AGENDA

1. Roll Call

2. Approval of September 11, 2013 Meeting Minutes

3. Communications

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

5. Resolution TPB No. 78 Adopting the 2014-2018 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
   - Addition/Correction Sheet, dated 9/25/13

6. Resolution TPB No. 79 Adopting the 2013 Coordinated Public Transit – Human Services Transportation Plan for Dane County


8. Review and Recommendation of Draft 2014 MPO Budget

9. Discussion and Possible Decision Item: MPO Role in Transit Planning and Development in the Context of Discussions by the Transit Subcommittee of the Dane County Public Works & Transportation Committee

10. Report on Update of Roadway Functional Classification Map

11. Status Report by Madison Area TPB Members on Other Projects Involving the TPB:
   - USH 51/Stoughton Road (USH 12/18 to IH 39/90/94) Corridor EIS Study
   - USH 51 (McFarland to Stoughton) Corridor EIS Study
   - Beltline (USH 14 to CTH N) Corridor EIS Study
   - Interstate 39/90/94 (Madison to Wisconsin Dells) Corridor EIS Study

12. Discussion of Future Work Items:
   - Adoption of 2014 Unified Planning Work Program
   - Metro Bus Size Study
   - Public Participation Plan Update
   - Roadway Functional Classification Update
   - Consideration of Revision to Structure of MPO Board
   - Transportation Alternatives Program Application Cycle for 2014-2018 Projects
   - Bicycle Transportation Plan Update

13. Announcements and Schedule of Future Meetings

14. Adjournment

Next MPO Meeting:

Wednesday, November 13 at 7 p.m.
City-County Building, 210 MLK Jr. Blvd., Room 354
If you need an interpreter, materials in alternate formats, or other accommodations to access this meeting, contact the Planning & Development Dept. at (608) 266-4635 or TTY/TEXTNET (866) 704-2318. Please do so at least 48 hours prior to the meeting so that proper arrangements can be made.

Si Ud. necesita un intérprete, materiales en formatos alternos, o acomodaciones para poder venir a esta reunión, por favor haga contacto con el Department of Planning & Development (el departamento de planificación y desarrollo) al (608)-266-4635, o TTY/TEXTNET (886)-704-2318.

Por favor avisenos por lo menos 48 horas antes de esta reunión, así que se puedan hacer los arreglos necesarios.
Madison Area Transportation Planning Board (an MPO)
September 11, 2013 Meeting Minutes

1. Roll Call

Members present: David Ahrens, Judd Blau, Ken Golden, Jeff Gust, Steve King, Paul Lawrence (arrived during item #5), Jerry Mandli (arrived during item #5), Al Matano, Ed Minihan, Mark Opitz (arrived during item #5), Chris Schmidt

Members absent: Mark Clear, Chuck Kamp, Robin Schmidt

MPO Staff present: Bill Schaefer, Mike Cechvala

2. Approval of August 7, 2013 Meeting Minutes

Moved by Ahrens, seconded by Golden, to approve the August 7, 2013 meeting minutes. Motion carried with King abstaining.

3. Communications

None

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

None

5. Public Hearing on Draft 2014-2018 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Matano opened the public hearing. There were no members of the public in attendance. Schaefer reported on a meeting he and Gust had the previous week with WisDOT Central Office staff in charge of overseeing local programs. The purpose of the meeting was to review how the MPO’s allocation of STP Urban funding was calculated and to discuss an apparent change in how the program would be administered at the state level. Schaefer explained that in the past the MPO has received an annual allocation of funds from WisDOT with leftover funds carried over to the following year. The balance for any year could never fall below zero. The programming of projects for the first two or three years has always been very firm with commitments for outer year projects not as firm, since other projects that score higher could be submitted at a later date.

WisDOT Central Office staff said the MPO needs to operate on a program cycle basis. With this new method, projects must be programmed within a five-year time frame. If priorities change, funding for a project can be substituted for another project, but only once. Instead of an annual allocation, a five-year amount will be provided. Every two years, the program will be “refreshed,” and a new 5-year allocation of funding provided with projects scheduled but not yet completed subtracted from the allocation. This is how the allocation the MPO received for 2014-2018 was calculated. Schaefer said that with this change, it makes sense to request STP-Urban project applications every two years instead of every year, but the MPO will need to transition to that. He said the MPO would seek applications again next year. He explained that the new process creates some challenges and raises a number of questions, which need to be answered. One of the challenges stems from the fact that design work for projects is typically not done until 1-2 years before construction. This makes it difficult to estimate costs and in some cases score and rank projects. Schaefer explained that WisDOT was implementing these changes to ensure the program was fiscally constrained on a statewide basis from year to year. WisDOT manages the program statewide to ensure that unspent money in one or more areas is shifted to construction-ready projects in other areas of the state. The new approach creates some flexibility in terms of the scheduling of projects with the potential to accelerate projects if they are ready.
Ahrens asked if money is moving from year to year. Schaefer said the MPO will be given a total amount of funding for the 5-year period. Projects will be programmed with that funding, but there will be flexibility in the scheduling of them. It will need to be worked out statewide. Golden asked if the new policy was in writing, and Schaefer said no. Golden it sounded like rule-making. Schaefer said it was program administration. Gust added that the policy was difficult to understand and follow. Golden asked if STP-Urban priority projects could receive extra contingency funding so that unspent funds from those projects could be given to construction-ready projects in the queue that were not funded. Schaefer said he would prefer to program funding for projects based on the best cost estimates available and adjust funding amounts or substitute projects as necessary. Gust said he presented this idea at the meeting, but that WisDOT Central Office staff did not like it. Golden asked how this aligned with the state’s biannual budget. Schaefer said the programming cycle is designed to align with the spending authority provided in the state budget. Gust explained that WisDOT over-programmed slightly on a statewide basis in the past because some projects were always dropped or delayed. WisDOT says it can’t do this anymore, but rather the program needs to be fiscally constrained in each calendar year.

Golden asked if unspent money from one fiscal year could be spent in the following fiscal year. Gust said he didn’t think so. Golden said this wasn’t fair since WisDOT can carry over funding. Gust said unspent money from one MPO could be shifted to another MPO that had a construction-ready project. This is a reason to have more projects ready to go. Golden questioned whether WisDOT’s mandate should be subject to administrative rule making. Schaefer said he didn’t think so, but FHWA had to sign off on it as they oversee WisDOT’s administration of the funding programs. Golden asked why the system is being changed if it isn’t broken. Schaefer said there have been issues with other MPOs in the state not delivering projects on time. Gust said MAP-21 requires a demonstration of fiscal constraint each year, so that might be a reason for the change. Gust said WisDOT Region and MPO staff have asked for the policy in writing.

Schaefer offered to answer questions about the STP Urban projects and review the TIP project maps. Ahrens asked for more information on how projects are scored and rated. Schaefer explained that the MPO scores and ranks projects for STP-Urban funding. For other projects, the MPO role is assisting with coordination between implementing agencies and ensuring the projects are consistent with the MPO Regional Transportation Plan. Under MAP-21, the MPO will also be prioritizing projects for the new Transportation Alternatives (TA) program for pedestrian/bicycle projects. Schaefer said the MPO’s scoring system for STP-Urban projects is included in Appendix A of the TIP. A separate scoring system will be used for the TA projects. There was further discussion about the scoring criteria. Schaefer said staff was in the process of reviewing and making suggestions for refinements to the criteria. Ahrens said he did not see a criterion related road infrastructure conditions. Schaefer said system preservation projects receive points. There is also a cost effectiveness criterion. Applicants are requested to provide information on pavement condition, but it doesn’t really get factored into the scoring process. He said that is worth considering as a potential change. Gust said that the life cycle of the road should be considered, rather than only the road pavement condition. King said that he did not believe rating the condition of a road would have made a difference in how projects have been prioritized in the past. Schaefer said the economic development impact is another criterion that has been mentioned. Ahrens supported adding that. Schaefer said that the rating system address land use and transportation coordination, but doesn’t give more points for projects in redevelopment areas vs. Greenfield development areas.

Schaefer highlighted some of the major TIP projects shown on the maps. The Board discussed the Cottage Grove Road project. Golden asked if the MPO would lose funding if the Cottage Grove Road project is delayed due to the Interstate bridge project being delayed under the new policy. Schaefer said yes and that is an issue that was raised with WisDOT. Their response was that another project could be substituted. Other projects were discussed. Schaefer mentioned that there was sufficient STP Urban funding in 2018 to fund another project, and that he planned to recommend funding reconstruction of Buckeye Road/CTH AB (Monona Drive to Stoughton Road). The Verona Avenue and CTH M/Main Street intersection project scored slightly higher, but the project was still very uncertain at this point in time.
Golden asked if additional crossings of the Beltline were still being considered by WisDOT. Gust said there were plans to move forward on some of the highest rated ones, but that the community wasn’t interested due to neighbor/business opposition. They will be reexamined with the new Beltline study. Opitz asked about the Beltline project in Middleton. Schaefer said the Beltline would be resurfaced in 2014 north of Old Sauk Road. Gust said the pavement was falling apart so the project was moved up. Matano asked about the timing of the USH 14 reconfiguration project south of Oregon. Schaefer said that project was delayed outside the five-year TIP period. Matano said he was concerned because between Oregon and Brooklyn there would only be one crossing. Gust said there is a good parallel route that would have more access points. Schaefer highlighted the bicycle projects and the transit projects. Golden asked if Metro planned to purchase diesel or hybrid buses, and Ahrens said they planned to purchase two hybrid and 18 diesel buses. The bus purchase schedule goes back to 15 buses per year in 2015 if funding is available. Schaefer explained that Metro Transit had lost a significant amount of capital funding compared to what it was receiving several years ago. As a result, he said Metro might be applying for STP Urban funding in the future.

6. Consideration of Changes to MPO Technical Coordinating Committee Membership and Voting Structure Due to Expanded Metropolitan Planning Area

Schaefer said the MPO is required to consider changes to the technical committee structure as well as the policy board in light of the expanded MPO planning area. At its last meeting, the technical committee recommended adding the Village of DeForest and Village of Cottage Grove Public Works Directors. As part of the recommended alternative, the Dane County Airport and WisDOT Transit Bureau representatives would be removed, since they did not show interest in attending meetings. MPO staff will continue to coordinate with them as needed. Schaefer said the committee was expanded when the MPO Policy Board was restructured last time. In order to keep a relative balance between the City of Madison representatives and the representatives from the suburban communities, the suburban community representatives were paired for voting purposes. If both are present, they each receive a half vote. Currently, there are three City of Madison representatives—Planning, Engineering, Traffic Engineering—and there are a total of four votes for the eight suburban community representatives. Adding the two additional suburban community representatives makes it five versus three City of Madison and two Dane County representatives. These are in addition to the WisDOT representatives. Schaefer said this wasn’t seen as a significant issue because the technical committee is only advisory and mainly operates on a consensus basis.

Minihan asked if a town representative could be considered since a significant portion of Dane County’s population lives in towns. Schaefer said a town representative could be added, but that would create an odd number of members and attendant proportional voting issues. Opitz asked if the Village of Oregon would be interested in order to create an even number of members. Schaefer said the Oregon Public Works director declined, but he would pursue other options.

Moved by Opitz, seconded by Lawrence, to approve the two deletions and two additions to the Technical Coordinating Committee membership/voting structure. Motion carried.

7. Continued Discussion on Potential Revision to MPO Board Structure and Membership Due to Expanded Metropolitan Planning Area

Matano distributed a memo on the item before the meeting. Ahrens asked if the Metro Transit General Manager had always been an appointee of the Mayor. Schaefer said yes, but the appointment is not required. Schaefer said guidance from FTA on the issue of transit agency representation on the board was expected in October. The structure may need to be changed to specifically designate the Metro General Manager as the MPO representative. Opitz said he hadn’t read Matano’s entire memo, but had a preference for scenario two (eliminate Madison rep, add Metro rep) or four (add small cities/villages rep and Metro rep), which leaves the County Executive appointments as is, and gives preference to specifically adding a Metro member. Opitz said he is a former County Board member and does not see a need to dilute the County Executive’s participation in membership on this body. Golden said that Metro’s local share funding is made up of 23% non-Madison
funding. It is owned by Madison, but is more of a metropolitan system. This argues for Metro having an independent representative on the MPO rather than being a City of Madison appointment.

Matano said he would like to get away from the idea of a one-person, one-vote concept. He mentioned that the proportional representation percentages exclude the county and WisDOT representatives. All in all, he prefers that no changes be made to the structure as outlined in his memo. Blau said he would prefer at-large representation for the entire populace for the small city/village representatives. Lawrence expressed support for keeping the board structure the same. After further discussion, Ahrens said he would like to postpone this item until after the federal rules or guidelines about the transit representative are published. Golden said he would prefer to take action tonight. Others noted the item was listed for discussion only. There was consensus by the board to postpone further discussion or action on the item until the FTA guidance on transit agency representation was released.

8. **Update on Roadway Functional Classification Update**

Moved by Golden, seconded by Lawrence, to defer the item. Motion carried.


Schaefer introduced the item and said that Cechvala would give a brief update on the draft plan. Board action on the plan would be sought at the next meeting. Cechvala said the draft plan was completed and a public participation meeting held the previous meeting. A meeting of the county coordination team was held at the beginning of the process. This meeting was the second meeting, but other persons were invited as well. After a good discussion, the coordination team approved the plan with some minor changes. MPO staff will seek MPO Board approval with those revisions at the October meeting. The Dane County Specialized Transportation Commission will also be asked to adopt it.

10. **Brief Update on South Capitol District Planning Study**

Schaefer said this is a City of Madison study funded by a TIGER grant for the south side of the Capitol Square. The purpose of the study is to look at various transportation improvements, including a better connection from downtown to the lakeshore, improvements to the lakeshore path, and improvements to the John Nolen/Blair/Willy/Wilson Street intersection. The study is also looking at potential locations and a design for an intercity bus station. A workshop was recently held to receive comments from the public. Consultants will work on some different design options to address those issues. Dave Trowbridge, project manager, will provide an update to the Board in the future. Matano said a preferred location for the intercity bus terminal had been selected – a site next to the Kohl Center. Schaefer said that site was clearly the most logical one.

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

Matano said there are five Beltline study meetings in the coming months. Gust and Ahrens said two of them were this week. The Board discussed the location and times of the upcoming meetings. Golden said he is on the study policy advisory committee, and urged the MPO and City of Madison to be very involved in the study. Gust added that the first phase of the study was looking at broad strategies both in and outside the Beltline corridor. In response to a comment by Golden, Gust said transit would be an alternative considered. Golden asked if WisDOT would recommend transit funding. Gust said no.

Ahrens asked Gust when the Stoughton Road/USH 51 draft EIS document would be released. Gust said it was still being written, but might be released in November or December. The USH 51 (McFarland to Stoughton) study draft EIS could be released in October. Schaefer said he recently learned from Dave Trowbridge that there are plans for the City of Madison to conduct a study of some access issues around the East Washington Avenue intersection area as well as other areas where there are business access/relocation issues. This would
be a planning study that goes beyond the EIS. Gust added that it would address how planned redevelopment could be coordinated with access and frontage roads, etc. Schaefer said it would somehow be incorporated back into the EIS later. The City needs more time to resolve those issues with the businesses.

12. Discussion of Future Work Items

Schaefer said progress had been made on the Public Participation Plan update. The 2014 work program and budget are being prepared and a presentation on the draft work program would be provided at the next meeting. Regarding the bus size study, Cechvala said the study was moving forward, but was a little behind schedule for various reasons. Good information will come out of the study committee meeting this Friday. Schaefer said the draft report will likely be completed in a couple months. We will have a presentation on that and the findings and the recommendations from that study.

13. Announcements and Schedule of Future Meetings

Gust said additional information about the Beltline study, including meeting dates, is available at www.madisonbeltline.dot.wi.gov.

The next meeting will be held Wednesday, October 2, 2013 at 7:00 p.m. at the Madison Water Utility Building, 119 E. Olin Ave., Room A-B.

14. Adjournment

Moved by King, seconded by Ahrens, to adjourn. Motion carried. The meeting adjourned at approximately 8:58 PM.
September 18, 2013

To: Mr. William Schaefer, Madison MPO
From: Town of Rutland
Re: Town Comment on MPO 2014-2018 Draft Plan

The Town of Rutland discussed the MPO's draft plan at a recent meeting.

We applaud the inclusion of improvements to the Hwy 51/Roby Road/Deer Point Road intersection. (Note: the intersection is listed as just Hwy 51 and Roby Road in the plan.) Improvements to this intersection have been on the Town's list for a number of years. Highway 51 is the boundary between Stoughton and the Town; Deer Point lies within the Town while Roby Road lies within the City. Highway 51 is a busy 2-lane road in that vicinity. Both Deer Point and Roby Roads also carry a lot of traffic. It can be difficult to enter or exit Highway 51 at that intersection, especially during the morning and evening rush hours. Left turns are especially difficult at any time during the day. There is also truck traffic at this intersection (including semis and other large trucks) carrying supplies to and from businesses on Deer Point and Rob, including Stoughton Lumber among others. We encourage you to maintain this as a priority, and to further insure that the resulting improvements can accommodate all forms of traffic, including large truck traffic.

Thanks for your consideration.

Dale Beske, Chair
For the Rutland Town Board

c: Town Clerk Dawn George, Stoughton Mayor Donna Olson
Re:
Consideration of Resolution TPB No. 78 Adopting the 2014-2018 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Staff Comments on Item:
Staff has prepared an Addition/Correction Sheet, dated 9/25/13, that lists proposed changes to the draft TIP. The changes to the STP Urban priority project listings are all in 2018 and include: (1) an increase in the cost estimate for the CTH PD (CTH M to Nine Mound Rd.) project; (2) addition of Buckeye Rd./CTH AB (Monona Dr. to Stoughton Rd.) as a programmed project; and (3) deleting McKee Rd./CTH PD (Commerce Park Dr. to Badger Trail) project from the list of candidate projects. The Federal Transit Administration has indicated that the YWCA JobRide program is not eligible for STP Urban funding because it is an operating rather than capital expense.

The other listed changes reflect changes in cost/funding or the schedule of projects since the draft TIP was released. They are almost all WisDOT and City of Madison projects. The Madison projects are primarily locally funded projects. The changes reflect the City’s Executive Capital Budget. The budget is still going through the local approval process. New WisDOT projects include two recently approved safety projects for STH 19 (Broadway Drive intersection) in Sun Prairie and for the STH 19 (STH 113 intersection) east of Waunakee in the Town of Westport.

The MPO’s Technical Coordinating Committee met on September 25, and recommended approval of the draft TIP with the changes listed in the addition/correction sheet. The MPO Citizen Advisory Committee did not meet in September.

Materials Presented on Item:
1. Resolution TPB No. 78
2. Addition/Correction Sheet dated 9/25/13

Staff Recommendation/Rationale:
Staff recommends adoption of Resolution TPB No. 78 approving the draft TIP with the changes listed in the Addition/Correction Sheet dated 9/25/13.

Note:
You may want to bring your copy of the Draft TIP dated August 2013 to the meeting for reference
Resolution TPB No. 78
Regarding the 2014-2018 Transportation Improvement Program (TIP)
for the Madison Metropolitan Area & Dane County

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) (23 U.S.C. 104, 134) and U.S. Department of Transportation (DOT) regulations (23 C.F.R. Parts 450 and 500, 49 C.F.R. Part 613) require that the designated metropolitan planning organization for each urbanized area develop, in cooperation with the State, local officials, and any affected transit operator, a Transportation Improvement Program (TIP) for the area for which it is designated; and

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

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

WHEREAS, working with local units of government, the Wisconsin Department of Transportation (WisDOT), Metro Transit, and other implementing agencies, the Madison Area TPB has prepared a coordinated, comprehensive listing of transportation improvement projects proposed to be implemented over the next five years, including a priority list of proposed federally supported projects to be undertaken in 2014-2017; and

WHEREAS, this listing of capital and non-capital transportation improvement projects relates to all modes of surface transportation, including public transit, pedestrian and bicycle facilities, roadways, and other transportation improvements; and

WHEREAS, while official air quality non-attainment designations are not applicable in this region, the adopted Regional Transportation Plan 2035 Update, Madison Metropolitan Area and Dane County and Transportation Improvement Program continue to be consistent with the Wisconsin Air Quality State Implementation Plan to improve air quality in the area; and

WHEREAS, in developing the TIP, the Madison Area TPB has provided local officials, citizens, affected public agencies, private transit providers, and other interested parties with reasonable notice of and an opportunity to participate and comment on the proposed program, including holding a public hearing on the draft TIP on September 11; and

WHEREAS, the draft TIP has been published and made available for public review, including in an electronically accessible format on the Madison Area TPB’s Website; and

WHEREAS, the Madison Area TPB’s public involvement process for development of the TIP is also used by the City of Madison (Metro Transit) to satisfy the public participation requirements for development of the Program of Projects required under the Federal Transit Administration's Section 5307 Urbanized Area Formula Program;

NOW, THEREFORE, BE IT RESOLVED that the Madison Area TPB approves the 2014–2018 Transportation Improvement Program for the Madison Metropolitan Area & Dane County, which incorporates the changes to the Draft TIP, dated August 2013, listed in the Addition/Correction Sheet, dated September 25, 2013, and provides specific approval of the listed 2014-2017 projects, including the Priority Surface Transportation Program (STP)—Urban Projects for 2014-2017; and

BE IT FURTHER RESOLVED that project notification and review procedures (in accordance with the successor rules to the Office of Management and Budget Circular A-95) are hereby being met, unless

1 The Governor has delegated TIP approval authority to the WisDOT Secretary.
otherwise specifically noted, for all 2014 through 2017 listed projects utilizing federal funding (many of
which had earlier received favorable A-95 reviews);

BE IT FURTHER RESOLVED that the Madison Area TPB and WisDOT agree that the first year of
the TIP constitutes an “agreed to” list of projects for project selection purposes and no further project
selection action is required for WisDOT or Metro Transit, the major transit operator, to proceed with
federal funding commitment; and, even though a new TIP has been developed and approved by the
Madison Area TPB, WisDOT can continue to seek federal funding commitment for projects in the previous
TIP until a new State TIP (STIP) has been jointly approved by the Federal Highway Administration
(FHWA) and Federal Transit Administration (FTA); and

BE IT FURTHER RESOLVED that it is the intent of WisDOT and the Madison Area TPB to
advance projects, including transit operating assistance, that are included in the approved TIP and STIP,
and projects reflected in any of the first four years of the approved TIP may be advanced to proceed with
federal funding commitment; and

BE IT FURTHER RESOLVED that financial capacity assessment regulations have been met as set
forth in UMTA Circular 7008.1, dated March 30, 1987, and financial capacity exists to undertake the
programmed projects; and

BE IT FURTHER RESOLVED that the Madison Area TPB certifies that the federal metropolitan
transportation planning process is addressing major issues facing the metropolitan area and is being
conducted in accordance with all applicable federal requirements, including:
1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part
   21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin,
   sex, or age in employment or business opportunity;
4. Sections 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21 (Pub.
   L. 112-141) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business
   enterprises in U.S. DOT funded projects;
5. 23 C.F.R. Part 230, regarding the implementation of an equal employment opportunity
   program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et 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
discrimination against individuals with disabilities; and

BE IT FURTHER RESOLVED that the Madison Area TPB certifies that all of the listed federally
funded and regionally significant projects in the TIP are consistent with the Regional Transportation Plan
2035 Update, Madison Metropolitan Area and Dane County, the adopted regional transportation plan, and
additional sub-element plans incorporated as part of the plan.

Date Adopted           Al Matano, Chair
Madison Area Transportation Planning Board
2014-2018
Transportation Improvement Program
For the Madison Metropolitan Area & Dane County Area
(Project costs in $000s)

ADDITION/CORRECTION SHEET

STP Urban Priority Project Listings

Page 12: **REVISE** the 2018 construction funding for the CTH PD (West of CTH M to East of Nine Mound Road) reconstruction project as follows:
$3,432 $3,715 (STP-U), $6,864 $7,430 (Total).

**ADD** the Buckeye Road/CTH AB (Monona Drive to Stoughton Road/USH 51) reconstruction as programmed project with 2018 funding as follows:
$1,065 $1,035 (Const., STP-U), $2,130 $2,070 (Const., Total).

**DELETE** the McKee Road (Commerce Park Drive to Badger State Trail) project from the list of candidate projects if additional funding becomes available.

Pedestrian/Bicycle Projects

Page 22: **DELETE** 2018 local construction funding for the Menomonee Lane Path New Ped/Bike Bridge project, and add the note “Currently scheduled for 2019”.

Page 23: **REVISE** the 2014 local construction funding for the Madison sidewalk program as follows:
$2,000 $1,800 (Local), $2,000 $1,800 (Total).

Page 24: **REVISE** the 2014 construction funding for the Sun Prairie Pedestrian and Bicycle Path Improvements and SRTS Activities (TIP # 111-11-006) as follows:
$Continuing $304 (Fed-SRTS), $304 (Total). Revise comments section accordingly.

Street/Roadway Projects in the Madison Metropolitan Planning Area

Page 31: **ADD** the following WisDOT sponsored project:
South Beltline (USH 12/18), Beltline Bridge over Park Street, Rimrock Road Bridge over Beltline, and Beltline Bridge over CMSTPP RR. Paint bridge girders. Continuing PE from 2014 through 2018. Comments: Design $ obligated in 2013. Construction may be advanced.

**ADD** the following WisDOT sponsored project:
South Beltline (USH 12/18), South Towne Drive Bridge over Beltline. Bridge deck overlay. Continuing PE from 2014 through 2018. Comments: Design $ obligated in 2013. Construction may be advanced.

**REVISE** project limits, scope and 2014 construction funding for the W. Beltline (USH 12/14/18/151) (Fish Hatchery Road/CTH D to I-39/90) Roadway maintenance project (TIP #111-10-009) as follows:
Fish Hatchery Road/CTH D Todd Drive to I-39/90. Roadway maintenance – Repair concrete pavement, including repairing shoulders with concrete. Also bridge joint & overlay and replacement of approach slabs at Todd Drive. Also upgrade guardrail end treatments to meet federal safety standards. $4,406 $12,555 (Fed-NHPP/SAF (LS3E)), $1,104 $2,844 (State), $5,507 $15,399 (Local). Indicate in Comments section that $1,215 of construction funding is SAF, while $11,340 is NHPP.
DETERMINE separate West Beltline (USH 12/14/18/151) (Verona road to I-39/90), Upgrade guardrail end treatments project (TIP #111-10-032). (This project has been incorporated into TIP project #111-10-009 above).

REVISE the 2014 construction funding for the West Beltline (USH 12/14/18/151) and Verona Road (USH 18/151) Reconstruction and Lane Expansion project (TIP project #111-10-010) as follows:

$15,075 $24,700 (Fed-NHPP), $16,125 $24,949 (State), $32,100 $49,649 (Total).

REVISE funding for the West Beltline (USH 12/14) South High Point Road Bridge & Approaches, Reconstruction and Widening to four lanes project (TIP project #111-13-003), moving utility funding from 2014 to 2015 and revising the Comments section accordingly.

REVISE the 2014 construction funding for the West Beltline (USH 12/14) (Old Sauk Road to Mineral Point Road), Auxiliary lanes addition and pavement repair project (TIP project #111-09-017) as follows:

$4,594 $6,474 (Fed-FLX), $1,148 $1,619 (State), $5,742 $8,093 (Total).

Page 32: REVISE the 2014 construction funding for the West Beltline (USH 12/14) (Terrace Avenue to Old Sauk Road), Repair and overlay existing pavement on EB/WB lanes project (TIP project #111-12-023) as follows:

$4,866 (Fed-FLX), $1,150 $6,431 (State), $6,431 (Total).

REVISE funding for the Interstate 39/90 Cottage Grove Road (CTB BB) Overpass Bridge Replacement and Expansion project (TIP project #111-10-011), moving Utility funding from 2015 to 2018, continuing PE in 2016 and 2017, and revising 2018 construction funding as follows: $749,779 (State), $3,770 $3,830 (Total).

REVISE construction funding for the Interstate 39/90 (South Beltline to Rock County Line), Reconstruction and Expansion project (TIP project #111-11-029) as follows:

$1,249 $15 (Fed-NHPP EN), $3,746 $6,180 (State), $4,995 $6,195 (Total) in 2014,$10,247 $10,324 (Fed-NHPP), $4,742 $30,969 (State), $57,989 $61,929 (Total) in 2015, $5,965 $10,798 (Fed-NHPP), $17,895 $32,394 (State), $23,860 $43,192 (Total) in 2016, $14,126 $11,233 (Fed-NHPP), $42,377 $33,699 (State), $56,503 $44,932 (Total) in 2017, $14,126 $11,233 (Fed-NHPP), $42,377 $33,699 (State), $56,503 $44,932 (Total) in 2018.

ADD the following WisDOT sponsored project:
Interstate 39/90 (Sigelkow Road north to CTH AB overpass and USH 12/18 from Stoughton Road/USH 51 to CTH AB). Separate environmental document assessment leading to a final design project. Continuing PE in 2014.

ADD the following WisDOT sponsored project:
Interstate 39/90 (Lien Road to CTH B), Upgrade guardrail end treatments to meet federal safety standards (TIP project #111-10-033). $1,402 (Const, Fed-SAF(H210)), $156 (Const., State) $1,558 (Total) in 2015. Comments: Project No. 1001-06-03, -73. Design $ obligated in 2010.

Page 33: REVISE the 2015 funding for the Interstate 39/90/94 (CTH DM Overpass) Bridge Replacement project adding the following:

$20 (UTL, State), $20 (Total).

REVISE the 2015 funding for the Interstate 39/90/94 (STH 19 & CP Rail Overpass Structures), Replace Bridge decks project (TIP project #111-09-005) adding the following:

$20 (UTL, State), $20 (Total).
REVISE funding for the Interstate 94 (CTH N to East Jefferson County Line) Roadway Maintenance project (TIP project #111-13-004), moving construction funding from 2016 to 2015, with construction continuing into 2016, and revising the comments section accordingly.

Page 34: REVISE the USH 12/18 (Milpond Road Intersection), Recondition and Improve Intersection/Reconfigure turn lanes project (TIP #111-11-038) as follows: Indicate in Comments section that $230 of construction funding is SAF, while $7 is NHPP.

REVISE the 2014 RR funding for the USH 14 (CTH KP to Westview Ct.), Reconstruct CTH P intersection, Replace existing pavement, and Replace WSOR RR crossing gates & signals project (TIP project #111-13-017) as follows: $70 $119 (State), $12 (CP/DC), $353 $414 (Total).

Page 35: REVISE the 2015 construction funding for the USH 14 (Stagecoach Road to Twin Valley Road), Recondition, widen paved shoulders and left turn lanes at intersections project (TIP project #111-11-040) project as follows: $824 $826 (Fed-SAF LS30/NHPP), $94 $92 (State). Indicate in Comments section that $824 of construction funding is SAF, while $2 is NHPP.

ADD the following WisDOT sponsored project:

REVISE construction funding for the USH 18/151 (Verona Road) (Raymond Road to CTH PD), Reconstruction with new interchanges and pavement replacement/traffic signal upgrade project (TIP project #111-10-016) as follows:
$1,980 $3,983 (Fed-NHPP), $7,920 $15,722 (State), $1 (F), $9,900 $19,706 (Total) in 2016, $11,963 $9,501 (Fed-NHPP), $47,953 $37,499 (State), $1 (F), $59,916 $47,001 (Total) in 2017.

REVISE the 2014 funding for the USH 51/Stoughton Road (CTH BB/Cottage Grove Road Bridge), Southbound Bridge Replacement project (TIP project #111-08-027), adding the following:
$20 (UTL, State) $20 (Total)

Page 37: REVISE funding for the USH 151 (CTH VV to STH 73), Resurfacing and bridge rehabilitation project (TIP project #111-12-021) as follows:
$249 (ROW, State) $249 (Total) in 2016, $70 (UTL, State) $70 (Total) in 2017. Construction funding in 2017-'18 remains the same.

ADD the following WisDOT sponsored project:
USH 151 (I-39/90/94 to Fond du Lac County Line), Upgrade guardrail end treatments to meet federal safety standards (TIP project #111-10-035). $915 (Const, Fed-SAF(H210)/NHPP), $125 (Const., State) $1,040 (Total) in 2015. Comments: Design $ obligated in 2010. Fiscal constraint being handled at state level. $747 (SAF)/$168 (NHPP).

ADD the following WisDOT sponsored project:
STH 19 (Broadway Drive Intersection), Reconstruct and reconfigure intersection and upgrade signals; $113 (PE, Fed-STP), $37 (PE, SP), $150 (Total) in 2014, PE continuing from 2015 through 2017, $1,008 (Const., Fed-SAF(MS30)), $112, (Const., State), $1,120 (Total) in 2018.

ADD the following WisDOT sponsored project:
STH 19 (STH 113 Intersection), Reconstruct and Reconfigure intersection of STH 19, STH 113 and CTH I; $240 (PE, Fed-FLX), $60 (PE, State), $300 (Total) in 2014, PE continuing from 2015
through 2017, $2,163 (Const., Fed-SAF(MS30)/NHPP), $353, (Const., State), $2,516 (Total).
Comments: $1,350 (SAF)/$813 (NHPP) in 2018.

REVISE funding for the STH 19 (River Road to Interstate 39/90), Bridge replacement and roadway expansion project (TIP project #111-12-024) as follows: $249 (ROW, State), $249 (Total) in 2016, $70 (UTL, State), $70 (Total), $3,509 $5,058 (Const., Fed-FLX), $877 $1,264 (Const., State), $4,386 $6,322 (Total) in 2018.

Page 40: MOVE construction funding for the CTP P (USH 14 to the north Village Limits) Reconstruction project from 2016 to 2017.

Page 42: DELETE 2018 PE funding for the locally funded Atwood Avenue (Fair Oaks Avenue to 300 feet west of Starkweather Creek) pavement replacement project. Indicate in comments that construction is scheduled for 2020 or later.

DELETE 2017 PE funding and 2018 construction funding for the locally funded Atwood Avenue (Rusk Street to Fair Oaks Avenue) partial reconstruction and pavement replacement project. Indicate in comments that construction is scheduled for 2020 or later.

DELETE 2018 PE funding for the locally funded Atwood Avenue (Walter Street to Cottage Grove Road) partial reconstruction project. Indicate in comments that construction is scheduled for 2020 or later.

REVISE the 2018 construction funding for the Buckeye Road (CTH AB) (Monona Drive to Stoughton Road/USH 51), reconstruction to urban cross section project as follows: $1,035 (STP-U), $2,130 $1,035 (Local), $2,070 (Total).

Page 43: REVISE local 2014 PE funding for the Cottage Grove Road (CTH BB) (I-39-90 to Sprecher Road), Reconstruct and widen to four lane divided roadway project (TIP project #111-13-011) as follows: $310 $568 (M), $310 $568 (Total).

MOVE construction funding from the CTH M (S. Pleasant View Road) (Mid Town Road Area), Reconstruction and widening project (TIP project #111-12-010) from 2017 to 2016, correcting error in draft document.

Page 46: DELETE 2015 funding for the locally funded Reiner Road (4,600 to 8,000 feet north of CTH T) reconstruction project and add note “Currently scheduled in 2020”.

REVISE funding for the locally funded Royster Clark Development Street Improvements project as follows: $240(PE) $273, $2,440 $2,455 (Const.), $2,728 (Total) in 2014, $2,802 (Const.), $2,802 (Total) in 2015.

Page 47: DELETE 2017 funding for the locally funded Winnebago Street (Yahara River to Atwood Avenue) reconstruction project and add note “Currently scheduled for 2020”.

DELETE 2015 funding for the locally funded Winnebago Street (Atwood Avenue to Bashford Street) reconstruction project and add note “Currently scheduled for 2020”.

Page 49: REMOVE the South Thompson Road (USH 151 Overpass), New Bridge and Street crossing project from the project listings.
Page 50: **REVISE** funding for the McKee Road (CTH M to east of Nine Mound Road), Reconstruction and road widening to 4 lanes project as follows:

- **$740 (PE, Local)** in 2015
- **$275 (Local, PE)** in 2016
- **$275 (Local, PE)** in 2017
- **$274 (Local, PE)**, **$3,432** (Const., Fed-STP), **$3,715** (Const., Local), **$6,864**, **$7,430** (Const., Total) in 2018.

*Street/Roadway Projects outside of the Madison Metropolitan Planning Area*

Page 53: **ADD** the following WisDOT sponsored project:

- Interstate 39/90 (Milwaukee Street in City of Janesville, Rock Co. to STH 106 in Town of Albion, Dane County). Repair and overlay existing pavement on the NB and SB lanes. (14.13 miles).
- **$8,876** (Const., State), **$8,876** (Total) in 2014. Design $ obligated in 2013. Construction in both Rock and Dane Counties.

Page 54: **REVISE** funding for the USH 14 (Walter Road to CTH KP), Reconstruction project by moving Utility funding from 2014 to 2016, and continuing PE from 2014 through 2016.

**REVISE** the 2015 construction funding for the USH 14 (Wisconsin Heights High School Driveway to Olson Road), Recondition, Modify Access to USH 14 and add protected lane left turn at driveway project as follows:

- **$4,863**, **$1,561** (State), **$4,863**, **$1,561** (Total)

**REVISE** the 2018 construction funding for the USH 18 (USH 151 to Town Hall Road), Resurface existing roadway project as follows:

- **$7,358** (Fed-NHPP), **$1,840** (State), **$9,198** (Total).

Page 55: **MOVE** Utility funding for the STH 19 (STH 78 to USH 12), Recondition and resurfacing project from 2014 to 2017.

Page 56: **REVISE** the construction funding for the STH 73 (0.3 Miles north of Pierce Road to London Road), Resurface existing roadway and wetland restoration & monitoring project as follows:

- **$26,338**, **$13,138** (Fed-STP), **$6,584**, **$3,399** (State), **$16,537** (Total) in 2014, **$13,200** (Fed-STP), **$3,300** (State), **$16,500** (Total) in 2015.
Re: Resolution TPB No. 79 Adopting the Coordinated Public Transit – Human Services Transportation Plan for Dane County

Staff Comments on Item:

Federal rules require that projects funded under the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program be included in a coordinated public transit – human services transportation plan. The coordination plan must include: (a) an assessment of available transit and specialized transportation services and needs; (b) strategies, activities, and projects to address identified gaps between available service and needs and to improve service efficiency; and (c) priorities for implementation.

The MPO worked with Metro Transit and Dane County Department of Human Services staff to prepare the 2013 Coordinated Plan. It updates the last plan, which was completed in 2008. The update is needed to reflect current services and needs, new federal guidance, and the consolidation of transit programs in MAP-21, the new transportation legislation. At a public meeting on September 10, the draft 2013 Coordinated Plan was approved with minor changes by the Dane County Coordination Team consisting of human service and transportation providers and other stakeholders. The Coordination Team is set up as an informal subcommittee of the Dane County Specialized Transportation Commission (DC STC). The DC STC is scheduled to take action on the plan at its October meeting.

The revised Needs Assessment and Coordination sections of the plan incorporating comments received on the draft are attached. These are the important sections of the plan as projects funded with Section 5310 (Enhanced Transportation for Seniors and Persons with Disabilities) Program funding must be identified in the plan or address specific needs identified in the plan. Also attached are the resolution adopting the plan and the Changes/Corrections sheet listing all of the proposed changes to the draft plan report. See link below to the complete draft plan:


Materials Presented on Item:

1. Public Transit Service Needs Assessment, Specialized Transportation Needs Assessment, and Coordination sections of the Coordination Plan with proposed changes to the draft document.

2. Resolution TPB No. 79

3. Changes/Corrections Sheet, dated September 26, 2013, outlining all proposed changes to the draft plan.

Staff Recommendation/Rationale:

Staff recommends adoption of Resolution TPB No. 79 approving the draft Coordination Plan with the changes listed in the Changes/Corrections Sheet dated 9/26/13.
The 2013-2017 Transit Development Plan for the Madison Urban Area (TDP) describes public transit needs in the cities of Madison, Fitchburg, Middleton, Sun Prairie, Verona, and nearby towns and villages. This urban area covers all fixed-route public transit systems in Dane County. The needs identified in the TDP relate to many aspects of transit service, including coverage area, frequency, capacity, scheduling, facilities, and travel times. The needs shown below summarize needs identified in the TDP outside of Metro Transit's core service area.

Projects and programs that address these needs are recommended for use of available federal, state, and local funding. This includes the federal Section 5310 (Transportation for Elderly Persons and Persons with Disabilities) program.

The number in parentheses indicates the general funding priority: 1 - maintain existing service, 2 - respond to growth, and 3 - respond to emerging community needs.

### Expansion of Metro Transit fixed-route and paratransit service, including a new bus storage and maintenance facility (1, 2)

Bus service was expanded in east and southeast Madison (new routes 31, 33, and 35) with the August 2013 Metro Transit service change. Areas in need of bus service include the Village of McFarland, north Middleton, far southwest Madison, Waunakee, DeForest, and Sun Prairie. In addition, many residential and employment areas have only limited service or peak-period-only commuter service, and they lack off-peak, weekend, and paratransit service. In some cases, all-day service exists, but travel times are long enough that fixed-route public transportation is not practical. For instance, a mid-day, weekend, or evening commute from west or south Madison to east or north Madison may require two transfers and take over an hour.

Any expansion of peak-period transit service would require additional capacity for bus storage and maintenance. Metro Transit's garage on East Washington Avenue at Ingersoll Street is currently operating beyond capacity. New service in low density areas that cannot justify conventional fixed-route service may be appropriate for flexible point-deviation service designs with small buses or cutaway vans, similar to Monona Lift. Enhancing service within Metro Transit's existing service area would improve people's access to jobs and services and reduce reliance on specialized transportation.

### Expanded service days and hours in areas with Metro or other public transit service (3)

Overall, the span of service of most Metro Transit routes is good compared to peer systems. However, many low-wage workers work second- and third-shift jobs that may start or end when Metro Transit is not operating. Holiday service ends at about 7:00 pm, when many low-wage workers do not have the day off. Some transit agencies operate a skeletal “Night Owl” service between the end and start of normal service.

### New regional fixed-route bus service (3)

Bus service is needed to connect Madison with regional neighbors in Dane County like DeForest, Sun Prairie, Cottage Grove, Stoughton, Evansville, Oregon, Belleville, Mount Horeb, and Mazomanie; and also nearby places in surrounding counties like Columbus, Waterloo, Fort Atkinson, Sauk City, and Baraboo. This service may consist of either commuter service or a few trips scattered throughout the day. The service may have a demand-response component to it to serve medical or other trips meeting demonstrated needs, similar to Monona Lift or Sun Prairie Shuttle. Routes may be designed to connect with other transit service at transfer points or continue to central Madison.

### Improved accessibility and amenities at bus stops (1, 3)

Metro Transit and the City of Madison are in the process of systematically upgrading bus stops to include concrete boarding platforms. However, many bus stops do not have these platforms, making it difficult for non-ambulatory people to use the fixed-route system. Benches are an important amenity for seniors in particular to
rest while waiting for the bus, and new benches and shelters may make it possible for some riders to transition from paratransit to fixed-route.

- **Transit fare assistance for low-income families, homeless people, and conditionally eligible paratransit riders (1, 3)**

Providing fare assistance for people to use existing public transit, specialized transit, taxi, or other services is often the most cost-effective way to provide transportation for low-income people. Fares for taxi services – even publicly subsidized shared-ride services – can be particularly difficult for low-income people to afford. Additionally, providing conditionally eligible paratransit riders with a free transit pass to encourage fixed-route use has shown potential to achieve substantial cost savings for Metro Transit and increased mobility for the individual.

- **Mobility training and fixed-route orientation (1)**

Navigating the Metro bus system can be a challenge, particularly for trips that involve a transfer, for new riders who are used to driving themselves, and for people with mental health, cognitive, or developmental disabilities. Training is needed, particularly for seniors, people with disabilities, and those who do not speak English well, who could use the fixed-route bus system with some coaching and encouragement. In many cases, removing this barrier improves people's mobility and independence while reducing Metro's cost by reducing reliance on paratransit. Mobility training and fixed-route orientation may include individual or group guidance sessions, in-person meetings, and/or travelling with the person until they feel comfortable making the trip on their own.

Although many users can become comfortable using fixed-route transit after a single training session, some users may need ongoing mobility training and transfer supervision. An example of transfer supervision would be deploying a staff member to a Metro Transit transfer point at key times when people with disabilities are known to travel. The staff would assist individuals as needed and watch for problems such as people boarding the wrong bus.

- **Safety on the Metro Transit system (1)**

Behavior problems and safety concerns are ongoing issues on some Metro Transit bus routes and at some of the transfer points, particularly the South Transfer Point. Metro Transit has addressed many of these issues by installing cameras on buses and at transfer points and by maintaining a police presence at the South Transfer Point during times when problems have been reported.

- **Improved trip planning, usability of transit systems, and availability of informational materials (1, 3)**

Metro Transit distributes a full-size color system map and Ride Guide (with timetables and other information) aboard its buses and at selected locations. Trip planning is also available using Google Maps and other real-time electronic data sources. These materials need to be consistently improved upon for ease of use. Other peripheral transit systems, like Sun Prairie Shuttle, Monona Public Transit, and Portage Public Transit do not have similar maps and timetables. In some cases the information is available but is very difficult to find. Large-print materials would be useful for individuals with impaired vision.

- **Improved regional schedule coordination and fare integration for fixed-route transit systems (1)**

The fixed-route transit systems in the Madison area – Metro Transit, Sun Prairie Transit, Monona Public Transportation, and Portage Public Transit – overlap at various locations such as East Towne Mall and the Capitol Square. Transfers are loosely coordinated but further integration of the systems would allow riders to more easily make connections. Integrating the fare structure would improve the mobility for the people using...
the system because they would not have to pay two separate fares. Apart from transfers from Metro Transit to Monona Public Transportation, transfers are currently not honored among these systems. Where possible, suburban transit trips should provide timed transfers to the most direct Metro Transit routes so that travel times are minimized.

- **Additional accessible private, on-demand taxi service (2, 3)**

  Metro paratransit and other wheelchair-accessible specialized transportation services generally require a reservation at least a day before the trip. This does not allow for spontaneous or emergency trips. Metro paratransit service is also not available at times when the fixed-route services in the area are not running. Private wheelchair-accessible taxi service fills this gap in needed service. Union Cab and Van Go Taxi provide wheelchair-accessible on-demand taxi service; other cab companies only serve ambulatory passengers. Funding is needed to purchase new vehicles as well as to train drivers and to assist with lost fare revenue as a result of serving passengers with disabilities. The limited number of wheelchair-accessible vehicles can result in long waits for a taxi at certain times.

- **New shared-ride taxi service and vehicles (1, 2)**

  In small communities, publicly subsidized shared-ride taxi service is often the most efficient form of public transportation. Sun Prairie and Stoughton currently have the only publicly subsidized shared-ride taxi systems in Dane County. Other growing communities such as Verona and Waunakee could also use the approach to provide transit service within their communities and to neighboring suburban communities.

- **A new intermodal bus terminal in central Madison (1, 3)**

  With the closing of the Badger Bus Depot on Bedford Street in 2009, a new intermodal terminal is needed in central Madison. Besides centralizing intercity bus services, the terminal may serve regional transit riders using the new and expanded services described above.
The following specialized transportation service needs were identified. The number in parentheses indicates the general funding priority: 1 - maintain existing service, 2 - respond to growth, and 3 - respond to emerging community needs.

Projects and programs that address these needs are recommended for use of available federal, state, and local funding. This includes the federal Section 5310 (Transportation for Elderly Persons and Persons with Disabilities) program.

- **Mobility management and improved information on specialized transportation services (1, 3)**

  Dane County offers mobility management services to people to help them navigate the various public transit, paratransit, and specialized transportation systems that may be available to them. Some individuals are not fully aware of the wide variety of programs and their eligibility requirements; this is further complicated by the fact that some programs use multiple service providers, and some different programs use the same service provider. Continued funding is needed to maintain Dane County’s one-call center. Improved information on specialized transportation services would help new and occasional users utilize the programs.

- **In-person eligibility assessments for Metro Paratransit (1, 3)**

  Metro Transit successfully demonstrated with a pilot project that it can transition from form-based assessments to in-person assessments to determine eligibility for its paratransit service. In-person assessments are substantially more accurate than form-based assessments because a staff member can interact with and observe the applicant. Accounts from the in-person assessment pilot program suggest that some applicants overstate the severity of their conditions in an attempt to become eligible while others underestimate the severity of their condition. More accurate assessments may systematically reduce Metro Transit’s paratransit operating cost by shifting ineligible applicants to fixed-route transit. Additionally, in-person assessments have been helpful in assisting people with travel training and fixed-route orientation because it connects people directly with Metro staff.

- **Continued and additional personalized transportation to work for low-income ambulatory people (1, 2)**

  With the consolidation of the Job Access Reverse Commute (JARC) program with MAP-21, YWCA may be forced to scale back or even eliminate the very important YW Transit JobRide program. This program is useful for people who cannot afford transportation to and from their jobs, but who are not elderly or disabled. In many cases personalized transportation is the most cost-effective way to provide this service where fixed-route transit is not feasible. Service needs are 24 hours per day and 365 days per year. This type of service also needs to have the flexibility to stop at day care centers en route for workers who care for children. The service should also be designed to provide group rides where possible.

- **Financial assistance for low-income people to purchase or repair a vehicle for employment transportation (3)**

  There is a need for financial assistance to low-income people to purchase or repair vehicles for employment transportation in areas or situations where public transit service, specialized transportation, and ride sharing are not practical – primarily in rural areas. The program should require participants to participate in the ridesharing program and should include financial planning and assistance to help recipients succeed in paying back the loan. Driver’s license fees, insurance, and registration have also been identified as barriers for low-income people to access transportation.
■ Additional scheduled group transportation services, particularly in areas with no public transit service (2, 3)

Dane County’s group ride programs (primarily GAS and RSG) are an effective way to meet the basic day-to-day needs of seniors and people with disabilities. Additional shopping and nutrition trips would improve options for these people.

■ Funding for additional specialized transportation trips that are currently underserved. (3)

Additional trips for purposes that are currently underserved, such as social activities, would be beneficial to seniors and people with disabilities. Frail seniors without friends or family members available to drive them to normal day-to-day activities may become isolated from society. Basic transportation services are vital to maintaining quality of life. Geographic areas with a need for additional service include DeForest, Waunakee, and Stoughton.

■ Employee transportation assistance programs (1)

The Madison Area Transportation Planning Board employs a full-time Transit Demand Management and Rideshare Program Coordinator who works with individuals and large employers in Dane County to promote and coordinate ridesharing, van/carpooling, transit, and other transportation alternatives for employees. However, additional resources are needed to encourage more employers to assist employees with transportation to work and provide incentives for them to do so. The need is particularly great in areas outside Metro’s transit service area. For some low-wage workers, carpooling with fellow employees may be the most effective way to get to work. The outreach/ advertising budget for the program is very limited.

■ Additional funding for mileage reimbursement for RSVP volunteers (1)

The cost of owning and operating a vehicle continues to increase. Continued and additional funding for mileage reimbursement is needed to maintain this program.

■ Greater availability of affordable, accessible vehicles for non-profit organizations and agencies (1, 2)

The cost of owning, insuring, and maintaining a vehicle is a barrier for many non-profit organizations and agencies. Solutions to increase the availability of vehicles may open new opportunities for seniors and people with disabilities.

■ Flexible, short-notice medical transportation (3)

Better transportation options are needed for seniors and people with disabilities for flexible, short-notice medical transportation. This service could be performed by on-call volunteers using their own vehicles or a more formal program. One particular unmet need is for medical trips involving sedation (which includes surgeries and other procedures). In those cases, the patient needs to be discharged to someone who can accept responsibility for them for 24 hours.

■ New vehicles for paratransit, wheelchair-accessible taxi, and other specialized transportation services (1, 2)

Paratransit and other light-duty transit vehicles typically last about five to seven years, necessitating routine vehicle procurements. Maintaining late-model fleets improves safety and fuel efficiency. Hybrid diesel-electric and alternative-fueled vehicles should be prioritized to help achieve sustainability goals. No procurements for new Metro paratransit vehicles are expected within the time-frame of this plan.
■ Technology improvements on paratransit and specialized transportation services (3)

Real-time arrival information is available on computers and smart phones for Metro Transit fixed-route buses, but not for Metro Paratransit or other specialized transportation services. Adding this service would be an asset to riders when their vehicle is running late – a situation which results in the highest number of complaints for paratransit. Fare collection and other technology improvements like online trip planning are also needed. Improved dispatching technology has proved to reduce costs while maintaining or improving service.

■ Planning for new service and changes to existing service (3)

Planning work is needed to advance the strategies presented in this plan. The availability of data showing how the various public transit and specialized transportation systems operate and how people use the system is limited. Community surveys may be helpful to determine if potential new services would be used.
Coordination Needs

The following coordination needs were identified:

- **Establish a designated recipient and selection process for federal Transportation for Elderly Persons and Persons with Disabilities (Section 5310) grants**

  The MPO is in the process of working with Metro Transit to establish Metro Transit as the designated recipient of Section 5310 grants. Under this agreement, the MPO would be responsible for selecting projects and administering a competitive selection process, if used, and completing a project management plan. Metro Transit, as the designated recipient, would administer the grants.

- **Continued and improved coordination between Metro Paratransit service, Dane County Specialized Transportation Services, and other private services**

  The City of Madison and Dane County coordinate successfully, minimizing duplication. This effort should be supported and expanded as new service needs are addressed.

- **Improved coordination of medical trips both within and between communities, and from surrounding counties**

  Medical transportation to hospitals and medical centers in the Madison area is difficult for people who cannot make the trip themselves. Improved coordination has the potential to significantly reduce duplication and provide useful service.

  Dialysis trips are particularly difficult to coordinate, despite the need for patients to make routine visits. Incentives are needed for dialysis centers to coordinate schedules for patients that live close to each other. Staff resources are needed to improve coordination between drivers. For instance, a relative driving a patient may trade trips with other drivers so that patients can receive continuous care and drivers do not have to miss work shifts.

- **Consideration of transportation needs by municipalities and human service providers when siting senior housing, medical facilities, shopping centers, and employment centers**

  Senior housing, medical facilities, shopping centers, employment centers, and destinations need to be located in areas that are effectively served by public transit, including paratransit. Public transit and specialized transportation providers should work with plan commissions to draft policy that avoids unnecessarily placing these facilities outside of transit service areas.

- **Continued and improved coordination of job training and transportation, and other employment transportation with public transit**

- **Regional Collaboration on expense reduction strategies**

  Innovative solutions to reduce costs while maintaining or expanding service levels may be found with regional collaboration.

- **Increased data collection and surveying**

  The readily available data on specialized transportation use is limited. In addition, there may be unknown needs for new and expanded service. New hardware and software on vehicles may be needed for data management and to streamline data collection.

- **Continue to utilize Dane County specialized transportation services and Metro Paratransit to maximize the stretch of available resources**

  Some riders are eligible for multiple programs. By assigning trips strategically, Dane County and Metro Transit are able to provide the most service with available resources.
Coordination of eligibility requirements

Dane County and Metro Transit need to continue to coordinate with each other to assure changes in eligibility do not result in unexpected eligibility gaps. Eligibility coordination may extend to statewide None-Emergency Medical Transportation as well.

Medicaid transportation coordination

Coordination with Non-Emergency Medical Transportation (NEMT) has not been possible since the commencement of the state-wide NEMT transportation broker.

However, Medicaid Waiver transportation is currently highly coordinated between Dane County and Metro Transit. Agreements for funding coordination, cooperative ride referrals for hard-to-serve clients, and program coordination to reduce duplication of services are in place. Further work to identify inappropriate use of paratransit to provide Medicaid-billable medical rides to Medicaid Waiver clients could be undertaken between Dane County and Metro.

Dane County is not currently a Family Care county, but fare agreements between Family Care Managed Care Organizations (MCOs) and Metro for other counties’ citizens who reside in Dane County are in place. Planning is necessary for the advent of Family Care, including for IRIS (self-directed services) members to prevent cost-shifting to Metro Transit.

Need for sharing of publicly funded vehicles by social service agencies

Vehicles that are underutilized during some parts of the day may be shared among different agencies or operators. Additionally, used vehicles may be sold or transferred in some cases.
Resolution TPB No. 79
Adopting the 2013 Coordinated Public Transit – Human Services Transportation Plan for Dane County

WHEREAS, the Coordinated Public Transit – Human Services Transportation Plan for Dane County (Coordinated Plan) is a strategic plan to identify service needs, coordination issues, and implementation strategies related to public transit systems, paratransit, shared-ride taxi services, and specialized transportation services throughout Dane County; and

WHEREAS, projects funded with federal Section 5310 Transportation for Elderly Persons and Persons with Disabilities program grants be identified or meet specific needs identified in the Coordinated Plan; and

WHEREAS, the Coordinated Plan is generally updated every five years by the Madison Area Transportation Planning Board – a Metropolitan Planning Organization (MPO) in cooperation with Metro Transit, Dane County Department of Human Services, and other providers of transit and specialized transportation services and human services; and

WHEREAS, a 2013 Coordinated Public Transit – Human Services Transportation Plan for Dane County has been developed by the MPO in cooperation with Metro Transit, Dane County, and other providers of transit and specialized transportation, within the framework of the MPO’s 2013-2017 Transit Development Plan for the Madison Urban Area and 2035 Regional Transportation Plan Update: Madison Metropolitan Area & Dane County; and

WHEREAS, the Dane County Coordination Team, consisting of providers of transportation, human service organizations, and other stakeholders approved the draft Coordinated Plan with minor changes on September 10, 2013; and

WHEREAS, the Coordinated Plan was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public, meeting federal requirements in 49 United State Code (U.S.C.), Section 5310 and associated regulations and guidance;

WHEREAS, the Coordinated Plan includes: (1) an assessment of available services; (2) an assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes; (3) strategies, activities, and projects to address the identified gaps between current services and needs; and (4) priorities for implementation; meeting the requirements of FTA Circular 9070.1F.

NOW, THEREFORE BE IT RESOLVED that the Madison Area Transportation Planning Board – An MPO adopts the 2013 Coordinated Public Transit – Human Services Transportation Plan for Dane County, dated October 2013, which incorporates the changes to the draft Coordinated Plan in the Changes/Corrections sheet dated September 26, 2013 as a framework to guide transit and specialized transportation service improvements and coordination strategies and to serve as a basis for prioritizing projects for funding under the Section 5310 program, other applicable federal transit programs, and other available state and local funding.

Date Adopted: ____________________________
Al Matano, Chair,
Madison Area Transportation Planning Board
Changes/Corrections to Draft Coordinated Public Transit – Human Services Plan
September 26, 2013

Introduction and Background

Pg 2:  The coordination team list was updated, and individuals who did not participate were removed. Remove Amy Melton-White, Esther Olson, Dan Connery, Matt Veldran, Dennis O’Loughlin, Lisa Subeck, Anastasia Korbitz, and Robin Schmidt. Change Bob Brancel to Dan Brancel.

Pg 2:  The ‘Public Involvement Process’ section was updated to indicate that an estimated 19 people participated in the public participation meeting.

Public Transit Services in Dane County

Pg 28:  The RSVP reimbursement rate was changed from $0.52 to $0.54 per mile to reflect a recent change. The Veterans Helping Veterans program was moved from ‘Veterans Transportation’ to the RSVP section. Table 6 and associated text about usage was moved into the RSVP section and clarified that it includes both the Driver Escort and Vets Helping Vets programs.

Pg 28:  The Veteran’s Transportation section was expanded to state that it includes Vets Helping Vets as well as the Bus Buddy and Vets Ride with Pride programs. Table 6 was moved into the RSVP section.

Pg 30:  In the ‘State-wide Non-Emergency Medical Transportation (NEMT)’ section, paratransit was explicitly added besides buses and taxis.

Pg 30:  The WI DHS Aging and Disability Resource Center was added to the list of entities that coordinates with Dane County in the ‘Public Transit and Specialized Transportation Coordination’ section.

Public Transit Needs Assessment

Pg 31:  Belleville was added to the list of communities in the ‘New regional fixed-route bus service’ need.

Coordination Needs

Pg 37:  “Public transit and specialized transportation providers should work with plan commissions to draft policy that avoids unnecessarily placing these facilities outside of transit service areas.” was added to ‘Consideration of transportation needs by municipalities and human service providers when siting senior housing, medical facilities, shopping centers, and employment centers’.

Pg 38:  ‘Medicaid and Medical Assistance Waiver fare reimbursement’ and ‘Coordination with Non-Emergency Medical Transportation’ were consolidated into a new need – ‘Medicaid transportation coordination.’ A new description for this need was written, stating that coordination with NEMT is not possible, work is needed to identify inappropriate use of paratransit to provide Medicaid-billable medical rides to waiver clients, and a discussion about Family Care.
Re:

Staff Comments on Item:
A draft of the 2014 Unified Planning Work Program has been prepared and will be distributed to all local units of government within the MPO planning area and appropriate agencies, committees, and commissions for review and comment. MPO staff will be meeting with WisDOT Central Office and Southwest Region Office staff and FHWA and FTA staff on Wednesday, October 2 to review and discuss the draft work program and receive their comments. Staff will report on their comments at the meeting. Any further necessary additions or corrections will be made to the final document.

Materials Presented on Item:
1. Draft 2014 Work Program Report

Staff Recommendation/Rationale:
Informational at this time. Action by the Board is expected at the November 6 meeting.
**Re:**

Review and Recommendation of Proposed Draft 2014 MPO Budget

**Staff Comments on Item:**

The MPO’s budgeted expenditures for 2014 are significantly higher ($309,000 or 40%) than the 2013 budget, reflecting the large increase in federal planning funds. Of this, $200,000 has been budgeted for a comprehensive regional Intelligent Transportation Systems (ITS) plan. A total of $6,000 has been budgeted for continued regional travel modeling support and $15,000 to contract with Capital Area RPC staff for population and employment forecasting services. Staff costs increased about $91,000. Much of this (around $69,000) is attributable to increased MPO funding support for other non-MPO City of Madison planning staff engaged in transportation planning activities. This includes covering one half of the cost of a new transportation planner to be hired to provide staff support for the city’s transportation plan next year, future corridor planning, and other initiatives. The budget for supplies and equipment decreased over $4,000, largely due to savings in copying/printing and postage due to greater use of electronic mailings and documents.

**Materials Presented on Item:**

- Table reflecting the estimated budgets for 2013 and 2014.

**Staff Recommendation/Rationale:**

Recommend Draft 2014 Budget
## CITY OF MADISON PLANNING DIVISION

Transportation Planning Services

Draft (9/23/13) MPO Version (2.0% COL increase)

### Purchased Services

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>2013 Budget</th>
<th>2014 Budget</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>54202</td>
<td>Telephone Regular</td>
<td>3,500</td>
<td>3,500</td>
<td></td>
</tr>
<tr>
<td>54401</td>
<td>General Equip. Repairs &amp; Maintenance</td>
<td>500</td>
<td>500</td>
<td></td>
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<tr>
<td>54402</td>
<td>Maintenance Contracts (Software, etc.)</td>
<td>23,940</td>
<td>24,525</td>
<td>Rideshare software</td>
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<tr>
<td>54510</td>
<td>Property Rental</td>
<td>48,545</td>
<td>50,012</td>
<td></td>
</tr>
<tr>
<td>54620</td>
<td>Mileage</td>
<td>750</td>
<td>400</td>
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</tr>
<tr>
<td>54640</td>
<td>Training/Travel</td>
<td>4,000</td>
<td>5,000</td>
<td></td>
</tr>
<tr>
<td>54702</td>
<td>Audit Fees</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>54901</td>
<td>Other Services General</td>
<td>0</td>
<td>250</td>
<td></td>
</tr>
<tr>
<td>54910</td>
<td>Advertising (Hearing notices, jobs, misc.)</td>
<td>500</td>
<td>250</td>
<td>WisDOT Transit Bureau no longer partner</td>
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<tr>
<td>54911</td>
<td>Advertising - T.V./Radio (Ridesharing)</td>
<td>18,400</td>
<td>15,000</td>
<td>ITS Plan (200K), modeling (6K) &amp; CARPC forecasting services (15.3K)</td>
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<tr>
<td>54940</td>
<td>OnLine Services</td>
<td>0</td>
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<tr>
<td>54943</td>
<td>OnLine Services Internet</td>
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<tr>
<td>54950</td>
<td>Consulting Services (incl. Workstudy)</td>
<td>1,000</td>
<td>221,300</td>
<td>AMPO membership</td>
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<td>54963</td>
<td>Interpreters</td>
<td>225</td>
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<tr>
<td>54967</td>
<td>Memberships</td>
<td>500</td>
<td>2,800</td>
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<tr>
<td>54701</td>
<td>Transcription Services</td>
<td>450</td>
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<td></td>
<td><strong>Total</strong></td>
<td><strong>102,310</strong></td>
<td><strong>324,212</strong></td>
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</table>

### Supplies/Equipment

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>2013 Budget</th>
<th>2014 Budget</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>55110</td>
<td>General Office Supplies</td>
<td>3,000</td>
<td>3,000</td>
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<tr>
<td>55120</td>
<td>Subscription &amp; Books</td>
<td>400</td>
<td>400</td>
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<tr>
<td>55130</td>
<td>Reproduction Copier/Fast Copy</td>
<td>7,500</td>
<td>5,500</td>
<td>Purchased copier, greater use of electronic documents</td>
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<tr>
<td>55140</td>
<td>Postage</td>
<td>2,700</td>
<td>2,000</td>
<td>Moving to more electronic mailings, documents</td>
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<tr>
<td>55145</td>
<td>Office Equipment (File cabinet, chair, etc.)</td>
<td>900</td>
<td>750</td>
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<tr>
<td>55150</td>
<td>Computer Supplies</td>
<td>2,500</td>
<td>2,000</td>
<td>Consolidated computer costs into one line item</td>
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<td>55155</td>
<td>Computers &amp; Computing Equipment</td>
<td>0</td>
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<tr>
<td>55156</td>
<td>Computer Software</td>
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<tr>
<td>55520</td>
<td>Printing/Publications</td>
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<td>0</td>
<td>Covered under 55130</td>
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<td>55550</td>
<td>Photo Supplies &amp; Processing</td>
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<td></td>
<td><strong>Total</strong></td>
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<td><strong>13,650</strong></td>
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### Inter-departmental Charges

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<th>2014 Budget</th>
<th>Notes</th>
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<tr>
<td>56281</td>
<td>MMB Charges</td>
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<td>56330</td>
<td>Accounting/Comptroller</td>
<td>17,870</td>
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<tr>
<td>56950</td>
<td>Insurance Fund Inter-D</td>
<td>1,117</td>
<td>1,091</td>
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<tr>
<td>56960</td>
<td>Workers Comp</td>
<td>2,050</td>
<td>1,902</td>
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<td></td>
<td><strong>Total</strong></td>
<td><strong>21,037</strong></td>
<td><strong>20,863</strong></td>
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### Fixed Asset Expenditures

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<th>Code</th>
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<th>2013 Budget</th>
<th>2014 Budget</th>
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</tr>
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<tr>
<td>58005</td>
<td>Plotter</td>
<td>0</td>
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<td></td>
<td><strong>Total Fixed Asset</strong></td>
<td><strong>0</strong></td>
<td><strong>0</strong></td>
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### Staff

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<tr>
<th>Description</th>
<th>FTE 2013</th>
<th>FTE 2014</th>
<th>Notes</th>
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<tr>
<td>Benefits (36.2%)</td>
<td>166,143</td>
<td>188,891</td>
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<tr>
<td>Hourly Benefits (11.4%)</td>
<td>114</td>
<td>513</td>
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<td><strong>Total</strong></td>
<td><strong>624,950</strong></td>
<td><strong>715,702</strong></td>
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### Summary

<table>
<thead>
<tr>
<th>Description</th>
<th>Estimated 2013 Budget</th>
<th>Estimated 2014 Budget</th>
<th>Notes</th>
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<tbody>
<tr>
<td>Total Expenditures</td>
<td>765,297</td>
<td>1,074,427</td>
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<tr>
<td>Interagency Billings/Revenues</td>
<td>$699,926</td>
<td>$925,748</td>
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<tr>
<td>Difference</td>
<td>65,371</td>
<td>148,679</td>
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<tr>
<td>Assumed Cash Budget for City of Madison</td>
<td>65,371</td>
<td>148,679</td>
<td>Increase largely offset by inc. in city PL staff support of about $69K</td>
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<tr>
<td>Minimum match required for federal and state grants</td>
<td>99,577</td>
<td>154,159</td>
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### Revenues

<table>
<thead>
<tr>
<th>Description</th>
<th>Year 2013</th>
<th>Year 2014</th>
<th>Notes</th>
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<tbody>
<tr>
<td>FHWA/FTA Section 5303</td>
<td>$394,175</td>
<td>$722,806</td>
<td>Includes requested $23.7K supplemental PL $</td>
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<tr>
<td>WisDOT Match</td>
<td>$36,742</td>
<td>$47,020</td>
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<tr>
<td>MPO Match</td>
<td>$51,802</td>
<td>$134,959</td>
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<tr>
<td><strong>Subtotal</strong></td>
<td>$442,719</td>
<td>$909,905</td>
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<tr>
<td>Project</td>
<td>Federal &amp; State Match</td>
<td>MPO Match</td>
<td>Remarks</td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>-----------------------</td>
<td>-----------</td>
<td>----------------------------------------------</td>
</tr>
<tr>
<td>FTA Section 5303</td>
<td>$50,000</td>
<td>$0</td>
<td>Combined with above PL $</td>
</tr>
<tr>
<td>WisDOT Match</td>
<td>$6,250</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>MPO Match</td>
<td>$6,250</td>
<td>$0</td>
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<tr>
<td><strong>Subtotal</strong></td>
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<tr>
<td>FTA 5307</td>
<td>$45,000</td>
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<td>Eliminated due to increased PL $</td>
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<tr>
<td>WisDOT Match</td>
<td>$5,625</td>
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<tr>
<td>MPO Match</td>
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<tr>
<td><strong>Subtotal</strong></td>
<td><strong>$56,250</strong></td>
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<tr>
<td>STP Urban Planning</td>
<td>$69,200</td>
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<td>Eliminated due to increased PL $</td>
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<td>MPO Match</td>
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<td><strong>Subtotal</strong></td>
<td><strong>$86,500</strong></td>
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<td>STP Urban Rideshare</td>
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<td>$76,600</td>
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<tr>
<td>MPO Match</td>
<td>$18,600</td>
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<td><strong>Subtotal</strong></td>
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<td><strong>$95,800</strong></td>
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<tr>
<td>Other</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dane County</td>
<td>$5,000</td>
<td>$5,000</td>
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</tr>
<tr>
<td>Rideshare Advertising</td>
<td>$15,000</td>
<td>$12,000</td>
<td>TDM agency partners share of funding</td>
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<tr>
<td>WisDOT Rideshare License Reimbursement</td>
<td>$11,970</td>
<td>$12,586</td>
<td>WisDOT share (1/2) of software maint. fee</td>
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<tr>
<td>Capital Area RPC</td>
<td>$9,701</td>
<td>$12,753</td>
<td>MPO PL contract ($9,701); local share for CARPC forecasting services ($3,052)</td>
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<tr>
<td>Other Local Support (Fitchburg, McFarland, Monona)</td>
<td>$16,863</td>
<td>$16,863</td>
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<tr>
<td>Madison Traffic Engineering</td>
<td>$0</td>
<td>$15,000</td>
<td>Madison TE share (1/2) of local match for ITS Plan</td>
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<tr>
<td><strong>Subtotal</strong></td>
<td><strong>$58,534</strong></td>
<td><strong>$74,202</strong></td>
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<td><strong>Totals</strong></td>
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<td><strong>$851,546</strong></td>
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<tr>
<td>Federal &amp; State Match</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>MPO Match</td>
<td>$99,577</td>
<td>$154,159</td>
<td></td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td><strong>$58,534</strong></td>
<td><strong>$74,202</strong></td>
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</tr>
<tr>
<td><strong>GRAND TOTAL</strong></td>
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<td>Check Totals</td>
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<tr>
<td><strong>Total Interagency Revenues</strong></td>
<td>$699,926</td>
<td>$925,748</td>
<td></td>
</tr>
</tbody>
</table>
Re:
Report on the Roadway Functional Classification Update

Staff Comments on Item:

The Federal Highway Administration (FHWA) asks states to work with MPOs to update the functional classification of all public roadways in accord with federal regulations following the decennial Census and update of the urbanized areas. The last time this was done was in 2004. As part of the reclassification of the roadways, some minor adjustments may need to be made to the Madison Urban Area boundary recently approved by the MPO. This same thing happened last time. The roadway functional classification has both planning/design and funding implications.

WisDOT has primary responsibility for completing the functional classification for roadways, but must work with MPOs in the larger urban areas. WisDOT has adopted Functional Classification Criteria (Trans 76) to guide the process that are based on FHWA guidelines. The functional classification system groups roadways by the character of service they provide – mobility, connectivity, accessibility – within the overall roadway system and was developed for transportation planning purposes. It describes generally how traffic flows through the roadway network. The primary criteria include: (1) traffic volumes; (2) land uses served by the roadway; and (3) spacing between routes, which varies by type of area (CBD, urban, etc.). System continuity is considered. There are also target ranges for the percentage of roadway miles within each category (principal arterial, minor arterial, collector). Other criteria that may be considered included average trip length on a facility and the level of access control.

WisDOT and MPO staff have worked to prepare a draft map, incorporating comments received from local planning and engineering staff. MPO staff has taken the lead in working with local government staff, including obtaining information on the timing of planned new or realigned streets. A revised draft map (attached) was shared and reviewed with the MPO’s technical committee at its September 25 meeting. This draft incorporated comments received to date. MPO staff requested committee members to provide any final comments on the revised draft by mid-October. The technical committee will be asked to make a recommendation on the map at its next meeting, probably in November. The current draft map will be reviewed with the MPO Board at the meeting and a final draft map sent out prior to the December meeting. Final action by the MPO must wait for traffic counts to be taken on some newly designated collector streets next spring. However, three adjustments to the Madison urban area will need to be approved by January or February. The map will also need to be approved by the state and FWHA.


Materials Presented on Item:

1. Draft roadway functional classification map, dated 9/17/13

Staff Recommendation/Rationale:

For information and discussion purposes only at this time.