

Supplement Amending the
Regional Transportation Plan 2030

Madison Metropolitan Area
& Dane County

Adopted November 7, 2007
by the
Madison Area Transportation Planning Board
121 S. Pinckney St. Suite 400
Madison, Wisconsin 53703

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(effective November 2007)

Resolution TPB No. 9

Adopting the SAFETEA-LU Compliant Supplement to the Regional Transportation Plan 2030 for the Madison Metropolitan Area and Dane County

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA) (23 U.S.C. 104, 134) and U.S. Department of Transportation (DOT) regulations (23 C.F.R. Parts 450 and 500, 49 C.F.R. Part 613) require that the designated metropolitan planning organization for each urbanized area shall, in cooperation with the State and any affected transit operator, carry out a continuing, comprehensive, and coordinated metropolitan transportation planning process, including development of a long-range regional transportation plan and its periodic updates; and

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

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

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

WHEREAS, this plan supplement serves as an addendum to the *Regional Transportation Plan 2030* intended to bring the plan into compliance with all of the federal planning requirements of SAFETEA-LU and the associated regulations issued on February 14, 2007 after adoption of the original plan; and

WHEREAS, in developing the plan supplement, 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 draft plan supplement in accordance with the MPO's public participation plan; and

WHEREAS, the Madison Area TPB has also consulted with agencies and officials responsible for other planning activities affected by transportation such as environmental protection and agricultural and historic/cultural resource preservation; and

WHEREAS, the draft plan supplement has been published and made available for public review, including in an electronically accessible format on the Madison Area TPB's Web site;

NOW, THEREFORE, BE IT RESOLVED that the Madison Area TPB approves the SAFETEA-LU compliant supplement to the *Regional Transportation Plan 2030, Madison Metropolitan Area and Dane County*, dated November 2007, which incorporates the changes listed in the Addition/Correction Sheet, dated October 26, 2007 into the draft plan supplement dated September 2007; and

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

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Sections 1101(b) of SAFETEA-LU (Pub. L. 109-59) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT funded projects;
5. 23 C.F.R. Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
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
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. 27 regarding discrimination against individuals with disabilities.

11/7/2007
Date Adopted

Al Matano
Al Matano, Chair
Madison Area Transportation Planning Board

**Supplement Amending the
Regional Transportation Plan 2030
Madison Metropolitan Area and Dane County**

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Introduction

This supplement to the *Regional Transportation Plan 2030 for the Madison Metropolitan Area & Dane County* amends the 2030 Plan as needed to comply with new planning requirements in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and corresponding regulations (see 23 CFR 450). SAFETEA-LU was adopted in August 2005 after the planning process for the regional transportation plan update was well underway, and the metropolitan transportation planning regulations incorporating the new statutory requirements were not finalized until February 2007 after the 2030 Plan was adopted. The 2030 Plan was therefore completed according to the requirements of the predecessor legislation, the Transportation Equity Act for the 21st Century (TEA-21), as allowed under SAFETEA-LU.

The primary requirements that this plan supplement addresses are those relating to environmental consultation in development of the plan and identification of mitigation activities. The consultation is to include a comparison of the transportation plan with conservation plans and maps and to inventories of natural, agricultural, and historic/cultural resources. Appendix A to this plan supplement documents the environmental consultation process that was used for this plan update. The MPO's Public Participation Plan outlines the process that will be used for future plan updates. The mitigation activities are to include strategies, policies, programs, and other actions that will serve to avoid, minimize, rectify, or compensate for (by replacing or providing substitute resources) the impacts to or disruption of elements of the human and natural environment associated with implementation of the regional transportation plan. This supplement includes a new stand-alone Environmental Analysis chapter to the plan to address these requirements.

The supplement also includes some other additions or modifications to the plan to fully address other SAFETEA-LU requirements relating to planning for the safety and security of the transportation system, the congestion management process, and the need to use year of expenditure dollars in the plan's financial capacity analysis.



Environmental Analysis

Environmental Analysis

Introduction

SAFETEA-LU and implementing federal regulations added environmental consultation and mitigation requirements for the long-range transportation planning process. Specifically, MPOs are required to consult with Federal, state and county environmental and historic/cultural resource agencies in development of the regional transportation plan. The consultation is to include comparison of the transportation plan with conservation and environmental protection plans and inventories of natural and historic resources. Regional transportation plans are also required to include a discussion of potential environmental mitigation strategies, policies, and actions that, over time, will serve to avoid, minimize, or compensate for (by replacing or providing substitute resources) the impacts to or disruption of the human and natural environment associated with implementation of the plan. The strategies are intended to be regional in scope, even though the mitigation may address potential project-level impacts.

The objective of these requirements is to strengthen the linkage between regional transportation planning and the project development and associated environmental analysis process required by the National Environmental Policy Act (NEPA) of 1969 by:

- 1) Improving accountability for the natural and human environment in transportation planning and decision making; and
- 2) Improving understanding and respect for the comprehensive system level analysis and public decision making that occurs during the transportation planning process as the foundation for individual project purpose and need during project development under the NEPA process.

Environmental Resources Inventory

A comprehensive, up-to-date inventory of environmental resources and plans was prepared with assistance from the state resource agencies, Dane County Planning Department staff, and Capitol Area Regional Planning Commission (CARPC) staff. Geographic information system (GIS) databases of the resources were mapped in relation to proposed capacity expansion projects and major transportation studies that might lead to such proposed projects. The resource inventory databases and maps provide a baseline of existing conditions for later use during project scoping and environment assessment as required by NEPA. In the meantime, they allow an initial environmental screening of planned transportation projects to be conducted to identify any that has the potential to negatively impact the natural and built environment. The resource plans and maps were also used to ensure that the composite local plans land use scenario used for developing the transportation plan was consistent with these plans.

The resource inventory was compiled from the following plans and databases:

- *Dane County Water Quality Plan* – This is the official area-wide water quality management plan for the county.¹ The purpose of the plan is to provide a policy framework and guidance for federal, state, and local water quality protection programs in the county. Area-wide water quality management plans are required to address the relationship of water quality to land and water resources and uses, to include existing and projected land use patterns and delineation of sewer service areas, and to delineate areas that should not be developed or disturbed because of resource value or environmental or physical constraints (Wis. Administrative Rule NR 121).

The water quality plan incorporates and is based on adopted regional land use and development plans, including the *Dane County Land Use & Transportation Plan*² and the *Dane County Farmland Preservation Plan*.

¹ Dane County is also included in the water quality management plans for major river basins, which are prepared by the Wisconsin Department of Natural Resources (WisDNR) as part of the statewide continuing water quality management planning process. Basin water quality plans applicable to Dane County include those for the Lower Wisconsin River Basin, the Sugar River-Pecatonica River Basin, and the Upper and Lower Rock River Basins (which include the Yahara River, Koshkonong Creek, and the Maunasha River Watersheds). The intent and objective is consistency and mutual support between the *Dane County Water Quality Plan* and the applicable basin plans.

²The *Regional Transportation 2030 Plan* updates and supersedes the transportation part of the plan.

The plan has 11 technical appendices and has been continually updated and expanded since it was certified by the state in 1979. The plan is included in the water quality management plans for four major river basins prepared by the Wisconsin Department of Natural Resources (WisDNR) as part of the statewide water quality management planning process.

- *Dane County Comprehensive Plan* – This plan was just adopted and developed in accordance with the State’s “Smart Growth” legislation and includes nine elements, including one on Agricultural, Natural, and Cultural Resources. The plan is intended to provide an overall “umbrella” framework for planning in the county, at the same time covering gaps in existing plans. It is intended to support, not supplant, other planning efforts. Other plans such as Water Quality Plan are incorporated by reference.
- *Dane County Parks & Open Space Plan 2006-2011* – The plan, which is updated every five years, seeks to identify significant cultural, historical, and natural resources that should be considered for possible protection, preservation, or restoration. The plan also seeks to identify recreation needs and the county’s role in providing facilities to meet anticipated demands.
- *Dane County Land and Water Resources Management Plan* – Prepared by the county’s Land Conservation Department (LCD) (now a division of the Dept. of Land & Water Resources) staff with assistance from partner agencies, this plan addresses soil and water quality concerns using local, state, and federal programs. It is a five-year (2003-2008) action and implementation plan that emphasizes cooperation with conservation partners in the county, and is intended to complement and coordinate with existing plans.
- *Water Body Classification Study and Riparian Management Plan* (in progress) – Dane County recently developed a water body classification system for all navigable waters in the county, using a WisDNR grant. The system classifies lakes, ponds, rivers, and streams, according to their current level of development and sensitivity to that development. The purpose is to use the classification system to develop a range of protection, enhancement, and restoration strategies and management actions depending upon the particular site. The next phase of the grant project is to develop a Riparian Management Plan with recommendations for shoreland management programs tailored to each class of water body.
- *Dane County Farmland Preservation Plan* – The plan, which was adopted in 1981, includes goals and policy statements and recommendations for specific elements that should be included in local town plans. Town plans, which are developed locally and adopted by the Dane County Board, are part of the county plan. These plans include a planned land use map specifying agricultural preservation areas and potential development areas and are used as criteria for zoning recommendations. Some city and village plans are also incorporated. The plan guides the administration of the county’s farmland preservation program. This state program provides income tax credits to farm owners if the land is zoned for exclusive agricultural use. Twenty-nine towns have adopted the county’s exclusive agricultural zoning.
- *Agricultural Land Evaluation Database* – The database was created from an agricultural land evaluation system developed by the Natural Resources Conservation Service with cooperation from the Dane County Land Conservation Department. The system is a component of the Dane County Land Evaluation Site Assessment (LESA) system, and uses three factors to rate the soil-based qualities of a site for agricultural use. The three factors, which are used to determine a numeric land evaluation (LE) rating, are:
 1. Classification as prime farmland (weighted 10%)
 2. Soil productivity for corn (45%)
 3. Land capability class (45%)

Town and county boards use combined LESA standards to evaluate development proposals, site plans, and rezoning applications to minimize impact to agricultural resources.

- *Wisconsin Land Legacy Report* – This 2006 WisDNR report includes a statewide assessment and description of the places identified as most important to meet the state’s conservation and recreation needs for the next 50 years. It is intended as an educational resource and a source to reference when making land use decisions. It does not identify how or when the identified places should be protected or who should help protect them. Eleven of the 229 places identified statewide are at least partially in Dane County. They include (in alphabetical order):
 - Arlington Prairie
 - Black Earth Creek
 - Blue Mound-Blanchardville Prairie and Savanna
 - Blue Mound State Park
 - Crawfish River-Waterloo Drumlins
 - Dunn-Rutland Savana and Potholes
 - Lower Wisconsin Riverway
 - Patrick Marsh
 - Shoveler Lakes-Black Earth Trench
 - Sugar River
 - Upper Yahara River and Lakes

- *Wisconsin Wildlife Action Plan* – This WisDNR plan, also known as the comprehensive Wildlife Conservation Plan, presents priority conservation actions to the native wildlife species of greatest conservation need and their habitats. It sets priorities for use of federal and state wildlife funds and provides guidance and information, including a reference database, for government agencies and others to support their conservation efforts.

- *Wisconsin Natural Heritage Program Inventory* – Maintained by WisDNR, this program maintains data on the locations and status of rare species, natural communities, and natural features in the state. The information is entered into an electronic database and locations marked on base maps. Exact locations are not published as this may threaten a resource, but the information is shared to facilitate protection and avoid impacts to rare resources. According to the inventory, the county provides habitat for 108 endangered or threatened terrestrial plant and animal species, and includes occurrences of 11 threatened or endangered natural communities. Federally listed plant species in Dane County include prairie bush clover, eastern prairie fringed orchid, and mussels (Higgin’s eye pearly mussel, winged mapleleaf, and others). Federally listed animal species include the Bald Eagle and other raptors and the eastern massasauga rattlesnake.

- *Aquatic & Terrestrial Resources Inventory* – WisDNR maintains this statewide database, which was developed in order to provide agency staff and partners with environmental information to use in landscape-scale decision-making.

- *Dane County and Madison Area Historical Sites* – This information was put together by the Dane County Historical Society and geocoded by Dane County Department of Planning & Development staff. It includes the most significant properties with National Register of Historic Places status. The Wisconsin Historical Society maintains a GIS database of archaeological sites and surveys and historic properties. This inventory lists over 10,000 existing buildings of historic interest with the county. Access to this database is only available by subscription and thus was not obtained.

Environmental Assessment

Figures S-1 to S-6 show the location of programmed and planned roadway capacity expansion projects and current and future major roadway and transit corridor studies in relation to the county’s agriculture, natural and recreational, and historic/cultural resources. The maps, which can be viewed online at www.madisonareampo.org, were created from a GIS database developed from the resource inventories and plans listed and described above.

Figure S-1 shows the agricultural land evaluation rating of all undeveloped lands in the county based on the assessment system described above that rates the soil-based qualities of a site for agricultural use. The ratings are separated into eight groups with Group I being the best soils for agriculture. According to the USDA Census of Agriculture, Dane County had a total of 2,887 farms in 2002 with a combined total of over 515,000 acres of farmland – an 8% decline from 1997. The total market value of Dane County’s agricultural products exceeded \$287 million – the highest of any county in the state and in the top 2% among all counties nationwide.

Figure S-2 shows outdoor recreation areas (including state, county, and local parks, etc.), woodlands, unprotected grass-land areas and native prairie and savanna remnants, and stream water assessments.

Figure S-3 shows public and Native American lands, steep slopes, natural resource areas, and environmental/open space corridors. The natural resource areas include lands containing valuable natural resources or greenbelt corridors identified through a public process as part of development of the *Dane County Parks and Open Space Plan*. The environmental/open space corridor system is based on the recognition of the interrelatedness of adjacent landscape types and the importance of protecting valuable ecological units and linkages. The corridor system is therefore primarily associated with stream valleys and water features. The corridors include two distinct components: urban environmental corridors within urban service areas (USAs) and rural resource protection areas outside USAs. The urban environmental corridors are a continuous open space network based on natural features and environmental lands such as streams, lakes, shorelands, floodplains, wetlands, steep slopes, woodlands, parks, and publicly owned lands. The rural resource protection areas are based primarily on floodplains, wetlands and shoreland areas together with existing or proposed publicly owned or controlled lands needed for resource protection, continuity, or public recreation. The two corridor elements combine to provide a continuous countywide network of open spaces and environmental resources considered to be the most critical for protection.

Figure S-4 shows hydric soils and warm and cold water fisheries based on WisDNR’s stream classification system. Hydric soils include includes soils developed under sufficiently wet conditions to support the growth and regeneration of hydrophytic vegetation. As such, they are potential wetland restoration sites. A combination of the hydric soil, hydrophytic vegetation, and hydrology criteria defines wetlands. Locating hydric soils assists in conservation planning, assessment of potential wildlife habitat, and overall land use planning.

Figure S-5 shows those quarter sections in the county within which aquatic and/or terrestrial rare or threatened species are located according to the *Wisconsin Natural Heritage Program Inventory*. Exact locations are not published in order to protect the resources. Also shown are the 100-year floodplain and resource waters based on WisDNR’s stream classification system. The stream classification system is based on aquatic organisms and was established by WisDNR under chapter NR 102 of the state Administrative Code. Both Outstanding Resource Waters (ORWs) and Exceptional Resource Waters (ERWs) are listed in the code. ORWs have excellent water quality, high recreational value, and high-quality fisheries. They do not receive wastewater discharges and such discharges won’t be allowed in the future unless the quality of the discharge meets or exceeds the quality of the receiving water. ERWs exhibit the same high quality resource values as ORWs, but may already receive treated wastewater discharges or may receive such discharges in the future if necessary to correct environmental or public health problems.

Figure S-6 shows historical sites identified by the Dane County Historical Society, Madison Historic Landmarks, and Research Sites.

The resource maps illustrate the sensitivity of the western, driftless part of the county. They also show the extensive amount of streams and wetlands in the Yahara River valley in the central part of the county and in the drumlin area in the eastern part of the county. The streams in the central and eastern parts of the county are flatter and more sluggish and fewer are spring-fed. Their water quality is affected by runoff from the extensive agricultural lands in these areas.

The environmental resource maps provide an overall picture of the location of environmentally sensitive areas in relation to proposed transportation improvements and corridor studies. The two transportation corridors that traverse the most sensitive areas are USH 14, which is in the Black Earth Creek Watershed, and the southern part of the North Mendota Parkway, which crosses Six Mile Creek in the northern part of the Yahara River Watershed. There are no plans to expand the capacity of USH 14 at this time. The southwestern segment of the North Mendota Parkway (west of the CTH M/CTH

Figure S-1
Major Transportation Improvements and Studies shown with Agricultural Land

Figure S-2
Major Transportation Improvements and Studies shown with Woodlands and
Stream Water Assessments

Figure S-3
Major Transportation Improvements and Studies shown with Parks and Open Space

Figure S-4
Major Transportation Improvements and Studies shown with Wetlands, Hydric Soils,
and Aquatic Life in Streams

Figure S-5
Major Transportation Improvements and Studies shown with Rare Species, Floodplains,
and Resource Waters

Figure S-6
Major Transportation Improvements and Studies shown with Historical Sites

K intersection) is the only proposed roadway capacity expansion project on new alignment, and it is included in the plan at this time only as a study. An environmental study of this part of the corridor has recently been initiated to provide a general assessment of the impacts of a roadway through this corridor, identify the routing with the least environmental impact for possible official mapping, and also identify the boundaries of a planned E-Way, similar to the Nine Springs E-Way through Fitchburg. The northeastern part of the parkway (STH 19 between the Interstate and River Road) crosses Token Creek and is also in a sensitive area. This part of the corridor is only planned for TSM/Safety improvements at this time.

In order to address growth management issues in the North Mendota Parkway Corridor, including potential indirect and cumulative impacts to environmental and agricultural resources, local communities in the corridor have adopted a binding intergovernmental agreement that establishes a North Mendota Implementation Committee and commits the communities to implementing the land use/transportation planning recommendations from the study. These include:

- Adoption of a transportation policy that provides for access control on all identified future collector roadways and establishes a development moratorium in the corridor pending the environmental study and selection of a preferred routing for the parkway;
- Official mapping of a general North Mendota E-Way to preserve open space system sites until the boundaries of the E-Way are determined through the environmental study; and
- Adoption of a North Mendota Area Plan with a 50-year time horizon that includes a development plan map depicting development areas, permanent preservation areas (including sensitive environmental areas, farmland protection areas, and significant historic/cultural resources), and other “indefinite future areas.”

All of the plan’s recommended major local arterial capacity expansion projects involve reconstruction of existing roadways to provide additional travel lanes rather than new roadways on new alignment. There are two minor projects that involve short segments of roadway on new alignment. The first is the programmed Lacy Road project to be relocated east of Syene Road in conjunction with the planned USH 14 interchange. The road is planned for relocation to avoid wetlands in the area where the existing roadway crosses USH 14. A very short segment of the programmed Sprecher Road reconstruction project is also on a new alignment to avoid a drumlin area and connect directly to CTH AB. All of these local arterial projects are located in developing areas or in areas planned for future urban development within the 25-30 years. None of these projects is of a scale or nature that would be expected to result in significant indirect and/or cumulative impacts to environmental or agricultural resources located outside these planned areas of development.

Two of the three recommended expressway/freeway capacity change projects—USH 51 from STH 19 to CTH V and Interstate 39/90 from USH 12/18 to the south county line—are of a scale and nature to potentially result in some region-wide cumulative impacts by reducing travel times to the Madison urban area. These potential impacts will be analyzed as part of the environmental analyses of these projects, and efforts will be made to minimize the impacts to the extent possible.

Environmental Screening of Projects

MPO staff conducted an environmental screening of programmed and planned capacity expansion roadway projects using the MPO’s geographic information system (GIS) database. The purpose of this screening was to identify those projects that have the potential for negatively impacting the natural and built environment with the intent of preventing or minimizing such impacts. The environmental screening results also notify the MPO Policy Board, WisDOT, and local governments of possible environmental impacts associated with these improvements to the region’s roadway system.

Following consultation with CARPC staff, the following environmental resources or features were chosen for the environmental screening:

- Best agricultural soils (based upon the agricultural land evaluation rating system)
- Wetlands and water bodies

- Environmental corridors
- Steep slopes
- Streams
- Parks and other recreational areas
- Tribal lands
- General location (1/4 section) where rare or threatened species have been located
- Historic properties

There is overlap among the environmental features, since environmental corridors are based on natural features and environmental lands such as streams, lakes, floodplains, wetlands, steep slopes, woodlands, parks, and other publicly owned lands. However, it was decided to separately screen for some of these features since not all of them are included within environmental corridors. This ensured that the screening captured all potentially environmentally significant lands.

For the screening, buffers were assigned to the roadway projects. For roadway expansion projects, a buffer of 125 feet on either side of the roadway centerline was used, making for a 250-foot wide buffer overall. This is about twice the size of the typical 120-foot right of way used for a four-lane, divided urban street. The much wider buffer was used, because this was just a screening and areas outside the right of way could potentially be affected by construction activity and storm water runoff. A buffer of 400 feet was used for proposed interchange projects.

Table S-1 lists all of the capacity expansion projects and indicates those that appear to have one or more of the above-listed resources within the buffer zone of the project.³ The table does not indicate the various levels of potential impacts (e.g., number of acres affected), but simply denotes an environmental feature's proximity to the proposed roadway project. This screening in no way eliminates the need for the project sponsor to complete an in-depth environmental assessment that meets the requirements of the NEPA and the Wisconsin Environmental Policy Act (WEPA), where applicable.⁴

Many of the planned roadway projects are adjacent to at least one environmental resource or feature. Highly rated agricultural soils and steep slopes are the most common features falling within the buffers followed by environmental corridors and streams. It should be noted that all of the impacted agricultural lands are in areas planned for future development, according to local land use plans. None of the projects is adjacent to a historic property or tribal land. Three projects are adjacent to quarter sections of land within which aquatic and/or terrestrial rare or threatened species are located and five projects are adjacent to parks or recreational facilities.

It should be emphasized that a detailed review of orthophoto maps showing the resource features and project buffers was not conducted. A cursory review of maps of the project buffers and resources was done in some cases (e.g., to determine the location of the resource within the project buffer where only a fraction of an acre was inside it). In addition, the scale of maps the MPO had of the alignment of those roadways on new alignment was not necessarily suitable for such a detailed analysis.

The screening was conducted to provide an early warning of those projects for which impacts to resources may need to be assessed further in order to mitigate possible negative impacts on the natural and built environment. The location of one or more environmental features within the buffer zone area may influence the design (e.g., width of median), alignment, timing, and/or cost of planned projects. The assessment does not prevent a project from moving forward, but identifies potential impacts that may need to be addressed as the project goes into the design and preliminary engineering phase.

An air quality emissions analysis of the regional transportation plan was conducted using the MPO's travel forecast model (TP+) and U.S. EPA's Mobile 6.2 emissions model (See Appendix A of the Regional Transportation Plan 2030 report). The analysis found that the increase in average vehicle speed and slight reduction in vehicle trips and vehicle miles traveled resulted in a slight reduction of VOC, NOX, and CO emissions for the 2030 recommended plan scenario compared to the 2030 "existing plus committed" projects scenario.

³The table also lists currently ongoing major roadway corridor studies. Environmental analyses are currently being conducted for these studies. Because of this and the fact that specific projects have not yet been identified, the environmental screening was not done for these corridors.

⁴Chapter 21 of the Wisconsin Facilities Development Manual provides the procedures for preparing and processing environmental documents required by NEPA and WEPA.

**TABLE S-1
ASSESSMENT OF POTENTIAL RESOURCE IMPACTS OF POTENTIAL ROADWAY CAPACITY EXPANSION PROJECTS**

PROJECT			RESOURCE									
Facility	Segment	Est. Time Table	Best Agric. Soils	Wetlands/ Water Body	Envir. Corridor	Steep Slopes	Stream	Parks/ Rec. Facilities	Tribal Lands	Rare Species	Historic Properties	
Programmed Projects and Studies												
<i>Roadway Segments</i>												
CTH N	I-94 Ramps to CTH T	2008-2010				X						
Fish Hatchery Rd. (CTH D)	Lacy Rd. - Nobel Dr.	2008-2010										
Hoepker Rd.	Rattman - Existing Relocated Hoepker	2008-2010					X					
Interstate 94	I-39/90 - CTH N	2008-2010	X									
Relocated Lacy Rd.	Existing Lacy to CTH MM	2008-2010	X	X	X	X	X				X	
Lien Rd.	N. Thompson Dr. - City View Dr.	2008-2010				X						
W. Main St. (Sun Prairie)	CTH C to Existing Main St.	2008-2010										
Old Sauk Rd.	Prairie Smoke to Cricket Ln.	2008-2010										
Pleasant View Rd. Ext.	Mineral Pt. Rd. - Valley View	2008-2010	X		X	X						
Siggelkow Rd.	Marsh Rd. - Catalina Pkwy.	2008-2010										
Sprecher Rd.	CTH T - Sharpsburg Dr.	2008-2010		X	X	X	X					
Valley View Rd./CTH M	Sharpsburg Dr. - Buckeye Rd. Intersection	2008-2010				X						
USH 14*	CTH MM to STH 138	2008-2010		X	X							
<i>Bridges</i>												
I-39/90/94	Over Lien Rd.	2008-2010										
<i>Studies</i>												
USH 51	USH 12/18 - I-39/90/94	Study										
USH 51	USH 12/18 - STH 138	Study										
USH 18/15/W. Beltline	Verona Rd. - W. Beltline - Min. Pt. Rd.	Study										
North Mendota Pkwy.	CTH K/CTH M - USH 12	Study										
Interstate 39/90*	USH 12/18 - South County Line	Study										
Planned Projects												
<i>Roadway Segments</i>												
Cottage Grove Rd. (CTH BB)	S. Thompson - Sprecher Rd.	2011-2020			X	X	X					
McKee Rd. (CTH PD)	CTH M - Maple Grove Rd.	2011-2020			X	X						
CTH M	Gross Country Rd. - CTH PD	2011-2020			X	X	X	X				
	CTH PD - Valley View Rd.	2011-2020		X	X	X						
	Valley View - Mineral Pt. Rd.	2011-2020			X	X						
CTH M (North)	Willow Rd. - CTH K	2011-2020		X	X	X					X	
Hoepker Rd.	USH 51 - Rattman Rd.	2021-2030	X				X					

(Environmental Impact Statement currently being prepared)
 (Environmental Impact Statement currently being prepared)
 (Environmental Impact Statement currently being prepared)
 (Environmental Study just initiated to aid in official mapping of corridor)
 (Study underway; additional lanes would be in the median, maintaining existing cross-section)

TABLE S-1 (continued)
ASSESSMENT OF POTENTIAL RESOURCE IMPACTS OF POTENTIAL ROADWAY CAPACITY EXPANSION PROJECTS

PROJECT		RESOURCE									
Facility	Segment	Est. Time Table	Best Agric. Soils	Wetlands/ Water Body	Envir. Corridor	Steep Slopes	Stream	Parks/ Rec. Facilities	Tribal Lands	Rare Species	Historic Properties
Planned Projects											
<i>Roadway Segments (cont.)</i>											
Lien Rd.	City View Dr. - Reiner Rd.	2011-2020	X		X	X					
Midtown Rd.	Muir Field Rd. - CTH M	2021-2030	X		X	X					
	CTH M - Meadows Rd.	2021-2030	X		X	X	X	X			
	Beltline - Pleasant View Rd.	2011-2020			X						
	Pleasant View Rd. - Pioneer Rd.	2011-2020	X								
	Felland Rd. - Reiner Rd.	2011-2020									
	Pioneer Rd. - Bear Claw Rd.	2021-2030									
	Midtown Rd. - Mineral Point Rd.	2021-2030	X			X	X				
	Mineral Point Rd. - Old Sauk Rd.	2021-2030	X			X	X	X			
	Mineral Point Rd. - USH 14	2011-2020	X		X	X	X	X			
	USH 151 - CTH T	2011-2020	X	X	X	X	X				
	Buckeye Rd. - USH 12/18	2021-2030	X	X	X	X	X				
	CTH M - Pioneer Rd.	2021-2030	X		X	X	X				
	USH 51 - CTH N	2011-2020	X	X	X	X	X	X			
	USH 12/18 - South County Line	2011-2020									
	STH 19 - CTH V	2011-2020	X				X				
											(Study underway; additional lanes would be in the median, maintaining existing cross-section)
Bridges											
	High Point Rd.	2011-2020									
	Over W. Beltline	2011-2020									
Interchanges											
	Mineral Point Rd. (CTH S)	2011-2020									
	USH 14	2008-2010									
	USH 12/18	2021-2030									X
	Verona Rd.	2021-2030									
	I-39/90/94	Study									

* Indicates all or most of roadway segment located outside the Madison Metropolitan Planning Area.

Environmental Mitigation Strategies and Activities

Proposed roadway capacity expansion projects have been or are being developed through the regional transportation planning process to avoid, if at all possible, impacts to environmentally sensitive resources. First, in terms of land use, a significant amount of redevelopment was assumed within the greater Madison Isthmus area and other downtown areas. The vast majority of future growth was allocated to existing urban service areas. In developing the future Year 2030 travel forecasts, two major transit service expansion scenarios were tested to determine how much future forecast motor vehicle traffic could be reduced prior to consideration of any roadway capacity improvements. These scenarios included a hybrid rail system in the East-West Transit Corridor and complementary express bus service. To address remaining traffic congestion needs, the impacts of new two-lane collector street connections and extensions were tested prior to consideration of any major capacity expansion projects on the arterial roadway system. Capacity expansion projects are thus considered only to address the residual traffic congestion not addressed by these land use and transportation measures, including expanded public transit.

This planning approach is consistent with the policy of the Madison Area Transportation Planning Board (formerly Madison Area MPO) to utilize Transportation Demand Management (TDM), Transportation System Management (TSM), and Intelligent Transportation Systems (ITS) solutions prior to consideration of roadway capacity expansion. It is also the policy of the MPO to continue to accept higher congestion levels (Level of Service D) during peak hours on major roadways before giving consideration to expanding or building new roadway facilities.

The MPO has compiled a comprehensive GIS database of the location and quality of environmental and historic/cultural resources in the county. An environmental screening of proposed roadway capacity expansion projects has been conducted to identify those with potential impacts to any of these resources. This screening provides an early warning to policy makers and project sponsors of these potential impacts.

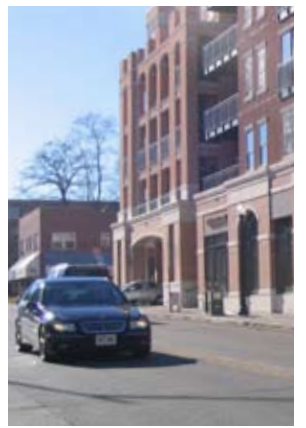
While inclusion of a recommended project in the regional transportation plan represents preliminary regional support for the project, the projects go through several steps from conception to implementation and take many years to successfully complete. Detailed environmental analysis of individual projects occurs later in the project development process as the project approaches the preliminary engineering stage. At this stage, project design features may be refined and the environmental impacts and mitigation strategies can be identified.

During preliminary engineering and environmental studies of roadway capacity expansion projects with possible unavoidable impacts on environmentally sensitive resources, it is expected that efforts to eliminate or minimize any adverse impacts will be exhausted. Evaluation of alternatives should follow the fundamental NEPA hierarchy of avoid-minimize-mitigate. The scope of the necessary preliminary engineering and environmental studies would include the consideration of alternate alignments and cross-sections designed specifically to avoid, or if not possible, minimize the impacts on environmentally sensitive resources. To further minimize impacts, consideration should be given to the use of alternative design features or operational management measures. These might include special context sensitive design features, landscaping or screening to minimize impacts on parks or natural areas, or construction of a bridge over wetlands rather than a roadway on fill even if it significantly increases project costs. Another technique that should be considered to minimize impacts would be to seek exceptions or variances to design standards, which would reduce the roadway cross-section through the impacted area. Measures to reduce construction-related impacts should also be used.

Where environmentally sensitive resources will be unavoidably impacted, and for which mitigation is compensatory, efforts should focus on the preferred means of mitigation as identified by the Federal and State regulatory agencies. Types of mitigation typically considered include: (1) Enhancement of the remaining adjacent environmentally sensitive resources, which will not be impacted as part of the roadway project; (2) Re-creation of the impacted environmentally sensitive resources; (3) Creation of new environmentally sensitive resources; or (4) Acquisition and utilization of mitigation bank credits. Potential mitigation sites could include areas within or adjacent to environmental corridors, isolated natural resource areas, and other mitigation bank sites. Mitigation banks are used when compensation at or near the project site is not practicable and the loss of the wetland is unavoidable.

Established Federal and/or State policy and guidelines exist with respect to compensatory mitigation of certain environmentally sensitive resources. With respect to wetlands, all wetland compensatory mitigation efforts must meet the requirements of Section 404 of the Clean Water Act, Section 10 of the Rivers and Harbors Act, Section 281.37 of the Wisconsin State Statutes, and Chapters NR 103 and NR 350 of the Wisconsin Administrative Code. For Wisconsin Department of Transportation (WisDOT) projects, compensatory mitigation efforts must meet the requirements of the WisDOT Wetland Mitigation Banking Technical Guidelines, which set out the operational criteria for wetland mitigation banks and the responsibilities of the Federal and state resource and transportation agencies. These agencies include the Wisconsin Department of Natural Resources (WisDNR), U.S. Army Corps of Engineers, U.S. Environmental Protection Agency (EPA), U.S. Fish and Wildlife Service, and Federal Highway Administration.

The Guidelines were first developed in 1993 following the establishment of a state policy on wetland banking for WisDOT through an amendment to the cooperative agreement between WisDOT and WisDNR. The Guidelines have been revised twice, most recently in 2002. An interagency review team oversees the operation and maintenance of wetland banks. Currently active wetland mitigation bank sites in Dane County that fall under these guidelines include the Patrick Marsh area in Sun Prairie and the Vale site adjacent to the Deansville Marsh State Wildlife Area. A new site is planned adjacent to the World Dairy Center immediately west of Interstate 39/90 and north of the Beltline (USH 12/18). Native wetlands will be established on the site from cultivated muck farmland by restoring the site's hydrologic regime. A stream running through the site drains to Upper Mud Lake and the Yahara River. Restoration of wetlands in the Yahara River drainage area is a high priority for resource agencies.



Changes to Existing Sections of the Regional Transportation Plan 2030

Changes to Goals and Policy Objectives, Key Plan Concepts, and Recommendations/Implementation Strategies

The following are additions to text of existing sections of Part II of the Regional Transportation Plan 2030 (new text is underlined):

Page 127:

Revise Overall Transportation System Goal #1 – Integrated Transportation and Land Use System as follows:

Develop an integrated and balanced land use and transportation system which provides for the efficient, effective and safe movement of people and goods, promotes the regional economy, conserves agricultural, natural, and historic/cultural resources, supports transportation-efficient development patterns and the regional land use plan, and provides mode choice wherever possible while enhancing and, where relevant, preserving the character and livability of the neighborhoods where transportation facilities are located.

Revise Overall Transportation System Goal #2 – Transportation System Characteristics as follows:

Achieve a transportation system that is:

....
Environmentally responsible – conserves agricultural, natural, and historic/cultural resources, and minimizes environmental impacts and energy consumption to the extent feasible.

....

Page 128:

Add the following Policy Objective for the Overall Transportation System:

Security

Enhance the security of the transportation system for all users through planning, education, enforcement, and installation, operation, upgrading and timely maintenance of system infrastructure, including intelligent transportation systems.

Page 129:

Revise the introductory text under Land Use and Transportation System Coordination as follows:

There is a close inter-relationship between land use development and the transportation system. The location, type, and intensity of development determine the need for transportation facilities and services. The region's land use development pattern plays an important role in determining the viability of mode choice options and the safety and efficiency of the transportation system. At the same time, transportation strategies can support the regional land use plan, the preservation of neighborhoods and agricultural, natural, and historic/cultural resources, and minimize undesirable impacts from the transportation system on the environment. . . .

Page 130:

Add the following Recommendations/Implementation Strategies under Land Use and Transportation System Coordination:

#5 Continue to coordinate regional transportation planning efforts with local use land planning efforts and ensure consistency between local land use plans and resource protection plans. [Madison Area TPB, local units of government, federal and state resource agencies]

#6 Facilitate the environmental consultation process in development of the long-range regional transportation plan by:

- Working with resource agencies to prepare an up-to-date inventory of agricultural, natural and historic/cultural resources;

- Inviting input from resource agencies at key times during the transportation planning process;
- Illustrating the relationship of proposed projects in the plan to these resources, and conducting an environmental screening of capacity expansion projects to identify those with potential impacts to these resources; and
- Providing an opportunity for resource agencies to comment early on the potential impacts of the plan.
[Madison Area TPB]

Page 142:

Add the following recommendations under Transportation System Management (TSM):

As part of the Congestion Management System (CMS) process, identify all congested arterial roadways and appropriate congestion management strategies for them and develop a system for monitoring the implementation of them and evaluating their effectiveness. Also, identify data needs for adequately evaluating the effectiveness of strategies. [Madison Area TPB, WisDOT Southwest District, Dane County and local public works/traffic engineering departments]

Page 143:

Add the following text at the end of the discussion under Streets/Roadways – Safety Recommendation #33 concerning MPO support of WisDOT efforts to implement the Wisconsin Strategic Highway Safety Plan:

The MPO will work with WisDOT to identify ways it can support WisDOT’s efforts to meet the goals and objectives in the Safety Plan, including educational efforts and data collection. The MPO will also continue to utilize safety as one of its criteria for prioritizing projects for STP-Urban funding.

Add the following Streets/Roadways Recommendation under a new sub-category of Security:

Support state, county, and local security initiatives, such as development and implementation of natural hazard mitigation and evacuation plans and contingency measures. Examples include: supporting transportation projects and programs that address security problems; provision of data; and coordinating the work of the planned new inter-agency intelligent transportation systems (ITS) staff work group with these efforts. [Madison Area TPB].

Page 146:

Revise Recommendation #8 under Transit as follows:

Continue efforts to implement the new safety/security plan to improve the safety and security of bus riders and drivers on buses and at the transfer points and other major bus boarding locations. Evaluate the effectiveness of the plan and make changes, if necessary. [Metro Transit]

Metro has developed a multi-faceted safety/security plan and begun implementation of the plan. Components of the plan include:

- Training and evaluations of bus operators related to defensive driving, safety, maintaining a safe environment and dealing with altercations, and other topics;
- Updating of the operator manual to clarify expectations with regard to safety and other issues;
- Training of operations supervisors regarding crash investigation and reporting;
- Working with the school district, schools, and police to ensure that students and other passengers who commit Level III violations (e.g., physical assaults) of Metro’s Behavior Policy are suspended from using the bus;
- Installing cameras on buses, the transfer points, and at Metro’s maintenance and administration facility; and
- Creating a “code of conduct” video to show at schools and other community organizations.

Changes to Financial Capacity Analysis

Introduction

SAFETEA-LU and implementing federal regulations now require that year of expenditure dollars be used in the assessment of the financial capacity of transportation providers in the Madison Metropolitan Planning Area for street, highway, transit, and other transportation improvements identified in the plan. The following amends the Financial Capacity Analysis section of the plan to incorporate the inflation factors as required by SAFETEA-LU.

The amendment starts on page 166 of the plan with the section “Projected Transportation Expenses and Revenues”. It continues the assumptions and the historical funding levels shown in Table 26 through Table 29 on pages 163 to 166 of the plan and begins by revising Table 30 to reflect year-of-expense dollars.

Table S-2 below is a reproduction of Table 30 from the plan and is included here for convenience. It provides a summary of the projected expenses and revenues of transportation projects expected in the Madison Metropolitan Planning Area from 2007 to 2030. The costs and revenues, however, are only expressed in 2006 dollars.

Table S-3 converts Table S-2 into year of expenditure dollars based on an assumed inflationary factor of 2.5% in accord with WisDOT and FHWA guidance. In applying the inflationary factor, it is assumed that half of the project costs and revenues shown in Table S-2 will occur by the middle of each period and the remaining half will occur by the end of each period. For example, half of the projected expenses for the 2007-2010 period will have the inflation factor added for the years 2007 and 2008 and the remaining half will have the inflation factor added for the years 2007, 2008, 2009, and 2010. Similarly, for projected expenses for the 2011-2020 period, half will have the inflation factor added for the years 2007, 2008, 2009 ...2015 and half will have the inflation factor added for the years 2007, 2008, 2009...2020. This also applies to the 2021-2030 time period.

For transit operating costs and revenues amounts were increased 3.0% per year based on the average increases in the past five years. Transit capital costs and revenues were inflated based on the methodology described in the paragraph above.

The costs and revenues, which are expressed in future dollars, suggest that potential revenues will again slightly exceed expenses during the 24-year period. However, it is important to remember that the projections could be affected by many factors, and that the use of year-of-expense dollars clearly indicates that corresponding increases in funding will be required to maintain the desired level of preservation, maintenance, and expansion.

Recommended Plan Projects

The following text updates and replaces the text on pages 166 to 169 of the plan under this section, including the referenced Table 24 on page 135 of the plan:

Table 24, on page 135 of the plan, identifies the list of potential arterial street and roadway improvements from 2007-2030 recommended in the plan. It includes capacity improvement projects and system preservation projects. Section 1 and Section 3 of the table identifies the potential capacity improvements and system preservation projects that are already programmed in the adopted 2006-2010 Transportation Improvement Program (TIP) for the region. Sources of funding and funding levels are also identified.

Table S-4 converts Table 24 into year of expenditure dollars based on an assumed inflationary factor of 2.5%. Project schedule information was also updated to reflect the 2008-2012 TIP.

TABLE S-2
PROJECTED EXPENSES AND REVENUES OF TRANSPORTATION PROJECTS
MADISON METROPOLITAN PLANNING AREA (2007-2030)

Projected Expenses (\$000s)

	2007-2010	2011-2020	2021-2030	Planning Period Total
State and Federal				
Highway Const., Maint., etc.	99,220	248,050	248,050	595,320
STP Urban (Madison Urban Area)	23,332	58,330	58,330	139,992
Transp. & Community & system Pres. Pilot Prgm. (TCSP)	-	-	-	-
STP Transportation Enhancements	3,456	8,640	8,640	20,736
Other State	28,724	71,810	71,810	172,344
Subtotal	154,732	386,830	386,830	928,392
Dane County & Communities				
Street Operations and Maintenance	153,626	384,064	384,064	921,754
Street Construction	117,784	294,459	294,459	706,702
Street-Related Facilities	17,777	44,442	44,442	106,662
Subtotal	289,187	722,965	722,965	1,735,118
Metro Transit				
Capital Expenses	58,584	146,460	146,460	351,504
Operating Expenses	150,764	464,930	624,782	1,240,476
Subtotal	209,348	611,390	771,242	1,591,980
Total Projected Expenses	653,267	1,721,185	1,881,037	4,255,490
Projected Revenues (\$000s)				
State and Federal				
Highway Const., Maint., etc.	140,960	352,400	352,400	845,760
STP Urban (Madison Urban Area)	21,478	53,694	53,694	128,866
Transp. & Community & system Pres. Pilot Prgm. (TCSP)	-	-	-	-
STP Transportation Enhancements	10,040	25,100	25,100	60,240
Other State	35,314	88,286	88,286	211,886
Subtotal	207,792	519,480	519,480	1,246,752
Dane County & Communities				
Street Operations and Maintenance	153,626	384,064	384,064	921,754
Street Construction	117,784	294,459	294,459	706,702
Street-Related Facilities	17,777	44,442	44,442	106,662
Subtotal	289,187	722,965	722,965	1,735,118
Metro Transit				
Capital Expenses	58,584	146,460	146,460	351,504
Operating Expenses	150,764	464,930	624,782	1,240,476
Subtotal	209,348	611,390	771,242	1,591,980
Total Projected Revenues	706,327	1,853,835	2,013,687	4,573,850

**TABLE S-3
PROJECTED EXPENSES AND REVENUES OF TRANSPORTATION PROJECTS
MADISON METROPOLITAN PLANNING AREA (2007-2030) WITH INFLATION RATES**

Projected Expenses (\$000s)

	2007-2010	2011-2020	2021-2030	Planning Period Total
State and Federal				
Highway Const., Maint., etc.	107,037	331,990	427,024	866,052
STP Urban (Madison Urban Area)	25,170	78,069	100,417	203,656
Transp. & Community & system Pres. Pilot Prgm. (TCSP)	-	-	-	-
STP Transportation Enhancements	3,728	11,564	14,874	30,166
Other State	30,987	96,111	123,623	250,720
Subtotal	166,923	517,733	665,938	1,350,594
Dane County & Communities				
Street Operations and Maintenance	165,730	514,031	661,176	1,340,937
Street Construction	127,064	394,104	506,919	1,028,087
Street-Related Facilities	19,178	59,481	76,508	155,167
Subtotal	311,971	967,617	1,244,603	2,524,191
Metro Transit				
Capital Expenses	63,200	196,022	252,135	511,356
Operating Expenses	150,764	464,930	624,782	1,240,476
Subtotal	213,964	660,952	876,917	1,751,832
Total Projected Expenses	692,858	2,146,302	2,787,457	5,626,617

Projected Revenues (\$000s)

State and Federal				
Highway Const., Maint., etc.	152,066	471,652	606,666	1,230,384
STP Urban (Madison Urban Area)	23,170	71,864	92,436	187,470
Transp. & Community & system Pres. Pilot Prgm. (TCSP)	-	-	-	-
STP Transportation Enhancements	10,831	33,594	43,210	87,635
Other State	38,096	118,162	151,987	308,245
Subtotal	224,163	695,272	894,298	1,813,734
Dane County & Communities				
Street Operations and Maintenance	165,730	514,031	661,176	1,340,937
Street Construction	127,064	394,104	506,919	1,028,087
Street-Related Facilities	19,178	59,481	76,508	155,167
Subtotal	311,971	967,617	1,244,603	2,524,191
Metro Transit				
Capital Expenses	63,200	196,022	252,135	511,356
Operating Expenses	150,764	464,930	624,782	1,240,476
Subtotal	213,964	660,952	876,917	1,751,832
Total Projected Revenues	750,098	2,323,841	3,015,818	6,089,757

Capacity Improvements

Table S-4 indicates that local funds programmed for roadway capacity improvements in the 2007-2010 time period are just under \$44 million or just under \$11 million per year. This level of funding from local sources, if continued, is more than sufficient for projects identified in the 2011-2020 time period at \$9.1 million per year or approximately \$91 million over that decade. Similarly, it is also sufficient to cover projects identified in the 2021-2030 time period at \$9.0 million per year or approximately \$90 million over that decade.

STP Urban funds for capacity improvements are currently programmed in the 2007-2010 time period at just over \$1.8 million or just under \$0.5 million per year. The use of STP Urban funding for capacity improvements in the next two decades have not been specifically identified, but are typically used with local funds in the paragraph above which appear sufficient to cover the projects identified in the recommended plan.

Federal and State funds for capacity improvements are currently programmed in the 2007-2010 time period at \$26.9 million or just under \$6.7 million per year. No capacity improvements have been identified over the next two time periods due to several studies that underway and recommended improvements and sources of funding are unknown at this time. The recommended plan calls for the completion of studies of the Beltline and Beltline interchanges (Mineral Point Road, Verona Road, Fish Hatchery Road, Park Street/USH 14, and Stoughton Road), Interstate 39/90 and its interchanges at STH 19 and USH 12/18. It also recommends the completion of EISs for USH 51 (Interstate I39/90 to Terminal Drive), USH 51 (McFarland to Stoughton), and the Verona Road/West Beltline Corridor. The types of improvements, timing of improvements, and sources of funding are dependent on the outcomes of these studies. New studies are programmed at \$10.6 million.

Bridges are currently programmed with Federal and State funds at just over \$4.2 million or just over \$1.0 million per year in the 2007-2010 time period. This level of funding is sufficient for the 0.9 million in funding identified in the 2011-2020 period. There are no capacity improvements for bridges identified in the last time period at this time.

New interchanges that are not part of the studies identified above are currently programmed with local funds at \$6.4 million in the 2007-2010 time period. One interchange at \$18.3 million is programmed in the 2011-2020 time period with local funds and two interchanges totaling \$18.4 million are planned in the 2021-2030 time period with local funds.

System Preservation

Table S-4 indicates that local funds programmed for roadway preservation improvements in the 2007-2010 time period are just under \$22.6 million or approximately \$5.6 million per year. This level of funding from local sources, if continued, is more than sufficient for projects identified in the 2011-2020 time period at approximately \$2.6 million per year or approximately \$26 million over that decade. System preservation projects have not been identified in the 2021-2030 time period.

STP Urban funds for roadway preservation improvements are currently programmed in the 2007-2010 time period at just under \$25.4 million or approximately \$6.3 million per year. This level of funding, if continued, is sufficient for projects identified in the 2011-2020 time period at \$0.6 million per year or approximately \$5.6 million over that decade. The use of STP Urban funding for preservation improvements in the last time period is unknown at this time.

Federal and State funds for roadway preservation improvements are currently programmed in the 2007-2010 time period at \$22.9 million or just over \$5.7 million per year. This level of funding, if continued, is more than sufficient for projects identified in the 2011-2020 time period at \$1.6 million per year or approximately \$16.5 million over that decade. The use of federal and state funding for preservation improvements in the last time period is unknown at this time. Similarly, Federal Earmarks have been identified in the 2007-2010 time period at \$9.8 million or \$2.4 million per year, while earmarks in the next two time periods are unknown.

Bridges are currently programmed with Federal and State funds at just over \$2.7 million or just over \$0.7 million per year in the 2007-2010 time period. System preservation improvements for bridges in the 2011-2020 time period are identified at \$2.0 million or 200,000 per year. Bridge preservation projects in the last time period are unknown at this time.

**TABLE S-4
POTENTIAL ARTERIAL AND COLLECTOR STREET AND ROADWAY IMPROVEMENTS: 2007-2030**

1. Potential Capacity Improvements & Studies Already Programmed

Facility	Segment	Assumed Potential Improvement(1)	Est. Miles	Estimated Timetable (2) and Preliminary Costs (000s)										Comments	
				2007 to 2010			2011 to 2020			2021 to 2030					
				2006 Costs	Year Expend.	Year Expend Costs	2006 Costs	Year Expend.	Year Expend Costs	2006 Costs	Year Expend.	Year Expend Costs			
Roadway Segments (3)															
Ferrite Dr.	Marsh Rd. - I39/90	4-lane facility & bike lanes	0.6	1,960	2008	2,060									Local Funds
Fish Hatchery Rd.	Bymeland St. - Lacy Rd.	4-lane divided facility & bike lanes	0.6	2,600	2009	2,802									Local Funds
Hoepker Rd.	Rattman Rd. - Providence Plat	4-lane divided facility & bike lanes	0.5	1,580	2010	1,746									Local Funds
High Point Rd.	Mid-Town Rd to Twinflower Dr.	4-lane facility & bike lanes	0.28	920	2007	943									Local Funds
I94	Welton Dr. - Starr Grass Dr.	4-lane facility & bike lanes	0.4	560	2007	574									Local Funds
Lein Rd.	I39/90 - CTH N	6-lane divided freeway	4.4	25,000	2009	26,945									IM Funds
	N. Thompson Dr. - City View Dr.	4-lane divided facility & bike lanes	0.75	2,510	2008	2,639									Local Funds
	City View Dr. - Felland Rd.	4-lane divided facility & bike lanes	0.48	1,520	2010	1,680		1,560	2012	1,812					Local Funds
	Felland Rd. - Reiner Rd.	4-lane divided facility & bike lanes	0.49												Local Funds
W. Main St.	CTH C to Plat line	4-lane divided facility & bike lanes	0.49	1,225	2008	1,288									Local Funds
Old Sauk Rd.	Prairie Smoke Rd. to Cricket Lane	4-lane facility & bike lanes	0.7	1,630	2008	1,713									Local Funds
Pleasant View Rd. Ext.	Mineral Pt. Rd. - Valley View Rd.	4-lane divided facility & bike lanes	0.8	6,440	2009	6,941									Local Funds
Siggelkow Rd.	Marsh Rd. - Catalina Pkwy.	Reconstruction & bike lanes	0.90	2,480	2008	2,607									Local Funds
Sprecher Rd.	I94 - Buckeye Rd.	4-lane divided facility & bike lanes	2.4	5,240	2009	5,648									Local Funds
Valley View Rd/CTH M	Intersection	4-lane expansion		1,680	2009	1,811									STP Urban funds
	Subtotal Roadway Segments		13.79	55,345		59,397		1,560		1,812		0			
Bridges															
High Point Rd. Bridge	High Point Rd. & W. Beltline	4-lane bridge & bike lanes													NHS/Bridge Funds
I39/90/94 Bridge	Portage Rd	4-lane bridge & bike lanes		2,875	2008	3,022		795	2012	924					IM Funds
I39/90/94 Bridge	Lein Rd. Underpass & I90/94 Bridge	Bridge Expansion for underpass		1,395	2010	1,542									IM Funds
	Subtotal Bridges		0	4,270		4,564		795		924		0			
Studies															
STH 19	C. of Sun Prairie - V. of Waunakee	Safety & TSM Corridor Study		140	2007	144									State Flex Funds
USH 12	Paramenter St. - STH 19	Freeway Conversion Study		210	2008	221									State Flex Funds
USH 12/18/14	CTH N - USH 14 (Middleton)	Safety & TSM Corridor Study		2,500	2008	2,628									State Flex Funds
USH 51	USH 12/18 to I90/94	Corridor Study (EIS)		1,200	2008	1,261									State Flex Funds
USH 51	V. of McFarland - C. of Stoughton	Corridor Study (EIS)		1,000	2008	1,051									State Flex Funds
USH 18/151/W.Beltline	Verona Rd. - W. Beltline - Min. Pt. Rd.	Corridor Study (EIS)		2,400	2008	2,523									State Flex Funds
USH 14	C. of Middleton - V. of Mazomanie	Safety & TSM Corridor Study		263	2008	276									State Flex Funds
North Mendota Pky	CTH K/CTH M - USH 12	Environmental Study		100	2008	105									Local Funds
I39/90	USH 12/18 - WI/IL Border	Corridor Study (EIS)		2,300	2008	2,418									State Flex Funds
	Subtotal Studies		0	10,113		10,627		0		0		0			
	Total		13.79	69,728		74,588		2,355		2,736		0			

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(2) Considering the fiscal constraints on the plan, some projects may not be funded, and all roadway projects may have their priorities and scheduling modified.

(3) Projects outside of the MPO Planning Area, not included in the financial constraint requirement are as follows:

(a) USH 14, CTH MM to STH 138, as a 4-lane divided freeway facility, 1.6 miles, \$4,000, State Flex Funds (2006 to 2010 time period)

(b) River Rd, CTH V to Innovation Drive, 4-lane facility & bike lanes, 2.1 miles, \$2,380, Local funds (2007 to 2010 time period)

**TABLE S-4 (continued)
POTENTIAL ARTERIAL AND COLLECTOR STREET AND ROADWAY IMPROVEMENTS: 2007-2030**

Facility	Segment	Assumed Potential Improvement(1)	Est. Miles	Estimated Timetable (2) and Preliminary Costs (000s)										Comments			
				2007 to 2010			2011 to 2020			2021 to 2030							
				2006 Costs	Year Expend.	Year Expend Costs	2006 Costs	Year Expend.	Year Expend Costs	2006 Costs	Year Expend.	Year Expend Costs					
Roadway Segments (3)																	
Cottage Grove Rd.	S. Thompson - Sprecher Rd.	4-lane divided facility & bike lanes	1.20														Local Funds
CTH B	USH 51 - CTH N	4-lane divided facility & bike lanes	2.51														Local or STP U Funds
CTH N	CTH TT - Gaston Rd.	4-lane facility & bike lanes	0.38	2,052	2,010	2,268						7,950	2,023	12,196			Local Funds
CTH PD (McKee Rd.)	CTH M - South High Pt. Rd.	4-lane divided facility & bike lanes	0.57				1,800	2016	2,311								Local or STP U Funds
	South High Pt. Rd. - Maple Grove Rd.	4-lane divided facility & bike lanes	1.1				4,390	2016	5,635								Local or STP U Funds
CTH M	Cross Country Rd. - CTH PD	4-lane divided facility & bike lanes	1.00				3,168	2013	3,773								Local or STP U Funds
	CTH PD - Valley View Rd.	4-lane divided facility & bike lanes	2.02				6,420	2014	7,840								Local or STP U Funds
	Valley View Rd. - Watts Rd.	4-lane divided facility & bike lanes	0.75	2,400	2010	2,652											Local or STP U Funds
CTH M	Watts Rd. - Mineral Pt. Rd.	6-lane divided facility & bike lanes	0.34				1,260	2011	1,428			9,300	2021	13,526			Local or STP U Funds
Hoepker Rd.	CTH K - Willow Rd	4-lane divided facility & bike lanes	1.07				3,390	2017	4,462			4,500	2022	6,710			Local or STP U Funds
Midtown Rd.	USH 51 - CTH C	4-lane divided facility & bike lanes	2.94									4,200	2025	6,750			Local or STP U Funds
Mineral Pt. Rd. (CTH S)	CTH M - Meadows Rd.	4-lane facility & bike lanes	1.7														Local or STP U Funds
	CTH M - Muir Field Rd.	4-lane divided facility & bike lanes	1.33														Local or STP U Funds
	Bellline Hwy - Junction Rd	4-lane divided facility & bike lanes	0.25				2,600	2011	2,946								Local or STP U Funds
	Junction Rd. - Pleasant View Rd.	8-lane divided facility & bike lanes	0.51				2,700	2012	3,136								Local or STP U Funds
	Pleasant View Rd. - Pioneer Rd.	6-lane divided facility & bike lanes	1.7				5,400	2018	7,287								Local or STP U Funds
Nelson Rd	Felland Rd. - Reiner Rd.	4-lane divided facility & bike lanes	0.49				1,560	2015	1,953								Local or STP U Funds
Old Sauk Rd.	Pioneer Rd. - Bear Claw Way	4-lane facility & bike lanes	1.13									2,400	2030	4,370			Local or STP U Funds
Pioneer Rd.	Midtown Rd. - Old Sauk Rd.	4-lane facility & bike lanes	3.03									8,000	2030	14,568			Local or STP U Funds
Pleasant View Rd.	Mineral Point Rd. - USH 14	4-lane divided facility & bike lanes	2.14				6,780	2020	9,618								Local or STP U Funds
Reiner/Sprecher Rd.	USH 151 - CTH T	4-lane divided facility & bike lanes	3.78				12,000	2020	17,023								Local or STP U Funds
Valley View Rd.	Buckeye Road to USH 12/18	4-lane divided facility & bike lanes	2.70									8,553	2030	15,575			Local or STP U Funds
	CTH M - Pioneer Rd.	4-lane facility & bike lanes	2.01									5,500	2025	8,840			Local or STP U Funds
Interchanges		Subtotal Roadway Segments	34.65	4,452		4,920	54,328		70,993			50,403		82,535			
Mineral Pt. Rd. (CTH S)	Junction Rd/CTH M intersection	Urban interchange & bike lanes					16,210	2011	18,366								STP Urban & Local Funds
USH 14	Relocated Lacy Rd.	New interchange		6,000	2009	6,467											Local funds; needs permit
USH 12/18	CTH AB	New interchange										6,000	2030	10,926			Funding undetermined
Verona Rd	CTH PD	New interchange										6,000	2015	7,512			Local Funds
139/90/94	Hoepker Rd	Interchange Study															Funding undetermined
		Subtotal Interchanges	0	6,000		6,467	16,210		18,366			12,000		18,438			
		Total	34.65	10,452		11,387	70,538		89,359			62,403		100,973			

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(3) Projects outside of the MPO Planning Area, not included in the financial constraint requirement are as follows:

(a) USH 51, STH 19 to CTH V, 4-lane expressway, 4.3 miles, \$13,000, State Flex Funds (2011 to 2020 time period)

**TABLE S-4 (continued)
POTENTIAL ARTERIAL AND COLLECTOR STREET AND ROADWAY IMPROVEMENTS: 2007-2030**

Facility	Segment	Assumed Potential Improvement(1)	Est. Miles	Estimated Timetable (2) and Preliminary Costs (000s)										Comments	
				2007 to 2010			2011 to 2020			2021 to 2030					
				2006 Costs	Year Expend. Costs	Year Expend. Costs	2006 Costs	Year Expend. Costs	Year Expend. Costs	2006 Costs	Year Expend. Costs	Year Expend. Costs	Year Expend. Costs		
Roadway Segments															
E. Johnson St.	Butler St - Baldwin St.	Reconstruction	1.04				5,850	2013	6,958						Local or STP U funds
Monona Dr.	Pflaum - Winnequah	Reconstruction	0.94				1,800	2012	2,091					Local or STP U funds	
Old Middleton Rd.	Capital Ave. - Countryside Ln.	Reconstruction	0.7				1,610	2011	1,824					Local funds	
STH 19	Klein Dr. - Division St.	Reconstruction	0.75				2,014	2,011	2,284					State Flex funds	
STH 113	E. Johnson - Debs Rd.	Resurface/Repair	4.5				10,000	2014	12,211					State & Local funds	
N. Thompson Dr.	Lien Rd/Zeller Rd. Intersection	Reconstruction	0.80	1,530	2008	1,608	9,940	2013	11,839					Local funds	
E. Washington Ave.	Thierer Rd. - East Springs Dr.	Reconstruction & bike lanes	0.80	1,530		1,608	31,214		37,207			0		Local funds	
Total			8.73									0			

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 (2) Considering the fiscal constraints on the plan, some projects may not be funded, and all roadway projects may have their priorities and scheduling modified.

Facility	Segment	Assumed Potential Improvement(1)	Est. Miles	Estimated Timetable (2) and Preliminary Costs (000s)										Comments	
				2007 to 2010			2011 to 2020			2021 to 2030					
				2006 Costs	Year Expend. Costs	Year Expend. Costs	2006 Costs	Year Expend. Costs	Year Expend. Costs	2006 Costs	Year Expend. Costs	Year Expend. Costs	Year Expend. Costs		
Roadway Segments															
Anderson St	International Ln. to Wright St.	4-lane facility & bike lanes	1.14									3,000	2025	4,822	
CTH CV	Tennyson La. - USH 51	4-lane facility & bike lanes	3.30									8,712	2025	14,002	
CTH N	Gaston Rd - Cottage Grove Rd.	4-lane facility & bike lanes	1.24									3,273	2025	5,260	
CTH Q	Century Ave. - Balzar Rd.	4-lane facility & bike lanes	1.50									4,600	2025	7,393	
	Balzar Rd - Village of Waunakee	4-lane divided facility & bike lanes	3.18									10,074	2025	16,191	
North Mendota Pky	CTH K/CTH M/STH 113/STH 19	4-lane divided expressway (45-55mph speed facility)	12.03									28,000	2025	45,002	Official map corridor; candidate EIS study in later time periods
Total			22.39	0		0			0			57,659		92,670	

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System Preservation Beyond the Recommended Plan

An emphasis area of SAFETEA-LU is for transportation plans to try to identify the costs of the projects for maintenance and preservation of the existing transportation system. This is a new area for the Madison Area Transportation Planning Board and significant efforts have been put forth to get the necessary data to do the analysis with limited success.

For the first time, MPO staff was able to create a map (Figure 17 on page 47 of the plan) showing the pavement condition of the local and state arterial and collector roadways for the year 2005. The difficulty in producing this map is that the state and local units of government use different pavement evaluation systems (see Roadway Pavement and Bridge Conditions section of the plan). In addition, gaps exist in data provided by local governments to the Wisconsin Information System for Local Roads (WISLR). However, MPO staff interpolated the data to the extent possible to produce Figure 17. From this map, it was determined that the overall pavement condition of state roadways is better than that of county and local arterial/collector roadways. Around 75% of state roadways are in the best pavement condition category compared to 36% of county and 44% of municipal arterial/collector roadways.

To do a system preservation analysis of the roadways in the three pavement condition categories shown in Figure 17 on roadways other than the state highway system requires tying this information to the Local Street and Roadway Expenses (Operations and Maintenance and Construction) shown in Table 26 on page 164 of the plan. It is unknown, except for the City of Madison, the percent of these funds that are being spent on the local roads verses collectors or arterials. Given this difficulty, the MPO will continue to work with WisDOT, FHWA, and local units of government to see if this gap can be bridged.

**Regional Environmental Consultation Invitees and Attendees
Madison Area Transportation Planning Board – An MPO¹
June 7, 2007
FHWA Office, Madison, WI**

Agency	Address	Contact	Attended Meeting
Dane County Dept. of Planning & Development ²	210 MLK Jr. Blvd	Kamran Mesbah	X
FHWA – Wisconsin Region	525 Junction Rd. #8000 Madison, WI 53717	Dwight McComb	X
FHWA – Wisconsin Region	525 Junction Rd. #8000 Madison, WI 53717	Stephanie Hickman	X
U.S. Army Corps of Engineers	1617 E. Racine Ave #101 Waukesha, WI 53186	Stacy Marshall	X
U.S. Dept of Agriculture, NRCS	6515 Watts Rd, Suite 200 Madison, WI 53719	Patricia Leavenworth	
U.S. Environmental Protection Agency	77 W. Jackson Blvd. Chicago, IL 60604-3590	Sherry Kamke	X
U.S. Fish & Wildlife Service	2261 Scott Tower Dr. New Franken, WI 54229	Leakhana Au	X
WisDNR – Central Office	125 S. Webster St. SS/G3 Madison, WI 53702	Cameron Bump	X
WisDNR – South Central Region	3911 Fish Hatchery Rd. Fitchburg, WI 53711	Russ Anderson	X
Wisconsin DATCP	2811 Agriculture Dr. Madison, WI 53718	Peter Nauth	
Wisconsin State Historical Society	816 State St. Madison, WI 53706	Michael Stevens	
WisDOT Southwest District	2101 Wright St. Madison, WI 53704	Michael Hoelker	X
WisDOT – Central Office	4802 Sheboygan Ave. #901 Madison, WI 53702	Sandy Beaupre	
WisDOT – Central Office	4802 Sheboygan Ave. #901 Madison, WI 53702	Diane Paoni	X
WisDOT – Central Office	4802 Sheboygan Ave. #901 Madison, WI 53702	John Nordbo	X

¹ Formerly the Madison Area MPO

² Now with the Capital Area Regional Planning Commission

Appendix A

Environmental Consultation Documentation

A meeting was held with staff of the Capital Area Regional Planning Commission (CARPC) to review and receive feedback on maps that MPO staff prepared showing planned transportation projects and studies in relation to agricultural, natural, and historic/cultural resources. CARPC staff also provided comments on the resource inventories, and updates and revisions were made to the inventories and maps based on these comments. MPO staff also discussed the process and the inventories with Wisconsin Department of Natural Resources (WisDNR) South Central Region staff.

A regional environmental consultation meeting was later held with Federal, State, and County resource agency representatives on June 7, 2007 at the Federal Highway Administration's office. Prior to the meeting, summaries of the Regional Transportation Plan 2030 were sent out along with copies of the section of the plan describing the land use assumptions and plan development process and the plan goals, policy objectives, and recommendations/implementation strategies. In addition, a set of 11" x 17" maps that overlay the transportation improvements and studies on maps of the different resources was also included. The maps were also available for viewing or downloading on the MPO's Web site.

At the meeting, MPO staff reviewed the planning process, including the growth forecasts and allocation and the development of the recommended transportation improvements. MPO staff then reviewed the maps of the different resources with the transportation projects and studies overlaid on them and also noted the resource inventories and plans used to prepare the maps. Discussion then followed regarding the resource inventories. It was noted that prime or important agricultural land should be added, and MPO staff agreed to do this. Following some further discussion, it was agreed that the inventories and maps were adequate for the level of analysis appropriate at the plan versus project level. There was also a suggestion that some quantification of the impacts of the recommended projects be done, and MPO staff also agreed to do this.

MPO staff also handed out a preliminary draft of the discussion of environmental mitigation strategies and activities. Discussion ensued regarding the issue of wetland mitigation policy and the need to mitigate impacts to areas adjacent to a project first to address wetland functionality versus quality. It was agreed that the general NEPA hierarchy of avoid-minimize-mitigate was the best approach for long range transportation planning. Some other mitigation strategies, such as access management to control land use development, were also valid to consider at this level.

The group then discussed the role of the resource agencies in the MPO's consultation process. The WisDNR South Central Region staff person expressed interest in being added to the mailing list for MPO's Technical Coordinating Committee to keep abreast of planning issues and projects. It was agreed that the resource agencies should be involved in development of the resource inventories and then at the plan alternatives stage of the long-range transportation planning process. The agencies were not interested in receiving copies of the Transportation Improvement Program. The Federal agencies present, U.S. Environmental Protection Agency, U.S. Corps of Engineers, and U.S. Fish and Wildlife Service, indicated that they did not have the staff resources to maintain direct contact with all of the MPOs within their districts. It was agreed that WisDNR and CARPC staff would be the "local" contacts for the other agencies and likely play a greater role in the planning process.

A list of the meeting invitees and attendees is attached.

Staff from the Wisconsin Department of Agriculture, Trade & Consumer could not attend the meeting, but prepared written comments on the Regional Transportation Plan 2030. MPO staff incorporated changes in the plan supplement that addressed these comments, where appropriate.

**Regional Environmental Consultation Invitees and Attendees
Madison Area Transportation Planning Board – An MPO¹
June 7, 2007
FHWA Office, Madison, WI**

Agency	Address	Contact	Attended Meeting
Dane County Dept. of Planning & Development ²	210 MLK Jr. Blvd	Kamran Mesbah	X
FHWA – Wisconsin Region	525 Junction Rd. #8000 Madison, WI 53717	Dwight McComb	X
FHWA – Wisconsin Region	525 Junction Rd. #8000 Madison, WI 53717	Stephanie Hickman	X
U.S. Army Corps of Engineers	1617 E. Racine Ave #101 Waukesha, WI 53186	Stacy Marshall	X
U.S. Dept of Agriculture, NRCS	6515 Watts Rd, Suite 200 Madison, WI 53719	Patricia Leavenworth	
U.S. Environmental Protection Agency	77 W. Jackson Blvd. Chicago, IL 60604-3590	Sherry Kamke	X
U.S. Fish & Wildlife Service	2261 Scott Tower Dr. New Franken, WI 54229	Leakhana Au	X
WisDNR – Central Office	125 S. Webster St. SS/G3 Madison, WI 53702	Cameron Bump	X
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Wisconsin State Historical Society	816 State St. Madison, WI 53706	Michael Stevens	
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WisDOT – Central Office	4802 Sheboygan Ave. #901 Madison, WI 53702	Sandy Beaupre	
WisDOT – Central Office	4802 Sheboygan Ave. #901 Madison, WI 53702	Diane Paoni	X
WisDOT – Central Office	4802 Sheboygan Ave. #901 Madison, WI 53702	John Nordbo	X

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