a hearing in October. He reported there was Beltline study technical committee meeting the following day to review travel modeling results for a North Mendota Parkway and transit improvements, including BRT. A policy committee meeting was also scheduled for April 22 to review the same information. He reported that a public meeting on the City of Madison Sustainable Transportation Master Plan would be held on April 24 to receive input on land use scenarios to consider for the plan.

13. Discussion of Future Work Items

Schaefer mentioned the public participation plan update, which needed to be done relatively soon. He said the RFP for the regional ITS plan would be posted in the next day or so. Proposals are due mid-May. Technical and citizen advisory committee meetings for the bicycle plan update will be held later this month to review and get comments on the plan goals, outline, bicycle level of service analysis, and proposed system for functionally classifying the bicycle network.

14. Announcements and Schedule of Future Meetings

Gust informed everyone about planned public input sessions WisDOT was holding called “Transportation Moves Wisconsin.” They will be held in a town hall format with the WisDOT Secretary speaking about current transportation issues and the funding situation. The Southwest Region session in Madison would be held on April 9 from 5:00 - 6:30 p.m. Gust offered to send a copy of the invitation to Schaefer so he could forward it to board members. Ahrens asked for additional information on the funding situation. Gust said that the Southwest region receives the same funding amount -- $68 million – that it received 12 years ago. Due to rising costs, the funding doesn’t go as far. He said the percentage of roads that are in poor or fair condition goes up every single year. One problem, from his perspective, is that the money is spent on major program projects rather than more minor maintenance type projects.

The next meeting will be held Wednesday, May 7, 2014 at 6:30 p.m. at the Madison Water Utility Building, 119 E. Olin Ave., rooms A-B.

15. Adjournment

Moved by R. Schmidt, seconded by Opitz to adjourn. Motion carried. The meeting adjourned at approximately 8:20 PM.
April 11, 2014

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

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

Dear Mr. Poirier and Ms. Simon:

Under the authority delegated to me by Governor Scott Walker, I am hereby approving the Madison Area Transportation Planning Board's Amendment to the 2014-2018 Transportation Improvement Program (TIP) for the Dane County Urban Area. The amendment was approved and adopted by the Madison Area Transportation Planning Board on April 2, 2014. We will reflect by reference the 2014-2017 federal aid projects covered by this approval in our 2014-2017 Statewide Transportation Improvement Program (STIP).

Copies of the TIP Amendment and Resolution TPB Number 88 for the Madison Area Transportation Planning Board have been sent to the Federal Transit Administration and Federal Highway Administration, respectively. This TIP amendment represents a comprehensive, continuous, and cooperative effort between the MPO, local communities, affected transit operators, and the Wisconsin Department of Transportation (WisDOT), and is designed to meet the objectives of Title 23 USC 134 and 135 and their implementing regulations 23 CFR 450 and the 2035 regional transportation system plan.

We have determined that the proposed amendment: 1) is consistent with the adopted 2035 Regional Transportation System Plan, 2) conforms to state and national air quality standards as required by the Federal Clean Air Act Amendments of 1990, and 3) ensures that the TIP remains fiscally constrained in that federal funding resources are sufficient to support the new or modified projects.

Sincerely,

[Signature]

Mark Gottlieb, P.E.  
Secretary  

cc: William Schaefer, MPO  
Chris Bertch, FTA  
Dwight McComb, FHWA  
Jeff Gust, WisDOT SW Region  
John Nordbo, WisDOT Bureau of Planning and Economic Development
April 10, 2014

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

Re: Madison Area Transportation Planning Board (MPO) Support for TIGER VI Grant Application for Wisconsin Southern Freight Service Improvement Project

Dear Secretary Foxx:

As chair of the Madison Area Transportation Planning Board – A Metropolitan Planning Organization (MPO), I am writing to offer the MPO’s enthusiastic endorsement of a TIGER VI grant application which is before your agency. The proposal will substantially improve freight rail service in southwestern Wisconsin. On behalf of that agency, I am writing to express the organization’s support for the joint application.

The Metropolitan Planning Organization for the Madison Urban Area has adopted the name Madison Area Transportation Planning Board (TPB). The Madison Area TPB is the designated policy body responsible for cooperative, comprehensive regional transportation planning and decision making for the Madison Metropolitan Area.

The application seeks grant funds under the 2014 National Infrastructure Investments (TIGER VI) program for the “Wisconsin Southern Freight Rail Service Improvement Project: Moving the Economy Forward by Rail!” The project will rehabilitate 35.5 miles of track on an important freight rail corridor in Dane and Iowa counties between the City of Madison and the Village of Spring Green. The applicants are the Wisconsin Department of Transportation, Iowa County, Wisconsin River Rail Transit Commission, Wisconsin & Southern Railroad Co. (WSOR), and Watco Companies. The project is located on the WSOR network, a Class II regional railroad. The right-of-way and the infrastructure of the WSOR are owned by the State of Wisconsin and the counties as members of regional Rail Transit Commissions.

The project furthers the goals and policy objectives of the MPO’s long-range Regional Transportation Plan to maintain railways in a manner that promotes safety and increases efficiency and to develop the infrastructure needed to accommodate freight movement to meet the needs of the regional economy. It also furthers the policy objectives of minimizing energy consumption and improving the efficiency of the transportation system.

Dane County is the hub for WSOR’s network. One of every three of WSOR’s rail customers are located in the City of Madison. WSOR estimates that it serves around 4,500 jobs provided by rail-dependent
industries in the county. In addition to the economic benefits of improving the freight rail network, this project will reduce truck traffic on the region’s roadways, improve safety, and lower air emissions through operational efficiency and highway traffic diversion. It is estimated that 60,000 trucks will be removed from southern Wisconsin roads because of the project.

The publicly owned rail line in this corridor is largely in poor condition. It was acquired since the 1970s during the restructuring of our national rail system. Much of it was installed in the early part of the twentieth century. The project area has numerous train speed restrictions. If this investment does not occur, these speed restrictions are expected to grow to cover the entire segment within two years. In addition, freight car weight restrictions will be applied. Railroad maintenance and operating costs will increase substantially, service to existing shippers will suffer and new shippers will be discouraged from locating on the line.

The proposed project will address these problems through several upgrades. Brand new modern welded rail, crossties, and new switches for sidings and shipper spurs will be installed. The line will be surfaced and tamped with new granite ballast. Fifty-two (52) at-grade public crossings will be reconstructed along with 31 private crossings and nine bicycle/pedestrian crossings. This will result in reduced delays, particularly in the Madison area. The benefits of this investment will accrue for many decades, during which the operating and maintenance costs will be substantially reduced for the railroad. Trains pulling the industry standard 286,000 pound freight cars will be able to travel at speeds up to 40 miles per hour. This will reduce costs and improve service for the shippers on the line and support regional economic development goals by attracting new shippers. It will be especially valuable to the shippers of heavy bulk agricultural and mineral goods.

The State of Wisconsin conducts substantial regular investment in its rail system through its own funds. Nonetheless, the system suffers from a massive backlog of deferred capital investment. There are many competing priorities facing the state in this time of economic challenge. The state has offered a very substantial $10.6 million non-federal match for this broadly-supported $25 million project, in spite of substantial fiscal pressures. WSOR is also contributing $2.7 million on matching funds.

While the MPO board had great enthusiasm for the proposal for which the funding is sought, members expressed serious concerns about the applicant, the Wisconsin Southern Railroad (WSOR). WSOR has simply not been a cooperative citizen in the area represented by the Madison Area Transportation Planning Board. Concerns include the following:

— **Street Crossings.** Efforts by WSOR to close street crossings of the railroad line on Madison's isthmus. The reduction of the number of crossings would reduce the street grid and diminish the ability of Madisonians to get around in their own neighborhoods.

— **Bicycle Trails.** WSOR has been totally uncooperative in efforts to use the railroad right of way to construct bicycle trails. We believe that the rail right of way is a public asset and that, with reasonable precautions, the width of the corridor is sufficient to safely accommodate both uses.
— **Boxcars.** WSOR has made a habit of storing boxcars on their tracks in residential neighborhoods for months at a time. This has had a deleterious effect on neighborhood quality of life.

— **Train Horns.** WSOR operators blast train horns as they traverse neighborhoods. On a regular basis this is done late at night. WSOR has shown a reluctance, at best, to monitor their use of train horns. Some members of our community almost believe that the railroad is using the blasting of horns to make a statement about its attitude toward our community.

In discussions about each of these issues, and perhaps others, WSOR has shown a total lack of interest in public input. Thus, we felt it would be timely to offer our concerns now, when WSOR has come to us to ask for our assistance.

Notwithstanding the above concerns, we support the application because we believe in the positive role rail transportation plays in our community. Freight rail is an efficient way to move goods. Ultimately the tradeoff is between freight rail and trucks, so moving freight by rail offers a net benefit to society. We wish that our enthusiasm for the application were not diminished by the railroad’s unwillingness to get along with us as a community.

For all of these reasons, the MPO is pleased to support and endorse this joint application for TIGER funds. A TIGER VI grant will enable this important link in the regional freight rail transport system to be improved, creating a viable east-west transportation route across southern Wisconsin.

Thank you for your consideration of this application.

Sincerely,

Alfred Matano
Chair
Madison Area Transportation Planning Board

Cc:  Mark Gottlieb, WisDOT Secretary
     Joe Parisi, Dane County Executive
April 24, 2014

Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590
Letter sent electronically via www.grants.gov

RE: Letter of Support for City of Madison Grant Proposal for the U.S. Department of Transportation TIGER Planning Grant for UrbanFootprint TOD Station Area Planning Initiative

Dear Grant Proposal Review Committee:

As the Planning Manager for the Madison Area Transportation Planning Board – An MPO, I am writing to offer my enthusiastic support for the City of Madison’s proposal to establish and deploy the Urban Footprint scenario modeling platform providing advanced data organization, scenario development, and multi-metric analytical capability. The tool, which helps provide more detailed information on the fiscal, environmental, public health, and transportation impacts of different land use, transport, and policy decisions to inform land use development and supporting infrastructure decisions, will be used to pilot three transit-oriented development (TOD) station area plans in potential Bus Rapid Transit (BRT) corridors on Madison’s east, west, and south sides.

The project will help build on the momentum generated by the recently completed Bus Rapid Transit (BRT) study led by the MPO and a complementary Transit-Oriented Development Market Study led by the Capital Area Regional Planning Commission focusing on the BRT corridors. Both of these studies were part of the larger Capital Region Sustainable Communities (CRSC) Initiative supported by a Sustainable Communities Regional Planning Grant from the U.S. Department of Housing and Urban Development. The BRT study, a system-wide feasibility, concluded that the BRT system met all of the established goals, including reducing travel times, attracting new riders, and improving connections between low-income, transit dependent neighborhoods and centers of activity. The study also concluded that BRT showed great promise in terms of estimated cost and ridership compared to already implemented BRT systems in the U.S. The TOD market study concluded there was significant demand for walkable, transit-supportive development and that BRT could enhance the attractiveness of such development in those corridors.
The MPO urged the City of Madison and Metro Transit to work with the MPO to begin taking the steps necessary to advance BRT into the next project development phase of study. Those efforts are underway. This project will be done in conjunction with this BRT planning work ultimately leading to an anticipated FTA Small Starts application for the first phase of the BRT system.

This project supports the priority challenges identified by the CRSC Consortium members, including the MPO and City of Madison, of meeting the growing demand for vibrant, walkable, mixed-use centers, establishing high capacity transit, and ensuring equitable access to opportunities, among others. Using the UrbanFootprint tool to create three TOD station area plans in underutilized commercial centers in conjunction with the construction of BRT will ultimately remove barriers to the transportation system, increase economic mobility, build ladders of opportunity, and improve the quality of life of all Madison residents.

In conclusion, I strongly support the City of Madison in this important initiative have offered staff support for the project. I respectfully urge USDOT to fully fund this grant request. Please do not hesitate to contact me (Email: wschaef@cityofmadison.com; Phone: 608-266-9115) if you desire additional information or have any questions regarding on how the project fits in with current and anticipated MPO planning activities.

Sincerely,

William Schaefer, Transportation Planning Manager
### TPB (MPO) Agenda Cover Sheet

**Item No. 5**

**May 7, 2014**

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<td>Resolution TPB No. 89 Approving Amendment #4 to the 2014-2018 Transportation Improvement Program (TIP) for the Madison Metropolitan Area &amp; Dane County</td>
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<th>Staff Comments on Item:</th>
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<td>The Wisconsin Department of Transportation SW Region has requested a TIP amendment to add a new small City of Madison safety project that was recently approved for the intersection of Aberg Avenue and Shopko Drive. The project will include installation of traffic signal heads over Aberg Avenue mounted on Monotube arms. There have been a significant number of instances of drivers on Aberg running a red light after failing to see the signal, which is somewhat unexpected if one isn’t familiar with the area. The TIP amendment is necessary to allow design work to begin this year with construction scheduled for 2016.</td>
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<th>Materials Presented on Item:</th>
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<td>1. Resolution TPB No. 89 Approving Amendment #4 to the 2014-2018 TIP (including attachments)</td>
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<th>Staff Recommendation/Rationale:</th>
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Resolution TPB No. 89
Amendment No. 4 to the 2014-2018 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

WHEREAS, the Madison Area Transportation Planning Board (TPB) – An MPO approved the 2014-2018 Transportation Improvement Program for the Madison Metropolitan Area & Dane County on October 2, 2013; and

WHEREAS, the Madison Area TPB adopted TPB Resolution No. 86 on February 5, 2014, approving Amendment No. 1 to the 2014-2018 TIP; adopted TPB Resolution No. 87 on March 5, 2014 approving Amendment No. 2 to the TIP; and adopted TPB Resolution No. 88 on April 2, 2014, approving Amendment No. 3 to the TIP; and

WHEREAS, the Madison Metropolitan Planning Area transportation projects and some transportation planning activities to be undertaken using Federal funding in 2014–2017 must be included in the effective TIP; and

WHEREAS, an amendment has been requested by WisDOT Southwest Region to add a small intersection safety improvement project on Aberg Avenue, a principal arterial roadway in the City of Madison; and

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

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

WHEREAS, the project is consistent with the 2035 Regional Transportation Plan Update: Madison Metropolitan Area & Dane County, the adopted long-range regional transportation plan for the Madison Metropolitan Planning Area.

NOW, THEREFORE, BE IT RESOLVED that the Madison Area TPB approves Amendment No. 4 to the 2014-2018 Transportation Improvement Program for the Madison Metropolitan Area & Dane County, adding the following project as shown on the attached project listing table:

1. **ADD** Aberg Avenue (Shopko Drive Intersection) Intersection Improvement, Install Signal Heads over Aberg Avenue on page 38.

Date Adopted  Al Matano, Chair
Madison Area Transportation Planning Board
<table>
<thead>
<tr>
<th>Primary Jurisdiction/Project Sponsor</th>
<th>Project Description</th>
<th>Cost/Type</th>
<th>Jan-Dec 2014</th>
<th>Jan-Dec 2015</th>
<th>Jan-Dec 2016</th>
<th>Jan-Dec 2017</th>
<th>Jan-Dec 2018</th>
<th>Comments</th>
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<tr>
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<td>ABERG AVENUE</td>
<td>PE</td>
<td>29</td>
<td>3</td>
<td>32</td>
<td>207</td>
<td>23</td>
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<td></td>
<td>Shopko Drive Intersection</td>
<td>ROW</td>
<td>207</td>
<td>23</td>
<td>230</td>
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<tr>
<td></td>
<td>Intersection Improvements - Install signal heads over Aberg Avenue traffic lanes mounted on Monotube arms</td>
<td>CONST</td>
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<td></td>
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<td>TOTAL</td>
<td>29</td>
<td>3</td>
<td>32</td>
<td>207</td>
<td>23</td>
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### Table B-2
Summary of Federal Funds Programmed (S000s) and Those Available in the Madison Metropolitan Planning Area
2014-2018 Transportation Improvement Program

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
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<td>Federal Highway Administration</td>
<td>National Highway Performance Program</td>
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<td>13,177</td>
<td>7,721</td>
<td>50,353</td>
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<td>14,600</td>
<td>13,177</td>
<td>7,721</td>
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<td>Bridge Replacement and Rehabilitation</td>
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<td>601</td>
<td>1,072</td>
<td>1,132</td>
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<tr>
<td></td>
<td>Surface Transportation Program</td>
<td>3,217</td>
<td>5,509</td>
<td>8,688</td>
<td>7,146</td>
<td>6,952</td>
<td>6,163</td>
<td>9,378</td>
<td>10,270</td>
<td>7,998</td>
<td>7,268</td>
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<td></td>
<td>Madison Urban Area</td>
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<td></td>
<td></td>
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<tr>
<td></td>
<td>Surface Transportation Program Flexible</td>
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<td>Surface Transportation Program Enhancements/Alternatives**</td>
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<td>0</td>
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<td>4,760</td>
<td>2,198</td>
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<td>2,358</td>
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<td>6,816</td>
<td>7,026</td>
<td>6,447</td>
<td>7,317</td>
<td>6,938</td>
<td>6,816</td>
<td>7,026</td>
<td>6,447</td>
<td>7,317</td>
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<tr>
<td></td>
<td>Sec. 5339 Bus &amp; Bus Facilities</td>
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<td>0</td>
<td>816</td>
<td>841</td>
<td>866</td>
<td>892</td>
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<td></td>
<td>Sec. 5337 State of Good Repair</td>
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<td>0</td>
<td>519</td>
<td>534</td>
<td>550</td>
<td>567</td>
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<tr>
<td></td>
<td>Section 5314 NRP &amp; Section 5339 Alt. Analysis Program**</td>
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<td>0</td>
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<td>1,747</td>
<td>164</td>
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<td>892</td>
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<td>Section 5316 JARC Program</td>
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<tr>
<td></td>
<td>Section 5310 Enhanced Mobility of Seniors &amp; Persons w/ Disabilities</td>
<td>248</td>
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<td>0</td>
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<td>263</td>
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</tbody>
</table>

* Fifth year of funding (2018) is informational only.
** Carryover funding. For others, excludes carryover funding from previous year grants.

Note: All state roadway projects using applicable funding sources (e.g., NHPP, STP State Flexible, BR) are programmed through 2018. Local BR and STP Rural projects are programmed through 2014. HSIP (other than annual small HES program) projects are programmed through 2015. SRTS projects are carryover from 2013. Local Enhancement/TA projects are programmed through 2014. Local STP Urban (Madison Urban Area) projects are programmed through 2018. Transit funding is not yet programmed and is based on needs and anticipated future funding levels (See also Table C-4 Metro Transit System Projected Expenses and Revenues on page C-8). Programmed transit funding for 2014 excludes carryover projects for which the Federal funding is already obligated (except for the Alternatives Analysis and TIGER funding).
<table>
<thead>
<tr>
<th>Table C-1</th>
<th>Projected Expenses and Revenues of Transportation Projects in the Madison Metropolitan Planning Area in Year of Expenditure Dollars¹</th>
<th>2014-2018</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Projected Expenses ($000s)</strong></td>
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</tr>
<tr>
<td><strong>State and Federal</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Highway Construction, Maintenance, etc.</td>
<td>108,240</td>
<td>16,254</td>
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<tr>
<td>STP Urban (Madison Urban Area)</td>
<td>3,217</td>
<td>5,647</td>
</tr>
<tr>
<td>STP TE/TA and STP Rural</td>
<td>1,910</td>
<td>6,679</td>
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<tr>
<td>Other State</td>
<td>2,327</td>
<td>825</td>
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<td>Subtotal</td>
<td>115,694</td>
<td>29,405</td>
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<tr>
<td><strong>Dane County &amp; Communities</strong></td>
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<td></td>
</tr>
<tr>
<td>Street Operations and Maintenance</td>
<td>52,134</td>
<td>53,437</td>
</tr>
<tr>
<td>Street Construction</td>
<td>45,098</td>
<td>46,225</td>
</tr>
<tr>
<td>Street-Related Facilities</td>
<td>10,564</td>
<td>10,828</td>
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<tr>
<td>Subtotal</td>
<td>107,796</td>
<td>110,491</td>
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<tr>
<td><strong>Metro Transit</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capital Expenses</td>
<td>16,568</td>
<td>16,982</td>
</tr>
<tr>
<td>Operating Expenses</td>
<td>48,996</td>
<td>50,221</td>
</tr>
<tr>
<td>Subtotal</td>
<td>67,400</td>
<td>67,203</td>
</tr>
<tr>
<td><strong>Total Projected Expenses</strong></td>
<td>290,890</td>
<td>207,099</td>
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<tr>
<td>**Projected Revenues ($000s)**²</td>
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<td></td>
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<tr>
<td><strong>State and Federal</strong></td>
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<td></td>
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<tr>
<td>Highway Construction, Maintenance, etc.</td>
<td>58,784</td>
<td>60,254</td>
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<tr>
<td>STP Urban (Madison Urban Area)</td>
<td>6,163</td>
<td>6,592</td>
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<tr>
<td>STP TE, STP Rural &amp; SRTS</td>
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<td>3,407</td>
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<td>Other State</td>
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<td>Subtotal</td>
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<td>79,261</td>
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<tr>
<td><strong>Dane County &amp; Communities</strong></td>
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<td></td>
</tr>
<tr>
<td>Street Operations and Maintenance</td>
<td>52,134</td>
<td>53,437</td>
</tr>
<tr>
<td>Street Construction</td>
<td>45,098</td>
<td>46,225</td>
</tr>
<tr>
<td>Street-Related Facilities</td>
<td>10,564</td>
<td>10,828</td>
</tr>
<tr>
<td>Subtotal</td>
<td>107,796</td>
<td>110,491</td>
</tr>
<tr>
<td><strong>Metro Transit</strong></td>
<td></td>
<td></td>
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<tr>
<td>Capital Expenses</td>
<td>16,568</td>
<td>16,982</td>
</tr>
<tr>
<td>Operating Expenses</td>
<td>48,996</td>
<td>50,221</td>
</tr>
<tr>
<td>Subtotal</td>
<td>65,564</td>
<td>67,203</td>
</tr>
<tr>
<td><strong>Total Projected Revenues</strong></td>
<td>250,420</td>
<td>256,955</td>
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</tbody>
</table>

¹ Roadway and transit inflation rate @ 2.5% per year applied to both expenses and revenues.

² State and Federal highway and Metro Transit revenue estimates based upon spending levels from 2007-2011 (adjusted for inflation to 2014 dollars) with annual averages estimated and then projected for each funding source. Local revenues assumed to continue at annual averages expended in the past (adjusted for inflation).

³ Highway construction, maintenance expenses excludes projects (e.g., I-39/90 expansion) that are mostly outside Dane County and for which fiscal constraint is being handled at the state level.
Re:
Approval of Scoring and Priority Ranking of 2014-2018 Transportation Alternatives Program Project Applications for Consideration by WisDOT

Staff Comments on Item:
The current federal transportation authorization bill, MAP-21, created the Transportation Alternatives Program (TAP), which incorporates the former Transportation Enhancements and Safe Routes to School (SRTS) programs. MAP-21 mandates that one half of the TAP funding allocated to each state be sub-allocated to large MPOs serving urban areas with populations over 200,000 such as Madison. WisDOT will continue to administer the TAP program, and will also select the projects to be funded with the remaining federal TAP funding and the state Bicycle & Pedestrian Facilities Program funding. Communities within the large MPO areas such as Madison are permitted to apply for funding from the statewide pot of money.

As previously mentioned to the board, the Madison Area TPB will not receive a sub-allocation of TAP funding for this project application cycle because WisDOT chose to count previously approved, but not yet completed, projects from the last funding cycle approved by WisDOT against MPOs’ sub-allocations. The federal funding committed for the Lower Yahara River Trail Phase 1 project is more than the Madison Area TPB’s allocation for this cycle. However, WisDOT recently sent a note out saying that its project selection committee would consider MPOs’ rankings of projects in their areas in the committee’s decision on projects to fund with the statewide pot of money. Therefore, MPO staff has scored and ranked the 14 Madison area project applications.

Staff prepared a preliminary draft of the scoring and ranking of projects to review with the MPO’s technical committee, but due to the late notice by WisDOT was only able to get this out to the committee the day of the meeting. As a result, staff did not seek a recommendation from the committee, but directed committee members to provide comments to staff. Staff received comments from Tom Wilson regarding the scoring of the Town of Westport’s project (see attached email). Staff reviewed and reconsidered the scoring of the projects and has prepared a final draft project scoring and ranking table for consideration by the board.

Materials Presented on Item:
1. Final draft scoring and ranking table of FY 2014-2018 TAP Projects, dated 4/30/14
2. TAP project descriptions and map showing the location of projects
3. Madison Area TPB policies and ranking criteria for TAP projects
4. Email from Tom Wilson, Town of Westport, regarding the scoring of the town’s TAP project application

Staff Recommendation/Rationale:
Staff recommends approval.
### Madison Area Transportation Planning Board - An MPO

#### Scoring and Ranking of FY 2014-2018 Transportation Alternatives Program (TAP) Projects

(Criteria Scoring Weight: 20% 20% 20% 15% 15% 5% 5% 100%)

<table>
<thead>
<tr>
<th>Rank</th>
<th>Project</th>
<th>Enhances Mobility/Connectivity</th>
<th>Usage/Accessibility</th>
<th>Safety</th>
<th>Readiness/Constructability</th>
<th>Cost Effectiveness</th>
<th>Congestion Management</th>
<th>Opportunity/Risk</th>
<th>Total Score</th>
<th>Total Cost</th>
<th>Federal Share</th>
<th>Running Total of Federal Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Dane County - Lower Yahara River Trail Lakespan Boardwalk</td>
<td>18</td>
<td>15</td>
<td>17</td>
<td>15</td>
<td>3</td>
<td>3</td>
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<td>$1,062,756</td>
<td>$1,062,756</td>
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<td>City of Fitchburg - Badger State Trail CTH PD Underpass</td>
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<td>12</td>
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<td>3</td>
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<td>68</td>
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<td>67</td>
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<td>City of Sun Prairie Windsor St (STH 19) &amp; CTH C Path</td>
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<td>14</td>
<td>11</td>
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<td>387,135</td>
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<td>City of Madison - Capital City Path Extension from Vondron Rd to E of I-39</td>
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<td>City of Madison - West Towne Path Gammon Rd-Grand Canyon Dr</td>
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<td>14</td>
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<td>63</td>
<td>2,230,500</td>
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<td>2</td>
<td>62</td>
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<td>695,200</td>
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<td>City of Fitchburg - Seyene Road Bike Lanes</td>
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<td>11</td>
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<td>568,010</td>
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<td>11</td>
<td>Village of DeForest - River Rd Trail</td>
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<td>12</td>
<td>12</td>
<td>8</td>
<td>9</td>
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<td>0</td>
<td>53</td>
<td>490,996</td>
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<td>City of Middleton - North Mendota Trail Extension</td>
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<td>12</td>
<td>10</td>
<td>9</td>
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<td>52</td>
<td>674,568</td>
<td>539,654</td>
<td>9,413,811</td>
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<td>City of Madison - Arboretum Path/Sidewalk (South of Beltline Frontage Rd)</td>
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<td>12</td>
<td>11</td>
<td>6</td>
<td>1</td>
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<td>49</td>
<td>1,629,800</td>
<td>1,303,840</td>
<td>10,717,651</td>
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### Safe Routes to School Non-Infrastructure Projects

(Criteria Scoring Weight: 45% 35% 15% 5% 100%)

<table>
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<tr>
<th>Rank</th>
<th>Project</th>
<th>Scope/Reach</th>
<th>Health, Safety, Environmental Justice</th>
<th>Readiness</th>
<th>Opportunity/Risk</th>
<th>Total Score</th>
<th>Total Cost</th>
<th>Federal Share</th>
<th>Running Total of Federal Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Sun Prairie School District - SRTS Program</td>
<td>30</td>
<td>25</td>
<td>12</td>
<td>1</td>
<td>68</td>
<td>$116,929</td>
<td>$93,543</td>
<td>$10,811,194</td>
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2014-2018 Transportation Alternatives Program Project Summaries

Dane County Parks – Lower Yahara River Trail Lakespan Boardwalk

This funding request is to construct additional boardwalk structure necessary for Phase 1 of the Lower Yahara River Trail project. The new portion of boardwalk will allow the trail to be aligned entirely outside of WisDOT right-of-way that is currently being leased by the Wisconsin and Southern Railroad Company, and it will mitigate impacts to existing archaeological resources within the corridor. Phase 1 of the Lower Yahara River Trail provides access from McFarland to the Capital City Trail at Lake Farm County Park.

Village of DeForest – River Road Multi-Use Trail

The proposed off-road multi-use asphalt trail will be located in the east side of the River Road right-of-way. It will extend north from an existing River Road trail segment at Brook Street to CTH V. Construction will enable full off-street trail continuity from Windsor Road to CTH V, serving residents of the Village of DeForest and of the towns of Windsor and Vienna.

City of Fitchburg – Badger State Trail Tunnel at McKee Road

The proposed project would eliminate the at-grade crossing of the Badger State Trail (BST) by constructing a tunnel under McKee Road. The tunnel will consist of a pre-fabricated concrete structure, including a concrete surface for the trail through the tunnel.

City of Fitchburg – Syene Road Bike Lanes

This project would add a 5-foot paved shoulder to both sides of Syene Road from the intersection of the Capital City State Trail north to Post Road. The project will create a more comfortable facility by providing a designated place on the road for bicyclists without interrupting the faster-moving vehicular traffic.

City of Madison – Arboretum Path/Walk

This project will consist of a paved shared-use path and sidewalk that will provide a route for pedestrians and bicyclists along the south side of the Beltline Highway frontage road between just west of Seminole Highway and east of the UW Arboretum south unit. The project is approximately 1400 feet long and for most of its length will consist of a paved sidewalk conforming to ADA standards with a terrace between the edge of the walk and face of the curb on the frontage road.

City of Madison – Capital City Path Segments 4-6

This project is a paved multi-use path that will extend the Capital City path from Vondron Road to east of I-39 on the southeast side of Madison. The ¾ mile extension will generally follow the corridor of the Union Pacific Railroad. The project will provide the only bike/ped crossing of the Interstate between Femrite Drive and Buckeye Road, a distance of more than 1.5 miles.
City of Madison – Ice Age Junction Path Underpass of CTH M (South Pleasant View Road)

This project will consist of a new shared-use underpass of South Pleasant View Road/CTH M along with 400 feet of new path. It will be constructed in conjunction with planned reconstruction of CTH M from Flagstone Drive to Prairie Hill Road. The south terminus will be the existing Ice Age Junction Path in Flagstone Park. The north terminus will be a proposed continuation of the Ice Age Junction path on the west side of CTH M.

City of Madison – Ice Age Junction Path Overpass of CTH PD

This project will consist of a new overpass over McKee Road/CTH PD and 700 feet of new path to better align the path. It will be constructed in conjunction with the planned reconstruction of CTH PD from Maple Grove Drive to CTH M. The path will connect the Dane County trailhead south of McKee Road to the Ice Age Junction path north of McKee Road and west of High Point Road.

City of Madison – West Towne Path Segment 1

The project consists of a paved shared-use path that will extend existing path along the north side of the Beltline Highway from the current path and beltline underpass at Grand Canyon Drive to the west side of Gammon Road. The project includes a 2,200 foot long path and an underpass of Gammon Road.

City of Madison – West Towne Path Segment 2

The project will extend an existing path along the north side of the Beltline Highway from the west side of Gammon Road to High Point Road. The 10-foot wide asphalt path will connect the West Towne Path Segment 1 (see above) to the WisDOT High Point Road bridge replacement which will include a separated shared-use path crossing of the beltline.

City of Middleton – North Mendota Trail Extension

This trail extension will connect existing trails in the Pheasant Branch Conservancy with the developing trail network of The Community of Bishops Bay. The trail will be a part of the planned North Mendota Trail.

City of Sun Prairie – Windsor Street (STH 19)-County Road C Bike Path

The planned paved multi-use path will be located adjacent to the northeast intersection of Windsor Street (STH 19) and CTH C in the City of Sun Prairie. The trail will consist of east-west and north-south segments. The planned multi-use path will connect with existing path located on Windsor St (STH 19).
Town of Westport, Dane County – Woodland Drive Bicycle and Pedestrian Accommodations, Mary Lake Road to CTH M – SWBP4

Improvements to the southern section of Woodland Dr to include 4-foot-wide bicycle lanes and an off-street asphalt path paralleling the roadway. These will link to existing bicycle lanes and path on Woodland Drive to CTH M. An eventual link will allow this path to providing safe travels for bicyclists and pedestrians to and from Governor Nelson State Park.

Sun Prairie Area School District – Sun Prairie School District Safe Routes to School Program

This project provides funding for a 3 year Safe Routes to School program at Sun Prairie School District. The program will be phased in over the 3 years but by the end of the project all elementary and middle schools will have participated. Funding will be provided for a ½ time project coordinator as well as ¼ time school liaisons. Education, encouragement and enforcement activities are also included in the project and funding is requested for professional development, print materials, incentives and signage.
2014-2018
Candidate
Transportation Alternatives Program
Projects

- Bike/Ped Over/Underpass
- Year: Planned
  - 2014
  - 2015
  - 2016
  - 2017
  - 2018
- Existing Bike Path
- MPO Planning Boundary

Source Info:
- New Path: M:\MPO_GIS\GIS_Users\Jeff_G\ArcMapPrj\TAP\2014\TAP_2014.mxd
Madison Area Transportation Board – An MPO Policies and Ranking Criteria For Transportation Alternatives Program Projects

Introduction

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

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

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

WisDOT previously administered these programs as three distinct federal funding categories based upon the statutory requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), as well as previous federal transportation legislation. Beginning with the state fiscal year (SFY) 2014-2018 award cycle, WisDOT is merging previously distinct programs to streamline the application process and align multi-modal program administration with other federal transportation improvement programs.

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

The following is a description of the policies and criteria for ranking projects that the Madison Area TPB will use to select and fund TAP projects using the MPO’s sub-allocation of funding. The policies listed below are those that differ from the policies that WisDOT will use for projects approved with the statewide funding. WisDOT’s policies and procedures that project sponsors must follow are available at http://www.dot.wisconsin.gov/localgov/aid/tap.htm.

Madison Area TPB Policies

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

• Pre-Scoping Application:
WisDOT requires applicants to complete a pre-scoping application before filling out a full application. Only selected applicants will be given approval to complete a full application. The Madison Area TPB will review the pre-scoping applications, but all sponsors with eligible projects will be invited to complete a full application.

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

• Cost Share
In order to stretch the limited funding available, projects will be required to provide a larger local match than the required 20% minimum. A sliding scale between 80/20 and 50/50 will be used, calculated by the formula below with all projects costing over $600,000 requiring a 50% local share.

Formula for computing the federal share:

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

<table>
<thead>
<tr>
<th>Total Project Cost</th>
<th>Federal Share (Percentage)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$300,000 - $600,000</td>
<td>( P = 80 - \frac{(X-300,000)}{10,000} )</td>
</tr>
<tr>
<td>&gt; $600,000</td>
<td>50%</td>
</tr>
</tbody>
</table>

Project Scoring Criteria - Bicycle/Pedestrian Infrastructure Projects

1. Enhances Mobility and Connectivity – 20%
   • Degree of importance to the regional pedestrian/bicycle system (i.e., located on the regional bikeway system or providing an important connection to this system). [Note: The MPO’s 2035 Regional Transportation Plan Update for the Madison Metropolitan Area & Dane County includes a regional bikeway system plan and a list and map of some of the higher priority projects on the regional system.] For a small local infrastructure improvement, degree of importance to neighborhood or school area pedestrian/bike connections.
   • Project provides a new bicycle and pedestrian link where other suitable alternatives do not currently exist.
   • The project provides a missing link that would connect a neighborhood, employers or other services to a route or facility that already exists.
   • The project is an extension of a current bicycle and/or pedestrian facility, facilitating increased usage.
• The project eliminates a barrier to use of a facility such as providing a new crossing of a major highway or improving an existing crossing.

2. Usage and Accessibility – 20%
• High estimated usage based on significant population user pool and/or employment located within 0.5 mile, location within the overall pedestrian/bicycle facility network, and other factors listed below.
• Important link in increasing walking and bicycling access to jobs, shopping, parks, schools or other services.
• Provides connections to transit stops and/or connectivity for users from/to public transportation.
• Improves quality of life by providing walking and/or bicycling opportunities in areas of natural, cultural or historic interest, thereby improving the pedestrian and/or bicycle experience.
• Facility will be maintained for year round usage.
• The project improves pedestrian/bicycle access for environmental justice areas. [Note: These include areas with concentrations of low income and minority populations and households with no motor vehicle available. See maps in Appendix E – EJ Analysis of the 2014-2018 Transportation Improvement Program for the Madison Metropolitan Area & Dane County.]
• The project is located in an area with health disparities and limited access to active transportation options.

3. Safety – 20%
• The project is located in an area with a history of bicycle/pedestrian crashes or an area with documented safety concerns, and the project addresses the safety problem(s) or issue(s).

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

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

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

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

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

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

3. **Project Readiness – 15%**
   - Project is ready to move forward. [Note: TAP projects are required to begin within 4 years of project award and be completed within six years.]
   - Has the project sponsor received similar funding in the past and, if so, have they successfully completed their prior projects?
   - Does the project have the necessary financial commitment and local support that it can begin to move forward immediately?
   - Project ranking given by sponsor (if submitting multiple projects).

4. **Opportunity/Risk – 5%**
   - Is there a risk of a lost opportunity or a successful program not continuing if not funded at current time?
Bill,

I am providing comments to you regarding the Westport TAP application, and why we think it deserves a much better scoring by the MPO. WE would like you to reconsider the scoring of the project, and also please pass this on to the MPO members as they review this for a report to the DOT. Keep in mind at the County level when scored we reached a high enough score to move on and the State has moved us on to the second round of the grant. We need this TAP funding to provide necessary and vital safety links as noted below. Accordingly, Westport is asking for the MATPB's assistance in this grant.

This application for Woodland Drive road improvements follows up on grants we received from the Federal Government as earmarked for improvements to Woodland Drive to increase bicycle safety and connectivity between Westport and Waunakee into Madison. With that money we made improvements to Woodland Drive from the southern boundary of Waunakee near Mill Road all the way to Mary Lake Road, including on road and off road bike and trail improvements, all part of the North Mendota County trail system, much of which is over County parkland at what was known as the Saddlebrook farm. Westport would like to continue that improvement finishing off Woodland Drive to CTH M, and this TAP grant is very important and probably necessary for us to do so, even with anticipated help from Waunakee and Dane County.

This part of Woodland Drive is a very important link in the County's North Mendota trail corridor which has been planned for some time. Now with the County recent purchase of Holy Wisdom's prairie and easements for a potential off road recreational trail, Woodland Drive's improvements become vital to linking various parks on the north side by safe roadways and trails, including Yahara Heights County Park, Mendota County Park, Schumacher Farm Park, the Holy Wisdom property, Governor Nelson State Park, our Town Center park, Saddlebrook County parkland area, Sixmile Creek Town trails, Jackson Landing Town Park, and many other State and County lands in the area along Six Mile Creek, Woodland Drive and Spring/Dorn Creek. Road improvements here are vital to create these links in a safe and usable way. We need the MPO's support to do so in order to obtain the TAP grant, without which these improvements will likely not be made and that link will be lost, and the potential then for this entire collaboration will be lost, creating islands of government parkland disconnected, and the loss of commuters opportunities as well.
There certainly are arguments contained above which should strengthen the scoring for utilized for the MPO on this grant as follows.

Enhances Mobility/ Connectivity 20%
This improvement is a vital link to connect recreational and commuter users between Westport/Waunakee with Middleton and Madison. The information provided with the application by Strand showed the strength of that potential use, and should score very high coupled with the information on the necessity of linking park facilities as well.

Usage/Accessibility 20%
This will fill a gap that will increase usage between Governor Nelson and Schumacher Farm Park, as well as link the other parks and open spaces noted above. It will also be essentially the ONLY link for bike commuters from Waunakee/Westport into Madison’s west side eventually with further improvements. It finishes a project started off by the Federal Government as well, and it seems that logically the Feds saw the usage/accessibility importance of this improvement years ago.

Safety 20%
Currently bikes are sharing the road with commuter traffic on a 45MPH road. This will provide the only safety for those bikers and commuters, as well as pedestrian and park users. It is vital in providing safety, as the County has indicated by partnering with the local governments in the area on these safety improvements to the local roads and CTH M.

Readiness/ Constructability 15%
The Town is committed to this project and cooperating with the County to construct this part of the safety connection along CTH M. We also anticipate cooperation with the City of Middleton because of connections to City trails, and participation by Waunakee because of the vital link this provides to Waunakee commuters and recreational users. We are ready to go and this can be constructed, but this TAP grant is vital to these improvements taking place. The DNR which owns property along Woodland Drive has also indicated support and readiness by assisting with parking lot improvements for trail and hunting land use in anticipation of needing places other than the roadway to park vehicles using its facilities and Town trails.

Cost Effective 15%
We scored well here, and it is a very cost effective way to provide safety and multi-modal links on the north shore of Lake Mendota.

Congestion Management 5%
Any commuters we can move onto bikes or get walking from Waunakee/Westport to Gov. Nelson, the many City and County parks and trails, and maybe even commuter biking into commercial areas of Middleton and Waunakee, the less traffic we will have on CTH M, even for short routes that are chosen because of CTH M not being safe to bike or walk, which therefore assists with congestion management on CTH M. This link is important with the planned County work to assist in that regard. ANY LITTLE BIT OF RELIEF ON CTH M in this congested area will be appreciated and needed!
Opportunity/Risk 5%
With this grant, this project will likely go forward, but without grant funding it will not. There is great opportunity to make these links now that all needed governments are committed, and the risk of all of this NOT happening without TAP money is great since this is such an important link in this chain along CTH M.

Thank you very much to your attention to these comments. We certainly hope MPO staff and the Commission will see the necessity of this project and will provide a greater score for this project. We are looking for your help on behalf of the many local governments on the north shore of Lake Mendota, and need it to complete this project.

I would invite those copied on this to please make comments as well to improve the score of our grant application.

Very Truly Yours,

Tom Wilson

Thomas G. Wilson
Attorney/Administrator/Clerk-Treasurer
Town of Westport (Dane County, WI)
Population 3,962

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(608) 849-9657 FAX

-----Original Message-----
From: Kevin [mailto:keven@vil.waunakee.wi.us]
Sent: Wednesday, April 23, 2014 3:09 PM
To: Tom Wilson
Subject: Fwd: Revised Agenda for MPO TCC Meeting - Added Item

We should provide comments, Bill is seeking comments.

We didn't score well with his staff.

Kevin A Even, P.E.
Village Engineer / Director of Public Works Village of Waunakee
500 West Main Street
Waunakee WI 53597
Begin forwarded message:

From: "Schaefer, William"
<WSchaefer@cityofmadison.com>
Subject: Revised Agenda for MPO TCC Meeting - Added Item

Attached is a revised agenda for the MPO Technical Coordinating Committee meeting this afternoon with an added agenda item for Review of Preliminary Draft Scoring and Ranking of 2014-2018 Transportation Alternatives Program Project Applications.

As I have previously mentioned, the Madison MPO will not have a separate sub-allocation of TAP funding for this project cycle. As a result, we were not planning to score and rank the TAP projects. However, after I raised the issue quite some time ago WisDOT just recently sent out a note saying they would consider MPOs’ rankings of projects in their decisions on allocation of the statewide funding. MPO staff therefore scored the projects based on the criteria approved by the MPO Board. See attached table and criteria. I want to emphasize that this scoring of the projects is preliminary as staff did not have much time to do it before the meeting this afternoon. Based on comments we receive from TCC members and our own review, we may make some changes before we review and seek approval of the rankings from the MPO Board at their May 7 meeting. The project rankings must be provided to WisDOT by May 9.

We will bring copies of the revised agenda and TAP materials to the meeting. If you cannot attend the meeting this afternoon, but want to comment on this preliminary scoring of the projects feel free to do so. I suggest comments be provided by Tuesday, April 29 prior to the mailing for the MPO board meeting.

Bill Schaefer, Transportation Planning Manager Madison Area Transportation Planning Board - An MPO
121 S. Pinckney St., #400
Madison, WI 53703
PH:  (608) 266-9115
FAX: (608) 261-9967
Email: wschaefer@cityofmadison.com
www.MadisonAreaMPO.org
**Re:**

Presentation on South Capitol Transit-Oriented Development (TOD) District Planning Study

<table>
<thead>
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<th><strong>Staff Comments on Item:</strong></th>
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| The City of Madison is nearing the end of this planning study for which the city received a Federal TIGER grant back in 2010 as part of the stimulus bill. The focus at the time the grant was approved was to plan for a multi-modal terminal for the planned intercity rail station. After the high speed rail project was derailed, the focus shifted to other multi-modal transportation opportunities in the area south of the Capitol Square. The first phase of the study focused on redevelopment plans for the two-block area, including the existing Government East parking garage and the Madison Municipal Building. This phase of the project has involved planning for potential transportation improvements for the larger area south of the Square and beyond that for potential inter-city bus terminal locations.  

The study included a circulation and traffic operations analysis of Wilson Street and John Nolen Drive and other intersections in the area, including the very challenging one at Wilson/Blair/Williamson/John Nolen Drive (East Gateway). Recommended improvements have been identified and a design concept developed for the East Gateway intersection. The study identified a potential location for an intercity bus terminal near the Kohl Center and developed a concept plan for design of the terminal. Potential locations have been identified for one or more ped/bike bridges connecting Wilson Street to the lakeshore and some concept designs prepared. Recommendations have also been made for improvements to Wilson Street and the John Nolen Drive path in this area. |

| **Materials Presented on Item:** |
| None. |

| **Staff Recommendation/Rationale:** |
| For information purposes only at this time. |