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

February 3, 2010
Madison Water Utility
119 E Olin Ave, Room A-B
7 p.m.

AGENDA

1. Roll Call

2. Approval of November 4, 2009 Meeting Minutes

3. Approval of December 22, 2009 Special Meeting Minutes

4. Communications

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

6. Status Report on Dane County Regional Transit Authority (RTA)

7. Presentation on Draft Conceptual Transit Improvement Scenarios for the RTA

8. Presentation on Preliminary Draft 2035 Population, Household, and Employment Forecasts for the Interim Update of the Regional Transportation Plan

9. Consideration of Resolution TPB No. 36 Commending Robert McDonald, Former Transportation Planning Manager for the MPO, on his Retirement after 34 Years of Dedicated Public Planning Service

10. Status Report by TPB Board Members on Projects Potentially Involving the TPB
   - Transport 2020 Implementation Task Force
   - USH 51 (USH 12/18 to I 90/94/39) Corridor Study
   - USH 51 (McFarland to Stoughton)

11. Discussion of Future Work Items:
    - 2009 Federal Certification Review of the MPO
    - Transit Development Plan (TDP)
    - MPO Congestion Management Process
    - Five-year Interim Update of the Regional Transportation Plan 2030

12. Announcements and Schedule of Future Meetings

13. Adjournment

Next MPO Meeting:

Wednesday, March 3, 2010 at 7 p.m.
Madison Water Utility, 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.
1. **Roll Call**

   **Members present:** Ken Harwood, Joe Chase, Paul Skidmore, Steve King, Chuck Kamp, Al Matano, John Vesperman, Eileen Bruskewitz, Duane Hinz, Mark Opitz, Joe Clausius (arrived at item #7), Jerry Mandli (arrived at item #8), Chris Schmidt (arrived at item #9).

   **Members absent:** Robin Schmidt

   **Staff present:** Bob McDonald, Bill Schaefer, Bob Pike

2. **Approval of October 7, 2009 Meeting Minutes**

   Kamp moved, Harwood seconded, to approve the October meeting minutes. Motion carried with King abstaining.

3. **Communications**

   None

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

   None

5. **Consideration of Resolution TPB No. 32 Approving the 2010 Unified Planning Work Program and the 2010-2012 Overall Program Design Report**

   Royce Williams, 2437 Fox Ave., Madison, commented that the inter-city bus terminal needed to be addressed in the work program and in the Transit Development Plan (TDP), especially since the TDP is addressing transit service improvements if the RTA is created and funded. He also noted that WisDOT recommended in its new state transportation plan the creation of additional inter-city bus service to Madison. He mentioned that a temporary terminal for Greyhound was now located off Stoughton Road south of the Dean clinic. He said it is a terrible location with respect to local bus service and is poorly signed.

   Skidmore thanked Williams for his comments and asked Kamp to comment on the issue of the new Greyhound facility. Kamp responded that the terminal is in a building with facilities for ticketing, handling packages, and a small waiting area, but it had very limited local bus service connections. Kamp said Metro has been in contact with Greyhound to encourage them to look at other more centrally located sites with better Metro bus service and thinks Greyhound is exploring that possibility. He said he agrees the current situation is not ideal, but at least it is a facility and is better than nothing.

   McDonald said that a correction sheet for the draft work program was included in the meeting packet. It lists proposed modifications in response to agency and public comments. One of the changes is to add an item to assist in agency efforts to plan an intermodal facility as needed. If WisDOT receives funding for high speed rail service, the timeframe for that will be sooner. However, the MPO has limited resources to devote to the issue given all of the other required work items. Language is also being added to say that a Title VI agreement will be prepared if required. McDonald said he does not think it is required because the City of Madison is the MPO’s administrative agent and all of these requirements are handled through the City’s Department of Civil Rights and associated policies and ordinances. The City Attorney’s office is checking into this.

   Moved by Kamp, seconded by Skidmore, to approve Resolution TPB No. 32 approving the 2010 Work Program with the changes in the correction sheet. Motion carried.
6. Consideration of Resolution TPB No. 33 Regarding Agreement for Specialized Transportation Coordination Services with Dane County

McDonald said this agreement is normally done in December or January after the county budget is approved, but he is bringing it to the MPO Board now because it takes awhile to get the contracts through the city and county processes. The funding is currently in the county budget. This agreement is for both MPO services and for Metro Transit services to support its advertising and transit promotion activities. The contract has been done for many years and the funding amounts for the MPO and Metro have not changed. Harwood asked if there was a contingency if the funding is reduced or eliminated in the county budget. McDonald answered that the Board’s action simply authorizes the City to enter into the contract. If the county doesn’t budget money for the services, the contract won’t be executed.

Moved by Bruskewitz, seconded by Harwood, to approve Resolution TPB No. 33. Motion carried.

7. Consideration of Resolution TPB No. 34 Authorizing the City of Madison to Enter Into an Agreement with the Capital Area Regional Planning Commission (CARPC) for the Madison Area Transportation Planning Board (TPB) to Provide Transportation Planning Work Activities to CARPC in 2010

McDonald said this was a continuing annual agreement that the MPO has with CARPC. He noted that a new item #7 cover sheet and resolution was at members’ places because the numbers have changed since the packets were sent out. CARPC is requesting a total of $17,500 from WisDOT as opposed to $20,000 and the MPO will be getting up to $12,500 of that amount. The services to CARPC include conducting transportation impact analyses for all urban service area amendments and preparing the transportation section of the annual Trends report. The MPO has been providing these services to the RPC since the MPO function was removed from the RPC at the end of 1999.

Moved by Bruskewitz, seconded by Hinz, to approve Resolution TPB No. 34. Motion carried.

8. Consideration of the Madison Area Transportation Planning Board Supporting Dane County Resolution No. 152, 2009-2010, Authorizing Dane County Membership in the Dane County Regional Transit Authority and Thereby Creating the Dane County Regional Transit Authority Pursuant to s. 66.1039 (2)(b) of the Wisconsin Statutes

Matano said he thought the MPO should weigh in on the Regional Transit Authority (RTA) resolution since the Board has expressed a desire to be more involved in the process. McDonald said the resolution was introduced by County Board Chair Scott McDonell and was recommended for approval following a joint meeting of the Finance & Personnel and Public Works & Transportation Committees. It is on the County Board’s agenda for action at its meeting on November 5. McDonald said the MPO has in the past supported state enabling legislation to allow jurisdictions in the state to create RTAs for the purposes of planning, funding, and implementing regional transit systems. McDonald said Opitz asked him to put together some numbers comparing the percent of population within the MPO planning area (also the RTA jurisdictional area) to the representation (i.e., number of appointments and percentage of votes) on the RTA Board by appointing authority. He pointed out the RTA jurisdictional area on a map. He said MPO staff had thought the area included all of the towns and City of Fitchburg that are only partially within the MPO planning area, but Legislative Council staff said their interpretation is that the RTA jurisdictional area is the same as the MPO planning area. The analysis regarding representation on the RTA Board is based upon 2000 Census data because more recent data is only available at the municipal level, not for portions of municipalities. He reviewed the table with the Board. He noted, for example, that all of the small cities and villages together have 30% of the population in the RTA jurisdictional area and four votes or 44% of the vote on the RTA. The towns have no appointments to the RTA and therefore don’t have a percentage share of the vote. The County Executive and Governor have appointments, but they are not population based.
Opitz commented that the information was very helpful and thanked McDonald for putting it together. He said there has been quite a bit of debate about the representation on the RTA Board as set out in the state law. Many City of Madison residents have expressed concern that the city only has two of nine appointments yet has 60% of the population. Despite the fact that it is under-represented from a proportional population standpoint, the City of Madison is still supporting creation of the RTA and trusts that the Board will act in the best interests of the entire region. He said this offsets the towns’ legitimate concern about not being represented. He said he strongly supports the RTA resolution.

Opitz moved, Kamp seconded, to support Dane County Resolution No. 152, 2009-'10, creating a Dane County RTA.

Skidmore commented that he was concerned about the City of Madison’s under-representation on the RTA Board and especially the fact that the towns have no representative. Despite those concerns, he would still support the resolution.

Bruskewitz moved, Skidmore seconded, to amend the main motion to recommend that County Resolution No. 152 be amended to replace the text regarding a referendum on lines 83-85 with text from the resolution she had introduced that directs a referendum be placed on the countywide ballot at the Spring 2010 election asking the voters if the Dane County RTA shall levy a sales tax of 0.5% to support transit services that could include commuter rail, and stating that the resolution creating the RTA will not go into effect unless a majority of voters in the referendum support levying the sales tax.

Opitz commented that voters in areas outside the RTA jurisdictional area would be voting under her proposal. Bruskewitz said the county could only hold a countywide referendum. However, the votes of residents outside the RTA area would not be counted. Opitz said that would not work politically. Skidmore asked if the referendum was advisory or binding, and Bruskewitz said it was advisory because the county does not have the authority to conduct a binding referendum. Kamp commented on the problems with the current transit funding situation, including inequities due to some jurisdictions receiving but not paying for service. He said it has made it difficult to plan and fund expansions of service. In speaking with RTA staff around the country, he said he was told the most important thing for a successful referendum was general public support for transit investments and a specific plan for transit improvements. The plan for transit improvements is still being developed and so a referendum in the spring is premature. He said it seems to him the spring referendum is designed to fail, not succeed, so he couldn’t support the proposed amendment. Bruskewitz said that the public needs an opportunity to weigh in because the process thus far has not been open and transparent. She said she thinks the goal is to advance commuter rail even though that may not be some people’s intention. She said she has always been a strong advocate for buses, specialized transportation, and other public transit, but commuter rail is the preferred alternative of the County Board. Harwood said his understanding was that before a sales tax was enacted there would be public support through a referendum. Opitz clarified that this was the publicly stated position of the County Executive, County Board Chair, and City of Madison Mayor. Harwood said she’d like to see that “codified.” Opitz pointed out that the county RTA resolution calls for a referendum to seek voter approval of a sales tax.

Harwood asked about the relationship of the MPO and RTA. McDonald responded that working out this relationship is still in the process of being done and wouldn’t be finalized until the bylaws of the RTA are formed and the relationship with the MPO negotiated. Currently, there is a three party agreement between the MPO, Metro Transit, and the Wisconsin Department of Transportation that specifies in detail the responsibilities of each agency. He said a similar agreement would likely be entered into with the RTA. Harwood commented that he was nervous because of his experience with the formation of the Capital Area Regional Planning Commission (CARPC). He felt that CARPC has made decisions that go beyond the scope of the responsibilities that were discussed during the agency’s formation, and didn’t want to see that happen with the RTA. He said he has supported creation of an RTA because he is an advocate for comprehensive planning, including transportation
planning, but is concerned about the impact on the MPO and its planning responsibilities. McDonald responded that the MPO would maintain a strong role because the MPO must approve all federal transportation funding and major projects would require such funding and must also be in the MPO’s long-range transportation plan. Opitz asked Kamp if the RTA would benefit the bus system and how much of the sales tax funding he thought would be used for bus service improvements. Kamp answered that he didn’t think that was an appropriate question at this point in time, but in all of the meetings he’s attended it has been clear that the RTA would fund public transportation of all kinds—bus, rail, taxi, and specialized transportation. The mix of services that will be provided will be decided in the future. One potential scenario is that a first step involving expansion of the current bus transit system would be implemented using less than the full ½ cent sales tax in the event that further study is required for commuter rail. Bruskewitz asked McDonald if MPO consensus would still be required if the RTA proposed a project that didn’t involve federal funding. McDonald said yes if the project was regionally significant. Bruskewitz commented that once the RTA was formed, it would have broad authority as a separate governmental authority with little accountability except for political pressure brought to bear by the appointing authorities.

Skidmore noted that the RTA could only fund and implement transit improvements. He also questioned whether persons outside the RTA area would be paying for the services. Matano said the sales tax applied to businesses located within the RTA area, so if residents outside the area or outside the county shopped at those businesses, they would pay the tax. King said the RTA Board would be accountable in much the same way MPO Board members are accountable as appointees of elected officials. There are other examples of such boards such as MATC. King said Bruskewitz’s proposed language is not designed to promote creation of an RTA. Harwood questioned the appropriateness of the MPO Board suggesting a change in the language of a county resolution and then expressing support for the amended resolution. He suggested the MPO express general support for the formation of the RTA. Matano said the MPO’s communication to the County Board is purely advisory and he doesn’t think it is inappropriate to suggest alternative language for the resolution if that is desired. Skidmore concurred with Matano. Hinz said he favors the creation of an RTA, but didn’t think the amendment to the motion affected it. Bruskewitz clarified that her proposed amendment recommends putting the referendum on the ballot in the spring election. Hinz responded that he didn’t understand the need for the amendment because the county resolution calls for a referendum before a sales tax is enacted and will therefore give the public its say on the matter. Bruskewitz said her language includes a specific date for the referendum and specific language for it. Clausius commented that he supported creation of an RTA.

Matano asked for a roll call vote on the proposed amendment by Bruskewitz to the main motion by Opitz. Voting Yes: 3 (Bruskewitz, Clausius, Skidmore); Voting No: 8 (Chase, Harwood, Hinz, Kamp, King, Mandli, Opitz, Matano); Abstaining: 1 (Vesperman); Absent: 2 (C. Schmidt, R. Schmidt). Motion to amend failed 3-8.

Skidmore commented that he supported the creation of an RTA, but thought a clarification was necessary and thanked Bruskewitz for her information. He also thanked Opitz for bringing up the issue of the representation on the board. He said he was very uncomfortable with the fact that the City of Madison had 60% of the population in the RTA area, but only two of nine representatives on the Board, but would still support the RTA. Perhaps this could be fixed in the future. Opitz said his purpose in bringing up the issue was simply that there is a leap of faith that needs to be made through the cooperative planning process. Matano suggested a technical correction to the reference to the MPO and the MPO planning area on lines 24-26 of the resolution. McDonald provided substitute language that the Madison metropolitan planning area “is the designated planning area” for the MPO.

A roll call vote was taken on the main motion by Opitz to support County Resolution No. 152. Voting Yes: 10 (Chase, Clausius, Harwood, Hinz, Kamp, King, Mandli, Opitz, Skidmore, Matano); Voting No: 1 (Bruskewitz); Abstaining: 1 (Vesperman); Absent: 2 (C. Schmidt, R. Schmidt). Motion carried 10-1.
9. Status Report by TPB Board Members on Projects Potentially Involving the TPB

- **Transport 2020 Implementation Task Force**
  In response to a question about the impact of Dane County adopting the RTA resolution on the Transport 2020 process, McDonald said it would certainly strengthen the FTA New Starts application. He said he didn’t know if that would sufficiently address the FTA’s concerns regarding financing or whether the FTA would require the referendum to be passed before giving approval to begin preliminary engineering. FTA would probably want to see the results of the referendum. There was discussion that the RTA might become the applicant.

- **USH 51 (USH 12/18 to I 90/94/39) Corridor and USH 51 (McFarland to Stoughton) Corridor Studies**
  Vesperman said there was nothing new to report on these two studies.

10. Discussion of Future Work Items

- **2009 Federal Certification Review of the MPO**
  McDonald said he didn’t know when FHWA and FTA would have a draft report ready to present with their findings and recommendations.

- **Transit Development Plan (TDP)**
  McDonald noted that as part of this process some transit service improvement scenarios were being developed for consideration by the RTA, if created. Kamp mentioned this during the discussion on the RTA resolution. McDonald also mentioned that the advisory committee was expanded to include staff representatives from additional suburban communities due to the expanded scope of the TDP.

- **MPO Congestion Management Process**
  McDonald said work on this was one of the major efforts for next year. The issue was raised during the Federal Certification Review and it is likely that the report will include a requirement to enhance this process and document it.

- **Five-year Interim Update of the Regional Transportation Plan 2030**
  McDonald said that this was another major work effort for next year. The first task, which has been started, is to analyze building permit data and then develop revised population, household, and employment forecasts for the year 2035 at the traffic zone level for developing revised traffic forecasts. Bruskewitz commented on the importance of the employment data.

11. Announcements and Schedule of Future Meetings.

  McDonald said the December meeting would likely be cancelled. In view of that, he informed the Board that he would soon be formally announcing his retirement next month and his last day of work would be December 11. He said he has completed over 34 years of service, including 24 years with the former Dane County Regional Planning Commission (ten as Director of the MPO) and the last ten years with the City of Madison as the Director of the new MPO. He said most of the changes during that time have been good and he believes the MPO Board and staff will continue the tradition of dedication to doing good transportation planning. He said he sincerely appreciated the support of the MPO Board and staff and friends who have assisted me over the years and wished everyone well in all their future planning endeavors.

12. Adjournment
1. Roll Call

**Members present:** Al Matano, Chris Schmidt, Steve King, Mark Opitz, Paul Skidmore

**Members participating via telephone conference call as noticed:** Ken Harwood, Jerry Mandli, Robin Schmidt

**Members absent:** Eileen Bruskewitz, Joe Chase, Joe Clausius, Chuck Kamp, Duane Hinz, John Vesperman

**Staff present:** Bill Schaefer

2. Consideration of Resolution TPB No. 35 Regarding Amendment #7 to the 2009-2013 Transportation Improvement Program (TIP) and Amendment #1 to the 2010-2014 TIP for the Madison Metropolitan Area & Dane County

Matano noted the two projects that were included in the TIP amendment and that they were listed on the agenda. Schaefer said the scope of the University Avenue (Segoe Road to Shorewood Blvd.) was expanded to include storm water facilities and other work. The City of Madison will be receiving an additional $986,000 in federal funding with $3.8 million in local funding for the additional work. The amendment needed to be adopted this week to allow the project to stay on schedule and hopefully be completed prior to the Big Ten football season. He said the transit funding for YWCA – Madison to provide employment transportation services to low-income persons was a continuation of a project initially funded this year. Due to delays from uncertainty over funding levels, WisDOT decided to just continue the 2009 WETAP projects into 2010 rather than initiate a new application cycle. He said the YWCA has been doing good work.

Harwood moved, King seconded, to approve Resolution TPB No. 35 regarding Amendment #7 to the 2009-2013 TIP and Amendment #1 to the 2010-2014 TIP. Motion carried.

3. Adjournment

Matano moved, Schmidt seconded, to adjourn. Motion carried.
December 9, 2009

Allen Radliff
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

Mr. Radliff and Ms. Simon:

Under the authority delegated to me by Governor Jim Doyle, I am hereby jointly approving the 2010-2014 Transportation Improvement Program (TIP) for the Dane County Area. We will reflect by reference the 2010-2013 federal aid projects covered by this approval in our 2010-2013 Statewide Transportation Improvement Program (STIP) subject to the understandings I have indicated below.

Copies of the TIP for the Madison Area Transportation Planning Board, A Metropolitan Planning Organization, the designated MPO for the Madison Urbanized Area, were recently sent to you. The TIP, which was adopted by the Madison TPB in Resolution TPB Number 31 on October 7, 2009, represents a cooperative effort between the MPO, local communities, the Madison transit operator, and Wisconsin Department of Transportation (WisDOT) and is designed to meet the objectives and recommendations of the 2030 regional transportation system plan.

Based on our review, we believe that the TIP fulfills the federal transportation and planning requirements (Title 23 USC 134 and 135 and their implementing regulations 23 CFR 450 as amended by SAFETEA-LU, ISTEA and TEA-21) with respect to the inclusion of: 1) a four-year priority list of projects; 2) a financial plan that reflects federal, state and local resources that are reasonably expected to be available during this program period; and 3) both transit and highway projects to be funded with Federal Transit Act and Title 23 funds. In addition, opportunities for public review and comment on the proposed TIP were provided through a public meeting and one legal notice requesting citizen input and comments on the TIP.
In accordance with 23 CFR 450.334, the Wisconsin Department of Transportation (WisDOT) hereby certifies that the metropolitan transportation planning process is addressing major issues facing the State and its urbanized areas, and is being carried out in accordance with the following requirements:

1. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR 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. Section 1101(b) of the SAFETEA–LU (Pub. L. 109–59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
8. 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;
9. Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender; and

I look forward to your timely action on this matter.

Sincerely,

Frank J. Busalacchi
Secretary

cc: Robert McDonald, MPO
    Carlos Pena, FHWA
    Angelica Salgado, FTA
    William Wheeler, FTA
    John Vesperman, WisDOT Southwest Region
    Aileen Switzer, WisDOT
December 23, 2009

Allen Radliff  
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

Mr. Radliff and Ms. Simon:

Under the authority delegated to me by Governor Jim Doyle, I am hereby approving the Madison Area Transportation Planning Board’s amendment to the 2009-2013 Transportation Improvement Program (TIP) for the Dane County Urban Area. The amendment was approved and adopted by the Madison Area Transportation Planning Board on December 22, 2009. We will reflect by reference the 2009-2012 federal aid projects covered by this approval in our 2009-2012 Statewide Transportation Improvement Program (STIP).

A copy of TIP Amendment #7 and Resolution Number 35 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 2030 regional transportation system plan.

We have determined that: 1) the proposed amendment is consistent with the adopted 2030 Regional Transportation System Plan and the TIP; 2) remains fiscally constrained in that federal funding resources are sufficient to support the new or modified projects and 3) conforms to state and national air quality standards as required by the Federal Clean Air Act Amendments of 1990.

Sincerely,

Frank J. Busalacchi  
Secretary

Enclosure

John Vesperman – WisDOT Southwest Region, Rod Clark – WisDOT, Sandra Beaupré – WisDOT, Aileen Switzer – WisDOT, Angelica Salgado – FTA Chicago
January 13, 2010

Mr. Frank J. Busalacchi, Secretary
Wisconsin Department of Transportation
4802 Sheboygan Ave 120B
Post Office Box 7910
Madison, WI 53707-7910

Subject: Wisconsin 2010 – 2013 Statewide Transportation Improvement Program

Dear Mr. Busalacchi:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) hereby approve the Wisconsin Department of Transportation 2010 - 2013 Statewide Transportation Improvement Program (STIP) transmitted with your letter dated January 6, 2010. We find that the STIP is based on statewide and metropolitan transportation planning processes that substantially meet the requirements of 23 U.S.C. Sections 134 and 135, 49 U.S.C. Sections 5303-5305, and implementing regulations. This finding is supported by the self-certifications executed by the WisDOT and the MPOs, FHWA and FTA involvement in the transportation planning processes, and federal reviews of planning documents and processes.

The STIP includes a reasonable analysis of federal program funding levels anticipated to be available for the various federal-aid highway and transit program categories over the next four years. The STIP also includes a summary of total anticipated federal, state, and local revenues made available for transportation improvements compared with total expenditures programmed for the projects listed, reasonably demonstrating fiscal constraint.

Projects within each Wisconsin metropolitan planning area have been programmed in Transportation Improvement Programs approved by the MPOs and the Governor. The TIPs are incorporated in the STIP by reference. In prior actions, the FHWA and FTA determined that the metropolitan TIPs in air quality nonattainment and maintenance areas conformed to the Wisconsin State Air Quality Implementation Plan (SIP). Non-exempt STIP projects located in air quality nonattainment and maintenance areas outside of the metropolitan planning areas were previously determined to conform in conjunction with project environmental determinations.
In conjunction with this approval and based on the State and MPO self-certifications and FHWA and FTA oversight activities, we jointly find that the metropolitan transportation planning processes through which the Transportation Improvement Programs for Wisconsin metropolitan areas were developed, are consistent with 23 U.S.C. 134 and 135, and 49 U.S.C. 5303-5305 and 5323.

In summary, we are pleased to approve the Wisconsin STIP for the period through December 31, 2013 or until the FTA and FHWA jointly approve a new STIP. This approval is not a determination of federal funding eligibility for any of the projects listed. Only projects included in the approved STIP may be advanced for funding under Title 23 or Chapter 53 of Title 49. The STIP may be amended at any time consistent with federal procedures and WisDOT’s STIP Public Participation Plan and subject to FHWA and FTA approval.

We appreciate the efforts and cooperation of your staff in developing a STIP that will serve all of our programming needs. If you have any questions concerning our joint approval action on this STIP, please contact Bill Wheeler, FTA at (312) 353-2639 or Dwight McComb, FHWA at (608) 829-7518.

Sincerely yours,

[Signature]

for Matthew R. Hake
Acting Division Administrator
On Behalf of: Federal Highway Administration
Federal Transit Administration

cc: Mark Wolfram, WisDOT
    Sandra K. Beaupre, WisDOT
    Joe Nestler, WisDOT
    Rod Clark, WisDOT
    Michael Leslie, USEPA
    Bill Wheeler, FTA
    Angelica Salgado, FTA
    Susan Moe, FHWA MN Division
    Jon Paul Kohler, FHWA IL Division
January 5, 2010

Honorable Mayor Dave Cieslewicz
City of Madison
City-County Building, Room 403 210 Martin Luther King Jr. Boulevard
Madison, WI 53703

Dear Mayor Cieslewicz:

In accordance with the Agreement for Comprehensive, Continuing, and Cooperative Transportation Planning for the Madison Metropolitan Planning Area, we hereby approve the 2010 MPO work program and authorize work to proceed on the transportation planning activities designated for funding. This authorization is retroactive to January 1, 2010.

Approval of the work program is subject to the understanding set forth in the enclosed FHWA approval letter. The approved federal funding level for the MPO portion of the CY 2010 work program is as follows:

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<th>Amount</th>
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<td><strong>Total</strong></td>
<td><strong>$357,500.00</strong></td>
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The adopted 2010 work program includes the following authorization:

- STP-Urban funding total includes $122,000 for “3-C” planning and $69,600 to fund rideshare activities.

- FTA Section 5303 funding in the total amount of $62,500. This includes 80% federal funding of $50,000 with 10% state and local matches of $6,250 each as well as approval of the 10% state match ($5,625) of FTA Section 5307 funds once these grants are officially approved and documented by FTA.

When submitting your quarterly progress reports, we request that you also send a copy directly to the Southwest Region, System Planning and Operations Planning Chief, John Vesperman.

We look forward to a productive year in 2010, as we work together to develop and implement an innovative multi-modal long-range transportation plan for the Madison Metropolitan Planning Area.

Sincerely,

Sandra K. Beaupre', Director
Bureau of Planning and Economic Development

Cc: William Schaefer, MPO
John Vesperman, SPO Planning Chief—Southwest Region
Carlos Pena, FHWA
Diane Paoni, WisDOT Planning Section
WisDOT BFS Expenditure Accounting Unit
Ms. Sandra K. Beaupré, Director
Bureau of Planning and Economic Development
Division of Transportation Investment Management
Wisconsin Department of Transportation
4802 Sheboygan Avenue
Madison, WI 53707

Dear Ms. Beaupré:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have reviewed the 2010 Planning Work Programs approved by the Wisconsin Metropolitan Planning Organizations (MPOs) as follows:


The MPO work programs are approved as the basis for calendar year 2010 federally funded metropolitan transportation planning activities in accordance with 23 CFR parts 420 and 450. The approved work programs support FHWA and FTA administered funding as outlined in your December 30, 2009 letter and funding table (enclosed). Accordingly, WisDOT may pursue authorization of the corresponding funding to be effective on January 1, 2010.

Approval of the MPO work programs is granted subject to the following:

1. Costs incurred must be accumulated and accounted to the individual work item level.
2. Prior Federal approval is required when any of the following changes occurs to the approved individual UPWP:
   a. Any change which would result in the need for additional Federal funding
   b. Cumulative transfers among separately budgeted projects, elements or activities that exceed or are expected to exceed 10 percent of the total approved work program budget for each MPO.
   c. Significant change in the scope of work for separately budgeted work elements including adding or deleting consequential work items.
   d. Need to extend the period of availability of funds.
   e. Changes in key personnel where specified.
   f. Contracting out, sub-granting, or otherwise obtaining the services of a third party to perform activities which are central to the purposes of the grant.

Any of the work program changes listed above requires the approval of the MPO Policy Board prior to submittal to FHWA.

We look forward to working with WisDOT and the MPOs toward another successful year of metropolitan transportation planning. If you have any questions, please contact either Carlos Pena or David Jolicoeur, respectively at (608) 829-7517 or (608) 829-7520.

Sincerely,

Carlos A. Pena
Transportation Planner
On behalf of the U.S. Dept. of Transportation

David M. Jolicoeur
Community Planner
Federal Highway Administration
Federal Transit Administration.

Enclosure
Bill Wheeler, FTA Region V
Stewart McKenzie, FTA Region V
Ken Yunker, Southeastern Wisconsin Regional Planning Commission
William Schaefer, Madison Area Transportation Planning Board
Eric Fowle, East Central Wisconsin Regional Planning Commission
Cole Runge, Brown County Planning Commission
Ann Schell, West Central Wisconsin Regional Planning Commission
Tom Faella, LaCrosse Area Planning Committee
Mark Walter, Bay-Lake Regional Planning Commission
Ed Hammer, Marathon County Metropolitan Planning Commission
Brad Cantrell, Janesville Area Metropolitan Planning Organization
Mike Flesch, Slateline Area Transportation Study
Ron Chicka, Duluth-Superior Metropolitan Interstate Commission
John Vespermian, WisDOT Southwest Region
Sheri Schmit, WisDOT Southeast Region
Jill Michaelson, WisDOT Northeast Region
Chuck Rasmussen, WisDOT North Central Region
Tom Beekman, WisDOT Northwest Region
Dear Clean Air Coalition Members and Partners:

As you've probably already seen in yesterday's or today's news, the EPA has just proposed a new, more stringent standard for Ozone pollution. This was something we had discussed at our last meeting as being on the horizon. The EPA has now confirmed that it is considering a standard that will fall somewhere in the range between 60-70 ppb for ozone. The current standard is 75 ppb and Dane County comes in below that current value for the 2007-2009 three year rolling average for ozone.

**What this new standard proposal means for Dane County** will depend on the threshold that the EPA ultimately sets; however, we are bumping up against that range. If EPA were to set the new standard at 65 ppb, for instance, we would be in non-attainment of that standard with our current values because our current design value for 2007-2009 is 68 ppb (this is even with a "good" (low readings) ozone year for 2009).

However, If EPA sets the standard at 70 ppb, then based on our 2007-2009 numbers we would still be in attainment at 68ppb.

Keep in mind, also, that EPA will make its final designations of non-attainment of the new standards based on the 2008-2010 data.

With respect to the secondary standard EPA is setting (W126 urban visibility), the DNR thinks it is not likely that Madison would be in non-attainment of that proposed standard based on current trends.

**I have attached the following to this email for your information:**
- DNR's most recent ozone data showing the current design values for all counties.
- Links to two related news articles, one of which mentions the Clean Air Coalition:

EPA's announcement
http://yosemite.epa.gov/opa/admpress.nsf/d0cf6618525a9efb85257359003fb69d/d70b9c433c46faa3852576a40058b1d4!OpenDocument

Today's Journal Sentinel article:

I have updated the Coalition's website today to highlight this issue, as well.

This is obviously an issue that will be at the top of our agenda for our next meeting and I would like to spend some time strategizing about how the Coalition would like to respond to this proposed new standard for ozone, including action items and communication. I will be sending out a separate email to schedule that next meeting, as well as a draft agenda.

Please give me your input re: other issues you would like on the agenda.

Thank you all and have a nice weekend,
Lisa M. MacKinnon  
Project Coordinator  
Dane County Clean Air Coalition  
210 Martin Luther King, Jr. Blvd., Room 421  
Madison, WI 53703-3345  
608.266.9063  
www.healthyairdane.org  
Please consider the environmental impact of printing this e-mail. Do you really need a hard copy?
Re:
Status Report on Dane County Regional Transit Authority

Staff Comments on Item:
At its November 5 meeting, the Dane County Board adopted Resolution 152, 2009-2010, authorizing Dane County membership in a Regional Transit Authority (RTA) and thereby creating a Dane County RTA Governing Board. As of the time of the meeting mailing, eight of the nine members of the RTA Board had been appointed, but not all had been confirmed.

The nominees are: Kristine Euclide, VP and General Counsel of MG&E and Dick Wagner, former Chair, Dane County Board, appointed by the County Executive; Steve Hiniker, Executive Director of 1000 Friends of Wisconsin and Susan Schmitz, President of Downtown Madison Inc., appointed by the City of Madison Mayor; Mark Opitz, City of Madison Assistant Planning Director and Dane County Supervisor, appointed by the City of Middleton Mayor; Donald Esposito, Executive VP for Veridan Homes, appointed by City of Sun Prairie Mayor; Kimberly Warkentin, State Director of America Votes, appointed by City of Fitchburg Mayor; and Tom Wilson, Town of Westport Administrator/Attorney and Village of Waunakee resident, appointed by the smaller cities and villages. The Governor has yet to make his appointment.

It is my understanding that the first meeting of the RTA Board is planned for early February.

Materials Presented on Item:
None

Staff Recommendation/Rationale:
For information only
Re:
Presentation on Draft Conceptual Transit Service Improvement Scenarios for the Regional Transit Authority (RTA)

Staff Comments on Item:
As part of work on the Transit Development Plan (TDP), staff is developing some transit service improvement and financial scenarios for consideration by the RTA Board. Due to this expanded scope of work, the staff advisory committee for the TDP has been expanded to include representatives from additional suburban communities, including those that currently do not have Metro Transit bus service. The TDP advisory committee has reviewed and approved a draft outline with three conceptual service improvement scenarios (A – bus, express bus, demand responsive and specialized transportation services, B – A plus BRT, C – A plus starter rail service). Staff is now in the process of fleshing out the details of these scenarios starting with Scenario A.

Materials Presented on Item:
1. List of TDP Review Group Members
2. Outline of Draft Conceptual Transit Service Improvement Scenarios if RTA Funded
3. Map Listing Potential Metro Bus Service Improvements by Area
4. Draft General Transit Service Recommendations for Satellite Communities
5. Description and Map for Publicly Subsidized Shared Ride Taxi Service Concept

Staff Recommendation/Rationale:
For information and discussion only at this time
Transit Development Plan
Review Group Members

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Conceptual Transit Service Improvement Scenarios
For RTA

Scenario A
Improvements to Existing Local Route Service
- Increased service frequency on some routes, many during the off-peak and on weekends
- Increased service span on some routes
- New or, in some cases, restructured local route service to address service issues in some corridors and improve travel times of some commuter routes
- Extension of service to provide peak-period commuter service to currently unserved peripheral neighborhoods (e.g., Sprecher, SW area south of McKee Rd., central Fitchburg, etc.)

Addition of Limited-Stop Express Bus Service from the Bus Transfer Points to and Through the Downtown/UW Campus Area
- Service would be added in all or most cases by converting existing commuter routes (e.g., 56/57 on SW side) to very limited stop service inside the transfer points
- Timed transfer opportunities would be provided from peripheral and other routes to the express routes at the bus transfer points and probably some other locations

Addition of Limited-Stop Express Bus Service from “Satellite” Suburban Cities/Villages
- Service would extend to or in many cases through the Downtown/UW Campus Area

Addition of Limited Midday Bus Service from Selected “Satellite” Suburban Cities/Villages
- Service would connect to the Metro bus system via a bus transfer point or other convenient transfer location (e.g., East Towne in the case of Sun Prairie service)

Demand Responsive Service (e.g., accessible shared-ride taxi service) to Areas within the RTA Service Area Not Served by Fixed-Route Service
- Service would connect to the Metro bus system at a convenient transfer location or in some cases possibly a bus transfer point
- Service would also be provided to destination within the nearest suburban city/village (e.g., Town of Windsor to City of Sun Prairie)
- Premium fare would be charged for the service, but with free transfer to the bus system

Scenario B
Scenario A Bus Service Improvements PLUS Implementation of Bus Rapid Transit (BRT) Service in One or More Corridors
- Potential corridors for BRT service include: E. Washington Avenue; Packers Avenue (STH 113); Mineral Point Road; Fish Hatchery Road/Park Street; South (UP) Rail Corridor; and Former Southwest Rail Corridor.
- Changes would need to be made to Scenario A bus service improvements to complement the BRT service.

Scenario C
Scenario A Bus Service Improvements PLUS Implementation of Starter Rail Service in the East-West Corridor Recommended in the Transport 2020 Study
- Substantial restructuring of the bus system would be needed to complement and feed the rail service
Information and General Service Recommendations for Satellite Communities
For RTA Transit Service Scenario A

City of Sun Prairie

Existing shared-ride taxi service operates seven days a week (6 a.m. to 9:30 p.m. M-F, to 3 a.m. Sat., and 7 a.m. to 8 p.m. Sun.) and holidays. Corner service with reduced fare for students uses vans. Also have midday shuttle service to East Towne with three round trips per day. Small buses used for this service.

Total annual ridership in 2008 was 92,800 with about 7,500 to 9,000 per month during the school year and significantly less during the summer. Shuttle service ridership in 2008 was 1,850 or an average of 150+ per month. The corner service (to school) ridership was 8,170, which constituted about 20% of the youth ridership. Systemwide, the average number of passengers per hour was 3.85. The average trip distance was 2.76 miles.

Breakdown by fare category in 2008 was 34% Adult, 26% Senior/Disabled, 40% Student. Fares increasing in 2010 to $3.50 Adult, $2.50 E/D and Student, $1.75 Corner Service. Out of City mileage is $2.25/mile or portion thereof.

Transit survey was conducted in 2005. It was mailed to 12,800 households and had a 7.6% response rate. The survey asked whether persons would support and use express commuter service to the North Transfer Point with limited stops in the City of Sun Prairie. 55% were interested and 34% opposed. Desired destinations were downtown Madison (47%), UW Campus/MATC (18%), and Other (35%). Most important factors in deciding to use bus were direct service and service frequency. Travel time was not listed separately.

Major employers include:
- General Casualty Insurance Co.
- Wisconsin Cheeseman
- Goodyear Tire & Rubber Co.
- Royle Printing
- Famous Footwear Distribution Center
- L.A. Darling Co.
- Super Target Store
- Pick’N’Save Grocery Store
- Pan-O-Gold Baking Co.
- Sentry Foods
- Wal-Mart
- Flambeau Micro (Physicians’ Equip., Supplies)
- Wis. Public Power System Inc.

Other potential major transit trip generators include:
- High School and middle schools
- UW Health and other medical and dental clinics
- Willows Nursing & Rehab Center
- Sun Prairie Health Care Center
- Colonial Club Senior Center
- YMCA (2)
• Other community service agencies
  [Note: Bill Burns is putting together some statistics on frequent pick-up and destination locations from taxi system data.]

Service Recommendations:
Madison area service – Two peak hour express commuter routes with PNR locations with at least one route providing “reverse commute” service to the business park and possibly other large employers. One midday route to East Towne.
Intra-city service – one local circulator route operating in the Main Street corridor, but also serving the Northeast side. This could possibly be operated as a flexible route similar to the City of Monona Lift service. This could address the desire of the senior population to maintain curb-to-curb service. Taxi service would still be provided to areas not served by the circulator route and at times when the route isn’t operating.
Issue: How to integrate the school service into the new bus service, if possible.

City of Stoughton

Existing shared-ride taxi service operates seven days (6 a.m. to 6 p.m. M-F, 6:30 a.m. to 5:30 Sat., 8 a.m. to 12:00 p.m. Sun.). Evening service offered 6-8 years ago for a few months, but there wasn’t sufficient demand to continue. In addition to in-city service, service to destinations outside city is provided for a set fare (e.g., $9.00 one-way to Oregon). The taxi company uses four vehicles, two of which are accessible.

Breakdown by fare category in 2008 was 22% Adult, 78% Senior/Disabled. Fare is $3.50 Adult, $2.25 E/D for in-city trips.

36,800 passengers trips provided in 2008. The average number of passengers per hour was 5.1. The average trip distance was 2.36 miles.

Major transit trip generators include:
  • Stoughton Hospital and medical/dental clinics (Dean, UW)
  • Walmart and Pick-n-Save grocery store
  • Banks
  • MARC
  • Senior housing and assisted living developments.

Large employers include:
  • Stoughton Trailers
  • Fleetguard Nelson Industries
  • Stoughton Hospital
  • Skaalen Sunset Home
  • Uniroyal Engineering Products
  • UW Lab

Currently, very small percent of taxi trips are commute trips.

Transit interest survey was conducted in 2006 for Stoughton, Oregon, and Evansville with 2,040 respondents, including 374 from Stoughton. 88% of Stoughton residents said they would ride to work or school. Primary destinations were downtown Madison (37%), UW-Madison (21%), MATC/Truax (9%), and Other (33%). 56% said they would drive to PNR lot and 44% said they
would walk to the bus. Factors most important in deciding to use the bus were travel time, emergency ride home, and cost.

Service Recommendations:
Madison area service – PNR-oriented commuter service with perhaps limited number of midday trips; PNR lot in the commercial area along USH 51 – STH 138 on the west side.
Intra-city service – Continued taxi service or possibly flexible route service operating in the Main St. corridor with a loop in the middle using Page St., Roby Rd., and Lincoln Ave.

City of Verona

Existing weekday peak period Metro service (Route 55) between Epic Systems and West Transfer Point that serves Verona Ave. corridor. Three a.m. and three p.m. trips with 30-minute headways. Total 2008 ridership on Route 55 was over 30,000. As of Sept. 2009, the number of passengers per hour was 25 vs. 20 in 2008.

Major employers besides Epic Systems are mostly manufacturers and include:
- J.P. Cullen & Sons Construction
- Carnes Co.
- Cleary Building Corp.
- Engineering Industries Inc.
- Minitube of America Physicians Equip.
- Coating Place Inc.
- Park Printing House

Others are:
- Badger Prairie Health Care Center
- Latitude Corp.
- Four Winds Manor Nursing Home
- Miller & Sons Super Market
- High School
- Farm ‘N’ Fleet

Other potential transit trip generators:
- UW Health Clinic
- First Choice Dental Clinic, Associated Dentists, and 1st Choice Dentists
- Walgreens
- Independent Bank and Amcore Bank
- Holiday Inn Express
- Hometown Pharmacy
- Willow Pointe Assisted Living
- Orchid Residential Care Home
- Prairie Oaks Retirement Community
- Rehabilitation Services

Service Recommendations:
Madison area service – Add one additional commuter route using the CTH M corridor and possibly routed to provide “reverse commute” service to the industrial area off S. Nine Mound Rd.
Intra-city service – Add shared-ride taxi service

Village of Waunakee/Town of Westport

No existing public transit service

Major Waunakee employers are mostly manufacturers and include:
  - Techline USA
  - Uniek Inc.
  - Suttle-Straus
  - Nord Gear Corp.
  - Scientific Protein Labs
  - Quality Machining

Others include:
  - Manor Health Care and Retirement Center
  - Piggly Wiggly Grocery Store
  - High School
  - Westshire development in Westport

Service Recommendations:
Madison area service – Provide two commuter routes with one utilizing the CTH Q corridor traveling via Middleton (with a PNR at the shopping center) and the other using Woodland Dr./Mary Lake Rd. and traveling via Madison’s north side (with a PNR at the Westport Town Hall). The route to/from Madison’s north side could use STH 113 on outbound a.m./inbound p.m. trips, providing “reverse commute” service to Waunakee’s Business Park.

Intra-village/town service – Add shared-ride taxi service

Village of Cottage Grove

No existing public transit service

Major employers and potential transit generators include
  - Hydrite Chemical Co.
  - Cenex Heating & Cooling
  - Piggly Wiggly Grocery Store
  - Other businesses on W. Cottage Grove Rd.

Service Recommendations:
Madison area service – Commuter service using CTH N and Cottage Grove Rd. (CTH BB) with PNR at strip mall or Stop-N-Go on Cottage Grove Rd. as well at CTH N and CTH TT.

Intra-village service – Add shared-ride taxi service
Publicly Subsidized Shared Ride Taxi Service Concept for RTA Transit Service Improvement Scenario A

Service Area

Service would be available for areas not served by fixed-route service. If an area had peak, but no off-peak service, taxi service would be available during the off-peak, but not peak period. The actual service area could be: (a) the entire RTA jurisdictional area; (b) areas within the jurisdictional area that meet a population density threshold; or (c) areas within a certain distance of fixed-routes. The service area could also be a combination of areas meeting (b) or (c).

As an example, paratransit service is required to be provided within 3/4s of a mile of routes (except commuter only routes) and is available during the same days/times that the fixed-route is running. If this definition of the taxi service area were chosen, service would be provided even at times that the fixed-route was not running.

Service could be provided based upon a zone system. The attached map shows one potential concept of the zones, which is based on a desired maximum trip distance of three (3) miles. Service would be available within the zone or to the nearest taxi/bus connection point. The attached map shows some potential connection points. Additional connection points would be added in the outer communities for the peak period when service was available in those communities. During off-peak periods, service would be provided to a bus connection point. An alternative concept to the bus connection points, at least in some cases, would be to provide only intra-zonal taxi service that could provide feeder service to limited van/small bus service to the Madison area (e.g., 2-3 midday trips).

In addition to or instead of zone based service, service might be provided simply within a 3-mile radius. If so, service might also be provided within a larger 5-mile radius with an extra charge for each mile or fraction thereof over 3 miles (e.g., extra $1.75-$2.25 per mile). [Note: The average trip length in 2008 for Sun Prairie’s shared-ride taxi system was 2.76 miles. For Stoughton’s system, it was 2.36 miles.]

Service Accessibility and Fares

Service with accessible vehicles would be available

A premium fare would be charged similar to the current fares for the Sun Prairie and Stoughton taxi services (e.g., $3.50/$2.25 E/D).

Service Hours

Service hours would be set based upon demand, but would probably cover at least the same span as the nearest peripheral area bus service. An issue for consideration is...
whether taxi service would be provided to areas with bus service outside the service span of the bus service (e.g., after midnight). [Note: The City of Sun Prairie’s taxi system currently operates until 3 a.m. on Saturday nights.]

Additional Issues

1. Could/should such taxi service and required paratransit service be provided using same vehicles where possible?

2. Equity issues for peripheral areas with bus service vs. taxi service would need to be carefully considered.

3. Cost issues would also need to be considered as with fixed-route service. Demand response service is expensive to provide. [Note: The deficit per passenger for the Stoughton and Sun Prairie taxi systems was $5.00+ in 2008 while the deficit per passenger on Metro’s fixed-route system was $2.24.]
Re:
Presentation on Preliminary Draft 2035 Population, Household, and Employment Forecasts for the Interim Update of the Regional Transportation Plan

Staff Comments on Item:
For the five-year interim update of the Regional Transportation Plan (RTP), the planning horizon year will be extended from 2030 to 2035. To prepare updated travel forecasts, new forecasts of population, households, and employment must be made and allocated down to the traffic analysis zone (TAZ) level. Staff plans to use the same approach for the interim update as was used for the RTP 2030. The 2035 population forecast for Dane County prepared by the Wisconsin Dept. of Administration’s Demographic Services Center will be used as a control total. MPO staff will also use the population forecasts for the urban service areas and rural area prepared by the Capital Area Regional Planning Commission (RPC) with one minor adjustment for the Central Urban Service Area as last time. The employment forecasts will also follow the same approach, utilizing a labor supply analysis for the countywide total and basing the forecasts by urban service area largely on the population forecast. The population and employment will then be allocated to the small TAZs based on local land use plans.

Materials Presented on Item:
1. Preliminary Draft 2035 Population, Household, Labor Force, and Employment Projections for Dane County and City of Madison
2. Preliminary Draft 2035 Population and Employment Forecasts by Urban Service Area/Municipality
3. Map of Urban Service Areas

Staff Recommendation/Rationale:
For information and discussion only at this time
### Population Projections: 2000 - 2035

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### Household Projections: 2000 - 2035

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Source: U.S. Census Bureau (2000 data), Wisconsin Dept. of Administration (Jan. 1, 2010 estimates, 2035 county and 2030 municipal forecasts), Capital Area RPC (2035 urban service area pop. forecasts), and Madison Area TPB.
## Labor Force and Employment Projections: 2000 - 2035

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<td>Actual</td>
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<td>County Civilian Labor Force</td>
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<tr>
<td>Total Working in County (94.7%)</td>
<td>242,300</td>
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<tr>
<td>Labor Force Imported from other Counties</td>
<td>33,900</td>
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<td>County Employment (Place of Work)</td>
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<tr>
<td>City of Madison Employment (Place of Work)</td>
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<td>City as % of County Employment</td>
<td>65.5</td>
<td>63.7</td>
<td>60.1</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau (2000 data), Wisconsin Dept. of Workforce Development (2000 data), Capital Area RPC (labor force forecast assumptions), and Madison Area TPB.
## 2035 Population Forecasts
for Interim Update of the Regional Transportation Plan

<table>
<thead>
<tr>
<th>Urban Service Area (USA)/Municipality</th>
<th>1990 Pop</th>
<th>% of 2000 Pop</th>
<th>1/01/09 Pop</th>
<th>2035 Pop</th>
<th>% of 2000-2035 Pop</th>
<th>Change</th>
<th>% of County Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Central Urban Service Area Total</strong></td>
<td>245,390</td>
<td>66.8%</td>
<td>268,850 63.0%</td>
<td>292,940 61.9%</td>
<td>378,300 57.9%</td>
<td>109,450 48.1%</td>
<td></td>
</tr>
<tr>
<td>City of Madison</td>
<td>191,262</td>
<td>52.1%</td>
<td>208,054 48.8%</td>
<td>227,700 48.1%</td>
<td>290,450 44.4%</td>
<td>82,396 36.2%</td>
<td></td>
</tr>
<tr>
<td>City of Fitchburg</td>
<td>15,648</td>
<td>4.3%</td>
<td>20,501 4.8%</td>
<td>23,520 5.0%</td>
<td>36,300 5.6%</td>
<td>15,799 6.9%</td>
<td></td>
</tr>
<tr>
<td>City of Middleton</td>
<td>13,289</td>
<td>3.6%</td>
<td>15,770 3.7%</td>
<td>17,020 3.6%</td>
<td>23,150 3.5%</td>
<td>7,380 3.2%</td>
<td></td>
</tr>
<tr>
<td>(Also includes City of Monona, Villages of McFarland, Maple Bluff, and Shorewood Hills, and Town of Madison)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Larger Outer USAs Total</strong></td>
<td>56,623</td>
<td>15.4%</td>
<td>82,620 19.4%</td>
<td>100,472 21.2%</td>
<td>177,125 27.1%</td>
<td>94,505 41.6%</td>
<td></td>
</tr>
<tr>
<td>City of Sun Prairie</td>
<td>15,333</td>
<td>4.2%</td>
<td>20,369 4.8%</td>
<td>26,100 5.5%</td>
<td>43,750 6.7%</td>
<td>23,381 17.1%</td>
<td></td>
</tr>
<tr>
<td>City of Stoughton</td>
<td>8,786</td>
<td>2.4%</td>
<td>12,354 2.9%</td>
<td>12,840 2.7%</td>
<td>21,850 3.3%</td>
<td>9,496 6.9%</td>
<td></td>
</tr>
<tr>
<td>City of Verona</td>
<td>5,374</td>
<td>1.5%</td>
<td>7,052 1.7%</td>
<td>10,270 2.2%</td>
<td>19,300 3.0%</td>
<td>12,248 8.9%</td>
<td></td>
</tr>
<tr>
<td>Village of Cottage Grove</td>
<td>1,131</td>
<td>0.3%</td>
<td>4,059 1.0%</td>
<td>5,540 1.2%</td>
<td>11,800 1.8%</td>
<td>7,741 5.7%</td>
<td></td>
</tr>
<tr>
<td>Village of Waunakee</td>
<td>5,897</td>
<td>1.6%</td>
<td>8,995 2.1%</td>
<td>11,170 2.4%</td>
<td>21,200 3.2%</td>
<td>12,205 8.9%</td>
<td></td>
</tr>
<tr>
<td>(Also includes Northern (De Forest/ Windsor), Oregon, Mt. Horeb, Marshall, and Cross Plains)</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Smaller USAs &amp; Rural Total</strong></td>
<td>65,072</td>
<td>17.7%</td>
<td>75,056 17.6%</td>
<td>80,210 16.9%</td>
<td>98,475 15.1%</td>
<td>23,419 10.3%</td>
<td></td>
</tr>
<tr>
<td><strong>County Total</strong></td>
<td>367,085</td>
<td>426,526</td>
<td>473,622</td>
<td>653,900</td>
<td>227,374</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau (1990 and 2000 data), Wisconsin Dept. of Administration (Jan. 1, 2009 pop. estimate, 2035 county forecast), Capital Area RPC (urban service area data, forecasts), and Madison Area TPB.

Notes:
1. Municipal data includes all population in the municipality even if not in the urban service area.
## 2035 Employment Forecasts
for Interim Update of the Regional Transportation Plan

<table>
<thead>
<tr>
<th>Urban Service Area (USA)/Municipality</th>
<th>1990 Emp (Adj)</th>
<th>% of County</th>
<th>Pop/Emp Ratio</th>
<th>2000 Emp (Adj)</th>
<th>% of County</th>
<th>Pop/Emp Ratio</th>
<th>2035 Forecast</th>
<th>% of County</th>
<th>County Change</th>
<th>% of County Chg</th>
<th>Pop/Emp Ratio</th>
<th>2000-2035 % of County</th>
<th>Pop/Emp Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Urban Service Area Total</td>
<td>191,976</td>
<td>83.1%</td>
<td>1.28</td>
<td>228,317</td>
<td>80.1%</td>
<td>1.18</td>
<td>325,300</td>
<td>77.1%</td>
<td>96,983</td>
<td>70.8%</td>
<td>1.16</td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Madison</td>
<td>166,339</td>
<td>72.0%</td>
<td>1.15</td>
<td>186,549</td>
<td>65.5%</td>
<td>1.12</td>
<td>268,800</td>
<td>63.7%</td>
<td>82,251</td>
<td>60.0%</td>
<td>1.08</td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Fitchburg</td>
<td>4,097</td>
<td>1.8%</td>
<td>3.82</td>
<td>8,132</td>
<td>2.9%</td>
<td>2.52</td>
<td>16,150</td>
<td>3.8%</td>
<td>8,018</td>
<td>5.9%</td>
<td>2.25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Middleton</td>
<td>7,496</td>
<td>3.2%</td>
<td>1.84</td>
<td>13,873</td>
<td>4.9%</td>
<td>1.14</td>
<td>18,900</td>
<td>4.5%</td>
<td>5,027</td>
<td>3.7%</td>
<td>1.22</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Also includes City of Monona, Villages of McFarland, Maple Bluff, and Shorewood Hills, and Town of Madison)</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Larger Outer USAs Total</td>
<td>24,874</td>
<td>10.8%</td>
<td>2.28</td>
<td>36,075</td>
<td>12.7%</td>
<td>2.29</td>
<td>72,900</td>
<td>17.3%</td>
<td>36,825</td>
<td>26.9%</td>
<td>2.43</td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Sun Prairie</td>
<td>7,045</td>
<td>3.0%</td>
<td>2.18</td>
<td>9,074</td>
<td>3.2%</td>
<td>2.24</td>
<td>18,450</td>
<td>4.4%</td>
<td>9,376</td>
<td>6.8%</td>
<td>2.37</td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Stoughton</td>
<td>4,634</td>
<td>2.0%</td>
<td>1.90</td>
<td>6,110</td>
<td>2.1%</td>
<td>2.02</td>
<td>9,200</td>
<td>2.2%</td>
<td>3,090</td>
<td>2.3%</td>
<td>2.38</td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Verona</td>
<td>2,133</td>
<td>0.9%</td>
<td>2.52</td>
<td>3,611</td>
<td>1.3%</td>
<td>1.95</td>
<td>10,200</td>
<td>2.4%</td>
<td>6,589</td>
<td>4.8%</td>
<td>1.89</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Village of Cottage Grove</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>1,065</td>
<td>0.4%</td>
<td>3.81</td>
<td>3,750</td>
<td>0.9%</td>
<td>2,685</td>
<td>2.0%</td>
<td>3.15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Village of Waunakee</td>
<td>1,725</td>
<td>0.7%</td>
<td>3.42</td>
<td>4,387</td>
<td>1.5%</td>
<td>2.05</td>
<td>9,900</td>
<td>2.3%</td>
<td>5,513</td>
<td>4.0%</td>
<td>2.14</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Also includes Northern (De Forest/Windsor), Oregon, Mt. Horeb, Marshall, and Cross Plains)</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Smaller USAs &amp; Rural Total</td>
<td>14,252</td>
<td>6.2%</td>
<td>4.57</td>
<td>20,624</td>
<td>7.2%</td>
<td>3.64</td>
<td>23,800</td>
<td>5.6%</td>
<td>3,176</td>
<td>2.3%</td>
<td>4.14</td>
<td></td>
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</tr>
<tr>
<td>County Total</td>
<td>231,102</td>
<td>1.59</td>
<td>5.59</td>
<td>285,016</td>
<td>1.50</td>
<td>422,000</td>
<td>136,984</td>
<td>1.55</td>
<td></td>
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</tr>
</tbody>
</table>

Source: U.S. Census Bureau (1990 and 2000 data), Wisconsin Dept. of Workforce Development (2000 data), Capital Area RPC (labor force forecast assumptions), and Madison Area TPB.

Notes:
1. 1990 and 2000 employment from U.S. Census, but adjusted up by 5% to account for persons with 2+ jobs.
2. Population/employment ratio calculated using draft MPO population forecasts for urban service areas, which closely follow the Capital Area RPC's forecasts, but shift 4,550 population from the smaller USAs and rural area to the Central Urban Service Area.
Re:
Resolution TPB No. 36 Commending Robert McDonald, Former Transportation Planning Manager for the MPO, on his Retirement after 34 Years of Dedicated Public Planning Service

Staff Comments on Item:
Given Bob’s long and distinguished tenure as Planning Manager for the MPO, I thought a resolution commending him after his 34 years of service (20 as Manager of the MPO) would be appropriate.

Materials Presented on Item:
1. Resolution TPB No. 36

Staff Recommendation/Rationale:
Staff recommends approval.
Resolution TPB No. 36
Commending Robert McDonald, Former Transportation Planning Manager for the MPO, On his Retirement after 34 Years of Dedicated Public Planning Service

WHEREAS, Robert McDonald has served the cause of sound, coordinated land use and transportation planning in the Madison Metropolitan Area and Dane County for over 34 years, capped by 20 years as Staff Manager of the Metropolitan Planning Organization (MPO); and

WHEREAS, from 1975 to December 1999 Robert McDonald served on the staff of the former Dane County Regional Planning Commission, the last 10 years as Director of Transportation Planning Services, the MPO arm of the Commission; and

WHEREAS, from January 2000 to December 2009 Robert McDonald served as Transportation Planning Manager for the Transportation Planning Services Section of the City of Madison Planning Division as Staff Manager to the Madison Area Transportation Planning Board, the MPO for the Madison Metropolitan Planning Area; and

WHEREAS, during his tenure as Staff Manager of the MPO Robert McDonald effectively guided the agency through two separate redesignations and numerous transportation planning and programming efforts; and

WHEREAS, during these efforts Robert McDonald successfully worked with a broad array of public agencies, policy makers, and citizens developing and refining a long-term vision for transportation in the region and developing and implementing plans, projects, and programs to assist in achieving that vision; and

WHEREAS, these efforts have improved the regional transportation decision making process and helped to establish the Madison Area Transportation Planning Board as a respected leader and facilitator of the process in the Dane County region; and

WHEREAS, these transportation planning efforts and investment decisions have improved the access and mobility of people and businesses in the region and preserved and enhanced the environment and overall quality of life of the region’s residents;

NOW, THEREFORE, BE IT RESOLVED that the Madison Area Transportation Planning Board does hereby offer, on behalf of the entire transportation planning community in Dane County, great thanks and appreciation for the many years of service and devotion of Robert McDonald; and

BE IT FURTHER RESOLVED that the Board wishes him well and directs that he enjoy his retirement, including his family, grandchildren, traveling, reading, and other interests and activities, in perpetuity.

Date Adopted          Al Matano, Chair