Memorandum

To: Madison Area Transportation Planning Board Members

From: Bob McDonald, Transportation Planning Manager

Date: August 24, 2009

Re: Wednesday, September 2, 2009 Madison Area Transportation Planning Board Meeting

Enclosed are an agenda and materials for the next Madison Area Transportation Planning Board meeting, to be held Wednesday, September 2, at 7 p.m. at the Madison Water Utility, 119 E. Olin Ave. Conference Room A-B. Please mark your calendars accordingly. If you have any questions, please call me at 266-4518 or send me an e-mail at rmcdonald@cityofmadison.com.

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

September 2, 2009
Madison Water Utility
119 E Olin Ave, Room A-B
7 p.m.

AGENDA

1. Roll Call
2. Approval of August 5, 2009 Meeting Minutes
3. Communications
4. Public Comment (for items not on MPO Agenda)
5. Public Hearing on Draft 2010-2014 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
   Note: Action on the 2010-2014 TIP by the MPO is anticipated Wednesday, October 7, at 7:00 p.m. in Room A-B of the Madison Water Utility Building, 119 E. Olin Avenue. Written comments on the TIP are invited through Wednesday, September 16, and should be sent to the MPO offices at 121 S. Pinckney St., Suite 400, Madison, WI 53703 or e-mailed to wschaefer@cityofmadison.com.
6. Public Hearing Amending the Regional Transportation Plan 2030: Madison Metropolitan Area & Dane County
   Note: The amendment adds major interim roadway and pedestrian-bicycle improvements to the Verona Road/West Beltline interchange area. The project reconstructs Verona Road from Raymond Road to north of Nakoma Road and the Madison Beltline from Whitney Way to Seminole Highway. The Verona Road/Beltline Interchange will be completely reconstructed with additional capacity that extends through the Summit Intersection to the South. The Summit Intersection will also be reconstructed and includes a new east-west road under Verona road just north of Raymond road. Real estate acquisition is expected to begin in 2011 and construction in 2012 to 2014. Total cost for real estate, utilities, construction and engineering is estimated between $75.4 to 79.4 million.
7. Consideration of Madison Area TPB Resolution No. 30 Amending the Regional Transportation Plan 2030: Madison Metropolitan Area & Dane County
8. Status Report and Further Consideration of Letter Regarding MPO Role in the Formation of a Regional Transit Authority (RTA) in Dane County
9. 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)
   • North Mendota Parkway Implementation Oversight Committee
10. Discussion of Future Work Items:
    • Approval of 2010-2014 Transportation Improvement Program (TIP)
    • Draft 2010 Unified Planning Work Program
11. Announcements and Schedule of Future Meetings
12. Adjournment

Next MPO Meeting:
Wednesday, October 7 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 avísenos por lo menos 48 horas antes de esta reunión, así que se puedan hacer los arreglos necesarios.
1. Roll Call

_Members present:_ Ken Harwood, Duane Hinz, Joe Chase, Mark Opitz, Paul Skidmore, Jerry Mandli, Chris Schmidt (arrived at Item #10), Steve King, Eileen Bruskewitz (arrived at Item #5), Chuck Kamp, Robin Schmidt, Al Matano

_Members absent:_ Joe Clausius, John Vesperman.

_Staff present:_ Bob McDonald, Bill Schaefer, Bob Pike

2. Approval of July 1, 2009 Meeting Minutes

Kamp moved, Skidmore seconded, to approve the July 1, 2009 meeting minutes. Matano asked whether USH 51 (McFarland to Stoughton) was a legislatively enumerated project as noted in the minutes. Schaefer said he thought the study was enumerated, but not the project. McDonald said staff would check on this and correct the minutes if necessary. Motion carried to approve the minutes with the correction regarding USH 51 if necessary. [Ed. Note: It was confirmed that only the study is enumerated and the final minutes were revised accordingly.]

3. Communications

None.

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

None.

5. Election of Officers

Matano asked McDonald to serve as temporary Chair for the election. The first nomination was for Chair. R. Schmidt said that Matano had been Chair for more than a year and had done a good job. R. Schmidt moved, Opitz seconded, to nominate Matano. Opitz moved, Skidmore seconded, to close the nominations. Motion to nominate Matano as Chair carried. The Chair was given back to Matano, who asked for nominations for Vice-Chair. Skidmore moved, Opitz seconded, to suspend the rules for discussion. Motion carried. Opitz asked if board members thought it was a problem if the Vice-Chair was appointed by the same authority as the Chair. There was discussion that there weren’t any rules against this. Skidmore, Harwood, and Hinz all said they had no problem with this. Harwood said he was willing to serve as Vice-Chair if others thought it was a problem. Opitz moved, Kamp seconded, to nominate R. Schmidt as Vice-Chair. Skidmore moved, Opitz seconded, to close the nominations. Motion to nominate R. Schmidt as Vice-Chair carried.

6. Consideration of Madison Area TPB Resolution No. 28 Regarding Intercity Bus Transportation and the Badger Bus Terminal in the City of Madison

Matano said that he drafted a letter on the issue, which he passed out at the last meeting, and McDonald used the letter to draft a resolution. McDonald said a modified version of the resolution was at members’ places with the new language underlined. He stated that he thought the modification reflected the recommendation of the Citizen Advisory Committee (CAC). However, Matano who was at the meeting, says it was slightly different.

Moved by Skidmore, seconded by Kamp, to approve TPB Resolution No. 28 for discussion purposes.

Matano first reviewed some suggested editorial changes. He then said the CAC recommended changing the second to last whereas clause to strike the words “with a potential station at the Dane County Regional Airport.” The thought was this indicates neither support nor opposition to an intermodal station at the airport. Bruskewitz asked if a staff person from the airport was on the
MPO’s technical committee. McDonald said yes, but he rarely attends meetings. Bruskewitz said it would be good to get their opinion on having an intermodal station at the airport. McDonald said the technical committee recommended editing the same whereas clause to state the airport station “could be evaluated for potential” as a full intermodal terminal. Skidmore asked if MPO “support” meant providing funding. McDonald said it referred to technical assistance and that this was already happening. A staff group that includes the MPO has been formed to help Greyhound Bus Company find an alternate temporary terminal location.

Harwood moved, Bruskewitz seconded (?), to strike the language “with a potential station at the Dane County Regional Airport,” which was considered a friendly amendment to the main motion. Following further discussion, it was agreed to add “this intercity rail station” could be a full intermodal terminal. R. Schmidt noted that the 7th whereas clause refers to coordination and leadership and suggested editing the 2nd be it resolved clause to state the MPO offers “to provide technical assistance” to clarify that funding is not being offered. This was also considered a friendly amendment.

Motion to approve the Resolution TPB No. 28 with these changes carried.

7. **Consideration of Letter of Support Regarding City of Middleton’s TIGER Grant Application for an Intermodal Transportation Facility.**

McDonald said that at the August meeting Opitz asked the Board to consider a letter of support for the City of Middleton’s TIGER grant application for an intermodal transportation facility in the southwest quadrant of the USH 12/USH 14 interchange. A paper describing the project and a draft letter of support were in the meeting packet. A revised cover sheet to the paper on the project with a slightly different title was at members’ places. Opitz reviewed the various project components and a graphic showing the structure, which is envisioned to tie together bus service, potential future rail service, bicycle transportation, and integrating those into a green built technology park-and-ride facility. He also reviewed the benefits of the project, including linking Middleton’s employment areas, the UW campus, and the East Isthmus. He said the City is working with WisDOT and other entities on the project.

Moved by Kamp, seconded by R. Schmidt, to approve the letter of support for the grant application. Motion carried.

8. **Consideration of Madison Area TPB Resolution No. 29 Regarding Amendment #6 to the 2009-2013 Transportation Improvement Program for the Madison Metropolitan Area and Dane County.**

McDonald said the amendment is needed for two projects. The first is Dane County’s project to resurface CTH K from CTH Q to CTH M. This project was approved for Federal stimulus funding by WisDOT using STP-Rural funding. It is outside the Madison urban area, but within the MPO planning area. The second is for the Village of Waunakee’s Woodland Drive project. Schaefer added that the Woodland Drive project involves reconstruction of the street with the addition of bike lanes and construction of a bike path on the west side of the road. The village received an earmark of Federal funding in SAFETEA-LU. Because of a shortage of funding, the project limits need to be shortened to stop at Cobblestone Lane rather than extending to CTH M. The funding for the project also needs to be changed from Transportation Enhancements (TE) to STP-Urban because street reconstruction is not an eligible cost for the TE program. WisDOT has indicated this will not affect the entitlement balance of STP-Urban funds for the Madison area. The TIP amendment is needed because of the change in the project limits and funding source.

Moved by Bruskewitz, seconded by Skidmore, to approve TPB Resolution No. 29 regarding Amendment #6 to the 2009-2013 TIP. Motion carried.
9. **Consideration of Release of Draft 2010-2014 Transportation Improvement Program (TIP) for the Dane County Area for Public Review and Comment.**

McDonald said a copy of the draft TIP was at members’ places. The document needs to be sent out in order meet the deadline for the public hearing and provide for a desired 30-day public review and comment period. A public information meeting on the TIP is scheduled for August 19 at the Dane County Highway office. An earlier public information meeting was held on the process. A public hearing before the Board is scheduled for the September 2 meeting and action is anticipated at the October 7 meeting. Staff is asking for the Board’s concurrence to release the draft for public review.

Moved by Opitz, seconded by Bruskewitz, to approve release of the Draft 2010-2014 TIP. Motion carried.

10. **Discussion of the New Regional Transit Authority (RTA) Legislation and the Role of the MPO in the Formation of an RTA in Dane County.**

McDonald said at the last meeting a number of questions were raised about the RTA. The legislation was included in the packet and addresses a number of these questions, including the major one of how the RTA is formed. Clearly, the RTA is created by adoption of a resolution by the County Board.

Royce Williams, a member of the MPO Citizen Advisory Committee, registered to speak on the issue. Williams said he has been interested in seeing an RTA created for many years. However, he said he was disappointed in the governance structure for the Dane County RTA, which he viewed as undemocratic. He said the structure should have followed more closely that of the MPO Board with more proportional representation based on population and a requirement that the members either be elected officials or operators of a major mode of transportation. He said the structure should not have been set out in the legislation. The second problem is the inclusion of towns that are only partially in the MPO planning while excluding the Villages of Oregon and De Forest. He said the state legislation needed to be changed to rectify these problems.

Matano introduced Janet Piraino, Chief of Staff for Madison Mayor Dave Cieslewicz, who said she was present to answer questions.

R. Schmidt commented that the appointments by the County Executive can reside anywhere in the MPO planning area and this is an opportunity for obtaining better representation by under-represented communities. Kamp said the Board discussed at the last meeting the role of the MPO to conduct service and financial planning as an underpinning of the RTA plan or the information that is presented to the public. He said the legislation doesn’t address this and asked that the Board discuss the role of the MPO to develop these service and financial scenarios at the appropriate time. McDonald said it is staff’s intention to do that as a part of the TDP. The scenarios would not be developed to the level of detail the RTA Board would need to implement services once it was created and funded, but would be sufficient to assist in the RTA discussion and for the public to make an informed decision on the RTA referendum. Harwood commented that there was a misconception by the public that the RTA means trains. He said a public relations effort is needed to get accurate information out to the public on the issue. Bruskewitz asked about the status of the FTA New Starts application, and McDonald said the application had been withdrawn and has not been resubmitted. King said his impression was that resubmission of the application depends upon an RTA being in place with funding.

Kamp stated that a range of service mix scenarios should be developed for consideration, including one with commuter rail service, a bus only scenario, and another that is something in between. He asked whether staff needed direction on the appropriate scenarios to consider. McDonald said he thought the Transport 2020 Study group was considering asking the consultant to develop and cost out a different rail alternative with service to the airport rather than out towards Sun Prairie due to the potential high speed rail service to the airport. If that is done, the MPO would certainly have the opportunity to take a position on that alternative. That would also affect the bus service changes that would be needed to complement the rail service. McDonald said there is also the issue of the need for staffing of the RTA Board if it is formed. There has been some discussion about setting up an interagency staff team for that. If that is done, there is a question as to who would take the lead, but he
thought it might be the county since the county creates the RTA. McDonald said MPO staff could provide technical support for this effort, but that it would be important to get input from the MPO Board on service scenarios that might be developed.

Bruskewitz suggested that it would be helpful to have a meeting with the different entities to discuss the plan for the formation of the RTA, staffing, developing service scenarios, and the referendum. Harwood agreed. King said that given the political nature of the issue and that the RTA Board has authority over these decisions, the persons at the meeting need to include the appointing authorities for the RTA. Bruskewitz said she introduced a County Board resolution calling for a referendum on whether an RTA should be formed with a sales tax. She said Opitz has drafted a substitute resolution. Harwood questioned whether the RTA should be created before the referendum and funding was available. Matano said McDonald indicated there are enough agencies to provide interim staffing of the RTA if it were created before funding was available. Matano said discussions are obviously going on and the issue is whether the MPO wants to inject itself into the process and play a more assertive role. Kamp said King suggested the RTA Board should perhaps be formed before the referendum and guide the plan for the referendum. It is up to the community to figure out what is the right way of doing this. He said he did think it was appropriate for the MPO to at least assist with the technical planning issues and that the MPO should play an assertive role. Bruskewitz said the way to play a more assertive role was to get the appointing authorities together. Chase commented that the County Board was moving too quickly and that time was needed to develop the service plan, which the MPO could help in preparing. Schaefer noted that the legislation does say the RTA shall consider the plans of the MPO, which supports the MPO playing a role in providing technical expertise. McDonald questioned how the MPO could assert itself and said it would be better if staff and a MPO Board representative were asked to participate in the discussions by the appointing authorities.

Harwood asked what Bruskewitz’s resolution says and Optiz’s suggested revisions. Bruskewitz said the resolution she introduced calls for a referendum in the April 2010 election on forming of a RTA. Opitz read Bruskewitz’s resolution, which calls for a referendum asking voters whether a sales tax of 0.5% shall be implemented to support transit services, which could include commuter rail. A second part of the resolution says that if a resolution creating a RTA is adopted it shall not go into effect until the referendum is passed. Opitz said he hadn’t drafted any amendments, but had two concerns: the reference to commuter rail and the timing of the referendum in the spring when voter turnout is low. R. Schmidt questioned why the referendum was countywide rather than just the RTA jurisdictional area. C. Schmidt asked why bus service wasn’t specifically mentioned. Bruskewitz responded that she thought it was important the public understand that commuter rail is going to be part of the mix of services. She said she proposed a countywide referendum because the MPO area will be increased in the future to include De Forest and Oregon and most people shop in the MPO area. Kamp asked Bruskewitz whether the referendum might not be premature because of the need to develop the service and financial scenarios. Bruskewitz answered that she thought the public needed an opportunity to be heard and the referendum would get people talking about the issue publicly rather than in private meetings.

Bruskewitz said she understood the difficult position MPO staff is in, but that the Board as elected officials needed to assert itself. Matano suggested he write a letter with MPO staff’s assistance to the appointing bodies offering assistance by MPO staff and the Board in facilitating the formation of the RTA and on the referendum. Harwood suggested the letter specifically ask for MPO staff and Board representation in the discussions. He also said he thought the focus of the discussion about the RTA needed to be changed from a mandate to creating an organization that will facilitate provision of improved transit services in the region both in the short term and long term.

Moved by Harwood, seconded by Skidmore, to send a letter to the appointing authorities asking that the Board and staff be represented in discussions on the RTA.

R. Schmidt suggested a friendly amendment to the motion to have the letter say the MPO will facilitate setting up a meeting to have the discussions on the RTA and the role of the MPO in the process. She said this would be stronger. Bruskewitz added she didn’t want to put staff in an awkward
situation. She thought the tone of the letter should note that the issue is complicated and that the MPO is the right organization to help get discussions started.

Matano asked Piraino if she wanted to comment on the discussion. Piraino said she had met with Kamp to discuss the RTA and the appropriate role of the MPO. She has a meeting planned with McDonald. At this point, she is just gathering information. The process has been very chaotic up to this point and there has not been any intention to exclude the MPO. She said she would report to the Mayor on the Board’s discussion. The persons involved in this issue are just now starting to move forward and identify all the questions that need to be answered involving creation of the RTA and the referendum. Matano asked Royce Williams if he had any further comments, and Williams said he wished that the persons involved in this would talk to some of the advocacy groups who have put in a lot of time and effort on the issue.

Motion to send a letter to the appointing authorities reflecting these comments carried. Matano said he would write a letter and share the draft with the Board for consideration at the next meeting.

11. Status Report by TPB Board Members on Projects Potentially Involving the TPB:

- **Transport 2020 Implementation Task Force**
  No update.

- **USH 51 (USH 12/18 to I 90/94/39) Corridor Study**
  McDonald said WisDOT has slowed work on the study because it qualifies as a major study, but it hasn’t been legislatively enumerated.

- **USH 51 (McFarland to Stoughton)**
  McDonald said there isn’t any additional news. The consultants are in the process of responding to questions and comments raised at the recent public meetings.

- **North Mendota Parkway Implementation Oversight Committee**
  Bruskewitz said the next meeting is scheduled for September 2. Opitz noted the meeting is the same night as the MPO Board meeting and he asked the Chair to have the meetings located closer together and/or move the time of the NMP meeting.

12. Discussion of Future Work Items:

- **2009-2013 Transit Development Plan (TDP)**
  McDonald said staff would be developing some service scenarios to provide information for the RTA discussion.

- **2010 Unified Planning Work Program**
  McDonald said staff is in the process of drafting the document now. A review meeting with FWHA and WisDOT staff is scheduled for September. Staff will present the draft document to the Board at the October meeting with action anticipated at the November meeting.

- **Congestion Management Plan**
  McDonald said this will need to be completed within one year from the date of the Federal Certification Review report.

13. Announcements and Schedule of Future Meetings

The next meeting is September 2, 2009 at Madison Water Utility, 119 E. Olin., Room A-B.

Bruskewitz mentioned that the Dane County Department of Human Services and Metro Transit were acquiring a computer software program for the county’s mobility management project.

14. Adjournment

Moved by Opitz, seconded by Harwood, to adjourn. Motion carried.
August 10, 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

Dear 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 for 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 August 5, 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 the TIP amendment and Resolution Number 29 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 the proposed amendment is: 1) consistent with the adopted 2030 Regional Transportation System Plan and; 2) the TIP 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

cc: Robert McDonald - MPO, Carlos Pena - FHWA, Dave Jolicoeur - FHWA, Angelica Salgado - FTA, William Wheeler - FTA, John Vesperman – WisDOT Southwest Region, Rod Clark-WisDOT, Sandra Beaupré -WisDOT, Aileen Switzer -WisDOT
August 6, 2009

Ms. Aileen Switzer
WisDOT, Bureau of Planning
P.O. Box 7913
Madison, WI 53707-7913

RE: Amendment #6 to 2009-2013 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Dear Ms. Switzer:

Enclosed is a copy of Resolution TPB No. 29 Amendment #6 to the 2009-2013 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County, approved by the Madison Area Transportation Planning Board (TPB) on August 5, 2009. This amendment includes a resurfacing project by Dane County, CTH K (CTH Q to CTH M), using federal STP-R (ARRA) funding. While the project is outside of the Madison Urban Area, it is within the MPO Planning Area. The amendment also includes a federally funded Woodland Drive (Emerald Lane to Cobblestone Lane) reconstruction and ped/bike project sponsored by the Village of Waunakee.

The Madison Area TPB meetings are open public meetings with agendas distributed and posted in the City and County Clerk’s offices. The TIP amendment projects are listed under the agenda item for the TIP amendment. If you have any questions, please do not hesitate to call me at 266-4518 or e-mail me at rmcdonald@cityofmadison.com

Sincerely,

Robert R. McDonald
Transportation Planning Manager

Attachment

(Note: all of the following were emailed)

c: Sandy Beaupre, WisDOT Planning
Mary Forlenza, WisDOT Bureau of Transit
John Vesperman , WisDOT SW Region
Marilyn Daniels, WisDOT SW Region
Rod Clark, WisDOT Bureau of Transit and Local Roads

Dwight McComb, FHWA
Brad Murphy, City of Madison Planning
Resolution TPB No. 29

Amendment #6 to the 2009–2013 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

WHEREAS, the Madison Area Transportation Planning Board (TPB) – A Metropolitan Planning Organization (MPO) approved the 2009–2013 Transportation Improvement Program for the Madison Metropolitan Area & Dane County on October 1, 2008; and

WHEREAS, the Madison Area TPB has approved five previous amendments to the 2009–2013 Transportation Improvement Program for the Madison Metropolitan Area & Dane County on January 7, March 4, April 3, May 6, 2009, and May 21, 2009; and

WHEREAS, the Madison Metropolitan Planning Area transportation projects and some transportation planning activities to be undertaken using Federal funding in 2009–2012 must be included in the 2009–2013 Transportation Improvement Program (TIP); and

WHEREAS, the American Recovery and Reinvestment Act of 2009 (ARRA) was passed on February 17, 2009, providing additional transportation funds under existing Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) programs for projects to be constructed in 2009 and 2010 to help promote multi-pronged efforts to stimulate the economy with additional goals, including improving the environment; and

WHEREAS, the Wisconsin Department of Transportation (WisDOT), which is responsible for implementing the Act, conducted a Stage 1 solicitation for local ARRA projects that can be constructed in 2009 and selected an initial list of local and State projects, and Amendment #3 to the 2009-2013 TIP was approved revising the listings for these projects (which were already in the TIP) and adding two projects for Metro Transit (City of Madison) funded with FTA ARRA funds; and

WHEREAS, WisDOT conducted a Stage 2 solicitation for local ARRA projects that can be ready for bidding by December 1 and constructed in 2010, and are eligible for funding under FHWA programs, including the Surface Transportation Program (STP) – Urban, STP – Rural, and Transportation Enhancements (TE); and

WHEREAS, the Madison Area TPB approved five local projects for STP-Urban ARRA funding, which were included as part of Amendment #5 to the 2009-2013 TIP; and

WHEREAS, WisDOT approved ARRA funding under the STP – Rural Program for an additional project sponsored by Dane County that is outside the Madison Urban Area, but within the Madison Metropolitan Planning Area, necessitating a TIP amendment to reflect the Federal ARRA funding; and

WHEREAS, an amendment is also needed to reflect revised project limits and funding program for the federally funded Woodland Drive Path sponsored by the Village of Waunakee; and

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

WHEREAS, the project is consistent with the Regional Transportation Plan 2030 for the Madison Metropolitan Area and 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 #6 to the 2009–2013 Transportation Improvement Program for the Madison Metropolitan Area & Dane County, revising the following project listing (with costs in $000s):

1. **REVISE** the funding for the County Trunk Highway (CTH) K (CTH Q to CTH M) resurfacing project in the Streets/Roadways section on page 35 as follows: $10 (PE, Fed-STP-R (ARRA)) in 2009, $10 (Total) in 2009; $590 (Const., Fed-STP-R (ARRA)), $280 (Const., State), $280 (Const., Local) in 2010; $590 $560 (Total) in 2010; TIP Project #111-09-025; WisDOT Project ID #s 5825-00-00, -70.

2. **REVISE** the limits and funding program for the federally funded Woodland Drive Reconstruction and Ped/Bike Path project sponsored by the Village of Waunakee (TIP Project #111-07-005) in the Pedestrian/Bicycle Projects section on page 21 as follows: Emerald Lane to Cobblestone Lane CTH M to Mill Rd.; $2,100 (Const., Fed-EN MAD- Earmark), $1,342 (Const., Local), $3,442 (Total) in 2010; Add the following note in the comments column “Does not count against STP-Urban entitlement balance for Madison area.”

____________________________    ______________________________________
Date Adopted         Al Matano, Chair
Madison Area Transportation Planning Board
Connecting Communities

Transit Seminar

Bus Rapid Transit (BRT) and Transit Oriented Development (TOD)

Sponsored by Metro Transit and the National Bus Rapid Transit Institute

Thursday, October 1, 2009
Warner Park Community Center
1625 Northport Dr.
Community Room 1

AGENDA
8:00 AM – Welcome from Mayor Dave Cieslewicz
8:10 AM – Richard Wagner, Transport 2020 Implementation Task Force – Introduction to Transit Planning in Our Community
8:30 AM – Alan Danaher, PB Americas – Bus Rapid Transit Overview
9:15 AM - BREAK
9:30 AM – Mark Pangborn, Lane Transit District (Eugene, OR) – BRT Experience
10:15 AM – Mark Huffer, Kansas City Area Transportation Authority – BRT Experience
11:00 AM – Question and Answer Panel
11:30 PM – Lunch on your own
12:45 PM – National Bus Rapid Transit Institute – BRT and Land Use (national perspective)
1:15 PM – Maria Choca-Urban, Director, Center for Neighborhood Technology (national perspective)
2:00 PM – BREAK
2:15 PM – Samantha DeKoven, Consultant, Employer-Assisted Housing (national perspective)
3:00 PM – Keith Carlson – LaCrosse, WI Transit Manager, planning staff, and an area developer (state perspective)
3:45 PM – Questions and Wrap Up

Presenter’s Welcome Reception
Wednesday, September 30, 2009
6:00 PM - 7:30 PM
Hilton Hotel Monona Terrace
9 E. Wilson St.
14th Floor Capitol Club
Beverages and hors d’oeuvres
All participants are cordially invited

Hosted by the Wisconsin Rental Housing Legislative Council

See reverse for maps and accommodation recommendations

Please RSVP Ann Schroeder and let her know if you plan to attend. as Schroeder@cityofmadison.com or (608) 267-4967
Re:
Consideration of Madison Area TPB Resolution No. 30 Amending the Regional Transportation Plan 2030: Madison Metropolitan Area & Dane County

Staff Comments on Item:

The Wisconsin Department of Transportation (WisDOT) would like to proceed with interim roadway and pedestrian-bicycle improvements to the Verona Road/West Beltline (USH 18/151) corridor, designated as Stage 1, to be completed over the next several years as a prelude to longer term potential improvements in the more distant future. The interim improvements include reconstructing Verona Road from Raymond Road to north of Nakoma Road and the Madison Beltline from Whitney Way to Seminole Highway. The Verona Road/Beltline Interchange will be completely reconstructed with additional capacity that extends through the Summit Intersection to the South. The Summit Intersection will also be reconstructed and includes a new east-west road under Verona road just north of Raymond road. Real estate acquisition is expected to begin in 2011 and construction in 2012 to 2014. Total cost for real estate, utilities, construction and engineering is estimated between $75.4 to $81.4 million.

In order for these improvements to proceed, the long-range transportation plan needs to be amended to include the Stage 1 interim improvements in the plan, including the source of funding for the improvements.

Local officials, citizens, affected public agencies, and other interested parties have been notified of the proposed amendment to the long-range transportation plan and offered the opportunity to comment in writing or at a public hearing in accordance with the MPO’s public participation plan. The plan amendment has also been made available for public review in an electronically accessible format on the Madison Area TPB’s Web site.

Materials Presented on Item:

- Resolution TPB No. 30
- Exhibit showing the Stage 1 interim improvements
- Comments received on the plan amendment to date

Staff Recommendation/Rationale:

Staff recommends approval
Resolution TPB No. 30
Amending the Regional Transportation Plan 2030
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 (23 C.F.R. Parts 450 and 500, 49 C.F.R. Part 613) require that the designated metropolitan planning organization for each urbanized area shall, in cooperation with the State and any affected transit operator, carry out a continuing, comprehensive, and coordinated metropolitan transportation planning process, including development of a long-range regional transportation plan and its periodic updates; and

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

WHEREAS, on November 1, 2006, the Madison Area Metropolitan Planning Organization (MPO), the former MPO, adopted the Regional Transportation Plan 2030, Madison Metropolitan Area and Dane County as the official transportation plan for the region to serve as a guide for transportation planning and system development and for the MPO’s review of proposed projects; and

WHEREAS, on August 1, 2007, the Madison Area TPB endorsed and adopted the Regional Transportation Plan 2030, Madison Metropolitan Area and Dane County along with other plan documents; and

WHEREAS, on November 7, 2007, the Madison Area TPB adopted a Supplement Amending the Regional Transportation Plan 2030, Madison Metropolitan Area and Dane County, which addressed environmental consultation in development of the plan and identification of mitigation activities; and

WHEREAS, the long-range transportation plan recommended completion of the Final Environmental Impact Statement for the Verona Road/West Beltline study, which is looking at long-term solutions to the congestion, safety, and multi-modal access issues in the corridor; and

WHEREAS, the study is recommending interim roadway and pedestrian-bicycle improvements to the Verona Road/West Beltline (USH 18/151) corridor to be completed over the next several years; and

WHEREAS, the Wisconsin Department of Transportation (WisDOT) would like to proceed at this time with the recommended Stage 1 interim improvements; and

WHEREAS, the long-range transportation plan needs to be amended to include the Stage 1 interim improvements in the plan, including the source of funding for the improvements; and

WHEREAS, the Madison Area TPB has provided local officials, citizens, affected public agencies, and other interested parties with reasonable notice and opportunity to comment on the proposed amendment to the long-range transportation plan, including a public hearing in accordance with the MPO’s public participation plan; and
WHEREAS, the plan amendment has been made available for public review, including in an electronically accessible format on the Madison Area TPB’s Web site;

NOW, THEREFORE, BE IT RESOLVED that the Madison Area TPB approves amending the Regional Transportation Plan 2030, Madison Metropolitan Area and Dane County, dated November 2007, to include the Stage 1 interim roadway and pedestrian-bicycle improvements identified in the Verona Road/West Beltline study, which involve reconstructing Verona Road from Raymond Road to north of Nakoma Road and the Madison Beltline from Whitney Way to Seminole Highway. The Verona Road/Beltline Interchange will be completely reconstructed with additional capacity that extends through the Summit Intersection to the South. The Summit Intersection will also be reconstructed and includes a new east-west road under Verona road just north of Raymond road. Real estate acquisition is expected to begin in 2011 and construction in 2012 to 2014. Total cost for real estate, utilities, construction and engineering is estimated between $75.4 to $81.4 million; and

BE IT FURTHER RESOLVED that the Madison Area TPB certifies that the amendment meets the financial constraint requirements of the long-range transportation plan as illustrated in the attached revised summary table from the financial capacity analysis section of the plan; and

BE IT STILL FURTHER RESOLVED that the Madison Area TPB certifies that the federal metropolitan transportation planning process is addressing major issues facing the metropolitan area and is being conducted in accordance with all applicable federal requirements, including:

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

____________________________  _______________________________
Date Adopted        Al Matano, Chair
Madison Area Transportation Planning Board
### TABLE 30 (Revised 8/18/09)

**PROJECTED EXPENSES AND REVENUES OF TRANSPORTATION PROJECTS**

**MADISON METROPOLITAN PLANNING AREA (2007-2030)**

#### Projected Expenses ($000s)

<table>
<thead>
<tr>
<th></th>
<th>2007-2010</th>
<th>2011-2020</th>
<th>2021-2030</th>
<th>Planning Period Total</th>
</tr>
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<tbody>
<tr>
<td><strong>State and Federal</strong></td>
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<td>--Backbone Funding Prog.(Verona Rd/W. Beltline Interchange Area)</td>
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<tr>
<td>STP Urban (Madison Urban Area)</td>
<td>23,332</td>
<td>58,330</td>
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<td>Transp. &amp; Community &amp; system Pres. Pilot Prgm. (TCSP)</td>
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<td>STP Transportation Enhancements</td>
<td>3,456</td>
<td>8,640</td>
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<td>Other State</td>
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<td>468,230</td>
<td>386,830</td>
<td>1,009,792</td>
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<td><strong>Dane County &amp; Communities</strong></td>
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<td></td>
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<tr>
<td>Street Operations and Maintenance</td>
<td>153,626</td>
<td>384,064</td>
<td>384,064</td>
<td>921,754</td>
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<tr>
<td>Street Construction</td>
<td>117,784</td>
<td>294,459</td>
<td>294,459</td>
<td>706,702</td>
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<td>Street-Related Facilities</td>
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<td>44,442</td>
<td>44,442</td>
<td>106,661</td>
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<tr>
<td><strong>Subtotal</strong></td>
<td>289,187</td>
<td>722,965</td>
<td>722,965</td>
<td>1,735,117</td>
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<tr>
<td><strong>Metro Transit</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Capital Expenses</td>
<td>58,584</td>
<td>146,460</td>
<td>146,460</td>
<td>351,504</td>
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<tr>
<td>Operating Expenses</td>
<td>150,764</td>
<td>464,930</td>
<td>624,782</td>
<td>1,240,476</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>209,348</td>
<td>611,390</td>
<td>771,242</td>
<td>1,591,980</td>
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<tr>
<td><strong>Total Projected Expenses</strong></td>
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<td>1,802,585</td>
<td>1,881,037</td>
<td>4,336,889</td>
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#### Projected Revenues ($000s)

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<tr>
<th></th>
<th>2007-2010</th>
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<th>2021-2030</th>
<th>Planning Period Total</th>
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<tbody>
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<td><strong>State and Federal</strong></td>
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<tr>
<td>STP Transportation Enhancements</td>
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<td>60,240</td>
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<td>Other State</td>
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<td>88,286</td>
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<td>519,480</td>
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<td><strong>Dane County &amp; Communities</strong></td>
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<td></td>
</tr>
<tr>
<td>Street Operations and Maintenance</td>
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<td>611,390</td>
<td>771,242</td>
<td>1,591,980</td>
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<tr>
<td><strong>Total Projected Revenues</strong></td>
<td>706,327</td>
<td>1,935,235</td>
<td>2,013,687</td>
<td>4,655,249</td>
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US 18/151 (Verona Road)
Stage 1 Overview (2013+/-)

- Nakoma Rd Intersection Improvements
- Single Point Urban Interchange
- Jug Handle Underpass Traveling Under Verona Road
- Carling Drive Connection to Freeport (Underpass)
- Realigned SE Frontage Road
- Summit Jug Handle Right-in, Right-out Intersection
- Frontage Road to Allied Drive
- Summit Pkwy
- Britta Pkwy
MPO: I agree that the plan needs to be amended for the subject project. I just can not understand why it has taken so long to get this project moving. This has been a problem area for Madison over 25 years. I once lived in the Madison area move out and came back and now Madison is just addressing this issue. Where have our elected leaders been?

Duane Gau Dist. 20 Co. Bd. Sup.
MABA Madison Area Bus Advocates

Comment on the Proposed Amendment to the Regional Transportation Plan 2030 re. Verona Road

When the Madison Area MPO unveiled its Regional Transportation Plan 2030 back in the Fall of 2006, several people from the Madison Area Bus Advocates testified that transit systems need to be looked at as a real way to move people. We argued that no new road construction in this area should occur without including plans for transit and we pointed out that transit could take various forms all the way from high-speed rail to rapid or express buses, to circulators and shuttles, to paratransit. As the current plan for Verona Road has no provision for transit, we find it totally unacceptable. Transit positively addresses highway congestion. Road widening is only a temporary solution that ends in as much congestion several years later. Thus, instead of a good Plan, we see an unimaginative and costly proposal to misuse public resources on the order of $75 Million. How can the Madison Area and WisDOT, with their respective stated goals and objectives for environmentally sound and energy efficient transportation, do anything less than build in a transit component to every major highway improvement project in urbanized areas? We need a balanced transportation Plan in which transit is not limited to intercity High Speed Rail (HSR).

There are many advantages to a transit system that substitutes for many of the current Single Occupancy Vehicle trips that are economic, social, health-oriented and environmental in nature. So why does the Plan ignore transit? The project addresses one of the most congested corridors in the greater Madison Area, but the Plan makes no mention of current Metro service on Routes #18, #19 and/or #55. The corridor is also the perfect setting for the installation of a Bus Rapid Transit line that could provide a good example of Land Use and Transit Planning Policy coordination in Dane County. There is no existing rail infrastructure available for a rail transit option. With a rapid bus, travel time could be competitive with that of an automobile but the traveler could spend that time reading or relaxing rather than navigating a car through traffic.

The City of Madison and Madison Metro will officially kick-off exploration of Bus Rapid Transit (BRT) strategies at an October 1, 2009 forum. The forum will include the consideration of BRT strategies that give preferential treatment for express bus service in congested corridors and could address issues involving Transit Oriented Development as well. This is exactly the time, during a major improvement project, to incorporate provisions for future BRT and other transit strategies in transportation plans. Right-of-Way plans and programs in this corridor are not complete until exclusive lane treatments for BRT have been explored and accounted for. This is an opportunity that should not be ignored.

While the federal administration may only be slowly building up momentum and funding allocation for urban transit initiatives, the State of Wisconsin including Madison falls farther and farther behind the curve in advancing high capacity urban transit projects, including BRT options in regional corridors. Although WisDOT is looking into intercity bus transportation and several park & ride projects, in general it is still currently giving...
little more than token support to promoting transit as a serious travel mode around the State.

Madison Area Bus Advocates urgently requests a pause in finalizing the concept of Verona Road expansion to ensure that every feasible measure to facilitate BRT in this corridor has been incorporated.

Madison Area Bus Advocates
info@busadvocates.org
www.busadvocates.org
**Re:**

Status Report and Further Consideration of Letter Regarding MPO Role in the Formation of a Regional Transit Authority (RTA) in Dane County

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**Staff Comments on Item:**

This is to update MPO Board members on discussions that are occurring in various arenas and levels of government concerning issues related to a potential RTA in the Dane County region and to further consider a draft letter concerning the MPO’s role in its formation.

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**Materials Presented on Item:**

None. A draft letter may be ready by the time of the meeting.

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**Staff Recommendation/Rationale:**

Discussion with possible updated recommendation and/or action by the Board