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

October 1, 2014
Madison Water Utility
119 E. Olin Avenue, Room A-B

6:30 p.m.

AGENDA

1. Roll Call

2. Approval of September 3, 2014 Meeting Minutes

3. Communications

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

5. Resolution TPB No. 95 Adopting the 2015-2019 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
   - Addition/Correction Sheet, dated 9/24/14
   - STP Urban Project Priority Listings, dated 9/24/14
   - Section 5310 (Enhanced E/D Transportation) Program of Projects for 2015


7. Review and Recommendation of Draft 2015 MPO Budget

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

9. Update on the Regional ITS Strategic Plan

10. Report on 2014 Rail-Volution Conference in Minneapolis

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:
   - 2015 MPO Work Program
   - 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, November 5 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)  
September 3, 2014 Meeting Minutes

1. Roll Call

Members present: Mark Clear, Ken Golden, Jeff Gust, Chuck Kamp, Steve King, Jerry Mandli (arrived during item #12), Al Matano, Ed Minihan (arrived during item #3), Mark Opitz, Chris Schmidt, Patrick Stern

Members absent: David Ahrens, Paul Lawrence, Robin Schmidt

MPO Staff present: Bill Schaefer, David Kanning

2. Approval of August 6, 2014 Meeting Minutes

Moved by Kamp, seconded by Golden, to approve the August 6, 2014 meeting minutes. Motion carried.

3. Communications

- Letter from WisDOT approving amendment #5 to the 2014-2018 TIP
- Letter from WisDOT SW Region staff in response to letter from Madison Mayor Soglin regarding the Stoughton Road Study

Schaefer said the letter from WisDOT region staff to Mayor Soglin was not an MPO communication, but was included for information purposes. WisDOT was attempting to address study issues that were raised by city policymakers. A meeting was recently held with city staff and east-side alders to discuss the issues. A follow up meeting of WisDOT, MPO, City Planning, and Metro staff was scheduled to discuss one of the issues raised – why BRT was not being considered for the corridor. Schaefer said the MPO led BRT Study examined the appropriateness and feasibility of BRT service in numerous corridors, but did not recommend BRT service on Stoughton Road. Schaefer mentioned some of the other concerns addressed in the letter. He said the draft EIS for the study was now scheduled to be released in January 2015.

Golden commented that a change in design to a boulevard style cross-section versus a limited access roadway and BRT would only make sense if the City of Madison made a major change to its land use plan for the corridor. He suggested soliciting input from city planning staff on this issue.

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

None

5. Public Hearing on Draft 2015-2019 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Matano opened the public hearing. There were no registrants.

Schaefer said a meeting was held with WisDOT Bureau of Transit & Local Roads (BTLR) staff to discuss the proposed STP-Urban project changes as listed in the Draft 2015-2019 TIP, including the new transit projects and roadway project schedule and funding changes. The meeting did not resolve any issues. WisDOT BTLR staff said they weren’t sure whether money was available next year for the Metro and YWCA projects because of commitments to other projects in the state. WisDOT must now work with a constrained budget for STP Urban projects statewide. An issue discussed was the $2.8 million in carryover funding from the previous project program cycle. WisDOT BTLR staff had previously indicated in an email the MPO would receive this money, but they were now saying the money was no longer available. Schaefer said he was going to continue to pursue this to try to get the promised funding. Schaefer said that WisDOT was in the process of changing their policies and rules for administering the STP-Urban program to address new financial constraint requirements. A work group was set up to provide input. A major point that MPO staff keeps raising is that we are in a transition period and there needs to be flexibility until everyone adjusts to the new
policies and rules. The new rules will require projects to be further along in development/design prior to the time of application and programming because there will be less flexibility for schedule and cost changes and delays could result in the MPO losing funding.

Schaefer reviewed the STP Urban projects and schedule changes, including the delay in the start of the southern segment of CTH M to 2016 and delay in the Buckeye Road and East Johnson Street reconstruction projects to 2019. Clear asked why the CTH M project was delayed, and Schaefer said it was because of the major redesign of the CTH M/CTH PD intersection. Both the southern and middle segments would now be let together with construction in 2016-'17.

Schaefer reviewed other projects included on the maps in the draft 2015-2019 TIP. There was discussion about the Verona Road project and its timing as well as the I-39/90 reconstruction and capacity expansion project. Stern asked for the northern limits of the six-lane capacity I-39/90 expansion project. Schaefer said it was the Beltline interchange, but there was not currently funding included for the redesign and reconstruction of that interchange. WisDOT hoped to be able to find funding by the time this last segment of the project was constructed in 2020. Schaefer said that the proposed access modifications on USH 12/18, including a new CTH AB interchange, might be included as part of Beltline interchange project. Minihan added that he had seen a WisDOT presentation on the I-39/90 capacity expansion project, which might be helpful to have at a future MPO board meeting.

There was discussion about other projects, including the USH 12/CTH K intersection project, which would add dual left turn lanes from CTH K to USH 12. In response to questions from Golden, Schaefer clarified that the USH 151 project was for resurfacing and bridge rehabilitation and the Interstate 94 was for pavement replacement. It was noted that the locally funded Monroe Street project was proposed to be delayed until 2017 with construction in one year in order to reduce its impact on businesses. Regarding the USH 14 (Main St) reconstruction project in Cross Plains and associated work, including replacement of the CTH P bridge over Black Earth Creek, Opitz noted the CTH P bridge had already been removed. Opitz asked if a roundabout would be constructed at the USH 14/CTH P intersection, and Gust said he thought so.

Schaefer reviewed the major bicycle projects, many of which would be constructed concurrently with STP-Urban funded roadway projects. He mentioned that the Lower Yahara River Trail project received additional federal Transportation Alternatives Program (TAP) funding and the Capital City Trail project extension to the interstate also received TAP funding. Gust provided an update on the status of the Lower Yahara River Trail project, explaining that the county needed to purchase land by October in order to retain the prior approved $3.5 million in funding. He said it looked like the county would meet that deadline. Stern said he thought that the Badger State Trail underpass would only move forward if it received federal funding, and Schaefer said was programmed with STP-Urban funding as part of the CTH PD (Commerce Park Drive to Seminole Highway) project. There will also be another opportunity for the city to receive TAP funding in the next application cycle in two years since it wasn’t scheduled until 2019. Golden asked for the project limits of the West Beltline path, and Schaefer said the path would extend from Junction Road to the Grand Canyon/Struck Street underpass. He said he didn’t know if this would go forward without federal funding. Golden asked if a segment was planned between the Southwest Path and Whitney Way near the golf course. Schaefer said he didn’t think there was room and there were wetlands in that area.

Schaefer described the transit projects and asked Kamp if the new fare boxes had been acquired. Kamp said Metro had installed new fare boxes on August 1-3 on the entire fleet (214). Stern asked if the fare boxes could track passengers, and Kamp said Metro has been able to accurately track boardings, but passenger counters are needed to track alightings. Metro has a limited number of these counters. Kamp explained why Metro applied for STP-Urban funding for replacement buses. With the loss of federal funding, it was needed to help Metro maintain its fleet replacement schedule. Kamp said a 15-acre property was purchased off Nakooosa Trail to be used as a satellite facility to store up to 50 standard-sized buses or articulated buses. The existing garage was built to accommodate 160 buses, but 214 buses are currently being housed there. Funding for the new garage facility is included in Metro’s 5-year budget.
Stern asked Schaefer to describe the percentage of funds that were awarded to pedestrian/bicycle, roadway and transit projects. Schaefer said the MPO receives about $6 million in STP-Urban funding annually. The MPO scores and ranks the projects, but does not set aside a certain percentage of funding for different types of projects. Most of the funding has been allocated towards street (re)construction projects. A small portion of funds are set aside for the MPO’s Rideshare program. An appendix to the TIP shows the breakdown by project type for all of the projects in the TIP.

Matano closed the public hearing.

6. Election of Officers

Matano asked Schaefer to facilitate the election of officers. Schaefer opened the floor for nominations for Chair. Clear asked Matano if he would be interested in continuing to serve as Chair, and Matano said yes. There were no other nominations. Clear asked King if he was interested in continuing to serve as Vice-Chair, and King said yes.

Moved by Clear, seconded by Kamp, to nominate Matano as Chair. Motion carried. Moved by Clear, seconded by Kamp, to nominate King as Vice Chair. Motion carried.

7. Resolution TPB No. 93 Approving Amendment #6 to the 2014-2018 Transportation Improvement Program for the Madison Area & Dane County

Moved by Golden, seconded by Clear, to approve Amendment #6 to the 2014-2018 Transportation Improvement Program for the Madison Area and Dane County. Motion carried.

8. Resolution TPB No. 94 Amending the Program Management and Recipient Coordination Plan for the Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) Program for the Madison Urbanized Area

Schaefer explained that the resolution modifies the program management plan to include project selection criteria and process. This was needed because the MPO would be using a competitive process for selecting projects for next year. The application process was being coordinated with WisDOT.

Moved by Stern, seconded by Clear, to amend the Program Management and Recipient Coordination Plan for the Section 5310 program for the Madison Urbanized Area. Motion carried.

9. Appointment to the Stoughton Road (USH 51) Study Policy Advisory Committee

Schaefer explained that WisDOT intends to reactivate the policy advisory committee and have at least two meetings between now and when the draft is EIS will be completed. He said it was necessary to appoint a new member since the former MPO representative, Ken Dahl, was no longer on the Board.

Matano said Alder Ahrens would be a good fit since his district borders part of the corridor. Schaefer concurred and said he sent an email message to Ahrens to see if he was interested, but hadn’t heard back. Stern said that he was willing to serve on the committee if Ahrens was not interested.

Moved by Golden, seconded by Clear, to appoint Ahrens to represent the MPO Board on the Stoughton Road Study Policy Advisory Committee, but if Ahrens declined to appoint Stern. Motion carried.

10. Appointments to the MPO Citizen Advisory Committee

Schaefer said a revised draft committee member roster was at members’ places. There were now six candidates for appointment. The additional candidate was Joe Maldonado, who lives in the Allied - Dunn’s Marsh area of City of Fitchburg and works for the Boys and Girls Club of Dane County. That would increase the committee to thirteen members.
Moved by Opitz, seconded by King, to approve the appointments to the MPO Citizen Advisory Committee. Motion carried.

11. Brief Update on the Bicycle Transportation Plan

Schaefer said MPO staff had reviewed materials at recent meetings of the plan technical and citizen/policy committees. These included a revised plan vision statement, goals, objectives and performance measures, and maps and various bicycle data, including bicycle counts, crashes and bike-to-work information. Schaefer said one of the interesting findings from the Census bike-to-work data was that bicyclists in the area tended to be white, male, younger in age, and either very low-income or middle to high-income. A likely plan recommendation would be to address ways to increase bicycle participation rates amongst segments of the population that are not bicycling as much. Staff also presented information on a survey staff produced for communities that focused on pedestrian and bicycle policies and facility standards. A revised draft bicycle functional classification map was also presented. Staff will make changes to the documents based on comments received.

12. Discussion Regarding MPO Board Meeting Minutes

Schaefer said the MPO’s administrative staff person recently attended a training session pertaining to open meetings laws. The attorneys who lead the training session discouraged the recording of meetings and recommended less detailed meeting minutes for legal reasons. Schaefer said that while he wasn’t concerned with any legal ramifications of more detailed minutes, these recommendations have prompted him to seek the board’s input on the level of detail desired for the minutes. Schaefer explained the process used now for producing the minutes, starting with a meeting transcript. He noted that very detailed minutes are produced for the City of Madison’s transportation-related committees. It takes a considerable amount of staff time to produce the minutes. If the board didn’t feel the more detailed minutes was necessary, they could be abbreviated. Staff could also stop recording the meetings.

Stern said he would be fine with staff producing less detailed minutes if there were other more important items for them to work on. Golden said he found the detailed minutes to be useful. He suggested that the board adopt a formal policy that addresses the issue of when the recording would be destroyed. He added that he views the recording as a convenience to staff. Schaefer said the recording was used to produce the detailed minutes since it was difficult to rely solely on meeting notes. King concurred that the detailed minutes were useful, but suggested giving more direction to staff. King added that he thought staff should continue to recording the meetings for use in producing the minutes. Opitz said that he would like staff to continue taking detailed minutes, but to focus more on capturing the discussion of board members rather than providing detailed summaries of staff presentations.

Schaefer said a formal policy regarding retention of meeting recordings and other meeting materials would probably be desirable. C. Schmidt asked why it was necessary to destroy the recording or other meeting materials. Schaefer said that the city attorneys recommended it since all items kept are subject to open meetings requests. It was noted there is also a computer storage space issue. Kamp agreed that the minutes were helpful to have in detailed form. Matano asked what the legal rationale was for not keeping detailed minutes. Schaefer the rationale was that minutes can never capture the complete discussion and that someone challenging a decision would have information to support a challenge. Matano said keeping less detailed minutes was not good government. King added it was a risk aversion measure. Schaefer said a legal issue would rarely occur with an MPO action. The most likely challenge would be related to the TIP or possibly a Title VI/environmental justice issue. Schaefer said that keeping more detailed minutes could be helpful in proving that a deliberative process was used. Mandli said that in his experience keeping detailed minutes could be problematic for controversial decisions, which is why the attorneys might be recommending less detailed minutes.

Schaefer said that MPO staff would continue recording the meetings and producing minutes in the same manner, but would not include details from staff presentation items that were described in meeting packets.
He noted that he will find out whether a written policy on records retention is needed for adoption. Regardless staff would seek board input on a reasonable time for retaining recordings and other meeting materials.

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

Schaefer reported that traffic modeling results for the Beltline Study will be reviewed at upcoming policy and technical meetings. Additional outreach activities are planned for the City of Madison’s Sustainable Transportation Plan. The workshops and meetings held this summer were not that well attended by the general public. Matano asked about the Interstate Study. Schaefer said that the first phase of that study had been looking at potential new interchanges and other grade separated crossings. The actual EIS phase of the study would follow looking at potential capacity expansion and other operational improvements. Schaefer commented congestion was not a problem during the weekday peak commute times. The peak times were Friday nights and Sunday afternoons due to seasonal, tourist traffic. Gust said that the federal design standard for the Interstate is to design for the K100 factor or the 100 heaviest traffic hour of the year. The Fridays and Sundays would cover those hours. Schaefer said that because of the unique traffic peaking the issue of what K-factor standard to use was still yet to be decided. He said that was a major issue for the study.

14. Discussion of Future Work Items

Schaefer said the TIP will be up for action at the next meeting. The selection of 5310 projects will also be on the agenda as a separate item, but as part of the TIP approval. Staff was currently reviewing the Metro On-Board Survey proposals. The survey would likely take place in late winter/early spring instead of this fall. Staff was waiting for completion of some traffic counts prior to finalizing the functional class update. A short summary of the ITS plan was provided. The City recently approved the wayfinding plan agreement that was approved by the Policy Board so that project can get going again.

15. Announcements and Schedule of Future Meetings

The next meeting will be held Wednesday, October 1, 2014 at 6:30 p.m. at the Madison Water Utility Building, 119 E. Olin Ave., Room A-B.

16. Adjournment

Moved by King, seconded by Stern, to adjourn. Motion carried. The meeting adjourned at 8:03 PM.
September 15, 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 September 3, 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 93 for the Madison Area Transportation Planning Board are enclosed. 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,

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
Aileen,

I am writing concerning an issue from a meeting held last week with WisDOT Bureau of Transit & Local Roads (BTLR) and WisDOT SW Regional staff to try to work out issues with the programming of STP Urban projects in the Madison area as the transition occurs to new local program policies related to fiscal constraint requirements in MAP-21. MPO staff were told at that meeting that we would not be receiving $2.84 million in expected carryover funding from the 2011-2014 program cycle to the current 2014-2018 program cycle. WisDOT CO BTLR staff had previously informed our WisDOT SW Region Local Program Manager, Michael Erickson, that because there was no established policy on this at the time that WisDOT would therefore allow the funds to be carried over (see attached two email messages). In fact, there has always been a policy to allow such carryover of STP Urban funding for large MPOs (TMAs) such as Madison. That policy is outlined in Section 5 (Local Highway Improvement Program Policies), Subject 20 (Carryover of STP-Urban Program Funding) of WisDOT’s Program Management Manual (PMM). We have operated under that assumption as reflected in the STP Urban Priority Project Listings table we have included in our TIP which is approved by both WisDOT and FHWA, and has always been made available to WisDOT CO Planning staff (see attached listings from our current TIP). We were not informed of a proposed change to this policy until last year (August 2013) after the STP Urban application cycle had already ended. Starting this year, we have modified our STP Urban Priority Project Listings to reflect this new policy (see attached table included in the draft 2015-2019 TIP).

We have never received written notification that we would not be receiving the carryover funding as promised in the attached email from 2011. Likewise, there was never any written notification of any change in the policy on carryover funding. One would think that given the importance of the issue a change in policy regarding the administration of the program would be outlined in writing with a corresponding change to the PMM. The same thing can be said about reversing the department’s position on a previous written commitment of funding. The WisDOT SW Region Local Program Manager was informed about the un-programmed funds in 2011 and the program manager discussed this with MPO staff, but given the timing of the notice there was no project previously approved by the MPO that
the funds could be used on. Therefore, WisDOT CO BTLR agreed and provided written notification that would allow the carryover of the funding to be used during the next program cycle (2013-2018). That agreement has been verbally nullified and the carryover not allowed by WisDOT CO BTLR, thus leading to ongoing discussions between the Madison MPO and WisDOT CO BTLR which have continued since August 2013 – and which are still unresolved to the satisfaction of the Madison MPO.

The MPO is scheduled to take action on the 2015-2019 TIP at its October 1 meeting. We need to get a final resolution on this issue of the promised carryover funding ASAP as this is affecting other issues that we are working on with WisDOT CO BTLR regarding our STP Urban projects for the 2014-2018 program cycle.

Donna Brown-Martin has involved the MPOs and WisDOT Region staff in working on development of a new set of policies for the STP Urban program and other local programs and we appreciate that very much. She is making an effort to ensure the new rules work for everyone. However, WisDOT needs to provide flexibility as everyone involved (WisDOT, MPOs, local project sponsors) makes the transition to this new set of rules to be developed. This includes not walking away from previous commitments.

Thank you for your prompt attention to this matter. I look forward to hearing from you.

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
https://www.facebook.com/MadisonAreaTPB
Hi Bill,

Aileen and I discussed the problem outlined in your Memo dated September 15th. The carryover funding outlined in the email from Michael Erickson and what is outlined in the WisDOT policy will be adhered to for the coming cycle. Per your email the Madison MPO will carry over $2.84 million from your 2011-2014 program cycle. We are constrained for this 2015 fiscal year, so the earliest you will be able to program and spend the funds is FY 2016. Mary and I will work with you to get the funds programmed. Now that this issue is resolved, I will add the carryover policy to our list of topics and items for inclusion in our policy discussion in October. If it is to remain there will need to be changes to meet our fiscal constraint concerns and questions.

Your request to fund Transit buses in the 2015 cycle must wait until 2016, unless funding is freed up from a delay in another project this spring during this fiscal year. There is not enough funding in 2015 to meet your request without that review. I am on vacation this week, but please work with Mary and her team to get your projects scheduled in the program per this discussion in time for your upcoming TIP meeting.

I greatly appreciate your participation and involvement in MPO STP program discussions, I think we are making real progress and will develop policy approaches that will make our state programs meet everyone’s needs. Let us know if you have additional questions or concerns surrounding these two issues.

Thank you and we’ll talk soon.

Donna Brown-Martin
Director, Bureau of Transit, Local Roads, Railroads & Harbors
Division of Transportation Investment Management
September 9, 2014

The Honorable Paul Soglin
Mayor of Madison
Madison, WI 53703

Dear Mayor Soglin:

You know all too well that the Nation’s transportation infrastructure is facing a crisis. We cannot meet the needs of a growing country and a growing economy by simply maintaining our current level of effort. We must do more. That is why President Obama is determined to use all available tools to increase our investment in the roads, bridges, railways and ports that our Nation depends upon.

In July, the President announced the Build America Investment Initiative, a new Government-wide effort to support and expand the use of innovative financing strategies, such as public-private partnerships (P3s), to help fill the Nation’s infrastructure deficit. As part of this initiative, and recognizing that there is no substitute for adequate public funding, we at the U.S. Department of Transportation (USDOT) are working with the White House, the U.S. Department of Treasury, and colleagues across the Administration to find ways to harness the potential of private capital to complement Government dollars.

At USDOT, we are setting up a new one-stop shop—the Build America Transportation Investment Center—to provide resources and expertise to State and local governments, public and private developers, and investors seeking to use innovative financing strategies for transportation infrastructure projects. Some States and localities have found success in using project financing, such as loans and bonds, alongside traditional public resources, and our goal is to help project sponsors fully understand their options and assist them through the necessary processes and requirements.

The purpose of this letter is to ask your assistance in identifying a pipeline of projects that can best benefit the most from our collective attention, ideally projects that are still relatively early in the planning process. More specifically, I ask that you scan your programs for any projects that could qualify as P3s and send me your list. We are keenly interested in getting involved with projects early on so innovative financing can be a consideration as a project takes shape.

By engaging with project sponsors early on, the Build America Transportation Investment Center can help them understand the most advantageous strategies for financing the project and, perhaps, assist in assembling a package of funding and financing resources. The Center will draw upon and elevate the expertise and resources of all USDOT’s modal administrations and combine their perspectives to provide a multi-modal approach to project financing. Some initial
materials are already available at the Center’s website (http://www.dot.gov/buildamerica). The Center has multiple resources and tools under development, and we would welcome feedback on how it can be most helpful to cities seeking to learn more about public-private partnerships and other innovative financing strategies.

A number of States and cities have taken initiative and developed successful public-private partnerships that add private capital into this mix. In Denver, for example, the $2.04 billion Eagle P3 Project combines Federal grants, a loan through USDOT’s Transportation Infrastructure Finance and Innovation Act program, private activity bonds, sales tax revenue, county and city contributions, revenue bonds, and private equity to provide new rail transit options along three corridors in metropolitan Denver. The Eagle P3 project is being delivered as a design-build-finance-operate-maintain concession contract, and is considered the first rail-transit public-private partnership in the United States. We want to encourage and facilitate greater opportunities for the public and private sectors to collaborate on projects like this one.

Expanding innovative financing is, of course, not a substitute for adequate public funding. As we await Congressional action on a comprehensive and sustainable funding solution, the President has also introduced the GROW AMERICA Act, or Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America. This multi-year surface transportation reauthorization package will support millions of American jobs repairing and modernizing our roads, bridges, railways, and transit systems; help ensure that American businesses can compete effectively in the global economy and grow; and pave the way forward by increasing access to the ladders of opportunity that help Americans get ahead. I ask for your support of this bill as well.

Please do not hesitate to contact me with ideas for how the Build America Transportation Investment Center can be most helpful to State and local project sponsors, and how the Build America Investment Initiative can have the greatest impact on our infrastructure deficit. Please send recommendations for this pipeline of projects to Mr. Paul Baumer, U.S. Department of Transportation’s Office of Infrastructure Finance and Innovation, via email at paul.baumer@dot.gov.

I look forward to receiving your feedback as well as your list of potential P3 projects.

Sincerely,

[Signature]

Anthony R. Foxx
Re:
Resolution TPB No. 95 Adopting the 2015-2019 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Staff Comments on Item:
Staff has prepared an Addition/Correction Sheet, dated 9/24/14, that lists proposed changes to the draft TIP. There are no proposed changes to the STP Urban priority project listings at this time. The only change is to the schedule for the Metro bus replacement project with more buses being acquired in 2015. WisDOT has Bureau of Transit & Locals Roads (BTLR) has now agreed to provide the MPO with the previously promised $2.8 million in carryover funding from the prior 2011-’14 program funding cycle. WisDOT said the funding, which will be used for 12-14 of the Metro buses and YWCA vans, would need to be spent in state fiscal year 2016 (starting July 1, 2015), but this will hopefully not create a problem for Metro since they are planning to have the buses delivered July 15, 2015. MPO staff has not yet received any feedback from WisDOT BTLR staff regarding any of the other requested project funding and scheduling changes. If necessary, a TIP amendment will be processed next year to make any needed STP Urban project scheduling/funding changes.

The other changes listed on the attached Addition/Change sheet include:
- Adding more programmed federal (TAP) funding for the Lower Yahara River Trail project and federal TAP funding the Capital City Trail (Segments 4-6) extension.
- Adding the City of Madison’s TIGER planning grant for BRT station area planning.
- Adding programmed federal funding for the four Section 5310 projects (see table and project descriptions)
- Revising the schedule for the locally funded Monroe Street project per draft City of Madison budget.
- Adding the State St. Campus-Lake St. parking garage project and revising the funding for the MMB/Judge Doyle Sq. parking garage project per draft city budget.

The MPO’s Technical Coordinating Committee is meeting on September 24 to review and make a recommendation on approval of the draft TIP with the changes listed in the addition/correction sheet.

Materials Presented on Item:
1. Resolution TPB No. 95
2. Addition/Correction Sheet dated 9/24/14
3. Draft STP Urban Priority Project Listings, dated 9/24/14
4. Section 5310 Program of Projects table and project descriptions

Staff Recommendation/Rationale:
Staff recommends adoption of Resolution TPB No. 95 approving the draft TIP with the changes listed in the Addition/Correction Sheet dated 9/24/14.
Resolution TPB No. 95

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 Governor; and

WHEREAS, the Madison Area Transportation Planning Board (TPB) is the designated metropolitan planning organization 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 September 24, 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 it is the intent of WisDOT and the Madison Area TPB to advance projects, including transit operating assistance, that are included in the approved TIP and STIP, and projects reflected in any of the first four years of the approved TIP may be advanced to proceed with federal funding commitment subject to a demonstration of fiscal constraint; 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;
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
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. 27 regarding 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

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 (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), $2,487 (DC), $5,783 (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 (Const., Fed-TAP), $894 (Total) in 2016, $894 (Total) in 2017.

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 funding for the STP Urban funded Metro bus purchase project as follows: $1,435 (Fed-URB), $1,435 (M), $2,870 (Total) in 2015; $1,435 (Fed-URB), $1,435 (M), $2,870 (Total) in 2016; $1,435 (Fed-URB), $1,435 (M), $2,870 (Total) in 2017.

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 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: $910 $25 (Design, M), $4,180 (Const., M), $5,090 $25 (Total) in 2015, $4,940 (Const., M), $885 (Design, 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>$8,429</td>
</tr>
<tr>
<td>Total funding Available</td>
<td>$34,095</td>
</tr>
<tr>
<td>Proposed Total Allocation Applied to Projects (2014 - 2018)</td>
<td>$34,078</td>
</tr>
<tr>
<td>(Difference)</td>
<td>$17</td>
</tr>
<tr>
<td>Estimated Allocation Amount (2019)</td>
<td>$6,416</td>
</tr>
<tr>
<td>Note: Funding amount uncertain.</td>
<td></td>
</tr>
<tr>
<td>Total Allocation Applied to Projects (2019)</td>
<td>$4,646</td>
</tr>
<tr>
<td>(Difference)</td>
<td>$1,770</td>
</tr>
<tr>
<td>Carry-Over Programming by MPO for (2020)</td>
<td>$1,770</td>
</tr>
</tbody>
</table>

### Priority Projects (2015-2018)

#### MPO Rideshare Program
- Project ID: 5992-08-20,30-32
- Score: 48
- Construction/Project Year: 2015-2018
- Total Cost (thousands): $415
- Percent: 80
- Federal Funds Currently Approved (thousands): $324
- Proposed Federal Funds (thousands): $332
- Comments: Ongoing support per MPO policy.

#### City of Madison Ped/Bike Safety Education Program
- Project ID: 5992-08-29,33-35
- Score: 30
- Construction/Project Year: 2015-2018
- Total Cost (thousands): $355
- Percent: 80
- Federal Funds Currently Approved (thousands): $284
- Proposed Federal Funds (thousands): $284
- Comments: Ongoing support per MPO policy.

#### YWCA JobRide Program Van Replacements (6)
- Score: 28
- Construction/Project Year: 2015-2016
- Total Cost (thousands): $165
- Percent: 80
- Federal Funds Currently Approved (thousands): $132
- Proposed Federal Funds (thousands): $132
- Comments: Includes Ped/bike path and underpass of Midtown Rd.

#### CTH M (Cross Country Rd. to 2,500' N of CTH PD)
- Project ID: 5992-09-82
- Score: 42
- Construction/Project Year: 2016
- Total Cost (thousands): $16,600
- Percent: 50
- Federal Funds Currently Approved (thousands): $8,300
- Proposed Federal Funds (thousands): $8,300
- Comments: Includes path, underpasses.

#### CTH M (2,500’ N of CTH PD to 1,000 S of Valley View Road)
- Project ID: 5992-09-85
- Score: 42
- Construction/Project Year: 2016
- Total Cost (thousands): $12,800
- Percent: 50
- Federal Funds Currently Approved (thousands): $6,400
- Proposed Federal Funds (thousands): $6,400
- Comments: Includes Ped/bike path and underpass of Midtown Rd.

#### McKee Rd./CTH PD (Meriter Way to Maple Grove Rd.)
- Project ID: 5992-09-31
- Score: 36
- Construction/Project Year: 2017
- Total Cost (thousands): $12,160
- Percent: 50
- Federal Funds Currently Approved (thousands): $6,265
- Proposed Federal Funds (thousands): $6,265
- Comments: Includes Ped/bike overpass. City may apply for TAP funding for that again.

#### Cottage Grove Rd/CTH BB (I-39/90/94 to Sprecher Rd)
- Project ID: 5992-09-26
- Score: 36
- Construction/Project Year: 2017
- Total Cost (thousands): $5,280
- Percent: 50
- Federal Funds Currently Approved (thousands): $2,550
- Proposed Federal Funds (thousands): $2,550
- Comments: City moved from 2016 to '17. Coordinate w/ I-39/90 bridge project, if possible.

#### Lacy Rd. (City Hall to Syene Rd.)
- Project ID: 5849-00-11
- Score: 34
- Construction/Project Year: 2017
- Total Cost (thousands): $4,000
- Percent: 50
- Federal Funds Currently Approved (thousands): $2,000
- Proposed Federal Funds (thousands): $2,000
- Comments: Project limits extended from Fahey Glen to Syene Road. Includes roundabout at Fahey Glen.

#### CTH PD (Nine Mound Road to CTH M)
- Project ID: 5992-09-36
- Score: 36
- Construction/Project Year: 2018
- Total Cost (thousands): $7,210
- Percent: 50
- Federal Funds Currently Approved (thousands): $3,605
- Proposed Federal Funds (thousands): $3,605
- Comments: Includes path. Potentially move to 2017, if possible.

### Priority Projects (2019)

#### MPO Rideshare Program
- Project ID: Ongoing
- Score: 48
- Construction/Project Year: 2019
- Total Cost (thousands): $105
- Percent: 80
- Federal Funds Currently Approved (thousands): $84
- Proposed Federal Funds (thousands): $84
- Comments: Ongoing support per MPO policy. 3% Increase over 2018 funding amount.

#### E. Johnson St. (Baldwin St. to First St.) Phase 2
- Project ID: 5992-09-14
- Score: 40
- Construction/Project Year: 2019
- Total Cost (thousands): $3,940
- Percent: 50
- Federal Funds Currently Approved (thousands): $1,970
- Proposed Federal Funds (thousands): $1,970
- Comments: City moved from 2018.

#### McKee Rd./CTH PD (Commerce Park Dr to Seminole Hwy.)
- Project ID: New
- Score: 43
- Construction/Project Year: 2019
- Total Cost (thousands): $2,900
- Percent: 50
- Federal Funds Currently Approved (thousands): $1,450
- Proposed Federal Funds (thousands): $1,450
- Comments: Coordinate w/ Verona Rd/CTH PD interchg project Incl. ped/bike crossing.

#### Buckeye Rd. (Monona Dr. to Stoughton Rd./USH 51)
- Project ID: 5992-09-41
- Score: 32
- Construction/Project Year: 2019
- Total Cost (thousands): $2,130
- Percent: 50
- Federal Funds Currently Approved (thousands): $1,065
- Proposed Federal Funds (thousands): $1,065
- Comments: City moved from 2018.

#### City of Madison Ped/Bike Safety Education Program
- Project ID: Ongoing
- Score: 30
- Construction/Project Year: 2019
- Total Cost (thousands): $96
- Percent: 80
- Federal Funds Currently Approved (thousands): $77
- Proposed Federal Funds (thousands): $77
- Comments: Ongoing support per MPO policy. 3% Increase over 2018 funding amount.

### Candidate Future Projects

#### Pleasant View Rd. (Univ. Green to Greenway Blvd.) Phase 1
- Project ID: 36
- Score: $13,259
- Percent: 50
- Federal Funds Currently Approved (thousands): $0
- Proposed Federal Funds (thousands): $0
- Comments: Requested for 2018.

#### Pleasant View Rd (Greenway Blvd to Timber Wolf Trl) Ph 2
- Project ID: 36
- Score: $4,720
- Percent: 50
- Federal Funds Currently Approved (thousands): $0
- Proposed Federal Funds (thousands): $0

#### McKenna Blvd. (Gammon Ln. to Hammersley Rd.)
- Project ID: 32
- Score: $1,670
- Percent: 50
- Federal Funds Currently Approved (thousands): $0
- Proposed Federal Funds (thousands): $0

#### Park Street (Park Lawn Pl. to Century Ave.)
- Project ID: 30
- Score: $340
- Percent: 50
- Federal Funds Currently Approved (thousands): $0
- Proposed Federal Funds (thousands): $0
- Comments: Requested for 2016.

#### Parmerter St. (Century Ave./CTH M to Greenbriar Rd.)
- Project ID: 30
- Score: $4,816
- Percent: 50
- Federal Funds Currently Approved (thousands): $0
- Proposed Federal Funds (thousands): $0
- Comments: Requested for 2016.

#### High Road (Century Ave./CTH M to Ramsey Rd.)
- Project ID: 28
- Score: $256
- Percent: 50
- Federal Funds Currently Approved (thousands): $0
- Proposed Federal Funds (thousands): $0
- Comments: Requested for 2016.

#### Parmerter Street (University Ave. to Lee St.)
- Project ID: 28
- Score: $204
- Percent: 50
- Federal Funds Currently Approved (thousands): $0
- Proposed Federal Funds (thousands): $0
- Comments: Requested for 2015.

#### Syene Rd. (McCoy Rd. to Post Rd.)
- Project ID: 28
- Score: $760
- Percent: 50
- Federal Funds Currently Approved (thousands): $0
- Proposed Federal Funds (thousands): $0
- Comments: Requested for 2018.

#### Mendota Ave. (University Ave. to Allen Blvd./CTH Q)
- Project ID: 28
- Score: $228
- Percent: 50
- Federal Funds Currently Approved (thousands): $0
- Proposed Federal Funds (thousands): $0
- Comments: Requested for 2016.
<table>
<thead>
<tr>
<th>Subrecipient</th>
<th>Service Area</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>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>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>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>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>DR</td>
<td></td>
<td>Grant Administration</td>
<td>$19,237</td>
<td>$0</td>
<td>$19,237</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<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 B Projects** - Pending federal requirements and/or pending approval for funding.

<table>
<thead>
<tr>
<th>Subrecipient</th>
<th>Service Area</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><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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.
<table>
<thead>
<tr>
<th>Subrecipient:</th>
<th>City of Sun Prairie</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project:</td>
<td>Accessible Min-Van (5/1 gas) for Shared-Ride Taxi</td>
</tr>
</tbody>
</table>

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:**


**Staff Comments on Item:**

A draft of the 2015 Unified Planning Work Program has been prepared and will be made available to all local units of government within the MPO planning area and appropriate agencies, committees, and commissions for review and comment. MPO staff will be meeting with WisDOT Central Office and Southwest Region Office staff and FHWA and FTA staff on Monday, September 29 to review and discuss the draft work program and receive their comments. Staff will report on their comments at the meeting. Any necessary additions or corrections will be made to the final draft document.

**Materials Presented on Item:**

1. [Draft 2015 Work Program Report](#)

**Staff Recommendation/Rationale:**

Informational at this time. Action by the Board is expected at the November 5 meeting.
Re:
Review and Recommendation of Proposed Draft 2015 MPO Budget

Staff Comments on Item:
The MPO’s budgeted expenditures for 2015 are the same as the 2014 budget when the MPO received a large increase in federal planning funds. A large share of the increase in 2014 was budgeted for a comprehensive regional Intelligent Transportation Systems (ITS) plan. Staff costs increase about $83,000 in 2015. This is due to the MPO hiring a new planner in the spring and the MPO covering additional staff time for two non-MPO City of Madison transportation planners. The consultant services budget was reduced by about that same amount. The consultant budget is planned to be used for continued travel modeling assistance, a public survey, project website, and other cost for the Regional Transportation Plan update, and possible purchase of origin-destination data. The carryover consultant services funding from 2014 for completion of the ITS plan is not included. The budget for supplies and equipment continues to decrease due to savings in copying/printing and postage due to greater use of electronic mailings and documents.

Materials Presented on Item:
Table reflecting the estimated budgets for 2014 and 2015.

Staff Recommendation/Rationale:
Recommend Draft 2015 Budget
### CITY OF MADISON PLANNING DIVISION
Transportation Planning Services

**Draft (9/15/14) MPO Version (2.0% COL increase)**

<table>
<thead>
<tr>
<th>Service Description</th>
<th>2014 Budget</th>
<th>2015 Budget</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Purchased Services</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>54202 Telephone Regular</td>
<td>3,500</td>
<td>1,500</td>
<td>Reduce cost with new IP phones</td>
</tr>
<tr>
<td>54401 General Equip. Repairs &amp; Maintenance</td>
<td>500</td>
<td>500</td>
<td></td>
</tr>
<tr>
<td>54402 Maintenance Contracts (Software, etc.)</td>
<td>24,525</td>
<td>25,751</td>
<td>Quote from vendor</td>
</tr>
<tr>
<td>54510 Property Rental</td>
<td>50,012</td>
<td>51,512</td>
<td></td>
</tr>
<tr>
<td>54620 Mileage</td>
<td>400</td>
<td>300</td>
<td></td>
</tr>
<tr>
<td>54640 Training/Travel</td>
<td>5,000</td>
<td>5,000</td>
<td></td>
</tr>
<tr>
<td>54702 Audit Fees</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>54901 Other Services General</td>
<td>0</td>
<td>250</td>
<td></td>
</tr>
<tr>
<td>54910 Advertising (Hearing notices, jobs, misc.)</td>
<td>500</td>
<td>250</td>
<td></td>
</tr>
<tr>
<td>54911 Advertising - T.V./Radio (Ridesharing)</td>
<td>15,000</td>
<td>15,000</td>
<td></td>
</tr>
<tr>
<td>54940 OnLine Services</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>54943 OnLine Services Internet</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>54950 Consulting Services (incl. Workstudy)</td>
<td>221,300</td>
<td>140,000</td>
<td>O/D data (60K), RTP survey, website, etc (55K), modeling assistance (25K)</td>
</tr>
<tr>
<td>54963 Interpreters</td>
<td>225</td>
<td>225</td>
<td></td>
</tr>
<tr>
<td>54967 Memberships</td>
<td>2,800</td>
<td>2,900</td>
<td>AMPO membership</td>
</tr>
<tr>
<td>54701 Transcription Services</td>
<td>450</td>
<td>450</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>324,212</strong></td>
<td><strong>243,638</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Supplies/Equipment</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>55110 General Office Supplies</td>
<td>3,000</td>
<td>3,000</td>
<td></td>
</tr>
<tr>
<td>55120 Subscription &amp; Books</td>
<td>400</td>
<td>375</td>
<td></td>
</tr>
<tr>
<td>55130 Reproduction Copier/Fast Copy</td>
<td>5,500</td>
<td>4,500</td>
<td>Greater use of electronic documents</td>
</tr>
<tr>
<td>55140 Postage</td>
<td>2,000</td>
<td>1,500</td>
<td>Moving to more electronic mailings, documents</td>
</tr>
<tr>
<td>55145 Office Equipment (File cabinet, chair, etc)</td>
<td>750</td>
<td>2,500</td>
<td>New desk, etc for new office</td>
</tr>
<tr>
<td>55150 Computer Supplies</td>
<td>2,000</td>
<td>1,000</td>
<td>Consolidated computer costs into one line item</td>
</tr>
<tr>
<td>55155 Computers &amp; Computing Equipment</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>55156 Computer Software</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>55520 Printing/Publications</td>
<td>0</td>
<td>0</td>
<td>Covered under 55130</td>
</tr>
<tr>
<td>55530 Photo Supplies &amp; Processing</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>13,650</strong></td>
<td><strong>12,875</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Inter-departmental Charges</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>56281 MMB Charges</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>56330 Accounting/Comptroller</td>
<td>17,870</td>
<td>17,870</td>
<td></td>
</tr>
<tr>
<td>56950 Insurance Fund Inter-D</td>
<td>1,091</td>
<td>1,089</td>
<td></td>
</tr>
<tr>
<td>56960 Workers Comp</td>
<td>1,902</td>
<td>1,881</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>20,863</strong></td>
<td><strong>20,840</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Fixed Asset Expenditures</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>58505 Plotter</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td><strong>Total Fixed Asset</strong></td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td><strong>Staff</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>FTE</strong></td>
<td><strong>526,298</strong></td>
<td><strong>600,130</strong></td>
<td>FTE inc. from additional support for city PL staff, new MPO planner</td>
</tr>
<tr>
<td>Benefits (33.0%)</td>
<td>188,891</td>
<td>196,294</td>
<td></td>
</tr>
<tr>
<td>Hourly Benefits (11.4%)</td>
<td>513</td>
<td>604</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>715,702</strong></td>
<td><strong>797,028</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td><strong>1,074,427</strong></td>
<td><strong>1,074,381</strong></td>
<td></td>
</tr>
</tbody>
</table>

### Summary

<table>
<thead>
<tr>
<th></th>
<th>2014 Budget</th>
<th>2015 Budget</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Expenditures</td>
<td>1,074,427</td>
<td>1,074,381</td>
<td></td>
</tr>
<tr>
<td>Interagency Billings/Revenues</td>
<td>$909,907</td>
<td>$909,907</td>
<td></td>
</tr>
<tr>
<td><strong>Difference</strong></td>
<td>146,519</td>
<td>164,474</td>
<td>Increase more than offset by inc. in city PL staff support of $20K</td>
</tr>
<tr>
<td>Assumed Cash Budget for City of Madison</td>
<td>146,519</td>
<td>164,474</td>
<td>Increase more than offset by inc. in city PL staff support of $20K</td>
</tr>
<tr>
<td>Minimum match required for federal and state grants</td>
<td>154,161</td>
<td>154,761</td>
<td></td>
</tr>
</tbody>
</table>

### Revenues

<table>
<thead>
<tr>
<th>Source</th>
<th>Year 2014</th>
<th>Year 2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA/FTA Section 5303</td>
<td>$727,526</td>
<td>$727,526</td>
</tr>
<tr>
<td>WisDOT Match</td>
<td>$47,020</td>
<td>$47,020</td>
</tr>
<tr>
<td>MPO Match</td>
<td>$134,961</td>
<td>$134,961</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>$909,907</td>
<td>$909,907</td>
</tr>
<tr>
<td></td>
<td>Federal &amp; State</td>
<td>MPO Match</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>-----------------</td>
<td>-----------</td>
</tr>
<tr>
<td>FTA Section 5303</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>WisDOT Match</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>MPO Match</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>FTA 5307</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>WisDOT Match</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>MPO Match</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>STP Urban Planning</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>MPO Match</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>STP Urban Rideshare</td>
<td>$76,600</td>
<td>$79,200</td>
</tr>
<tr>
<td>MPO Match</td>
<td>$19,200</td>
<td>$19,800</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>$95,800</td>
<td>$99,000</td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dane County</td>
<td>$5,000</td>
<td>$5,000</td>
</tr>
<tr>
<td>Rideshare Advertising</td>
<td>$12,000</td>
<td>$12,000</td>
</tr>
<tr>
<td>WisDOT Rideshare License Reimbursement</td>
<td>$12,586</td>
<td>$12,876</td>
</tr>
<tr>
<td>Capital Area RPC</td>
<td>$12,753</td>
<td>$9,701</td>
</tr>
<tr>
<td>Other Local Support (Fitchburg, McFarland, Monona, Middleton)</td>
<td>$16,863</td>
<td>$16,863</td>
</tr>
<tr>
<td>Madison Traffic Engineering</td>
<td>$15,000</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>$74,202</td>
<td>$56,440</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>$851,546</td>
<td>$854,146</td>
</tr>
<tr>
<td>Federal &amp; State</td>
<td>$1,079,909</td>
<td>$1,065,347</td>
</tr>
<tr>
<td>MPO Match</td>
<td>$154,161</td>
<td>$154,761</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td>$74,202</td>
<td>$56,440</td>
</tr>
<tr>
<td><strong>GRAND TOTAL</strong></td>
<td>$1,079,909</td>
<td>$1,065,347</td>
</tr>
<tr>
<td><strong>Check Totals</strong></td>
<td>$1,079,909</td>
<td>$1,065,347</td>
</tr>
<tr>
<td><strong>Total Interagency Revenues</strong></td>
<td>$925,748</td>
<td>$910,586</td>
</tr>
</tbody>
</table>
### Re:
Resolution TPB No. 96 Approving Amendment to the 2014 Unified Planning Work Program and Budget

### Staff Comments on Item:
The Madison Area TPB’s 2014 Work Program budget included funding to partially support one of two new land use/transportation planners for the City of Madison Planning Division to assist with the city’s Sustainable Transportation Master Plan and corridor and area studies. Due to a delay in the hiring process the position will remain vacant through most or likely all of this year resulting in cost savings but a delay in scheduled work activities. Also, the MPO hired an hourly intern this summer to assist with the bicycle transportation plan, but that staff person obtained a full-time position and resigned, resulting in some additional cost savings (though we are in the process of hiring another intern part-time).

After accounting for 2014 federal funding that we plan to request be carried over to next year’s budget to support staff time ($23,700-Fed) and the ITS Plan ($104,500-Fed), there is still an estimated $10,000 in federal funding that we will not use this year and don’t need for next year’s budget. WisDOT requested that the MPO amend its work program budget to reduce it by that amount so the funding can be used by another MPO.

### Materials Presented on Item:
1. Resolution TPB No. 96

### Staff Recommendation/Rationale:
Staff recommends approval. With the carryover funding that will be requested, there will be sufficient funding to cover the 2015 budget without the $10,000 in federal funding being released.
Resolution TPB No. 96

Approving Amendment to the 2014 Unified Planning Work Program and Budget

WHEREAS preparation and adoption of a Unified Planning Work Program is a requirement for all Metropolitan Planning Organizations (MPOs) receiving Federal and state planning financial assistance; and

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

WHEREAS the Unified Planning Work Program for the Madison Area TPB is annually updated, and the 2014 Work Program dated November 2013 was approved on November 13, 2013; and

WHEREAS planning grants for 2014 planning activities have been received, including funds from the Federal Transit Administration, Federal Highway Administration (FHWA), Wisconsin Department of Transportation (WisDOT), Dane County, and various local governmental units; and

WHEREAS the City of Madison is the Madison Area TPB’s fiscal and administrative agent and is a legally constituted entity under the laws of the State of Wisconsin and able to receive these funds; and

WHEREAS the Madison Area TPB’s 2014 Work Program budget included funding to partially support one of two new land use/transportation planners for the City of Madison Planning Division to assist with the city’s Sustainable Transportation Master Plan and corridor and area studies, but due to a delay in the hiring process the position will remain vacant through most or likely all of this year resulting in cost savings but a delay in scheduled work activities; and

WHEREAS the MPO hired an hourly intern this summer to assist with the bicycle transportation plan, but that staff person obtained a full-time position and resigned, resulting in some additional cost savings; and

WHEREAS the Madison Area TPB plans to carry over some 2014 funding to 2015 to support staff work on these activities and complete the regional ITS Plan, but doesn’t need all of the approved federal funding; and

WHEREAS the Wisconsin Department of Transportation (WisDOT) has asked the Madison Area TPB to amend its 2014 Work Program budget to reflect the vacancies of the planner and intern positions and resulting savings of $10,000 in federal funding that cannot be used:

NOW, THEREFORE, BE IT RESOLVED that the Madison Area TPB approves an amendment to the 2014 Unified Planning Work Program dated November 2013 amending the budget as shown on the attached Budget Table, dated October 2014; and

BE IT FURTHER RESOLVED that the MPO Transportation Planning Manager is authorized and directed to submit the work program budget amendment to WisDOT and FHWA for approval; 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 SAFETEA-LU (Pub. L. 109-59) 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
## PROPOSED 2014 MADISON AREA TRANSPORTATION PLANNING BOARD BUDGET AND WORK PROGRAM ELEMENTS

<table>
<thead>
<tr>
<th>WORK ELEMENT NUMBER</th>
<th>WORK ELEMENT</th>
<th>WDOT Work Element Percent (6)</th>
<th>STAFF PERSON MONTHS</th>
<th>MPO Non-MPO TOTAL STAFF HOURS</th>
<th>FHWA/FTA PL FUNDS 80.0% (1)</th>
<th>WDOT MPO/ Local (2)</th>
<th>OTHER PROGRAMS (See key)</th>
<th>MPO/ TOTAL</th>
<th>MPO/ Non-Local</th>
<th>MPO/ Local</th>
<th>TOTAL PROGRAM TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000 TRANSPORTATION</td>
<td>TRANSPORTATION</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2100 MULTI-MODAL SYSTEM WIDE PLANNING</td>
<td>Surveillance activities</td>
<td>50% LR</td>
<td>10.50</td>
<td>1,663</td>
<td>100</td>
<td>1,763</td>
<td>86,100</td>
<td>5,657</td>
<td>15,868</td>
<td>91,757</td>
<td>15,868</td>
</tr>
<tr>
<td>2120 Plan Reappraisal activities</td>
<td>100% LR</td>
<td>8.00</td>
<td>1,243</td>
<td>100</td>
<td>1,343</td>
<td>65,600</td>
<td>4,310</td>
<td>12,090</td>
<td>69,910</td>
<td>12,090</td>
<td>82,000</td>
</tr>
<tr>
<td>2130 Transportation Administration/Service</td>
<td>100% AD</td>
<td>9.00</td>
<td>1,511</td>
<td>0</td>
<td>1,511</td>
<td>73,800</td>
<td>4,849</td>
<td>13,601</td>
<td>78,649</td>
<td>13,601</td>
<td>92,250</td>
</tr>
<tr>
<td>2200 TRANSP. SYST. MNGMT. ELEM. (TSM)</td>
<td>Trans. syst. management (TSM) planning</td>
<td>100% SR</td>
<td>7.50</td>
<td>1,259</td>
<td>0</td>
<td>1,259</td>
<td>61,500</td>
<td>4,041</td>
<td>11,334</td>
<td>65,541</td>
<td>11,334</td>
</tr>
<tr>
<td>2220 Short range transit planning</td>
<td>100% LR</td>
<td>8.00</td>
<td>1,243</td>
<td>100</td>
<td>1,343</td>
<td>65,600</td>
<td>4,310</td>
<td>12,090</td>
<td>69,910</td>
<td>12,090</td>
<td>82,000</td>
</tr>
<tr>
<td>2300 SPECIALIZED TRANSP COORDINATION</td>
<td>100% SR</td>
<td>1.50</td>
<td>252</td>
<td>0</td>
<td>252</td>
<td>8,300</td>
<td>545</td>
<td>1,530</td>
<td>9,875</td>
<td>1,530</td>
<td>11,405</td>
</tr>
<tr>
<td>2400 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)</td>
<td>100% TIP</td>
<td>4.50</td>
<td>755</td>
<td>0</td>
<td>755</td>
<td>36,859</td>
<td>2,422</td>
<td>6,793</td>
<td>39,281</td>
<td>6,793</td>
<td>46,074</td>
</tr>
<tr>
<td>2500 CORRIDOR &amp; AREA STUDIES</td>
<td>Corridor &amp; area studies- general</td>
<td>50% LR</td>
<td>50% SR</td>
<td>10.90</td>
<td>646</td>
<td>1,185</td>
<td>1,831</td>
<td>89,400</td>
<td>5,874</td>
<td>16,476</td>
<td>95,273</td>
</tr>
<tr>
<td>2520 Corridor Major Alternatives Analysis-Staff</td>
<td>4.00</td>
<td>597</td>
<td>75</td>
<td>672</td>
<td>32,800</td>
<td>2,155</td>
<td>6,045</td>
<td>34,955</td>
<td>6,045</td>
<td>41,000</td>
<td></td>
</tr>
<tr>
<td>2600 RAIL CORRIDOR STUDIES</td>
<td>100% SR</td>
<td>0.15</td>
<td>25</td>
<td>0</td>
<td>25</td>
<td>1,230</td>
<td>81</td>
<td>227</td>
<td>1,311</td>
<td>227</td>
<td>1,538</td>
</tr>
<tr>
<td>2700 AIR TRANSPORTATION PLANNING</td>
<td>100% SR</td>
<td>0.15</td>
<td>25</td>
<td>0</td>
<td>25</td>
<td>1,230</td>
<td>81</td>
<td>227</td>
<td>1,311</td>
<td>227</td>
<td>1,538</td>
</tr>
<tr>
<td>2800 OTHER TRANSPORTATION SPECIAL STUDIES</td>
<td>Bikeway planning</td>
<td>75% SR</td>
<td>25% SR</td>
<td>5.38</td>
<td>903</td>
<td>0</td>
<td>903</td>
<td>44,100</td>
<td>2,897</td>
<td>8,128</td>
<td>46,997</td>
</tr>
<tr>
<td>2801 Bikes 17</td>
<td>0.20</td>
<td>34</td>
<td>0</td>
<td>34</td>
<td>1,640</td>
<td>108</td>
<td>302</td>
<td>1,748</td>
<td>302</td>
<td>2,050</td>
<td></td>
</tr>
<tr>
<td>2810 Ridesharing- STP Urban MPO staff</td>
<td>9.35</td>
<td>1,570</td>
<td>0</td>
<td>1,570</td>
<td>76,600</td>
<td>19,200</td>
<td>15,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2812 Capital Area RPC - MPO Planning Services</td>
<td>12,208</td>
<td>3,052</td>
<td>12,208</td>
<td>3,052</td>
<td>15,260</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2815 Capital Region Sustainable Communities Initiative</td>
<td>4.00</td>
<td>336</td>
<td>0</td>
<td>336</td>
<td>5,525</td>
<td>363</td>
<td>1,018</td>
<td>5,888</td>
<td>1,018</td>
<td>6,906</td>
<td></td>
</tr>
<tr>
<td>4000 OTHER DIRECT COSTS</td>
<td>Travel expenses</td>
<td>34</td>
<td>9</td>
<td>34</td>
<td>9</td>
<td>43</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4010 Capital Area RPC - CARPC Forecasting Services (WE 2120)</td>
<td>12,208</td>
<td>3,052</td>
<td>12,208</td>
<td>3,052</td>
<td>15,260</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4030 Travel Modeling Support Services (WEs 2120, 2510)</td>
<td>4,800</td>
<td>315</td>
<td>885</td>
<td>5,115</td>
<td>885</td>
<td>6,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4040 Intelligent Transp. Systems (ITS) Plan (WE 2210)</td>
<td>160,000</td>
<td>10,512</td>
<td>29,488</td>
<td>170,512</td>
<td>29,488</td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### SUMMARY OF TOTAL COSTS BY TYPE

<table>
<thead>
<tr>
<th>TOTAL PERSON-MONTHS AND HOURS</th>
<th>78.08</th>
<th>11,649</th>
<th>1,460</th>
<th>13,109</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONSULTING SERVICES</td>
<td>177,042</td>
<td>10,827</td>
<td>33,434</td>
<td>211,303</td>
</tr>
<tr>
<td>DATA PROCESSING &amp; MATERIALS, ETC.</td>
<td>(3)</td>
<td>12,000</td>
<td>3,000</td>
<td>15,000</td>
</tr>
<tr>
<td>OTHER DIRECT COSTS</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>STAFF</td>
<td>540,883</td>
<td>35,556</td>
<td>99,685</td>
<td>867,126</td>
</tr>
</tbody>
</table>

### TOTAL 2014 COST

| 717,926 | 46,363 | 133,118 | 867,591 | 155,318 | 1,022,909 |

(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
Re:
Update on the Regional Intelligent Transportation Systems (ITS) Strategic Plan

Staff Comments on Item:
The MPO is working with the City of Madison Traffic Engineering Division to prepare a regional Intelligent Transportation Systems (ITS) Strategic Plan. ITS involves the application of a broad range of advanced technologies or systems (e.g., sensors, communications, etc.) and management techniques to manage traffic, public transit, incidents/special events, emergencies, maintenance/construction projects, as well as the data generated from these systems. Examples include advanced traffic signal systems that can modify signal timings at intersections in response to traffic conditions, the automated vehicle location (AVL) system Metro currently uses to track a transit vehicle’s location in real time and compare against the schedule, and systems to provide real-time parking availability information.

The plan will identify high priority projects and the cost to implement them. Just as importantly, it will also define the roles and responsibilities of the agencies involved in planning, designing, and maintaining these systems as well as responder agencies. It will establish a framework for ongoing, coordinated multi-agency efforts to ensure that ITS strategies implemented are integrated and complementary. This will ensure that ITS projects are cost effective and eligible for federal funding. Attached is a Project Fact Sheet as well as an updated ITS Plan Committee member list. Robin Schmidt was appointed to represent the MPO board.

A consultant team led by HNTB Corporation has been hired to prepare the plan. HNTB has prepared a draft project schedule and management plan and is working on a stakeholder outreach plan. A workshop to identify and assess ITS needs is scheduled for Wednesday, October 29 from 1:00 - 4:30 p.m. at the UW Union South. A larger group of stakeholders in addition to the plan committee will be invited to the workshop. This includes staff from agencies involved in traffic management, construction/maintenance, transit operations, law enforcement and emergency management, etc.

Materials Presented on Item:
1. ITS Plan Fact Sheet
2. ITS Plan Advisory Committee Membership List

Staff Recommendation/Rationale:
For information purposes only.
Regional ITS Strategic Plan for the Madison Metropolitan Area

Project Purpose
The primary purpose of the Regional Intelligent Transportation System (ITS) Strategic Plan is to create a road map for the implementation of an integrated system of ITS strategies that enhance the efficiency and safety of the transportation system and achieves other identified regional transportation system goals. The Plan will build off of the work already completed by the Wisconsin Department of Transportation (WisDOT) which focuses primarily on the freeway system in the Madison area. Additionally, the Plan will be developed within the framework of the Madison Area Transportation Planning Board’s 2035 Regional Transportation Plan (RTP) Update and Congestion Management Process (CMP) and designed to implement RTP and CMP recommendations.

Project Significance
The Plan development process will ascertain multimodal transportation needs that have the potential to be addressed by implementing ITS investments in the region. The plan will also identify relative priorities to direct ITS investment for ongoing, coordinated multi-agency efforts to ensure ITS strategies are integrated and complementary. The Plan will be prepared following the systems engineering process and in accordance with USDOT guidelines. This process provides an opportunity for stakeholder buy-in and will ensure that ITS projects proposed for the region are cost effective and eligible for federal funding. The Plan will also serve as input into more detailed project planning, design and implementation efforts.

Intended Audience and Stakeholders
This project and corresponding Plan will primarily benefit individuals and agencies that are involved in the planning and programming of transportation improvement projects. Besides this group, the plan may also serve as a reference to city and outside municipal staff responsible for the design, monitoring, operation, evaluation, and reporting of the performance of ITS elements within the Madison Metropolitan Area. Stakeholder groups include but are not limited to: Emergency Response and Management; Law Enforcement; Planning; Public Works Departments; Metro and other transit agencies; Special Event and Parking Venues; University of Wisconsin-Madison and WisDOT.

What is ITS?
An Intelligent Transportation System (ITS) represents the collection of technologies or systems (e.g., advanced sensors, computers, communications system) that enable multiple agencies to work together to deliver various transportation services (e.g., regional traffic control) in an efficient and cost-effective manner.

Project Fact Sheet

Project Start: August 2014
Estimated Project Completion: August 2015
Project Lead Agency: Madison Area Transportation Board - An MPO
Key Work Activities/Deliverables

Development of the Regional ITS Strategic Plan will be comprised of the following key work activities.

- ITS Needs Assessment
- ITS Existing Conditions/Regional ITS Inventory Assessment
- ITS Vision, Goals, Objectives & Performance Measures
- ITS Operational Concept
- Regional ITS Architecture and Maintenance Plan
- Stakeholder Outreach, Briefings and Workshops

The above work activities will culminate in the development of an ITS Implementation Plan that recommends a series of ITS projects phased over the short (0-5 years), mid- (6-10 years) and long-term (10+ years).

In addition to the aforementioned work activity, the project plans to engage interested University of Wisconsin (UW) engineering students in selected work activities, providing them with an excellent opportunity to obtain real-world experience while benefiting their community.

Project Contact

William Schaefer
Madison Area Transportation Planning Board
121 S. Pinckney Street, Suite 400
Madison, WI
Phone - (608) 266-9115
wschaefer@cityofmadison.com
Regional Intelligent Transportation Systems (ITS) Plan
for the Madison Metropolitan Area
Advisory Committee Members

David Dryer, Traffic Engineer
City of Madison Traffic Engineering

Scott Langer, Assistant TE
City of Madison Traffic Engineering

Kate Christopherson, Transit Planner
Metro Transit

Gary Rylander, P.E., PTOE
Rylander Consulting/MPO Citizen
Advisory Committee/City of Middleton
Public Works Committee

Peter Rafferty, ITS Program Manager
UW-Madison Traffic Operations &
Safety Laboratory, Dept. of Civil and
Environmental Engineering
University of Wisconsin-Madison

Thomas Woznick, Parking Oper. Mgr.
City of Madison Parking Utility

Pam Dunphy, Deputy Commissioner
Dane County PW, Highway &
Transportation Department

Kyle Hemp, Traffic Engineer, Freeway
& ITS
WisDOT Southwest Region

Dave Faust, Applications Dev. Manager
City of Madison Information
Technology Department

Lt. Carl Strasburg
City of Madison Police Department

Elizabeth Schneider, State Freeway
Operations Engineer
WisDOT Bureau of Traffic Operations

Dave Kopacz (interim)
Federal Highway Administration –
Wisconsin Division

John Nordbo, Statewide Planning Chief
WisDOT Bureau of Planning and
Economic Development
Division of Transportation Investment
Management
Wisconsin Department of Transportation

Representative
Dane County Public Communications
(911) Center
210 MLK Jr. Blvd., Room 109
Madison WI 53703

Representative
Dane County Department of Emergency
Management
Public Safety Building, Room 2107
115 W. Doty Street
Madison WI 53703

Sgt. Jeff Heil, Traffic Safety Coordinator
Dane County Sheriff’s Office

Rob Kennedy, Transportation Planner
University of Wisconsin-Madison
Transportation Services

Eric Sundquist, Member, City of
Madison Plan Commission & Long-Range Transportation Planning
Committee/Director, UW-
Madison/COWS State Smart
Transportation Initiative

Robin Schmidt, Policy Board Member
Madison Area Transportation Planning
Board – An MPO