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

March 7, 2012
City-County Building
210 Martin Luther King Jr. Blvd., Room 354
7 p.m.

AGENDA

1. Roll Call

2. Approval of February 1, 2012 Meeting Minutes

3. Communications

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

5. Public Hearing on Draft 2035 Regional Transportation Plan (RTP) Update for the Madison Metropolitan Area & Dane County

Note: The MPO Board is likely to take action on the Draft RTP Update at this meeting (see Agenda item #7). Therefore, written comments should be sent by March 7 to the MPO office at 121 S. Pinckney St., Suite 400, Madison, WI 53703 or e-mailed to wschaefer@cityofmadison.com.

6. Presentation on Johnson-Gorham Two-Way Conversion Study
   (Strand Associates – Consultant to City of Madison)

7. Resolution TPB No. 60 Regarding the Draft 2035 Regional Transportation Plan Update for the Madison Metropolitan Area & Dane County

8. Resolution TPB No. 61 Regarding Amendment #1 to the 2012-2016 Transportation Improvement Program for the Madison Area & Dane County
   - W. Beltline and Verona Road (Verona Rd. Interchange), Reconstruct interchange and Summit intersection, expand roadways [Cost revision]
   - W. Beltline (Fish Hatchery Rd. to Interstate 39/90), Roadway maintenance [Cost, schedule revision]
   - W., S. Beltline (USH 14 to CTH N), Major EIS study Phase 1 [NEW]
   - Interstate 39/90 (Beltline to Interstate 90/94), Major EIS study [NEW]
   - Interstate 39/90 (Beltline to Illinois State Line), PE/Program control [Cost revision]
   - Interstate 39/90/94 (Hoepker Rd. Bridge), Bridge replacement and expansion [Project scope, cost revision]
   - Interstate 39/90 (CTH B to USH 12/18 – SB Lanes), Roadway maintenance [Cost revision]
   - USH 12/18 (I-39/90 to CTH N), PE for reconstr., access modifications for freeway conversion [NEW]
   - USH 18/151 (Verona Rd.(CTH PD to Raymond Rd.), Construct interchange [Cost, schedule revision]
   - USH 51/Stoughton Rd. (Terminal Dr. to STH 19), Major EIS study [NEW]
   - USH 151 (Main St. to CTH VV), Resurfacing [NEW]
   - Deming Way (RR Crossing), Add WSOR gates, signal interconnect [NEW]
   - CTH M (South)(RR Bridge), Replace RR overhead [Cost revision]
   - Milwaukee St. (Starkweather Creek Bridge), Replace bridge [Schedule change]

9. Letter of Support for TIGER IV Program Grant Application by Wisconsin & Southern Railroad Co. for Track Rehabilitation on the Rail Line between Middleton and Prairie du Chien

10. Resolution TPB No. 62 Approving Amendment to the 2012 Unified Planning Work Program and Budget

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

12. Appointment to the MPO Citizen Advisory Committee
13. Discussion of Future Work Items:
   - Transit Corridor (BRT) Study
   - Metro Bus Size Study
   - Intercity Bus Terminal Issue
   - Transit Development Plan (TDP)
   - MPO Funding Issue
   - Public Participation Plan Update
   - Designation of New MPO Urban and Planning Areas

14. Announcements and Schedule of Future Meetings

15. Adjournment

Next MPO Meeting:

   Wednesday, April 4 at 7 p.m.
   Madison Water Utility Building, 119 E. Olin Avenue, 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:* Eileen Bruskewitz, Mark Clear, Ken Dahl, Ken Golden, Jeff Gust, Steve King, Jerry Mandli, Al Matano (Chair), Mark Opitz, Steve Ritt, Chris Schmidt, Robin Schmidt, and Paul Skidmore

*Members absent:* Chuck Kamp

*MPO Staff present:* Bill Schaefer, Mike Cechvala, and Nick VanderZwan

*Staff, Officials, and Commissioners from City of Fitchburg present:* Tom Hovel, Steve Arnold, Richard Bloomquist, Troy Klein, Kim Lobdell, Carol Poole, and Patrick Stern

2. **Approval of January 4, 2012 Meeting Minutes**

Moved by King, seconded by Opitz, to approve the January 4, 2012 meeting minutes. Motion carried with R. Schmidt abstaining.

3. **Communications**

None.

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

None.

5. **Presentation on City of Fitchburg Land Use & Transportation Plans and Projects**

Tom Hovel, City of Fitchburg planner, gave a presentation on the City’s land use plans and upcoming developments. As part of discussion on the Arrowhead Redevelopment Plan, Opitz asked about the trail connection for planned Cannonball Trail with the Military Ridge Trail. Hovel stated that the plan is for a new crossing (either at-grade or grade-separated) further east of Verona Road. The Military Ridge trail would be relocated south of McKee Road in the former rail corridor. Steve Arnold added that there is interest in using federal project money to build a grade-separated crossing as part of the first phase of the Verona Road/W. Beltline interchange project. As part of discussion of the Southdale Neighborhood Plan, Golden asked if a bus route was planned for the neighborhood, but perhaps could be reconfigured as development occurs. Matano asked about the dissolution of the Town of Madison, and Hovel responded that it would be split between the Cities of Fitchburg and Madison. Hovel reviewed the Nine Springs development plan, which will be built in accordance with the City’s new form-based Smart Code. The code is an optional alternative for developers to the conventional zoning code. Golden asked about the block lengths in the Smart Code, and Hovel responded that the code sets requirements for block perimeters (e.g., 2,050 feet in the Urban Center (T-5) area). Hovel also clarified that the code requires a grid street network with cul-de-sacs requiring special approval. Arnold added that the main streets are required to connect, but other local residential streets might not line up—something that was actually favored as it created natural traffic calming. Hovel pointed out the planned grade-separated street crossing near the new Lacy Road interchange to maintain street connectivity in that area. Hovel discussed the bicycle “module” for the Smart Code and the proposed “cycle track” for relocated Lacy Road. The cycle track is essentially a bike lane separated from vehicle traffic and pedestrians. Gust commented on the conflicts at intersections and other street access points between the different roadway users with such a design. He also said there would be winter maintenance issues due to a lack of storage for snow removal. Arnold said that snow clearance may not be possible. Opitz complimented the City for its comprehensive approach to planning, including the new Smart Code and the Nine Springs plan. He asked if the City of Madison had implemented ordinance changes
to facilitate mixed-use development. Clear said the City had adopted a new zoning code and was finalizing the zoning map for it. It was focused more on existing developed areas, but created some new mixed-use districts.

6. Review of 2035 Regional Transportation Plan Update Draft Report and Approval of Release for Public Comment

Schaefer said the draft plan report was included in the packet, but without the environmental justice section. That section and an executive summary were handed out. Schaefer said a compressed schedule for review of the draft plan was necessary due to the TIP currently being frozen. If approved by the Board, the draft plan would be released for public comment next week with public meetings and presentations in February and the public hearing and adoption by the Board at the March 7 meeting. He said there are not that many new project recommendations. Most of the general policy related recommendations have been carried forward from the 2030 plan. He briefly reviewed the major projects, transit corridors, and bikeway plan maps with a focus on the Fitchburg area.

R. Schmidt asked about the transit corridors identified on the east side. Schaefer responded that Monona Drive is shown as a potential future high frequency local route. Gust again suggested adding to the major projects and corridors map a future major EIS study of the USH 14 (West) corridor between Middleton and Mazomanie. Schaefer responded there are major environmental issues with a project in that corridor as well as right-of-way constraints through the Village of Cross Plains. Forecast traffic volumes are also not that high west of Cross Plains. He said that was a policy issue for the Board to decide. Another policy issue relates to the recommendation related to future high capacity transit service. The new recommendation calls for revisiting the appropriate technology and routing for such service, at least the highest priority option to pursue first.

Golden suggested approving release of the draft plan with Board members sending comments to Schaefer before the next meeting. He said that given the short time frame for review he didn’t think all of the city committees would be able to provide committee comments on the plan update. He suggested in the correspondence regarding the plan that it be noted it is a compliance plan with a deadline, and that the next major update would be initiated in a couple of years when there would be more extensive opportunities for input. Schaefer stated that any comments should be sent to him at least a week before the March 7 Board meeting so that he could compile them, provide staff responses, and include that information in the packet.

Moved by Golden, seconded by Opitz, to approve release of the 2035 Regional Transportation Plan Update Draft Report for public review and comment. Motion carried.

7. Appointment to the Steering Committee for the Transit Corridor (BRT) Study

Matano asked for clarification on the Transit Corridor Study Steering Committee. Schaefer responded that it was intended to be an informal committee to guide the consultant’s work on the study. The proposed membership list consisted mostly of staff persons since it was a technical study, but also included some policymakers as well. He said he welcomed Board input on the committee membership. He noted that the study was not like Transport 2020 where a recommendation would be made leading to a potential project. The BRT study is purely informational at this time. Golden stated that Transport 2020 was a totally different project, which was very political and very visible. He said this study was an informational one and the committee would simply guide the study. The MPO Board will provide comments on the study and may accept or reject it. Matano asked if the committee meetings would be subject to the Open Meetings Law, and Golden said he thought they would be. Opitz asked if the study would be done by consultants, and Schaefer said yes. Opitz asked if the study is being commissioned by CARPC, the MPO, or both. Schaefer said both. He said CARPC is handling the administrative tasks, including issuing the RFP, because CARPC is the lead agency for the Sustainable Communities grant that is funding the study. MPO staff is in charge of overseeing the study, including setting up the steering committee. He said the committee would select a panel to select
the consultant and the committee would oversee and guide the consultant’s work. Asked if updates would be provided to the MPO Board, Schaefer said yes. Golden said that CARPC staff defer to MPO staff on transportation issues and that even though CARPC is technically the lead agency, functionally the MPO is. Bruskewitz asked if the study committee makeup had been discussed with the MPO’s Technical Coordinating Committee (TCC). Schaefer responded that staff had reviewed the scope with the TCC, but not the committee make up yet because the TCC didn’t meet in January.

Opitz expressed support for the proposed committee, and suggested it include representatives from the Dane County Public Works & Transportation Committee and WisDOT SW Region. King also expressed support for the committee membership. Golden suggested adding a representative from the City of Sun Prairie. He also expressed a willingness to serve on the committee. Gust agreed with Golden’s statement on adding a representative or representatives from outlying communities. Schaefer said he would see if there was interest from staff of the Cities of Sun Prairie and Verona. R. Schmidt suggested that Opitz serve on the committee as well. Dahl asked if cost estimates would be generated for the express bus service, and Schaefer said he thought so.

Moved by R. Schmidt, seconded by Clear, to appoint Ken Golden and Mark Opitz to the Steering Committee for the Transit Corridor (BRT) Study. Motion carried.

8. Discussion of Future Work Items

Schaefer mentioned that Madison Metro had received a planning grant to hire consultants to conduct a study to look at whether it made sense for Metro to add different sized buses to its fleet, both smaller and larger. Metro has asked MPO staff to assist with the study. He also said that WisDOT would be re-starting the Stoughton Road Corridor Study as an EIS and would be using both policy and technical advisory committees for the study. The Board will need to appoint someone to serve on the policy committee. He also informed the Board that the U.S. Census Bureau will be releasing the 2010 urbanized areas at the end of March. The MPO will then start the process of refining the urban area boundary and creating a new planning boundary, which the MPO and WisDOT would need to approve. He said he anticipated that the DeForest/Windsor area would be added to the urbanized area.

Clear asked if the MPO Board would be presented updates on the City of Madison’s transportation plan. Schaefer said yes, and that Dave Trowbridge would be presenting on the scope of work for the plan at the March meeting. He said there would also be a presentation on the Johnson/Gorham 2-way conversion study at the March meeting. Gust stated that WisDOT would be undertaking an area-wide traffic impact analysis to evaluate potential new interchanges on Interstate 39/90 as part of a new EIS study to be done for the Interstate from the Beltline north past the Wisconsin Dells.

9. Announcements and Schedule of Future Meetings

The next meeting will be held March 7, 2012 at 7:00 pm in Room 354 of the City-County Building in downtown Madison. Schaefer stated the reason for the location change is because the public hearing on the regional transportation plan.

10. Adjournment

Moved by Bruskewitz, seconded by King, to adjourn. Motion carried. The meeting adjourned at approximately 8:55 PM.
Good morning,

Attached is a Resolution which the Town Board of Supervisors of the Town of Westport adopted at its regular Board meeting on Monday evening, 2/20. This was done at the request of Dane County Supervisor Eileen Bruskewitz, who is planning to introduce a similar resolution to the Dane County Board. The Town Board encourages her to do so and for the Dane County Board to adopt that resolution and move on to the many years of planning required before a North Mendota Parkway might be built. Our Board is of the opinion that we have needed this roadway for many years for the safety of our residents and to move regional traffic through our area without disruption to our local roadways and agricultural economy. It is past time to get beyond initial planning at the local level.

Additionally, we would also like our neighboring communities to join in these efforts. That would start with the passage of a similar Resolution by your governing bodies. The Westport Town Board therefore joins in with Supervisor Bruskewitz in respectfully requesting that the Town of Springfield, the Village of Waunakee and the City of Middleton pass a similar resolution soon and direct the resolution to those who will assist in accomplishing the goals of the Resolution, stated as follows from the Resolution:
NOW THEREFORE BE IT RESOLVED, by the Town of West County should seek the support of the other communities involved in t and, with their collaboration, request WisDOT to include the North Most (NMP) and its component parts in the major study of the South Beltlin Westport hereby pledges its support in this endeavor.

BE IT FURTHER RESOLVED, that Westport hereby requests, WisDOT take a more comprehensive planning approach with the MPC expansion between STH 113 and CTH K by including the NMP to its

BE IT FURTHER RESOLVED, that Westport hereby requests, area governments, and the Madison Metropolitan Transportation Plan that WisDOT consider a jurisdictional transfer with Dane County so the trunk highway (CTH M) and the NMP become a State highway (STH route in its entirety from Interstate 39 to US 12 as noted in the initial “

BE IT FURTHER RESOLVED, that this request be forwarded Transportation so this request for NMP funding can be considered by through the Wisconsin Major Improvements Program. Westport staff i effectuate the purposes of this Resolution.

To Supervisor Bruskewitz, thank you so very much for working hard to assist in moving this important item forward. Your leadership in our community on this and other issues will be missed. I am hoping you can also assist by passing this on to your contacts at the State DOT in order to move this item forward.

Thank you all for your time and consideration.

Respectfully Submitted,

ON BEHALF OF THE TOWN OF WESTPORT BOARD OF SUPERVISORS

Thomas G. Wilson
Attorney/Administrator/Clerk-Treasurer
Town of Westport (Dane County, WI)
Population 3,819
TOWN OF WESTPORT

RESOLUTION NO. 12-03

A RESOLUTION BY THE TOWN BOARD OF SUPERVISORS

URGING THE WISCONSIN DEPARTMENT OF TRANSPORTATION TO INCLUDE THE
NORTH MENDOTA PARKWAY ALTERNATIVES STUDY IN THE MAJOR STUDY OF THE
SOUTH BELTLINE AND FUTURE STUDIES OF HIGHWAY 19
IN THE TOWN OF WESTPORT, DANE COUNTY, WISCONSIN

WHEREAS, the North Mendota Parkway (NMP) Alternatives Study, completed in October 2003, demonstrated that a roadway around the north side of Lake Mendota (from Interstate 39, west on STH 19, south on STH 113, west on County Trunk (CTH) M, and on a westerly route to be determined between CTH M and US 12 near CTH K) was needed to accommodate growth in this area now and over the next 50 year time span. The 2003 Alternatives Study recommended the formation of a North Mendota Parkway Implementation Oversight Committee to oversee the ten (10) recommendations;

WHEREAS, recommendations 1 through 5 have been completed. The Programmed County Highway Improvements in the Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) are built. A Binding North Mendota Intergovernmental Agreement with the Cities of Madison and Middleton, Village of Waunakee, and the Towns of Springfield and Westport has been executed. Municipalities have adopted a North Mendota Transportation Policy and Official Maps. The County has conducted its Environmental Study and officially mapped the Environmental Corridor in the North Mendota Area which has been adopted into the Dane County Parks and Open Space Plan;

WHEREAS, the NMP Alternatives Study key conclusions included: 1) the predominant traffic movements for regional east-west, predominantly from the Cities of Madison and Middleton to Sun Prairie and beyond, is congesting local roads within the North Mendota Study Area municipalities, 2) the NMP should be a State road because it carries regional traffic, and 3) the most effective way to preserve the valuable generational farms north of Lake Mendota is by the use of a restricted, limited access road, with ample and convenient access for farmers equipment to adjoining fields;

WHEREAS, in the intervening years the Wisconsin Department of Transportation (WisDOT) has conducted several studies which have provided important additional information for the development of the NMP. These included the Highway 12 Freeway Conversion Study, the Waunakee Main Street (Highway 19) Roundabout Study, and a Highway 19 access study from Sun Prairie to Waunakee. The traffic analysis completed by the City of Middleton and Town of Westport demonstrated that if the NMP were built and regional traffic removed from local roads, Middleton would be able to accommodate its planned growth without significant additional road or road capacity improvements. WisDOT will soon begin a study of the South Beltline from CTH N to USH 14, which study may include alignments outside this existing corridor;

WHEREAS, good urban development requires adequate infrastructure and if the North Mendota Parkway is significantly delayed or is not constructed, it is extremely likely that the WisDOT will study Highway 19 for use as a limited access expressway and that such a road would be found to be “needed” based on WisDOT’s track record of funding capacity expansions as the means of addressing congestion and traffic safety;

WHEREAS, such a road would cause new development to shift to the north creating greater vehicle miles traveled, using up more farmland and shifting population into less sustainable patterns (e.g. suburban sprawl); and
WHEREAS, the Village of Waunakee Board of Trustees has voted to request WisDOT not make STH 19, Waunakee’s Main Street, a four lane roadway with no parking, which would have a devastating effect upon the character of Waunakee. The NMP would provide a traffic alternative which would ease traffic congestion on Waunakee’s main street and alleviate the need for a four lane no parking alternative in that location.

NOW THEREFORE BE IT RESOLVED, by the Town of Westport Board of Supervisors that Dane County should seek the support of the other communities involved in the NMP intergovernmental agreements and, with their collaboration, request WisDOT to include the North Mendota Parkway Alternatives Study (NMP) and its component parts in the major study of the South Beltline and any future studies of Highway 19. Westport hereby pledges its support in this endeavor.

BE IT FURTHER RESOLVED, that Westport hereby requests, and Dane County should request, that WisDOT take a more comprehensive planning approach with the MPO’s 2016 TIP scheduled Highway M expansion between STH 113 and CTH K by including the NMP to its terminus at STH 12.

BE IT FURTHER RESOLVED, that Westport hereby requests, and that Dane County, the other NMP area governments, and the Madison Metropolitan Transportation Planning Board should specifically request, that WisDOT consider a jurisdictional transfer with Dane County so that the current STH 19 become a county trunk highway (CTH M) and the NMP become a State highway (STH 19), and that WisDOT consider the NMP route in its entirety from Interstate 94 to US 12 as noted in the initial “Whereas” clause above.

BE IT FURTHER RESOLVED, that this request be forwarded to the WisDOT Secretary of Transportation so this request for NMP funding can be considered by the projects board and the Legislature through the Wisconsin Major Improvements Program. Westport staff is directed to take the actions necessary to effectuate the purposes of this Resolution.

The above and foregoing resolution was duly adopted by the Town Board of Supervisors of the Town of Westport, Dane County, Wisconsin, at a regular meeting held on the 20th day of February, 2012, by a vote of 4 ayes and 0 nays, with 0 members not voting (absent).

TOWN OF WESTPORT

Approved:

By ________________________________
John Van Dinter, Town Board Chair

Attest: ________________________________
Thomas G. Wilson
Town Attorney/Administrator/Clerk-Treasurer

Approved: 2/12/12
Posted: 2/12/12
February 9, 2012

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

Dear Mayor Soglin:

In accordance with the Agreement for Comprehensive, Continuing, and Cooperative Transportation Planning for the Madison Metropolitan Planning Area, we hereby approve the 2012 MPO work program and authorize work to proceed on the transportation planning activities designated for funding. This authorization is effective January 3, 2012.

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 2012 work program is as follows:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA PL (WI)</td>
<td>$286,000.00</td>
</tr>
<tr>
<td>WisDOT PL Match</td>
<td>$30,446.68</td>
</tr>
<tr>
<td>Local Match</td>
<td>$41,053.32</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$357,500.00</strong></td>
</tr>
</tbody>
</table>

The adopted 2012 work program also includes the following authorization:

- STP-Urban funding total includes $122,400 for 3-C planning and $72,000 to fund rideshare activities.
- FTA Section 5303 funding totaling $62,500. This includes 80% federal funding of $50,000 with a 10% state match of $6,250 and 10% local match of $6,250; and approval of the 10% state match ($5,625) of FTA 5307 funds once these grants are 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, Jeff Gust.

We look forward to a productive year in 2012, 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. Beaupré
Director of Planning and Economic Development

Cc: William Schaefer, MPO
   Jeff Gust, SPO Planning Chief - Southwest Region
   Alexis Kuklenksi, FHWA
   Dave Jolicoeur, FHWA
   Diane Paoni, WisDOT Planning Section
   WisDOT BFS Expenditure Accounting Unit
Re: Resolution TPB No. 60 Regarding the Draft 2035 Regional Transportation Plan Update for the Madison Metropolitan Area & Dane County

Staff Comments on Item:

The draft 2035 RTP Update was sent out for public review and comment on February 7. A notice of its availability was emailed to a large list of interested persons and organizations. Staff reviewed the draft report with the MPO Citizen Advisory Committee and Technical Advisory Committee. Both recommended approval. The TCC recommended two minor changes that are incorporated into the attached addition/change sheet regarding the Middleton Intermodal Transportation Center and the CTH PD (CTH M to Nine Mound Rd.) project. Royce Williams submitted some oral comments on the Inter-regional travel section that are also incorporated into the change sheet. A public information meeting was held on February 23. The only comments received on the plan were submitted by Susan DeVos. MPO staff responses to her comments are included in the attached materials.

Materials Presented on Item:

1. Resolution TPB No. 60 Adopting the 2035 Regional Transportation Plan Update for the Madison Metropolitan Area & Dane County.


3. Written comments and MPO staff responses.

Staff Recommendation/Rationale: Staff recommends approval of the draft 2035 RTP Update with the revisions listed in the addition/change sheet dated February 29, 2012.
Resolution TPB No. 60

ADOPTING THE
2035 REGIONAL TRANSPORTATION PLAN UPDATE
FOR THE MADISON METROPOLITAN AREA
AND DANE COUNTY

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA) (23 U.S.C. 104, 134) and U.S. Department of Transportation (DOT) regulations require that the Madison Area Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the Madison Urban Area, in cooperation with the State (Wisconsin Department of Transportation), local officials, and the major transit operator (City of Madison – Metro Transit), shall be responsible for carrying out the metropolitan planning process; and

WHEREAS, the Madison Area TPB shall approve the regional or metropolitan transportation plan for the Madison area and its periodic updates; and

WHEREAS, the Madison Area TPB has updated the current adopted Regional Transportation Plan 2030 and extended the planning horizon from the year 2030 to 2035 using new population, household, and employment forecasts and revised travel demand forecasts to the year 2035; and

WHEREAS, the Madison Area TPB has followed the prescribed federal guidance for development of regional transportation plans as set out in the Metropolitan Transportation Planning rule, 23 C.F.R. Section 450.322, in the preparation of the regional transportation plan update; and

WHEREAS, notices of the availability of the draft regional transportation plan update and summary materials on the plan update have been broadly distributed; the draft plan update has been available on the MPO’s web site; presentations and public information meetings have been held during the development of this plan update, including a public hearing; and all testimony and written comments have been considered and changes to the draft plan made as needed; and

WHEREAS, the transportation plan update is an overall transportation systems plan that includes goals, policy objectives, recommendations, implementation strategies and performance measures intended to guide needed improvements to all modes of transportation until the next major update of the plan that is required in five years; and

WHEREAS, it is recognized that approval of this plan is in accord with federal rules under the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU);

NOW THEREFORE BE IT RESOLVED, the Madison Area TPB adopts the 2035 Regional Transportation Plan Update for the Madison Metropolitan Area and Dane County, which incorporates the changes to the Draft RTP Update, dated February 2012, listed in the Addition/Change sheet dated February 29, 2012, as the official transportation plan for the region to serve as a guide for transportation planning, system development, and investments and as the
basis for the MPO’s review of proposed projects in the Transportation Improvement Program; 
and that this plan supersedes the Regional Transportation Plan 2030.

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;
   seq.) and 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting 
   discrimination on the basis of age in programs or activities receiving Federal 
   financial assistance;
8. 23 U.S.C. 324 regarding the prohibition of discrimination based on gender; and
   regarding discrimination against individuals with disabilities; and

Date Adopted ___________________________ Al Matano, Chair
The Regional Transportation System

Inter-regional Travel Section:

Page 57:
Edit second paragraph of the Intercity Bus Service sub-section to note that intercity bus routes serve additional communities on the way to the primary destination and beyond, including major airports in Milwaukee, Chicago, and the Twin Cities.

Revise Table 27 to show 4 rather than 3 daily departures on Megabus to Chicago and delete the second footnote regarding the Van Galder service.

Page 59:
Add sentence to the sub-section on Intercity Passenger Rail that even though there is no service to/from Madison, Amtrak’s thruway bus service provides connections to rail service in Columbus, WI and Chicago, IL.

Goals and Policy Objectives and Recommendations/Implementation Strategies

Streets/Roadways:

Pages 82 and 84:
Revise Figure 27 and Table 33 to extend the limits of the planned capacity expansion of CTH PD west of CTH M from Nine Mound Road to west of Shady Oak Lane.

TDM/Ridesharing:

Page 112:
Add the following paragraph under Recommendation #1 to expand the countywide park-and-ride system:
The MPO’s Regional Transportation Plan 2030 included a map of planned park-and-ride (PNR) facilities. WisDOT SW Region will be conducting a PNR study to identify potential new or revised facility locations in the region focused primarily on use for ridesharing. Metro Transit and local communities should continue efforts to improve and expand upon the limited number of PNR facilities served by transit, particularly at key locations such as activity centers and bus transfer points. One such location is the planned multi-modal transportation center in the City of Middleton southwest of the USH 12 and USH 14/University Avenue interchange. It is in close proximity to Middleton’s downtown and could be the site of a relocated bus transfer point for Middleton routes.
Bill,

I thought the draft 2035 plan was very well written and organized. It's difficult to make out the specifics of most maps, but I can appreciate the difficulty in trying to show detailed information on a county-wide map in a letter size format.

I noticed a couple of place-holders for information not yet available. I'm sure these are on your radar already, but wanted to point them out so they don't accidentally get overlooked.

   Pg. 28: The ratio was somewhat lower for persons residing in the greater Isthmus area (X), but not by that much

   Pg. 55: Students pay a low semester student fee ($X for 2011-12)

I also noticed that on page 10, there is a reference to the concept multi-modal facility at 12/14 for which Middleton had applied for TIGER grant funding. Our City Administrator recently asked if that's still part of the MPO planning documents. I didn't see any mention of that in this plan other than on page 10. Is that facility still part of the regional plan?

   The City of Middleton applied for funding for the first phase of a proposed multi-modal transportation center southwest of the USH 12 and USH 14/University Avenue interchange. Neither project was awarded funding.

Thanks,
Shawn Stauske
Dir. Public Works / City Engineer
(608) 821-8381
Bill,

That's great to know. There was discussion among staff as to what future cross section might be appropriate at full build out, and it's very helpful to know that your modeling suggests a 2 lane road is sufficient.

Thanks,
Shawn Stauske
Dir. Public Works / City Engineer
(608) 821-8381

Yes. We did have that in the model. We weren’t getting that much traffic on Belle Fontaine based on the amount of development assumed in that area north of the Conservancy.

Bill,

Thanks for the follow-up on the draft plan.

Regarding Parmenter St north of the current 4 lane segment, does your modeling include the planned connection of Belle Fontaine Pkwy to the east of Parmenter St at the current intersection with Schneider Rd? As Misty Valley and Graber Highlands (west of Misty Valley) develop, that section of Parmenter St may see more traffic from people trying to get to/from Hwy 12. I just don’t know from your message whether that’s in your model – in addition to Tribeca.

Shawn Stauske

Thanks Shawn. Regarding the intermodal center, we didn’t update the Park-and-Ride facility map from our 2030 Plan, but we have that location shown as a PNR. You are planning more than just a PNR with possible move of the bus transfer point there, etc. I’ll make sure to add a reference to it in the recommendations section so that it is clearly “in our plan” (and eligible for federal funding).
FYI, we are not showing Parmenter St. as a capacity expansion (4L) project (for the segment that is currently 2L). Our travel forecasts don’t indicate a need for 4Ls even assuming the Tribeca development. That is something we can re-visit as part of the next plan update though. It would be a long shot to get STP-Urban funding for that anyway.
1. While it’s a step forward to mandate sidewalks for all new development that involves federal funds (is that true, and how common is having federal funds?), I do not see the issue of retrofitting sidewalks addressed. A major roadblock is the huge cost of installing a sidewalk that is assessed entirely to the property owner. Does the TPB have the ability to award grants of assistance? How?

*MPO Staff Response:* The 2035 RTP Update includes recommendations that address this issue. Under Pedestrian Transportation, see Recommendations #2, #4, and #10 regarding development of local pedestrian facility plans, adding pedestrian facilities as part of street reconstruction projects, and implementing ADA compliance plans. The 2030 RTP provided information on local sidewalk cost sharing policies, but MPO plans have stopped short of making detailed recommendations regarding such cost share policies, which are seen as more of a local issue.

2. Metro Transit is under great pressure to say how wonderful it is because it wants financial support. But in my estimation, it needs to also better state short-term goals for improvement. Those could include:
   a. Step taking bus stops away; add more buses that just skip the stops perhaps and lobby state law to give buses priority to re-enter the lane of traffic after a stop but do not eliminate bus stops. Doing so just makes using the bus ever less appealing, feeding the downward spiral.
   b. Be more honest about how it measures rides; triplets are not the same as ridership nor of taking a trip.
   c. While pedestrian traffic is the most obvious complement of transit use, bike traffic is too, especially since many people have to ride their bikes to reach a transit stop and get out of the rain. Currently, Metro buses can only accommodate 2 (maybe 3) bicycles, woefully inadequate when it is raining. So there needs to be money to provide more facilities for parking bicycles safely at Transfer Points or other selected bus stops. What financial assistance can the TPB provide? What stipulation could be added for the use of federal funds?

*MPO Staff Response:* The issue of bus stop spacing will be addressed as part of the Transit Development Plan (TDP). The RTP report references consolidation of bus stops in the Isthmus area, which MPO staff believes could enhance service and result in cost savings. Metro does report revenue and non-revenue rides, but tracking the number of transfers is impossible due to the high percentage of unlimited ride pass users. The TDP will also break out Metro’s ridership patterns more finely. Bicycle parking is available at the transfer...
More secure, weather protected parking could be explored. Greater information on the use of Metro’s bike racks and the number of pass-bys due to a full rack would be helpful. The bicycle racks are limited to a practical maximum of about three because they have to fold up without a lot of effort and without obstructing the windshield.

3. We need a much more aggressive TDM program that ideally would involve county, as well as city of Madison, offices/businesses. People do not know of all the options that currently exist. How do you get the information out? You have a wonderful web site, but nobody knows it even exists. What sort of advertising/marketing budget do you have? What can the TPB do to expand its program?

MPO Staff Response: The Rideshare Etc. Program advertising budget is limited, although it was just increased to $18,000 per year ($3,000 each for the 6 partners - WisDOT, WisDOA, Dane County, UW-Madison, Metro Transit, MPO). It is used for radio and Internet advertising and occasional television ads. Information is provided mainly through the employer programs conducted by the MPO as well as the 266-RIDE signs on the highways. The TDM/Rideshare Committee came up with several ideas for program improvements a couple of years ago, but they haven’t been implemented due to lack of additional funding. The RTP does recommended expansion of current TDM efforts.

4. Since a big incentive for people to use transit is to CHARGE FOR PARKING, to what extent is the TPB able to deal with parking issues? Could it suggest a standard parking policy that could be adopted if federal funds are used for a transportation project?

MPO Staff Response: The RTP makes a few general recommendations on parking (p. 116), but parking policy is implemented at the local level.

5. To what extent can the TPB stipulate direct bus service between the airport and downtown Madison?

MPO Staff Response: The Transit Development Plan will evaluate and make recommendations on transit service improvement priorities, including potential improvements to airport service. The bus rapid transit study will also look at potential routing to north Madison with a potential terminus at the airport.
Re: Resolution TPB No. 61 Regarding Amendment #1 to the 2012-2016 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

**Staff Comments on Item:**

WisDOT SW Region has requested an amendment to the TIP to add some new state projects and make cost and/or schedule changes to some other state projects and local projects with federal funding. The new projects include the three new major EIS studies that were recently approved for the Beltline, Stoughton Road, and Interstate 39/90 (Madison to Wisconsin Dells). The other new projects include one for design work on USH 12/18 (Interstate to CTH N) for access modifications for possible conversion of that roadway to a freeway, a resurfacing project on USH 151, and a rail crossing improvement project on Deming Way in the City of Middleton. The most significant project revision is for the Interstate 39/90 (Hoepker Road Bridge), revising that to a bridge replacement and expansion project, which is consistent with the MPO’s Regional Transportation Plan.

**Materials Presented on Item:**

1. Resolution TPB No. 61 Regarding Amendment #1 to the 2012-2016 TIP with accompanying project and financial tables.

**Staff Recommendation/Rationale:** Staff recommends approval.
Resolution TPB No. 61
Amendment #1 to the 2012-2016 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

WHEREAS, the Madison Area TPB approved the 2012-2016 Transportation Improvement Program for the Madison Metropolitan Area & Dane County on October 5, 2011; and

WHEREAS, the Madison Metropolitan Planning Area transportation projects and some transportation planning activities to be undertaken using Federal funding in 2012–2015 must be included in the effective TIP; and

WHEREAS, an amendment has been requested by WisDOT Southwest Region to reflect changes to the costs and funding of several projects and to add some new projects, including three recently approved major EIS studies for the Beltline, Stoughton Road, and Interstate 39/90 from Madison north to the Wisconsin Dells; and

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

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

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

NOW, THEREFORE, BE IT RESOLVED that the Madison Area TPB approves Amendment #1 to the 2012-2016 Transportation Improvement Program for the Madison Metropolitan Area & Dane County, making the following project revisions and additions as shown on the attached project listings table:

1. **REVISE** the costs for the W. Beltline and Verona Road interchange reconstruction project.

2. **REVISE** the costs and construction schedule for the W. Beltline (Fish Hatchery Rd. to I-39/90) roadway maintenance project with construction in 2013-'14.

3. **ADD** two new projects—an origin/destination study and a planning and environmental linkages study—as part of a new major EIS study for the Beltline (USH 14 to CTH N).

4. **ADD** a project for a new Interstate 39/90 (USH 12/18 to I-90/94) major EIS study.

5. **REVISE** the cost and funding for the Interstate 39/90 (Beltline to Illinois line) Program control, which is part of the design project, and **ADD** a new small project for a dynamic message sign in the Interstate corridor.

6. **REVISE** the project scope and costs for the Interstate 39/90/94 (Hoepker Road Bridge) replacement project, which has been revised to a bridge expansion to four lanes.
7. **REVISE** the cost and funding to 100% state for the Interstate 39/90 (Beltline to CTH B) roadway maintenance project.

8. **ADD** a new project on USH 12/18 (I-39/90 to CTH N) for design work to reconstruct the roadway and make access modifications for potential conversion to a freeway.

9. **REVISE** the project description for the Verona Road (CTH PD interchange) project to clarify it also includes expansion of Verona Road to six lanes from Raymond Road to CTH PD, revise the cost and funding for PE in 2012 to 100% state, and revise the cost and schedule for ROW and utility work.

10. **ADD** a new project for a major EIS study of Stoughton Road (Terminal Drive to STH 19).

11. **ADD** a new resurfacing project for USH 151 (Main St. to CTH VV).

12. **ADD** a new RR crossing project on Deming Way.

13. **REVISE** the project description for the Fish Hatchery Road/CTH D (Emil St. to Wingra Dr.) project to change it from a pavement replacement to a pavement reconditioning.

14. **REVISE** the cost, funding, and schedule for PE for the CTH PB (Sugar River Bridge) project with PE funding obligated in 2011.

15. **REVISE** the cost for the CTH M (South) (RR Bridge), replacement project from 80% Federal Bridge to 80% State funding.

16. **REVISE** the cost and funding of PE for the Milwaukee Street (Starkweather Creek Bridge) replacement project from 80% Federal BR to 80% State and move construction to 2014.

____________________________   ________________________________________
Date Adopted                  Al Matano, Chair
Madison Area Transportation Planning Board
### STREET/ROADWAY PROJECTS

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Description</th>
<th>Jan-Dec 2012</th>
<th>Jan-Dec 2013</th>
<th>Jan-Dec 2014</th>
<th>Jan-Dec 2015</th>
<th>Jan-Dec 2016</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>WisDOT</td>
<td>W. BELTLINE (USH 12/14/18/151) &amp; VERONA ROAD (USH 18/151)</td>
<td>PE 6,300</td>
<td>State 8,320</td>
<td>State 760</td>
<td>State 8,220</td>
<td>State 760</td>
<td>Continuing</td>
</tr>
<tr>
<td></td>
<td>Reconstruct Verona Road interchange and Summit Road intersection, and reconstruct and expand Verona Road from Summit to Nakoma.</td>
<td>ROW UTL</td>
<td>Total 14,830</td>
<td>Total 9,529</td>
<td>Total 9,529</td>
<td>Total 9,529</td>
<td>Continuing</td>
</tr>
<tr>
<td></td>
<td>W. BELTLINE (USH 12/14/18/151) Fish Hatchery Rd/CTH D to I-39/90</td>
<td>PE 6,300</td>
<td>State 6,300</td>
<td>State 6,300</td>
<td>State 6,300</td>
<td>State 6,300</td>
<td>Continuing</td>
</tr>
<tr>
<td></td>
<td>Roadway maintenance - repair existing concrete pavement</td>
<td>ROW UTL</td>
<td>Total 12,600</td>
<td>Total 12,600</td>
<td>Total 12,600</td>
<td>Total 12,600</td>
<td>Continuing</td>
</tr>
<tr>
<td></td>
<td>W. BELTLINE (USH 12/14/18/151) USH 14 to CTH N Origin-Destination Study</td>
<td>PE 500</td>
<td>State 500</td>
<td>State 500</td>
<td>State 500</td>
<td>State 500</td>
<td>Continuing</td>
</tr>
<tr>
<td></td>
<td>Roadway maintenance - repair</td>
<td>ROW UTL</td>
<td>Total 500</td>
<td>Total 500</td>
<td>Total 500</td>
<td>Total 500</td>
<td>Continuing</td>
</tr>
<tr>
<td></td>
<td>WisDOT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>106-04-02</td>
</tr>
<tr>
<td></td>
<td>INTERSTATE 39 USH 12/18 interchange to I-90/94</td>
<td>PE 432</td>
<td>State 108</td>
<td>State 108</td>
<td>State 108</td>
<td>State 108</td>
<td>Continuing</td>
</tr>
<tr>
<td></td>
<td>Dynamic message sign and reimbursement for construction of sign bridge dynamic sign installation</td>
<td>ROW UTL</td>
<td>Total 432</td>
<td>Total 264</td>
<td>Total 264</td>
<td>Total 264</td>
<td>Continuing</td>
</tr>
<tr>
<td></td>
<td>WisDOT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>106-07-02</td>
</tr>
<tr>
<td></td>
<td>I-39 to CTH N</td>
<td>PE 432</td>
<td>State 178</td>
<td>State 178</td>
<td>State 178</td>
<td>State 178</td>
<td>Continuing</td>
</tr>
<tr>
<td></td>
<td>Radway maintenance - Overlay and concrete repair</td>
<td>ROW UTL</td>
<td>Total 432</td>
<td>Total 375</td>
<td>Total 375</td>
<td>Total 375</td>
<td>Continuing</td>
</tr>
<tr>
<td></td>
<td>USH 12/18</td>
<td>PE 1,200</td>
<td>State 300</td>
<td>State 300</td>
<td>State 300</td>
<td>State 300</td>
<td>Continuing</td>
</tr>
<tr>
<td></td>
<td>Reconstruction and access modifications for potential freeway conversion</td>
<td>ROW UTL</td>
<td>Total 1,200</td>
<td>Total 1,200</td>
<td>Total 1,200</td>
<td>Total 1,200</td>
<td>Continuing</td>
</tr>
</tbody>
</table>

**Jan-Dec 2012**
- WisDOT
- W. BELTLINE (USH 12/14/18/151) & VERONA ROAD (USH 18/151)
- Reconstruct Verona Road interchange and Summit Road intersection, and reconstruct and expand Verona Road from Summit to Nakoma.

**Jan-Dec 2013**
- WisDOT
- W. BELTLINE (USH 12/14/18/151) Fish Hatchery Rd/CTH D to I-39/90
- Roadway maintenance - repair existing concrete pavement

**Jan-Dec 2014**
- WisDOT
- W. BELTLINE (USH 12/14/18/151) USH 14 to CTH N Origin-Destination Study
- Roadway maintenance - repair

**Jan-Dec 2015**
- WisDOT
- INTERSTATE 39 USH 12/18 interchange to I-90/94
- Dynamic message sign and reimbursement for construction of sign bridge dynamic sign installation

**Jan-Dec 2016**
- WisDOT
- I-39 to CTH N
- Radway maintenance - Overlay and concrete repair

**Comments**
- 106-04-02: Major EIS study will be ongoing thru CY 2018.
- 106-07-02: Design to be phased through CY 2018. Mostly in outer Dane & Rock Counties. Financial constraint being handled at state level.
<table>
<thead>
<tr>
<th>Primary Jurisdiction/Project Sponsor</th>
<th>Project Description</th>
<th>Cost/Type</th>
<th>Jan-Dec 2012</th>
<th>Jan-Dec 2013</th>
<th>Jan-Dec 2014</th>
<th>Jan-Dec 2015</th>
<th>Jan-Dec 2016</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>WisDOT</td>
<td>USH 18/151 (VERONA ROAD)</td>
<td>PE</td>
<td>5,300</td>
<td>5,300</td>
<td>1,300</td>
<td>1,300</td>
<td>1206-07-05, -25, -45, -75, -95</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>CONS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>On advanceable list.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TOTAL</td>
<td>5,300</td>
<td>5,300</td>
<td>1,300</td>
<td>1,300</td>
<td>1,000</td>
<td>1,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WisDOT</td>
<td>USH 51 (STOUGHTON RD.)</td>
<td>PE</td>
<td>2,530</td>
<td>2,530</td>
<td>Continuing</td>
<td>Continuing</td>
<td>Continuing</td>
<td>5410-05-00</td>
</tr>
<tr>
<td>NEW</td>
<td></td>
<td>UTL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Ongoing thru C/Y 2018</td>
</tr>
<tr>
<td>111-12-015</td>
<td></td>
<td>CONS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>TOTAL</td>
<td>2,530</td>
<td>2,530</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WisDOT</td>
<td>Main Street to CTH VV</td>
<td>PE</td>
<td>160</td>
<td>40</td>
<td>200</td>
<td>3,520</td>
<td>880</td>
<td>4,400</td>
</tr>
<tr>
<td>NEW</td>
<td></td>
<td>UTL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>111-12-016</td>
<td></td>
<td>CONS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>NHO</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>TOTAL</td>
<td>160</td>
<td>40</td>
<td>200</td>
<td>3,520</td>
<td>880</td>
<td>4,400</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WisDOT</td>
<td>DEMING WAY</td>
<td>PE</td>
<td>131</td>
<td>71</td>
<td>202</td>
<td>1,132</td>
<td>1,433</td>
<td>2,565</td>
</tr>
<tr>
<td>NEW</td>
<td></td>
<td>UTL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>111-12-017</td>
<td></td>
<td>CONS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>TOTAL</td>
<td>131</td>
<td>71</td>
<td>202</td>
<td>1,132</td>
<td>1,433</td>
<td>2,565</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WisDOT</td>
<td>Various Highways</td>
<td>PE</td>
<td>18</td>
<td>4</td>
<td>22</td>
<td>1,124</td>
<td>1,104</td>
<td>2,268</td>
</tr>
<tr>
<td>NEW</td>
<td></td>
<td>UTL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>111-12-017</td>
<td></td>
<td>CONS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>TOTAL</td>
<td>18</td>
<td>4</td>
<td>22</td>
<td>1,124</td>
<td>1,104</td>
<td>2,268</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DANE COUNTY</td>
<td>CTH D (FISH HATCHERY RD.)</td>
<td>PE</td>
<td>1,277</td>
<td>363</td>
<td>2,010</td>
<td>3,297</td>
<td>363</td>
<td>2,010</td>
</tr>
<tr>
<td>*</td>
<td></td>
<td>UTL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>111-10-025</td>
<td></td>
<td>CONS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>TOTAL</td>
<td>1,277</td>
<td>363</td>
<td>2,010</td>
<td>3,297</td>
<td>363</td>
<td>2,010</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DANE COUNTY</td>
<td>Bridge over Sugar River (Branch) Creek</td>
<td>PE</td>
<td>1,177</td>
<td>2,373</td>
<td>3,650</td>
<td>1,177</td>
<td>2,373</td>
<td>3,650</td>
</tr>
<tr>
<td>*</td>
<td></td>
<td>UTL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Design $ obligated in 2010.</td>
</tr>
<tr>
<td>111-11-042</td>
<td></td>
<td>CONS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>But with local/WISOR funds. Need agreement on local share funding.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TOTAL</td>
<td>1,177</td>
<td>2,373</td>
<td>3,650</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DANE COUNTY</td>
<td>Bridge over Sugar River (Branch) Creek</td>
<td>PE</td>
<td>184</td>
<td>230</td>
<td>230</td>
<td>184</td>
<td>230</td>
<td>230</td>
</tr>
<tr>
<td>*</td>
<td></td>
<td>UTL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Design $ obligated in 2011.</td>
</tr>
<tr>
<td>111-11-042</td>
<td></td>
<td>CONS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>TOTAL</td>
<td>184</td>
<td>230</td>
<td>230</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DANE COUNTY</td>
<td>Bridge over Sugar River (Branch) Creek</td>
<td>PE</td>
<td>276</td>
<td>1,380</td>
<td>1,656</td>
<td>276</td>
<td>1,380</td>
<td>1,656</td>
</tr>
<tr>
<td>(111-08-016)</td>
<td></td>
<td>CONS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>TOTAL</td>
<td>276</td>
<td>1,380</td>
<td>1,656</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CITY OF MADISON</td>
<td>Bridge over E. Branch Starkweather Creek</td>
<td>PE</td>
<td>347</td>
<td>347</td>
<td>347</td>
<td>347</td>
<td>347</td>
<td>347</td>
</tr>
<tr>
<td>*</td>
<td></td>
<td>UTL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Design $ obligated in 2014.</td>
</tr>
<tr>
<td>111-09-010</td>
<td></td>
<td>CONS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>TOTAL</td>
<td>347</td>
<td>347</td>
<td>347</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# Table B-2

Summary of Federal Funds Programmed ($000s) and Those Available in the Madison Metropolitan Planning Area

2012-2016 Transportation Improvement Program

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Highway Administration</td>
<td>Interstate Highway Maintenance</td>
<td>15,816</td>
<td>9,715</td>
<td>0</td>
<td>4,396</td>
<td>0</td>
<td>18,786</td>
<td>9,715</td>
<td>0</td>
<td>5,338</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>National Highway System</td>
<td>8,153</td>
<td>8,124</td>
<td>66,674</td>
<td>10,218</td>
<td>5,149</td>
<td>5,083</td>
<td>15,201</td>
<td>52,528</td>
<td>7,250</td>
<td>5,149</td>
</tr>
<tr>
<td></td>
<td>Bridge Replacement and Rehabilitation</td>
<td>0</td>
<td>256</td>
<td>1,132</td>
<td>0</td>
<td>0</td>
<td>1,197</td>
<td>1,388</td>
<td>0</td>
<td>unknown</td>
<td>unknown</td>
</tr>
<tr>
<td></td>
<td>Surface Transportation Program Madison Urban Area</td>
<td>11,401</td>
<td>10,160</td>
<td>7,283</td>
<td>4,551</td>
<td>7,170</td>
<td>17,122</td>
<td>11,582</td>
<td>7,283</td>
<td>5,861</td>
<td>7,171</td>
</tr>
<tr>
<td></td>
<td>Surface Transportation Program Flexible</td>
<td>7,794</td>
<td>3,763</td>
<td>0</td>
<td>3,816</td>
<td>0</td>
<td>7,794</td>
<td>3,763</td>
<td>0</td>
<td>3,816</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Surface Transportation Program Enhancements**</td>
<td>6,432</td>
<td>3,180</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>6,432</td>
<td>3,180</td>
<td>unknown</td>
<td>unknown</td>
<td>unknown</td>
</tr>
<tr>
<td></td>
<td>Highway Safety Improvement Program</td>
<td>7,481</td>
<td>534</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7,350</td>
<td>534</td>
<td>unknown</td>
<td>unknown</td>
<td>unknown</td>
</tr>
<tr>
<td></td>
<td>Safe Routes to School Program**</td>
<td>350</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>350</td>
<td>unknown</td>
<td>unknown</td>
<td>unknown</td>
<td>unknown</td>
</tr>
<tr>
<td>Federal Transit Administration</td>
<td>Section 5307 Urbanized Area Formula Program***</td>
<td>7,097</td>
<td>7,170</td>
<td>7,242</td>
<td>7,313</td>
<td>7,388</td>
<td>7,097</td>
<td>7,170</td>
<td>7,242</td>
<td>7,313</td>
<td>7,388</td>
</tr>
<tr>
<td></td>
<td>Sec. 5309 Fixed Guideways</td>
<td>1,000</td>
<td>1,010</td>
<td>1,020</td>
<td>1,030</td>
<td>1,041</td>
<td>1,000</td>
<td>1,010</td>
<td>1,020</td>
<td>1,030</td>
<td>1,041</td>
</tr>
<tr>
<td></td>
<td>Section 5309 Discretionary Capital Grants***</td>
<td>666</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>666+</td>
<td>unknown</td>
<td>unknown</td>
<td>unknown</td>
<td>unknown</td>
</tr>
<tr>
<td></td>
<td>Section 5316 JARC &amp; Section 5317 New Freedom Program</td>
<td>345</td>
<td>292</td>
<td>301</td>
<td>310</td>
<td>319</td>
<td>345</td>
<td>292</td>
<td>301</td>
<td>310</td>
<td>319</td>
</tr>
<tr>
<td></td>
<td>Section 5314 NRP &amp; Section 5339 Alt. Analysis Program***</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

* Fifth year of funding (2016) is informational only.
** Statewide discretionary programs for which projects haven’t been selected beyond 2012-13. Funding for later years not yet programmed.
*** Section 5309 discretionary grant reflects 2011 funding. For others, excludes carryover funding from previous year grants.

Note:

All state roadway projects using applicable funding sources (e.g., IM, NHS, STP State Flexible, BR) are programmed through 2016. Local BR and STP Rural projects are programmed through 2014. HSIP (other than annual small HES program) projects are programmed through 2013. SRTS and Local Enhancement projects are programmed through 2012 and 2014 respectively. Local STP Urban (Madison Urban Area) projects are programmed through 2016. Transit funding is not yet programmed and is based on needs and anticipated future funding levels (See also Table C-4 Metro Transit System Projected Expenses and Revenues on page C-8). Programmed transit funding for 2012 excludes carryover projects for which the Federal funding is already obligated (except for the Section 5309 discretionary grant).
Table C-1
Projected Expenses and Revenues of Transportation Projects in the Madison Metropolitan Planning Area
in Year of Expenditure Dollars\(^1\)
2012-2016

<table>
<thead>
<tr>
<th>Projected Expenses ($000s)</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2012-2016 Period Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>State and Federal</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Highway Construction, Maintenance, etc.</td>
<td>56,766</td>
<td>64,896</td>
<td>86,377</td>
<td>26,547</td>
<td>7,601</td>
<td>242,186</td>
</tr>
<tr>
<td>STP Urban (Madison Urban Area)</td>
<td>11,401</td>
<td>10,444</td>
<td>7,697</td>
<td>4,944</td>
<td>8,007</td>
<td>42,494</td>
</tr>
<tr>
<td>STP TE, STP Rural &amp; SRTS</td>
<td>6,782</td>
<td>6,579</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>13,361</td>
</tr>
<tr>
<td>Other State</td>
<td>320</td>
<td>509</td>
<td>2,822</td>
<td>239</td>
<td>246</td>
<td>4,135</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>75,269</td>
<td>82,428</td>
<td>96,895</td>
<td>31,730</td>
<td>15,854</td>
<td>302,176</td>
</tr>
<tr>
<td><strong>Dane County &amp; Communities</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street Operations and Maintenance</td>
<td>46,681</td>
<td>47,988</td>
<td>49,332</td>
<td>50,713</td>
<td>52,133</td>
<td>246,847</td>
</tr>
<tr>
<td>Street Construction</td>
<td>40,382</td>
<td>41,513</td>
<td>42,675</td>
<td>43,870</td>
<td>45,098</td>
<td>213,538</td>
</tr>
<tr>
<td>Street-Related Facilities</td>
<td>9,459</td>
<td>9,724</td>
<td>9,996</td>
<td>10,276</td>
<td>10,564</td>
<td>50,019</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>96,522</td>
<td>99,225</td>
<td>102,003</td>
<td>104,859</td>
<td>107,795</td>
<td>510,404</td>
</tr>
<tr>
<td><strong>Metro Transit</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capital Expenses</td>
<td>14,898</td>
<td>13,707</td>
<td>17,245</td>
<td>41,090</td>
<td>30,173</td>
<td>117,113</td>
</tr>
<tr>
<td>Operating Expenses</td>
<td>45,479</td>
<td>55,292</td>
<td>57,852</td>
<td>60,464</td>
<td>63,340</td>
<td>282,427</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>60,377</td>
<td>68,999</td>
<td>75,096</td>
<td>101,554</td>
<td>93,513</td>
<td>399,539</td>
</tr>
<tr>
<td><strong>Total Projected Expenses</strong></td>
<td>232,168</td>
<td>250,652</td>
<td>273,995</td>
<td>238,143</td>
<td>217,162</td>
<td>1,212,119</td>
</tr>
</tbody>
</table>

| Projected Revenues ($000s)\(^2\) |        |        |        |        |        |                        |
|----------------------------|--------|--------|--------|--------|--------|                        |
| **State and Federal**      |        |        |        |        |        |                        |
| Highway Construction, Maintenance, etc. | 55,777 | 57,133 | 58,733 | 60,377 | 62,068 | 293,888                |
| STP Urban (Madison Urban Area) | 17,122 | 6,025  | 6,194  | 6,367  | 6,546  | 42,254                 |
| STP TE, STP Rural & SRTS  | 3,247  | 3,338  | 3,431  | 3,527  | 3,626  | 17,170                 |
| Other State               | 8,532  | 8,771  | 9,016  | 9,269  | 9,528  | 45,117                 |
| **Subtotal**              | 84,478 | 75,267 | 77,375 | 79,541 | 81,768 | 398,429                |
| **Dane County & Communities** |        |        |        |        |        |                        |
| Street Operations and Maintenance | 46,681 | 47,988 | 49,332 | 50,713 | 52,133 | 246,847                |
| Street Construction       | 40,382 | 41,513 | 42,675 | 43,870 | 45,098 | 213,538                |
| Street-Related Facilities | 9,459  | 9,724  | 9,996  | 10,276 | 10,564 | 50,019                 |
| **Subtotal**              | 96,522 | 99,225 | 102,003| 104,859| 107,795| 510,404                |
| **Metro Transit**         |        |        |        |        |        |                        |
| Capital Expenses          | 14,898 | 13,707 | 17,245 | 41,090 | 30,173 | 117,113                |
| Operating Expenses        | 45,479 | 55,292 | 57,852 | 60,464 | 63,340 | 282,427                |
| **Subtotal**              | 60,377 | 68,999 | 75,096 | 101,554| 93,513 | 399,540                |
| **Total Projected Revenues** | 241,377| 250,652| 273,995| 238,143| 217,162| 1,308,373              |

\(^1\) Roadway and transit inflation rate @ 2.8% per year applied to both expenses and revenues.

\(^2\) Federal, State and local highway/street revenue estimates based upon spending levels from 2007-2011 (adjusted for inflation to 2012 dollars) with annual averages estimated and then projected for each funding source. Local expenditures assumed to continue at annual averages expended in the past (adjusted for inflation).
Re:

Letter of Support for TIGER IV Program Grant Application by Wisconsin & Southern Railroad Co. for Track Rehabilitation on the Rail Line between Middleton and Prairie du Chien

**Staff Comments on Item:**

Ken Lucht, Manager of Community Development for Wisconsin & Southern Railroad Co., contacted MPO staff to see if the MPO would be willing to provide a letter of support for WSOR’s U.S. DOT TIGER IV 2012 Discretionary Grant Program application. Iowa County is also an applicant. The TIGER IV applications are due March 19.

The application is for $15 million for rehabilitation of 37.5 miles of track on the line between Middleton and Prairie du Chien. The tracks improvements extend from Middleton to Lone Rock, west of Spring Green. In addition to the track improvements, the project also includes construction of 28 new at-grade public rail crossings and reconstruction of 15 existing industry switches. The federal grant would cover 60% of the cost with 32% covered by state rail grant funds, and 8% by WSOR and Watco Companies, which recently acquired WSOR.

The project would provide environmental, economic, and transportation benefits to the greater region. It is consistent with the freight goals/policy objectives in the MPO’s Regional Transportation Plan and the recommendation to implement projects to improve the safety and efficiency of goods movement.

**Materials Presented on Item:**

1. Copy of power point presentation with information on the project, including funding and benefits.
2. Draft letter of support for the project.

**Staff Recommendation/Rationale:**

Staff recommends sending a letter of support for the grant application.
Wisconsin Southern Freight Rail Service Improvement Project: Moving the Economy Forward by Rail!

TIGER IV Federal Grant Program

February 2012
What is TIGER?

- **Acronym** – *Transportation Investment Generating Economic Recovery*

- Federal grant program administered through the U.S. DOT

- $500M for public works projects enhancing transportation facilities leading to job growth

- WSOR/Watco/Iowa County, WI applying for $15M grant for a capital rehabilitation project, matched by $10M by State and WSOR for a total of $25 million project in Wisconsin
WSOR Map & Proposed Investment Location

$25M Track Rehabilitation Investment

Wisconsin & Southern Railroad
P.O. Box 90229
Milwaukee, WI 53209-0229
telephone: 414-438-6820
WSOR Map & Proposed Investment Location

- To Prairie du Chien & Interchange with BNSF
- $25M Track Rehabilitation Investment
- To Madison, Interchange with CP, UP and CN, Milwaukee and Chicago
Located on WSOR’s Prairie Subdivision

Rehabilitation to 37.5 miles of track

Replace 85 lb. and 90 lb. deteriorated jointed rail with 115 lb. continuous welded rail

Install 31,000 ties or 800 ties per mile

Construction of 28 new at-grade public railroad crossings

Reconstruction of 15 existing industry switches
Proposed Funding Model

- **TIGER Grant Funds** $14,980,280 (60%)
- **State FRPP Grant Funds** $8,000,000 (32%)
- **Watco/WSOR** $2,000,000 (8%)
Strategic Benefits

Environmental
- Better fuel efficiency
- Lower emissions through operational efficiency and highway traffic diversion
- Diminished derailment risk and thereby reduced risk of HAZMAT contamination

Economic
- Bringing freight costs down through operational efficiency
- Creating competitive wage jobs through investment

Public
- Highway traffic relief
- Improved safety
- Estimate of 90,000 trucks that will be removed from southern Wisconsin roads because of this project
Customer Benefits

Create viable east-west transportation route across southern Wisconsin
- Open up markets for grain farmers
- Avoid delays and congestion through Chicago
- Open up markets to the south and east for aggregate companies

Improved Customer Efficiencies
- Improved infrastructure supports sustained heavy-haul capacities
  - Drives transportation cost savings
  - Drives improved profitability
- More timely service
- Improved reliability
Operational Benefits

- Enhanced train speed and decreased transit time
- Improved infrastructure
- Allows 286,000 lb. loads (industry standard) to be sustained
- Reduced fuel consumption
- Reduced crew costs
- Reduced locomotive costs
- Reduced car hire costs
- Improved safety and reduced derailment costs
What Can You Do?

- March 19th Application Deadline
  - Contact Name: Ken Lucht
  - Mobile Phone: 414-750-6402
  - Email to: klucht@wsorrailroad.com

- Fashion a letter of support by March 12th!

- Thank you from WSOR and Watco!
March 8, 2012

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

Dear Secretary LaHood:

Iowa County, Wisconsin, Wisconsin & Southern Railroad Co. (WSOR), and Watco Companies are applying for grant funds under the 2012 National Infrastructure Investments (TIGER IV) program for the “Wisconsin Southern Freight Rail Service Improvement Project: Moving the Economy Forward by Rail!” The project will rehabilitate 37 miles of track on an important freight rail corridor in Dane and Iowa counties between the Cities of Middleton and Prairie du Chien. The project is located on the WSOR network, a Class II regional railroad. The right-of-way and the infrastructure of the WSOR are owned by the State of Wisconsin and the counties as members of regional Rail Transit Commissions.

On behalf of the Madison Area Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the Madison Urban Area, I am writing to express the organization’s support for the joint application. The Madison Area TPB is the designated policy body responsible for cooperative, comprehensive regional transportation planning and decision making for the Madison Metropolitan Area. At its March 7, 2012 meeting, the MPO Board approved its support for this project application. The project furthers the goals and policy objectives of the MPO’s long-range Regional Transportation Plan to maintain railways in a manner that promotes safety and increases efficiency and to develop the infrastructure needed to accommodate freight movement to meet the needs of the regional economy.

Dane County is the hub for WSOR’s network with 1 in 3 rail customers located in the City of Madison. WSOR estimates that it serves around 4,500 jobs by rail dependent industries in the county. In addition to the economic benefits of improving the freight rail network, this project will also reduce truck traffic on the region’s roadways, improve safety, and lower emissions through operational efficiency and highway traffic diversion.

The publicly owned rail line in this corridor, acquired since the 1970’s during the restructuring of our national rail system, is largely in poor condition. Much of it was installed in the early part of the 20th century. The project area has numerous train speed restrictions. These speed restrictions are expected to cover the entire segment within two years and freight car weight restrictions will also be applied if this investment does not occur. Railroad maintenance and operating costs will increase substantially, service to existing shippers will suffer and new shippers will be discouraged from locating on the line. The proposed project will address the problems by installing brand new modern welded rail, crossties, and new switches for sidings and shipper spurs. The line will be surfaced and tamped with new granite
ballast. Twenty-eight rural at-grade crossings will be rehabilitated. This investment will last many
decades during which the operating and maintenance costs will be substantially reduced for the railroad.
Trains pulling the industry standard 286,000 pound freight cars will be able to travel at speeds up to 40
miles per hour. This will reduce costs and improve service for the shippers on the line and support
regional economic development goals by attracting new shippers. It will be especially valuable to the
shippers of heavy bulk agricultural and mineral goods.

The State of Wisconsin conducts substantial regular investment in its rail system through its own funds,
but the system suffers from a massive backlog of deferred capital investment. There are many competing
priorities facing the state in this time of economic challenge. In spite of substantial fiscal pressures the
state has offered a very substantial non-federal match for this broadly-supported project. A TIGER IV
grant will enable this important link in the regional freight rail transport system to be improved. The MPO
is pleased to support and endorse this joint application for TIGER funds.

Sincerely,

Al Matano, Chair
Madison Area Transportation Planning Board

Cc: Mark Gottlieb, WisDOT Secretary
    Joe Parisi, Dane County Executive
Re:

Consideration of Resolution TPB No. 62 Approving Amendment to the 2012 Unified Planning Work Program and Budget

Staff Comments on Item:

The recently hired MPO staff planner who maintains and runs the regional travel model for preparing traffic forecasts resigned effective March 5, 2012. The regional travel model’s zonal network needs to be revised to match the new 2010 Census geography (including new Census TAZs) and correct existing deficiencies. Following this, new 2010 base year data needs to be entered into the model to prepare it for improvements and calibration work that is planned to be done as part of the Beltline EIS study next year. Travel modeling work is also needed to support ongoing corridor and area studies and respond to traffic forecast requests. Therefore, the MPO cannot afford to be without travel modeling services for the 4- to 6-month period it will take to hire and train a new staff modeler. A consultant must be hired to provide these services for the MPO. The MPO has an existing contract with HNTB, which can be extended. In order to do this a work program and budget amendment is needed to transfer funding from staff time to consulting services. A total of $25,000 or 2.39 staff person-months is proposed to be transferred to consulting services.

Materials Presented on Item:

1. Resolution TPB No. 62 with attached Work Program Revision Sheet and Revised Work Program Budget Table

Staff Recommendation/Rationale:

Staff recommends approval.
Resolution TPB No. 62

Approving Amendment to the 2012 Unified Planning Work Program and Budget

WHEREAS preparation and adoption of a Unified Planning Work Program is a requirement for receiving various Federal and state planning financial assistance; and

WHEREAS the Unified Planning Work Program for the Madison Area Transportation Planning Board (TPB) is annually updated, and the 2012 Work Program dated November 2011 was approved on November 2, 2011; and

WHEREAS planning grants for 2012 planning activities have been received, including funds from the Federal Transit Administration, Federal Highway Administration (FHWA), Wisconsin Department of Transportation (WisDOT), Dane County, and various local governmental units; and

WHEREAS the Madison Area TPB is a legally constituted entity under the laws of the State of Wisconsin and is legally able to receive these funds; and

WHEREAS the Madison Area TPB staff planner who maintains and runs the regional travel model for preparing traffic forecasts unexpectedly announced his resignation effective March 5, 2012; and

WHEREAS regional travel modeling work is needed to make preparations for significant upgrades to the model and its re-calibration to support the planned major EIS study for the Beltline and other corridor and area studies as well as respond to requests for traffic forecasts; and

WHEREAS the MPO cannot afford to be without modeling services for the potential 4- to 6-month period that will be required to hire and train a new modeler and must therefore hire a consultant to provide these services for the MPO:

NOW, THEREFORE, BE IT RESOLVED that the Madison Area TPB approves an Amendment to the 2012 Unified Planning Work Program and the 2012-2014 Overall Program Design Report dated November 2011 adding $25,000 to Consulting Services, and reducing 2.39 staff person-months from Work Element (WE) 2120 Plan Reappraisal Activities and WE 2510 Corridor & Area Studies as outlined on the attached Revision Sheet and Budget Table, dated March 2012; and

BE IT FURTHER RESOLVED that the MPO Transportation Planning Manager is authorized and directed to submit the work program and budget amendment to WisDOT and FHWA for approval and execute necessary contracts on behalf of the Madison Area Transportation Planning Board; and

BE IT FURTHER RESOLVED that the MPO Transportation Planning Manager of the Madison Area Transportation Planning Board is authorized to file appropriate supporting documents and requisitions and to perform other duties and acts that may be required as part of these contracts; and

BE IT FURTHER RESOLVED that the planning agency agrees to abide by all the provisions, terms, and conditions of said contracts; and

BE IT FURTHER RESOLVED, in accordance with 23 CFR 450.334(a) the Madison Area Transportation Board hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
3. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, ex, or age in employment or business opportunity;
4. Sections 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and

Date Adopted

__________________________  __________________________

Al Matano, Chair
1. Pages 15-16: Work Element 2120, Plan Reappraisal

Add the following note after the bulleted list of work activities on Page 17: “A consultant will be hired to provide travel model support for creating the revised TAZ structure, refining calibration of the model, and supporting major corridor or area studies, and preparing project level forecasts, as well as training the new MPO planner/model.”

Reduce the staff person-months for 2012 from 8.0 to 6.40.

2. Pages 24-25: Work Element 2510, Corridor & Area Studies – General

Add the following note after the bulleted list of work activities on Pages 24-25: “A consultant will be hired to provide travel model support for analysis of the impacts from large-scale neighborhood plans and traffic studies as necessary.”

Reduce the staff person-months for 2012 from 9.7 to 8.91.

3. Page 34: Modify the Budget and Work Program Elements Table as shown on the attached revised table.
| WORK ELEMENT NUMBER | WORK ELEMENT | WDOT Person-Months | FHWA PL Funds | MPO/ Local | MPO/ Metro | MPO/ Other | MPO/ Total | FTA PL Funds | MPO/ Local | MPO/ Metro | MPO/ Other | MPO/ Total | STP Urban | MPO/ Local | MPO/ Total | OTHER PROGRAMS | MPO/ Local | MPO/ Total | TOTAL MPO Non-Local | TOTAL MPO Local | MPO PROGRAM TOTAL |
|---------------------|-------------|-------------------|---------------|------------|------------|------------|------------|---------------|------------|------------|------------|------------|------------|----------|------------|------------|-----------------|------------|------------|------------------|-----------------|-----------------|
| 2000 TRANSPORTATION | Multi-modal System Wide Planning | 50 % LR 2110 | 7500 | 5259 | 5259 | 7330 | 1832 | 5023 | 628 | 628 | 6300 | 788 | 788 | 22997 | 5751 | 90393 | 14257 | 104650 |
| 2110 | Plan Reappraisal activities | 50 % SR 100 | 640 | 28528 | 3566 | 3566 | 4973 | 1243 | 4069 | 509 | 509 | 3397 | 851 | 45426 | 6169 | 66976 |
| 2130 | Transp. Admin/Service | 50 % AD 100 | 4671 | 3851 | 4981 | 4981 | 6875 | 1718 | 6964 | 620 | 620 | 27844 | 6961 | 85136 | 14281 | 99413 |
| 2200 TRANSPORTATION | Local Planning | 50 % SR 2210 | 5000 | 28563 | 3570 | 3570 | 4975 | 1244 | 4183 | 523 | 523 | 4140 | 517 | 517 | 46471 | 5854 | 52325 |
| 2300 | Specialized Transp Coordination | 100 % AD 100 | 42625 | 3982 | 4148 | 4148 | 7380 | 923 | 923 | 27844 | 6961 | 85136 | 14281 | 99413 |
| 2400 | Trans. Improvement Program (TIP) | 100 % TIP 2400 | 71205 | 72947 | 74494 | 72893 | 46471 | 5854 | 52325 |
| 2500 | Corridor & Area Studies | 50 % LR 2510 | 13352 | 13733 | 13733 | 13733 | 13733 | 13733 | 13733 |
| 2520 | Corridor Major Alternatives Analysis-Staff | 2520 | 20930 | 20930 | 20930 | 20930 | 20930 |
| 2600 | Rail Corridor Studies | 50 % LR 2600 | 1570 | 10277 | 1285 | 1285 | 1790 | 448 |
| 2700 | Air Transportation Planning | 100 % SR 2700 | 1390 | 180 | 1576 |
| 2800 | Other Transp. Special Studies | 50 % SR 2800 | 1390 | 180 | 1576 |
| 2801 | Bikeway Planning | 2801 | 23177 | 2861 | 2861 | 2861 | 2861 |
| 2802 | Other trans. spec. studies | 2802 | 1853 | 2451 | 2451 | 2451 | 2451 |
| 2810 | Ridesharing, STP Urban MPO Staff | 860 | 72000 | 18000 | 18000 | 90000 |
| 2810 | Ridesharing, STP Urban Materials/ad. | 2810 | 15000 | 3000 | 3000 | 18000 |
| 2812 | Capital Area RFC | 2812 | 9701 | 9701 | 9701 |
| 2910 | Capital/Region Sustainable Communities Initiative | 2910 | 28022 | 31395 | 31395 |
| 4000 OTHER DIRECT COSTS | 4010 | Per Diem and mileage | 80 | 10 | 100 |
| 4030 | Travel Modeling Support Project (Consultant) (any year from 2011) | 4030 | 4926 | 717 | 5644 |
| 4040 | Travel Modeling Support Project (Consultant) 2012 Funding | 4040 | 21653 | 3383 | 24998 |

**Summary of Total Costs by Type**

| Category | Total Person-Months | FHWA PL Funds | MPO/ Local | MPO/ Metro | MPO/ Other | MPO/ Total | FTA PL Funds | MPO/ Local | MPO/ Metro | MPO/ Other | MPO/ Total | STP Urban | MPO/ Local | MPO/ Total | OTHER PROGRAMS | MPO/ Local | MPO/ Total | TOTAL MPO Non-Local | TOTAL MPO Local | MPO PROGRAM TOTAL |
|----------|-------------------|---------------|------------|------------|------------|------------|---------------|------------|------------|------------|------------|------------|----------|------------|------------|-----------------|------------|------------|------------------|-----------------|-----------------|
| 1) FHWA PL (80%), WISDOT (8.74%), MPO (11.26%) | 6769 | 24357 | 30447 | 30447 | 4242 | 10606 | 5000 | 6250 | 6250 | 45000 | 5625 | 5625 | 122000 | 30504 | 101121 | 210000 | 647024 | 104432 | 751456 |

(1) FHWA PL (80%), WISDOT (8.74%), MPO (11.26%)
(2) STP Urban Rideshare (80%); MPO (20%)
(3) RIDESHARE ADV; WISDOT, WUDO, UW, DANE Cty., MPO
(4) Dane County
(5) LR = Long Range; SR = Short Range; AD = Administration; TIP = TIP
(6) Capital Area Regional Planning Commission
Re: Appointment to the Stoughton Road (USH 51) Study Policy Advisory Committee

### Staff Comments on Item:

WisDOT SW Region will be initiating an EIS study this spring for the Stoughton Road (USH 51) corridor from just south of the Beltline to STH 19. WisDOT has already undertaken a needs assessment study for the corridor and had initiated another study to look at alternatives for addressing the safety and operations issues in the corridor. A number of short-term improvements have already been implemented in the corridor to address some of the problems identified. This EIS study will pick up where the prior study left off. As a result, the study timeframe is shorter with a final EIS/Record of Decision scheduled as early as fall 2014.

WisDOT is creating both a Policy Advisory Committee (PAC) and a Technical Advisory Committee (TAC) to guide the study. The MPO Board is among the stakeholders identified and a representative from the Board needs to be appointed to serve on the PAC for the study.

### Materials Presented on Item:

None

### Staff Recommendation/Rationale:

N/A
Re: Appointment to the MPO Citizen Advisory Committee

**Staff Comments on Item:**
Three members of the MPO’s Citizen Advisory Committee have resigned over the past several months. MPO staff is working to find replacements for these members. A replacement has been identified for Jessica Guo, the former professor with UW-Madison’s School of Engineering who moved to Texas. Gary Rylander has volunteered to serve on the committee. Mr. Rylander is a transportation engineer with 35 years of professional experience in both the public and private sectors. He recently relocated back to the Madison area. He is semi-retired, but still has own one-person consulting firm. He teaches classes at UW-Madison’s School of Engineering and is on the City of Middleton’s Board of Public Works. He will offer some valuable technical expertise and has offered to provide some volunteer assistance to staff beyond simply serving on the committee. His expertise will be particularly valuable as staff works to implement the newly adopted Congestion Management Process.

**Materials Presented on Item:**
None

**Staff Recommendation/Rationale:** Staff recommends that Mr. Rylander be appointed to the MPO Citizen Advisory Committee.