AGENDA

1. Roll Call
2. Approval of September 5, 2012 Meeting Minutes
3. Communications
4. Public Comment (for items not on MPO Agenda)
5. Resolution TPB No. 66 Regarding the 2013-2017 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
   • Addition/Correction Sheet, dated 9/26/12
6. Appointment of MPO Representative to New Transit Subcommittee of the Dane County Public Works & Transportation Committee
8. Review and Recommendation of Draft 2013 MPO Budget
9. Update on Transit Corridor (BRT) Study
10. Status Report by Madison Area TPB Members on Other Projects Involving the TPB:
   • USH 51 (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
11. Discussion of Future Work Items:
   • Transit Corridor (BRT) Study
   • Metro Bus Size Study
   • Transit Development Plan
   • MPO Funding Issue
   • Public Participation Plan Update
   • Designation of New MPO Urban and Planning Areas
12. Announcements and Schedule of Future Meetings
13. Adjournment

Next MPO Meeting:  
Wednesday, November 7 at 7 p.m.
Location TBD

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 avísenos 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 5, 2012 Meeting Minutes

1. Roll Call

Members present: Mark Clear, Ken Golden, Chuck Kamp, Steve King, Jerry Mandli, Al Matano, Ed Minihan (left after item 7), Mark Opitz, Chris Schmidt, Robin Schmidt

Members absent: Ken Dahl, Jeff Gust, Paul Lawrence, Paul Skidmore

MPO Staff present: Bill Schaefer, Mike Cechvala

2. Approval of August 1, 2012 Meeting Minutes

Moved by R. Schmidt, seconded by Clear, to approve the August 1, 2012 meeting minutes. Motion carried with Kamp abstaining.

3. Communications

- Letter from Supervisor Robin Schmidt seeking participation of an MPO representative on a new Transit Subcommittee of the Dane County Public Works and Transportation Committee.

  Schaefer said he responded that the MPO would be happy to provide a representative. He said he designated Mike Cechvala as the MPO staff representative. R. Schmidt added that a survey would be sent out to committee members to determine a meeting time that worked for everyone. She said there were seven members identified and two additional members that are planned to be added. She said she had spoken with Golden who expressed interest in serving on the committee. She said the intent of the committee is to continue the discussions of the former RTA on how to move forward to a better integrated regional transit system. Golden commented that it was unusual to have a mixed committee of staff and policy makers. R. Schmidt said Golden’s point was a good one that perhaps the representative should be a board member rather than a staff person. It was suggested to put the appointment on the agenda for the next meeting for the board to discuss. Schaefer said if the representative is a policy board member, staff could still provide support to the committee. Kamp said the Metro representative could also be staff or a Transit & Parking Commission member.

- Email from Phil Wissbeck asking what entity had authority over planning and building an intercity bus terminal.

  Schaefer said he responded there wasn’t really an entity responsible, which was part of the problem. King said his understanding was that the City of Madison would address the issue as part of the city transportation plan to be developed. Schaefer said that was correct. He said potential sites would also be considered as part of the plan for redevelopment of the downtown area.

  Schaefer also mentioned that he forwarded an email to board members from Ken Lucht regarding Wisconsin Southern Railroad’s TIGER grant application.

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

None

5. Public Hearing on Draft 2013-2017 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Matano opened the public hearing. Schaefer briefly reviewed the STP Urban projects and then highlighted some of the other major street/roadway and bicycle projects in the draft TIP. He said the two major transit
projects were purchase of additional buses and new fareboxes. Kamp added that Metro was also seeking federal funding to expand the North Transfer Point park and ride lot and to replace the bus garage. He said a new temporary satellite facility was being built.

Lance Green, 186 Dixon Street, Madison, expressed support for the Goodman path project and said he hoped that the schedule for the entire project could be accelerated. He also expressed support for the final phases of the Capital City Trail connecting the path to Glacial Drumlin Trail in Cottage Grove. He mentioned the need to continue to plan for multi-modal connections, including an intercity bus terminal.

Kamp asked if he had a recommendation for the location of the intercity bus terminal. Green responded that he liked the area of the shopping center at East Washington Avenue and First Street. Golden asked Schaefer if the great majority of intercity bus passengers were UW-Madison students. Schaefer said yes that was true with the possible exception of Greyhound passengers. Golden said that would argue for a location closer to campus. Schaefer said that was true, although there could be two stops.

Royce Williams, 2437 Fox Avenue, Madison, representing the Madison Area Bus Advocates, said they were focused on getting an intercity bus terminal in Madison and weren’t worried about a rail connection at this point. He passed out information on current intercity bus routes serving Madison. He said there were about 35 buses a day to/from Madison. Some of the routes serving Madison would be dropped without sufficient ridership and a terminal was needed to support the service. He expressed concern that the terminal project was not in the TIP though he realized it was part of the downtown transportation study. He said he’d like more information in the TIP indicating when the planning process would be completed and the site selection process started and the project programmed.

Cris Carusi, 5709 Bittersweet Place, Madison, representing the Crestwood Neighborhood Association. She said the neighborhood had safety concerns about the proposed double roundabout project at Rosa Road and Old Middleton Road. Children use those intersections to walk to/from Crestwood Elementary School and Spring Harbor Middle School. She said if the project was going forward she wanted to know what safety studies or plans would be done to ensure kids’ safety.

Clear explained that the project was a locally funded project and was in the TIP for information purposes. The MPO doesn’t have any authority over it. He said he thought the project was unlikely to happen. He said he would discuss the project with Carusi, but if it couldn’t be demonstrated that the project would improve safety for pedestrians and bicyclists the project would not be done.

Schaefer said John White, Madison, sent an email asking about plans for reconstructing Knutson Drive between Northport and Green Avenue on the north side. He forwarded it to City Engineering staff and they responded that they were aware the roadway needed work, but that it wasn’t in the capital program at this time.

6. **Presentation on Origin-Destination (O-D) Study for the Beltline Environmental Impact Statement (EIS) Study**

Schaefer said Larry Barta, the project manager, and Michael Hoelker, the WisDOT SW Region planning supervisor, were present to talk about the study. Barta provided a powerpoint presentation on the study. He said the purpose of the study was to provide updated information on the trips by motorists using the Beltline. It was a large-scale origin-destination study covering the entire county. Data was being collected on where traffic is coming from and going to and also the volume of traffic. Six weeks of data would be collected. Once compiled, the data would be used to produce new origin-destination trip tables that would feed into the MPO’s travel demand model. The model will also be upgraded to provide traffic forecasts by time of day rather than just daily totals. A test of the data collection equipment was done in the Park Street interchange area. R. Schmidt asked about the source of the Bluetooth signals that the equipment is receiving. Barta said cell phones were the largest source, but also GPS units and other devices that use Bluetooth technology. Each device has a unique number. Analysis is done of the data to determine if multiple people in one vehicle have devices. About 5-12% of the traffic is caught. Traffic counts are also being done at all locations to determine
the sample size and factor the traffic up. Barta said low level aerial photography was also being used to get O/D data. The benefit of this is it provides a complete sample. It will also help identify truck movements, which was a big issue with the Verona Road study. Displaying a map, he said the Bluetooth devices were focused on the Beltline, but were scattered around the whole county, including major routes feeding the Beltline and alternative routes to the Beltline.

Golden asked if similar studies had been done with this technology and, if so, whether the accuracy of the results was confirmed. Hoelker said other studies have used Bluetooth technology and the results have been validated. Golden commented on the issue of induced traffic and said he thought a good job was done in placing the devices. Hoelker mentioned that the data will also be useful for the other studies being done, including Stoughton Road and the Interstate. Schaefer said the Bluetooth devices will provide data on travel speeds as well, which will help in calibrating the new regional model. Barta added that Census, truck, and other data will also be used. He then reviewed the schedule for the next phases of the study. Matano asked about potential interchange improvements that would be considered such as adding a slip ramp or combining interchanges. Barta said further interchange improvements would be considered. Opitz asked about the range of area that would be looked at for alternatives to the Beltline. Barta said a south reliever and north parkway would be considered. Hoelker added that anything that would improve traffic operations on the Beltline would be considered. Dahl asked if alternative crossings of the Beltline would be considered. Barta said that the third phase of the prior Beltline operations study had analyzed potential new crossings, and some of those are still being considered. Golden said he was worried that adding capacity to the Beltline would increase congestion on radial arterials from the Beltline to downtown. He was pleased to see this study would help answer that question. Barta said it was a valid concern. The study would hopefully provide a better understanding of how the Beltline was being used and therefore help answer that question.

7. Resolution TPB No. 65 Regarding Amendment #4 to the 2012-2016 Transportation Improvement Program for the Madison Area and Dane County

Matano mentioned the project revisions and new projects. Schaefer highlighted the most significant new project, which was the STH 19 (River Rd. to I-39/90) bridge replacement project that included expanding that short segment from two to four lanes. Construction wasn’t scheduled until 2018. Schaefer said the revisions also include the addition of STP Urban funding for the Fish Hatchery Road and University Avenue projects to get them closer to 50% funding per MPO policy. The change in schedule for the CTH M project allowed the extra funding to be allocated this year. He said this was discussed with the board at a previous meeting.

Moved by Golden, seconded by C. Schmidt, to approve Resolution TPB No. 65 Regarding Amendment #4 to the 2012-2016 Transportation Improvement Program for the Madison Area & Dane County. Motion carried.

8. Appointment of MPO Representative to Dane County Specialized Transportation Commission

R. Schmidt said she would be willing to serve on the committee. Matano appointed Schmidt as the representative.

Moved by Golden, seconded by Kamp, to confirm the appointment of R. Schmidt as the MPO Representative to the Dane County Specialized Transportation Commission. Motion carried.


Matano said that Ed Minihan, who had to leave, volunteered to serve on the committee, and he was appointing him as the MPO representative.

Moved by Opitz, seconded by Golden, to confirm the appointment of Minihan as the MPO Representative to the U.S. Highway 51 (McFarland to Stoughton) Environmental Impact Statement (EIS) Study Policy Advisory Committee. Motion carried.
10. Update on Transit Corridor (BRT) Study

Schaefer said there had been some good publicity on the study, including a supportive editorial in the paper yesterday. He said the previous article, the study fact sheet, and a map of the preliminary alignments were included in the meeting packet. The first public meeting was scheduled for the evening of September 10 with workshops the following day. The public meeting will be recorded by Madison City Channel. The study oversight committee will then meet to review the comments and discussion at the meeting and workshops and will finalize the alignments and runningway assumptions for the two BRT versions that will be carried forward for more detailed analysis.

11. Update on Transit Development Plan (TDP)

Schaefer said MPO staff had developed some proposed service change recommendations. At the last TDP committee meeting, staff reviewed proposed commuter express bus routes to suburban communities and has since made some revisions to the routes based on feedback at that meeting. Staff will be reviewing changes to Metro routes and new neighborhood peripheral routes at the next committee meeting scheduled for September 18. The current schedule calls for completing a draft report in November with adoption by the City of Madison and MPO in early 2013.

R. Schmidt asked about the integration of the commuter routes with the BRT system. Schaefer said that was part of the scope of the BRT study. Generally, the thought is the commuter routes would continue to/through the downtown/campus area, in some cases using the BRT corridors. There would be transfer opportunities, but commuters would not be forced to transfer to the BRT system. Schaefer mentioned that he had spoken with Sup. Tim Kiefer from Waunakee who said a number of constituents had expressed interest in service.

12. Discussion of Future Work Items

Schaefer reported that the RFP was released for the Metro bus size study. Questions from consultants were due this week and proposals due a week or two after that. Schaefer said staff would be starting the update of the MPO public participation plan, which was supposed to be done this year. He said MPO staff were already working on setting up an MPO Facebook page. A policy was being developed consistent with the City of Madison policy on use of social media. He asked if that was something the board would like to review and approve before it was implemented. The consensus was that was not necessary and staff should continue working to set it up. Regarding the designation of the new MPO urban and planning areas, staff completed a draft of the adjusted urban area and the planning area boundaries and sent that to WisDOT for comment. MPO staff will meet with them to review, make any necessary changes, and then review with the MPO technical committee and board in the next couple of months. He mentioned that one issue with the planning area was whether to include the Village of Oregon or not since Oregon was not included in the urbanized area. He said it made sense from a transportation planning standpoint with Stoughton being in the planning area, but the MPO has not included cities/villages before if they weren’t in the urban area and eligible for STP Urban funding. The issue was complicated by the fact that the RTA boundary was the MPO planning area under the now rescinded legislation. That could be the case with any future RTA legislation. Staff will present the draft 2013 MPO work program at the October meeting with action on it in November.

13. Announcements and Schedule of Future Meetings

The next meeting will be held October 3, 2012 at 7:00 p.m. at the Madison Water Utility Building, 119 E. Olin Ave., Room A-B.

14. Adjournment

Moved by King, seconded by R. Schmidt, to adjourn. Motion carried. The meeting adjourned at approximately 8:40 PM.
September 7, 2012

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 2410
Chicago, Illinois 60606-5232

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 2012-2016 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 5, 2012. We will reflect by reference the 2012-2015 federal aid projects covered by this approval in our 2012-2015 Statewide Transportation Improvement Program (STIP).

A copy of TIP Amendment #4 and Resolution TPB Number 65 for the Madison Area Transportation Planning Board, were recently 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,

Mark Gottlieb, P.E.
Secretary

cc: William Schaefer, MPO
Dwight McComb, FHWA
Chris Berth, FTA
Jeff Gust, WisDOT SW Region
Steve Coons, WisDOT Bureau of Planning and Economic Development
You are hereby invited to an Energy, Environment, and Conservation (EEC) Roundtable discussion with Shelley Poticha, Director, Office of Sustainable Housing and Communities, U.S. Department of Housing and Urban Development.

The Roundtable is scheduled for Thursday, September 27th from 2:00 to 3:00 PM and is being hosted by the Capital Area Regional Planning Commission. The Roundtable is being held at The Hall of Fame Room of the Monona Terrace Community and Convention Center, One John Nolen Drive, Madison, WI 53703.

The discussion will focus on current issues, accomplishments and challenges related to the Administration’s energy, environment and conservation portfolio. It is one of a number of EEC Roundtables that have been conducted around the country, and the first of two proposed for Region 5 this autumn.

Please notify the Host as soon as feasible whether you plan to attend the Roundtable:

Capital Area Regional Planning Commission
Phone: 608-266-4138
e-mail: ChrisG@CapitalAreaRPC.org

We look forward to seeing you there.
Dear Chair Matano,

We are honored to host Shelley Poticha, Director, Office of Sustainable Housing and Communities, U.S. Department of Housing and Urban Development; and Antonio Riley, Administrator, HUD Region 5; during the APA Midwest Planning Conference in Madison on September 27, 2012.

On behalf of CARPC, I invite you to participate in a Leadership Dialogue with Ms. Poticha and Mr. Riley to discuss successes, lessons and examples of regional collaborative planning and partnership from around the country, with applications to our region and to CARPC. I look forward to a dialogue on opportunities and possibilities for a comprehensive and collaborative regional planning framework for our region.

The Leadership Dialogue will be held at 3:15-3:45 p.m. in the Hall of Fame Room of the Monona Terrace Community and Convention Center (following the EPA Energy, Environment, and Conservation Roundtable).

To RSVP, please contact:

Capital Area Regional Planning Commission
Phone: 608-266-4138
e-mail: mailto:ChrisG@CapitalAreaRPC.org

I look forward to your participation.

Larry Palm, Chair
Capital Area Regional Planning Commission
OCTOBER 15, 2012 PUBLIC MEETING SCHEDULED
You are invited to attend a public information meeting for the US 51 corridor study between Stoughton and McFarland. The meeting will be held in an open-house format with a short presentation. Exhibits and materials displaying project information will be available for review.

When: Monday, October 15, 2012
5 to 8:30 PM, a brief presentation will be given at 6 p.m.

Where: Stoughton High School Gymnasium
600 Lincoln Avenue, Stoughton, Wisconsin

ALTERNATIVES REFINED TO ADDRESS PUBLIC AND AGENCY COMMENTS
The Wisconsin Department of Transportation (WisDOT) will present the latest updates to the alternatives for the US 51 corridor study at a public information meeting on October 15, 2012. Maps of refined alternatives and updated impacts will be shown. Exhibits showing impacts and potential mitigation items for Babcock and Viking parks will be displayed. Persons with a concern or knowledge about historic buildings and structures and archaeological sites are encouraged to attend.

ALTERNATIVES OVERVIEW
The alternatives under consideration are:

No Build – The No Build alternative means there are no actions taken beyond normal roadway maintenance and currently programmed resurfacing projects.

Alternative A – Low Build
• Safety improvements at various intersections along the 18.4-mile route.
• Reconstruction of the 2-lane roadway and a passing lane added for the 6-mile section east of Stoughton.

Alternative B – 4-lane expansion of US 51 with Stoughton Bypass
• 4-lane from County B (east) to McFarland.
• 4-lane reconstruction through McFarland.
• 4-lane Stoughton Bypass, comprised of 3 links:
  - West link: on existing US 51 between WIS 138 and County B (east). The west link will become a local road.
  - North link: on existing County B between US 51 and County N with two route options east of Williams Drive: “County B South Alignment” and “County B South-Avoid Park.” The north link will become future US 51.
  - East link: one of several alignments that connect the County B and County N intersection to US 51 east of Stoughton. Two of the five alignment options for the east link were dismissed: “County N” and “Spring Road West.” The east link will become future US 51.
• Safety improvements at intersections in Stoughton and McFarland.
• Reconstruction of the 2-lane roadway east of Stoughton, as well as a passing lane.
PROJECT PURPOSE AND NEED
The purpose of this project is to provide a safe and efficient transportation system in the US 51 corridor and to serve present and long term travel demand while minimizing disturbance to the environment.

There are several factors that contribute to the need for improvements within the US 51 study corridor. These factors include:

SAFETY
Crash rates along the corridor and injury crash rates are above the statewide average for similar types of roadways. Safety should be improved to reduce overall crash and injury crash rates.

TRAVEL DEMAND
Projected traffic volumes will produce unacceptable congestion at peak travel times at many locations along the route. Projected traffic volumes for the existing 2-lane US 51 corridor between Stoughton and McFarland are approaching or above the threshold where a 4-lane facility would be considered (above 15,000 vehicles per day).

SUBSTANDARD ROADWAY ITEMS
Areas with vertical and horizontal curves, slopes or horizontal clearance that do not meet standards have been identified. In addition, poor intersection geometries and a lack of passing opportunities should be corrected to improve safety.

BICYCLE AND PEDESTRIAN ACCOMMODATIONS
Bicycle and pedestrian accommodations are discontinuous or nonexistent along the US 51 corridor. Enhance provisions for pedestrians and bicycles to provide multimodal options and continuity where appropriate.

CORRIDOR PRESERVATION AND LONG-TERM PLANNING
To maintain mobility through and around the communities along the corridor, transportation strategies for long-term corridor management must work in concert with land use planning efforts.

The Map shows Alternative A – Low Build, for the US 51 study corridor.
UPDATES SINCE THE APRIL 2011 PUBLIC INFORMATION MEETING

FOR ALTERNATIVE A (LOW BUILD):
1. Reconstruct the 2-lane segment of US 51 east of Stoughton to meet design standards and improve intersections along this 6-mile section, in addition to the passing lane previously proposed.
2. Include signals or roundabouts at the Siggellow Road/US 51 interchange ramps north of McFarland, when warrants are met.
3. Include bicycle accommodations between County B and Skyline Drive near Lake Kegonsa next to the rail line.

FOR ALTERNATIVE B (4-LANE EXPANSION OF US 51 WITH STOUGHTON BYPASS):
1. Include in Alternative B the three items shown above listed under Alternative A – Low Build
2. Present two new options for access off US 51 for northbound vehicles in the area of Charles Lane and Schneider Drive.
3. Provide a connection to the US 51 interchange with County B for Dyreson Road.
4. Include a new option for the Stoughton bypass near County N that swings north from the south alignment option to avoid Viking Park: County B South Alignment-Avoid Park.
5. Dismiss the Stoughton Bypass alignment options West Spring and County N because of impacts to wetlands.
6. Consider several new Stoughton Bypass alignments just east of the County B/County N intersection (the east link of the Stoughton Bypass).
7. Revise the Stoughton Bypass design to meet 55 mph design guidelines for a 55 mph posted speed.
8. Define impacts and potential mitigation aspects to Babcock Park and Viking Park.
9. Define roadway segments that will be transferred to either WisDOT or local governments. For example, existing US 51 in Stoughton will be transferred to the city if Alternative B is selected as the preferred alternative.

Map showing Alternative B – 4-lane expansion with Stoughton Bypass.
PUBLIC INFORMATION MEETING SET FOR MONDAY, OCTOBER 15, 2012

You are invited to attend a public information meeting regarding the US 51 corridor study. The meeting will be held in an open-house format with a short presentation.

When: Monday, October 15, 2012
5 to 8:30 p.m.
Presentation at 6 p.m.

Where: Stoughton High School Gymnasium
600 Lincoln Avenue
Stoughton, Wisconsin

The meeting location is wheelchair accessible. Persons requiring an interpreter, materials in alternate formats, or other accommodations to access this meeting are encouraged to contact the WisDOT project manager, Jeff Berens, at least 3 business days prior to the meeting. See page 1 for contact information.

Check the project website for updates and notices for future meetings:

US 51 CORRIDOR STUDY SCHEDULE

- Public information meeting
- Draft environmental document
- Public hearing
- Selection of preferred alternative
- Final environmental document and Record of Decision

October 15, 2012
Winter 2012/2013
Winter 2012/2013
Spring 2013
Summer 2014
Re:
Consideration of Resolution TPB No. 66 Regarding the 2013-2017 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Staff Comments on Item:
The Draft 2013-2017 TIP was the subject of a public information meeting on August 15 and a public hearing before the MPO Board on September 5.

Staff has prepared an Addition/Correction Sheet, dated 9/26/12, that lists proposed changes to the draft TIP. The changes include reduced 2013 STP Urban funding for the Monona Drive Phase 3 project due to a new lower cost estimate and reduced 2013 funding for the MPO’s Planning Activities project because of an offsetting increase in federal planning funds for next year. The increase in planning funds is due to the increase in population in the Madison urbanized area from 2000 to 2010 relative to other areas in the state. The other changes reflect changes in cost/funding or the schedule of projects since the draft TIP was released. They are mostly WisDOT and City of Madison projects. The Madison projects are primarily locally funded projects. The changes reflect the City’s Executive Capital Budget. The budget is still going through the local approval process. No new projects are proposed at this time.

The MPO’s Technical Coordinating Committee met on September 26. Staff reviewed the proposed changes with the committee. There wasn’t a quorum so the committee did not take formal action on the draft TIP, but there were no concerns expressed. The MPO Citizen Advisory Committee did not meet in September due to a lack of quorum. Staff received an email from committee member Royce Williams requesting that language be added to the TIGER planning grant project (Capitol South TOD Study) indicating that it will include possible “possible siting of a downtown intermodal terminal”. Staff will include some language to this effect in the comments column for that project.

Materials Presented on Item:
1. Resolution TPB No. 66
2. Addition/Correction Sheet dated 9/26/12

Staff Recommendation/Rationale:
Staff recommends adoption of Resolution TPB No. 66 approving the draft TIP with the changes listed in the Addition/Correction Sheet dated 9/26/12.

Note:
You may want to bring your copy of the Draft TIP dated August 7, 2012 to the meeting for reference
Resolution TPB No. 66

Regarding the 2013-2017 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 and any affected transit operator, a Transportation Improvement Program (TIP) for the area for which it is designated; and

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

WHEREAS, the Madison Area Transportation Planning Board (TPB) is the designated metropolitan planning organization 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 2013-2016; 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 5; 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 2013–2017 Transportation Improvement Program for the Madison Metropolitan Area & Dane County, which incorporates the changes to the Draft TIP, dated August 2012, listed in the Addition/Correction Sheet, dated September 26, 2012, and provides specific approval of the listed 2013-2016 projects, including the Priority Surface Transportation Program (STP)—Urban Projects for 2013-2016; 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

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1 The Governor has delegated TIP approval authority to the WisDOT Secretary.
otherwise specifically noted, for all 2013 through 2016 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; 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 SAFETEA-LU (Pub. L. 109-59) 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
2013-2017
Transportation Improvement Program
For the Madison Metropolitan Area & Dane County Area
(Project costs in $000s)

ADDITION/CORRECTION SHEET

STP Urban Priority Project Listings
Page 6: REVISE the funding for the 2013 MPO Planning project as follows:
$122 $69 (STP-U), $153 $87 (Total).

REVISE the construction funding for the 2013 Monona Drive Phase 3 project as follows:
$3,875 $3,769 (Const., STP-U), $7,750 $7,538 (Const., Total).

Rideshare/Planning Projects
Page 13: REVISE the 2013 funding for the MPO Planning Activities project as follows:
$122 $69 (Fed-STP-U), $18 $18 (Local-MPO), $153 $87 (Total).

Pedestrian/Bicycle Projects
Page 19: REVISE the 2014 Construction funding for the locally funded CTH M (S. Pleasvant View Rd.) Corridor Path (Ice Age Junction Path Extension), Beltline to Tree Lane from $180 to $300.

REVISE the 2013 Construction funding for the locally funded CTH M (S. Pleasvant View Rd.) Corridor Path (Ice Age Junction Path Extension), Raymond Rd. to CTH M from $290 to $340.

Page 20: REVISE funding for the Good Neighbor Trail Segment 3 (Whitney Way to Stonefield Rd.) project, moving PE funding from 2016 to 2017 and deleting the 2017 ROW funding.

MOVE Construction funding for the locally funded Hartmeyer Bike/Ped Path (“Huxley Cut Off”) from 2013 to 2014.

Page 21: ADD the following City of Madison sponsored project:
West Towne Bike Path (Grand Canyon Dr. to Junction Rd.), Construct new path parallel to Beltline Highway on north side from existing path at Struck Street westerly to Mineral Point Road connecting to planned CTH M Corridor Path. Includes underpass of S. Gammon Road and an overpass of the S. Highpoint Road bridge; $100 (PE, Local) in 2014, $1,000 in 2015-2018; Add comment: Will seek Federal funding. Federal funding not programmed.

Transit Capital Projects
Page 26: REVISE the description, 2013 funding, and comments for the Union Cab of Madison project as follows:
Purchase three (3) one (1) accessible van for accessible taxi service – two replacement vehicles and one additional vehicle; $30 $84 (Fed-Sec. 5317), $7 $27 (Local-UC), $37 $111 (Total).
May seek Seeking continued New Freedom funding. Federal funding not yet programmed.
Street/Roadway Projects in the Madison Metropolitan Planning Area

Page 32: REVISE construction funding for the W. Beltline (USH 12/14/18/151) and Verona Road (USH 18/151) Interchange reconstruction project (TIP #11-10-010) as follows: $9,756 $14,870 (State, Total) in 2013; $30,193 $31,630 (Fed-NHS), $29,734 $31,875 (State), $3,030 (Local-M), $59,927 $66,535 (Total) in 2014.

REVISE the project description and funding for the Interstate 39/90 (Milwaukee Street Bridge – B-13-0131) project (TIP #111-11-013) as follows: Bridge replacement rehabilitation – bridge deck replacement with possible addition of bike lanes and sidewalk if sufficient room on structure; Continuing (PE) in 2013 and 2014.

REVISE the funding for the Interstate 39/90 (Milwaukee Street Bridge – B-13-0477) project (TIP #111-11-014), moving PE funding from 2013 to 2017; and revise comments as follows: Design $ obligated in 2012. Const. funding anticipated to be obligated in 2017-2025.

Page 33: REVISE the 2013 Construction funding for the Interstate 39/90 (S. Beltline to Rock County Line), Reconstruction and expansion from 4 to 6 lanes project (TIP #111-11-029) as follows: $14,270 (Fed-NHS), $3,808 $5,078 (State), $5,078 (Total). Revise comments to indicate anticipate construction through 2019-2021.

Page 35: REVISE Construction funding for the USH 18/151 (Verona Road) (CTH PD Intersection), Reconstruct and expand to grade-separated interchange project (TIP #111-10-016) as follows: $3,360 (State) in 2015, $1,980 (Fed-NHS), $7,920 (State), $9,900 (Total) in 2016, $1,000 $12,780 (Fed-NHS), $4,095 $51,220 (State), $5,095 $64,000 (Total) in 2017.

Page 36: REVISE project limits and scope for the USH 51 project (TIP #111-11-033) as follows: CTH W to Chalet Drive Spring Road. Pavement replacement Resurface – Mill and overlay.

Page 37: REVISE funding for the USH 151 (CTH VV to CNW Rail Line), Resurfacing project (TIP #111-12-021), adding 2017 construction funding (for SB lanes) as follows: $3,584 (Fed-NHS), $896 (State), $4,480 (Total).

REVISE PE funding for the STH 19 (River Road to Interstate 39/90), Bridge replacement and roadway widening to 4 lanes project (TIP #111-12-024) to reflect PE funding being obligated in 2012.

REVISE the 2013 Construction funding for the STH 19/Main St. (Holiday Dr. to Division St.), Resurfacing and roundabout installation project (TIP #111-07-013) as follows: $2,364 $2,415 (Fed-FLX), $562 $721 (State), $168 $197 (Local-WA), $3,094 $3,333 (Total).

Page 38: REVISE 2016 Construction funding for the STH 69 (Valley Road to CTH D) project as follows: $3,151 (Fed-FLX), $768 $3,725 (State), $3,939 $3,725 (Total).

REVISE funding for the Nob Hill Road (OCR Rail-Highway Crossing), Replace WSOR crossing signals and gates project (TIP #111-12-025) to reflect obligation of funding in 2012 and completion in 2013 vs. 2014.

REVISE funding for the Skyline Drive (OCR Rail-Highway Crossing), Replace WSOR crossing signals and gates project (TIP #111-12-026) to reflect obligation of funding in 2012.
**REVISE** funding for the South Towne Drive (OCR Rail-Highway Crossing). Replace WSOR crossing signals and gates project (TIP #111-12-027) to reflect obligation of funding in 2012 and completion in 2013 vs. 2014.

Page 42: **DELETE** funding in 2016 and 2017 for the locally funded Atwood Avenue (Fair Oaks Ave. to 300’ W of Starkweather Creek) pavement replacement project and indicate in comments Construction is currently scheduled for 2019.

**REVISE** funding for the locally funded Atwood Avenue (Winnebago St. to Fair Oaks Ave.) pavement replacement project, moving PE funding from 2015 to 2017 and deleting construction funding with note Construction in 2018.

**REVISE** funding for the locally funded Atwood Avenue (Walter St. to Cottage Grove Rd.), partial reconstruction project as follows: $370 (PE) in 2014, $3,690 (Const.) in 2015, $2,940 (Const.) in 2016, $3,690 (Const.) in 2017.

Page 43: **MOVE** funding for the locally funded Gammon Road (Mineral Point Rd. to Beltline) pavement replacement project from 2016 to 2017.

Page 44: **DELETE** funding for the locally funded Maple Grove (McKee Rd. to East Pass), Reconstruct SB lanes project and add note Not currently programmed.

Page 45: **REVISE** funding for the locally funded Monroe Street (Odana Rd. to Leonard St.) resurfacing project as follows: $232 (PE) in 2014, $116 (PE) in 2015, $4,348 (Const.) in 2016, $2,940 (Const.) in 2017, $3,690 (Const.) in 2018.

**MOVE** funding for the locally funded Monroe Street (Leonard St. to Regent St.) reconstruction project from 2014 to 2016.

Page 46: **MOVE** funding for the locally funded Outer Capitol Loop East (Doty to E. Washington Ave.) reconstruction project from 2014 to 2016.

**MOVE** funding for the locally funded Outer Capitol Loop South (MLK Blvd. to S. Webster St.) reconstruction project from 2015 to 2017.

**DELETE** the locally funded S. Park Street (Badger Rd. to Union Pacific RR, Olin to W. Washington Ave.), concrete joint repair projects.

**DELETE** the locally funded S. Park Street (RR to Olin Ave.), reconstruction project.

Page 47: **DELETE** the 2017 PE and ROW funding for the locally funded Sprecher Road (Buckeye Rd. to Sharpsburg Dr.), Construct new 4 lane divided street on new alignment project and revise comments to state Construction currently scheduled in 2019.

**MOVE** funding for the locally funded Winnebago Street (Yahara River to Atwood Ave.) reconstruction project from 2015 to 2016.

**MOVE** funding for the locally funded Winnebago Street (Atwood Ave. to Bashford St.) reconstruction project from 2013 to 2015.

Page 48: **REVISE** the 2013 Construction funding for the Monona Drive Phase 3 project (TIP #111-10-028) as follows: $3,875, $3,769 (Fed-SP-U), $3,875, $3,769 (Local), $7,750, $7,538 (Const., Total).
Street/Roadway Projects in the Outer County Area

Page 53: **REVISE** the 2016 Construction funding for the Interstate 39/90/94 (CTH DM Overpass), Bridge replacement project as follows:

$1,339 $1,644 (Fed-IM), $149 $182 (State), $1,488 $1,826 (Total).

Page 54: **REVISE** the scope for the USH 14 (CTH KP to Westview Ct.), Pavement replacement and CTH P intersection reconstruction project to add replacement of signals and gates at the RR crossings and **REVISE** the funding as follows:

$700 (UTIL, State), $505 (ROW, State), $350 (RR, State), $700 $1,555 (Total) in 2013, $5,126 $5,146 (Const., Fed-NHS), $1,387 $1,591 (Const., State), $4,844 $4,885 (Const., Local), $11,359 $11,622 (Const., Total) in 2014.

**REVISE** the funding for the USH 14 (STH 138 to STH 92), Construct on new alignment project as follows:


Page 55: **REVISE** the funding for the USH 18/151 (CTH F Interchange) project to reflect obligation of the PE in 2012.

**ADD** the following WisDOT-sponsored project:
USH 51 (USH 51 and Lake Drive Road), Facility remodel and building acquisition and I-39/90 project field office maintenance and operations with “Continued” PL/ADMIN funds in 2013-2017.

**REVISE** the 2016 Construction funding for the STH 19 (STH 78 to USH 12) Resurfacing and recondition of roadway geometrics project as follows:

$3,593 $7,480 (Fed-FLX), $898 $1,869 (State), $4,491 $9,349 (Total).

**REVISE** the Construction funding for the STH 78 (Mt. Horeb to Black Earth), Mill and overlay project as follows:

$25,231 (Fed-FLX), $6,308 (State), $31,539 (Total) in 2014, $34,539 (State and Total) in 2015.
### Re:


### Staff Comments on Item:

A draft of the 2013 Unified Planning Work Program is being distributed to all local units of government within the MPO Planning Area and appropriate agencies, committees, and commissions for review and comment. MPO staff met with WisDOT Central Office and Southwest Region Office staff and FHWA and FTA staff on Tuesday, September 5 to review and discuss the draft work program and receive their comments, most of which have been incorporated into the draft document. Any further necessary additions or corrections will be made to the final document.

### Materials Presented on Item:

1. [Draft 2013 Work Program Report](#)

### Staff Recommendation/Rationale:

Informational at this time. Action by the Board is expected at the November 7 meeting.
**Re:**

Review and Recommendation of Proposed Draft 2013 MPO Budget

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**Staff Comments on Item:**

The MPO’s budgeted expenditures for 2013 are about 1.6% higher than the 2012 budget. The increase is due to increased salary/benefits, which are partially offset by a small reduction in purchased services and supplies/equipment.

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**Materials Presented on Item:**

Table reflecting the estimated budgets for 2012 and 2013.

---

**Staff Recommendation/Rationale:**

Recommend Draft 2013 Budget
CITY OF MADISON PLANNING DIVISION
Transportation Planning Services
Draft (9/4/12) MPO Version (2.0% COL increase)

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**Grand Total**                             | 781,019     | 793,293     |

**Summary**

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