

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

October 2, 2019

Madison Water Utility
119 E. Olin Avenue, Conference Rooms A-B

6:30 p.m.

If you need an interpreter, materials in alternate formats, or other accommodations to access this meeting, contact the Madison Planning, Community & Econ. 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.

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Por favor contáctenos con al menos 48 horas de anticipación a la reunión, con el fin de hacer a tiempo, los arreglos necesarios.

Yog tias koj xav tau ib tug neeg txhais lus, xav tau cov ntaub ntawv ua lwm hom ntawv, los sis lwm yam kev pab kom koom tau rau lub rooj sib tham no, hu rau Madison Lub Tuam Tsev Xyuas Txog Kev Npaj, Lub Zej Zos thiab Kev Txhim Kho (Madison Planning, Community & Economic Development Dept.) ntawm (608) 266-4635 los sis TTY/TEXTNET (866) 704-2318.
Thov ua qhov no yam tsawg 48 teev ua ntej lub rooj sib tham kom thiaj li npaj tau.

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请在会议开始前至少 48 小时提出请求，以便我们做出安排。

REVISED AGENDA

1. Roll Call
2. Approval of September 4, 2019 Meeting Minutes
3. Communications
4. Public Comment (for items *not* on MPO Agenda)
5. Resolution TPB No. 158 Adopting the 2020-2024 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
 - Addition/Change Sheet, dated 9/25/19
6. Approval to Release for Public Review and Comment Proposed Amendment to Regional Transportation Plan 2050 and to 2020-2024 TIP to Implement Dynamic Part-Time Hard Shoulder Use on the Beltline, Modifying the Scope and Cost of the Currently Programmed Beltline (Whitney Way to I-39/90) Project to Add ITS and Other Improvements
7. Presentation on Madison East-West Bus Rapid Transit (BRT) Planning Study (Dave Trowbridge, City of Madison Transportation)
8. Resolution TPB No. 159 Approving Amendment to the 2019 MATPB Work Program and Budget
9. Review of Draft 2020 Unified Planning Work Program (UPWP)
10. Review and Recommendation on Draft 2020 MPO Budget
11. Status Report on Capital Area RPC Activities
12. Announcements and Schedule of Future Meetings

13. Adjournment

Next MPO Board Meeting:

Wednesday, November 6, 2019 at 6:30 p.m.
Madison Water Utility, 119 E. Olin Avenue, Room A-B

**Madison Area Transportation Planning Board (an MPO)
September 4, 2019 Meeting Minutes**

City County Building, 210 Martin Luther King Jr. Blvd, Room 351

Chair Opitz called the meeting to order at 6:32 PM.

1. Roll Call

Members present: Kelly Danner (arrived during item #3), Paul Esser, Steve Flottmeyer, Grant Foster, Patrick Heck, Jerry Mandli, Ed Minihan, Mark Opitz, Bruce Stravinski, Mike Tierney (arrived at start item #5), Doug Wood

Members absent: Samba Baldeh, Margaret Bergamini, Tom Lynch

MPO staff present: Bill Schaefer, David Kanning

Others present in an official capacity:

Diane Paoni (WisDOT Planning), Forbes McIntosh (Dane County Cities & Villages Association), Brian Andreas (Strand Associates)

2. Approval of August 7, 2019 Meeting Minutes

Stravinski moved, Foster seconded, to approve the August 7, 2019 meeting minutes. Motion carried with Flottmeyer abstaining.

3. Communications

- Email from FHWA regarding eligibility of proposed stormwater interceptor component of University Avenue reconstruction project for federal STBG Urban funding.
- Email from City of Madison Engineer Rob Philip, indicating need to look at reducing the cost of stormwater interceptor and other funding sources, and that for city would plan to move forward with University Avenue project as proposed.
- Email from City of Fitchburg consultant describing status of N. Fish Hatchery Road reconstruction project.
- Email from Waunakee Tribune editor, asking if scope of STH 113 resurfacing project could include improvements to Arboretum Drive intersection.

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

None

5. Public Hearing on the Draft 2020-2024 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Opitz opened the public hearing. No members of the public wished to speak. Opitz closed the public hearing. Schaefer suggested delaying staff's presentation on TIP projects until after item 6. Foster moved, Tierney seconded, to table staff's presentation until later in the agenda. Motion carried. After item 6, Foster moved, Tierney seconded, to take up item 5 again.

Schaefer described the projects that have already received STBG-Urban funding, as well as the proposed new STBG projects: Pleasant View Road, CTH M, and Exchange Street. The Exchange Street project may be advanced to an earlier year if funding is available. Additional funding may be available due to cost savings from the Pleasant View Road project as a result of the use of grading rather than retaining walls for the

segment by the quarry. Also, Dane County might revise the limits of the project so that it ends at Oncken Road. Any extra funding, if available, could be moved to the University Avenue project. The board did not have any further comments pertaining to the STBG Urban projects.

Kanning reviewed the significant pedestrian/bicycle and roadway projects in the planning area. Schaefer noted that Dane County has significantly more resurfacing projects in their CIP compared to previous years, presumably due to extra funding from the new motor vehicle registration fee. He added that the transit capital projects include Bus Rapid Transit (BRT), renovations to the existing bus maintenance facility, and the purchase of a portion of the Oscar Meyer facility for a satellite bus storage and maintenance facility. Madison is seeking federal funding for the BRT and satellite bus garage projects. Opitz said that the board would be taking action on the TIP at their October 2 meeting.

6. Presentation on Pleasant View Road (USH 14 to Timber Wolf Trail) Project Design Study (Brian Andreas, Strand Associates, Project Consultant)

Brian Andreas provided a presentation on the Pleasant View Road project. The purpose of the project is to address roadway geometric, pavement, safety, and operational deficiencies. The existing two-lane road will be reconstructed to a divided four-lane roadway with wide shoulders/bike lane, a multi-use path, and sidewalk facilities. The project will be constructed now in two phases instead of three. The proposed limits for phase 1 are from USH 14 to Timber Wolf Trail. The original phase 1 limits were from USH 14 to Greenway Boulevard. Andreas described the project costs for phases 1 and 2, noting that the cost for phase 1 has been reduced due to the use of grading rather than retaining walls for the section by the quarry. This might require acquisition of a small amount of quarry property. Asked whether Middleton had contacted the quarry owner about this, Andreas said that the quarry owner would be contacted soon. Opitz asked Andreas to clarify what factors led to the cost reduction for phase 1 between June 2015 and October 2017. Andreas said that the June 2015 cost estimate for each phase reflects the unique costs associated with each phase. The October 2017 cost for each phase is based on the average cost per lineal foot for the entire project, which decreased. The additional grading/retaining wall costs associated with phase 1, which are reflected in the original June 2015 phase 1 estimate, did not get reflected in the phase 2 estimate in the same way. The current cost estimate accurately reflects the costs associated with each phase.

7. Resolution TPB #157 Approving Amendment #4 to the 2019-2023 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Schaefer described the TIP Amendment request. WisDOT is proposing to add one minor project that would improve drainage on Interstate 39/90 between USH 51 and River Road. The amendment also advances construction of the USH 14 (Pinehurst Drive to Westview Court) maintenance project to 2019. Esser moved, Minihan seconded, to adopt Resolution No. 157. Motion carried.

8. Review of Section 5310 Program (Enhanced Services for Seniors and Individuals with Disabilities) Grant Project Applications for 2020 and Draft Recommendations for Project Funding

Schaefer explained that MATPB receives an annual allocation of Section 5310 funding. Staff solicits applications annually and scores them through a competitive process. He noted that the Section 5310 criteria were recently revised as part of revision of the program management plan. There was \$365,000 in funding available this cycle, including carry over funding from last year. However, only three project applications totaling \$232,000 in federal funding requests were received. Therefore, staff did not score the projects, all of which will be funded since they are consistent with the coordinated plan. Two projects are continuing: Dane County's Mobility Management Program and Metro Transit's Paratransit Eligibility & Mobility Coordinator Program. The third project is purchase of an accessible vehicle by Community Living Connections, which provides support and living services for adults with disabilities.

Wood asked how much of the funding is carryover funding. Schaefer said that there was about \$30,000 in carryover funding for this cycle. Danner asked how much will be available next year. Schaefer said that our

yearly allocation is just under \$300,000, so around \$130,000 in carryover funding would be available next year. He said staff will reach out to groups that participated in the coordinated plan before the next funding cycle. Union Cab had considered applying, but that would have required them to set up a separate entity for providing accessible taxi service. Federal law prohibits funding for private for-profit taxi operators unless they provide a shared-ride service. Heck asked if all of the respondents from the previous year were contacted, and Schaefer confirmed that they were. Danner asked if staff could reach out to organizations that did not apply, informing them that funding is still available. Schaefer said that staff could contact organizations to gauge interest in a second round of applications. Mandli asked how an additional review would work from a timing standpoint. Schaefer said that the timing might not work well from the organizations' standpoint as they are probably putting together their budgets for 2020 now and would need to build into their budget the local share cost. However, MATPB can amend the projects into the TIP at any time. Staff will reach out to organizations on the contact list.

9. Review of Draft Request for Proposals for Rebranding Project for MATPB and the Rideshare Etc. Program

Schaefer introduced Zia Brucaya, MATPB's new Rideshare/TDM Program Coordinator. Brucaya provided a presentation on the rebranding project for MATPB and the Rideshare Etc program. The rebranding conversation started two years ago after the RTP 2050 planning process. That process was guided by the 2015 Public Participation Plan. At the end of the process, staff completed the 2017 Public Participation Evaluation. Findings showed a low recognition of the MPO name and logo, confusion about what the MPO is and does, and the importance of effective public engagement materials and strong digital presence. Recommendations from the 2017 evaluation include: (1) explore renaming the MPO to make it more recognizable; (2) creating a new logo and brand; (3) leveraging social media; and (4) engaging the public year-round to increase name and logo recognition.

Rebranding will enable MATPB to articulate its vision so we can better inform, educate, and engage the public. Brucaya provided examples of other MPO mission and vision statements that are paired with logos. She noted that changing the name will not require a re-designation of the MPO; only board approval is needed. Staff looked at over 400 agencies when researching other MPO names. Staff has budgeted \$25,000 in 2019 for the rebranding effort. Rideshare Etc. will also be included in the rebranding effort. Brucaya described the role and responsibilities of Rideshare Etc and provided examples of other Rideshare logos from across the country.

MAPB rebranding project goals include: (1) streamlining MATPB brand and messaging; (2) articulating a succinct mission and inspiring vision; (3) developing a brand package to better inform, educate, and engage the public, (4) defining MATPB's audiences and key messages; (5) demonstrating a connection between MATPB and CARPC as partner agencies; (6) promoting the role and value of MATPB; and (7) fostering the view of MATPB as a forward-thinking agency. Rideshare Etc goals include: (1) developing a modern brand that conveys the full scope of the Rideshare Etc. program; (2) identifying distinct audiences and marketing messages; (3) raising public awareness; and (4) increasing the interest of potential partners. Brucaya provided examples of deliverables, which include a style guide and brand roll out strategies. She then described the timeline for the RFP.

Esser asked if there will be additional money budgeted in 2020 for the project. Schaefer said that additional funds could be allocated in 2020 for follow up work. Esser commented that the scope seemed extensive for the amount of money budgeted, and asked if the budget will be disclosed in the RFP. He added that the RFP is comprehensive. Schaefer said that the budget will be disclosed. Schaefer said staff did a fair amount of research related to the cost, but agreed they were asking for a lot for the amount of funding budgeted. Brucaya added staff would note our willingness to tweak the scope if needed. Schaefer said the timing of the project is good relative to the planned start of work on the RTP update in late 2020. Danner asked how many local vendors there are, as well as minority or women owned business. Brucaya said that staff didn't have information on the number of minority or women owned businesses, but there are many local firms. Danner

asked if there will be a scoring mechanism for the RFP. Schaefer said that it would not be quantitative, but the consultant selection will be based on experience, project approach, and value. Brucaya added that the selection will not be based simply on the lowest bid. Schaefer said that he expects the majority of bids, or perhaps all bids, to be at \$25,000.

10. Status Report on Capital Area RPC Activities

Minihan said that CARPC recently held a strategic planning retreat, which was very successful.

11. Status Report on Studies and Plans Involving the MATPB

Schaefer said that staff provided an update on the USH 51 project at the last meeting. WisDOT has scheduled a public involvement meeting for later in September. A meeting for agency staff was recently held. At that meeting, WisDOT described the roundabout projects, and said that a section of the Lower Yahara River Trail to be constructed as part of the project has been dropped due to the state law prohibiting use of eminent domain to acquire property for ped/bike trails. Minihan added that the USH 51 public involvement meeting will be held on September 26 at the Stoughton High School. The USH 51/CTH B/CTH AB roundabout will be separately funded. That project is scheduled for 2024. The USH 51 corridor project is expected to be constructed in mid 2020s.

12. Announcements and Schedule of Future Meetings

The next meeting will be held on October 2 at 6:30 PM. A presentation on BRT will be provided at that meeting. Schaefer said that he recently attended a meeting related to the Beltline Dynamic Part-Time Shoulder Use project. WisDOT may reach a decision on whether to move forward with the project before the next Policy Board meeting. If so, WisDOT staff will provide an update at the next meeting. The board will need to approve both the BRT and Beltline projects. Staff is currently working out with WisDOT staff the timing and MPO approval process for the Beltline project.

13. Adjournment

Minihan moved, Wood seconded, to adjourn. Motion carried. The meeting adjourned at 7:57 PM.



Wisconsin Department of Transportation
Office of the Secretary
4822 Madison Yards Way, S903
Madison, WI 53705

Governor Tony Evers
Secretary Craig Thompson
wisconsindot.gov
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September 18, 2019

Glenn Fulkerson
Division Administrator
Federal Highway Administration
U.S. Department of Transportation
525 Junction Rd., Suite 8000
Madison, Wisconsin 53717

Kelley Brookins
Regional Administrator
Federal Transit Administration
U.S. Department of Transportation
200 W. Adams Street, Suite 320
Chicago, Illinois 60606

Dear Mr. Fulkerson and Ms. Brookins:

Under the authority delegated to me by Governor Tony Evers, I am hereby approving the Madison Area Transportation Planning Board's Amendment to the 2019-2023 Transportation Improvement Program (TIP) for the Dane County Urbanized Area. The amendment was approved and adopted by the Madison Area Transportation Planning Board on September 4, 2019. We will reflect by reference the 2019-2022 federal aid projects covered by this approval in our 2019-2022 Statewide Transportation Improvement Program (STIP).

Copies of the TIP Amendment 4 and Resolution TPB Number 157 for the Madison Area Transportation Planning Board are enclosed. This TIP amendment represents a comprehensive, continuous, and cooperative effort between the MPO, local communities, affected transit operators, and the Wisconsin Department of Transportation (WisDOT), and is designed to meet the objectives of Title 23 USC 134 and 135 and their implementing regulations 23 CFR 450 and the 2050 regional transportation system plan.

We have determined that the proposed amendment: 1) is consistent with the adopted 2050 Regional Transportation System Plan, 2) conforms to state and national air quality standards as required by the Federal Clean Air Act Amendments of 1990, and 3) ensures that the TIP remains fiscally constrained in that federal funding resources are sufficient to support the new or modified projects.

Sincerely,

A handwritten signature in blue ink, appearing to read "C. Thompson", written over a circular stamp.

Craig Thompson
Secretary

cc: William Schaefer, MPO
Mitch Batuzich, FHWA
Mary Forlenza, FHWA
William Wheeler, FTA
Stephen Flottmeyer, WisDOT Southwest Region
Charles Wade, WisDOT Bureau of Planning and Economic Development

TPB (MPO) Agenda Cover Sheet

October 2, 2019

Item No. 5

Re:

Resolution TPB No. 158 Adopting the 2020-2024 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Staff Comments on Item:

Staff has prepared the attached Addition/Change Sheet, dated 9/25/19, that lists proposed changes to the draft TIP. Among the changes are revisions to the cost estimates and therefore proposed STBG Urban funding for the Pleasant View Road and County Trunk Highway (CTH) M projects. The change in the cost estimates was due to some changes in the scope/design of the projects and the fact that an inflation factor hadn't been built into the estimate previously provided. As mentioned at the last meeting, the 2019 cost for the Pleasant View Road project went down (by almost \$3 million) due to the use of grading rather than a retaining wall for the section by the quarry. The 2019 cost of the CTH M project went down by about \$1.6 million due to the shortening up of the limits on the west side to Oncken Road. The proposed limits have been extended on the east side, however, to make some minor intersection improvements at Blue Bill Park Drive and extend the multi-use path to that intersection. The inflation adjusted cost is reflected in the table with both projects being funded at 57%.

The other changes to federally funded projects include: (a) some revisions to the funding for Metro's bus projects to account for Metro receiving \$4.8 million in VW settlement funds; (b) the addition of federal funding for the three Section 5310 program projects to be funded by the MPO; and (c) the new Interstate drainage project and revised USH 14 project (with schedule advanced) that were the subject of the TIP amendment approved last month.

Staff reviewed the proposed changes with the MPO Technical Committee at its September 25 meeting, and the committee recommended approval of the TIP with those changes.

Two email comments were received on the draft TIP, which are attached. Also attached is a response from WisDOT regarding a question about the STH 113 resurfacing project.

Materials Presented on Item:

1. Resolution TPB No. 158 Adopting the 2020-2024 TIP
2. STBG Urban Priority Projects Table showing changes from the draft TIP
3. Addition/Change Sheet dated 9/25/19
4. Three Email comments related to the Draft TIP

Staff Recommendation/Rationale:

Staff recommends adoption of Resolution TPB No. 158 approving the draft TIP with the changes listed in the Addition/Correction Sheet dated 9/25/19.

Resolution TPB No. 158

Adopting the 2020-2024 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

WHEREAS, the Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-357) 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 (MPO) 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, the FAST Act 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 Governor¹; and

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

WHEREAS, working with local units of government, Wisconsin Department of Transportation (WisDOT), Metro Transit, and other implementing agencies, MATPB 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 2020-2024 (2025 for STBG Urban projects); 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, in developing the TIP, MATPB 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 4; and

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

WHEREAS, MATPB'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 MATPB approves the *2020–2024 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, which incorporates the changes to the Draft TIP, dated August 2019, listed in the Addition/Change Sheet, dated September 25, 2019, and provides specific approval of the listed 2020-2023 projects, including the Priority Surface Transportation Block Grant (STBG)—Urban Projects for 2020-2025; 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 otherwise specifically noted, for all 2020 through 2023 listed projects utilizing federal funding (many of which had earlier received favorable A-95 reviews);

¹ The Governor has delegated TIP approval authority to the WisDOT Secretary.

BE IT FURTHER RESOLVED that MATPB 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 MATPB, 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 projects from the second, third, or fourth year of the TIP may be advanced by WisDOT or Metro Transit for federal funding commitment without further project selection action by the MPO, and concerning federal funding sources for projects in the TIP WisDOT may interchange eligible FHWA funding program sources without necessitating a TIP amendment, subject to the expedited project selection procedures outlined in the TIP; 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 MATPB 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 FAST Act (Pub. L. 114-357) 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; and

BE IT FURTHER RESOLVED that MATPB certifies that all of the listed federally funded and regionally significant projects in the TIP are consistent with the *Regional Transportation Plan 2050 for the Madison Metropolitan Area and Dane County*, the currently adopted regional transportation plan, and additional sub-element plans incorporated as part of the plan.

Date Adopted

Mark Opitz, Chair
Madison Area Transportation Planning Board

2020 - 2025 Madison Area STBG Urban Priority Projects - Currently Approved and New Projects

Project	Project ID	Score	Construction/ Project Calendar Year	State Fiscal Year	Total Est. Cost* (thousands)	Max. Percent (Fed \$)	Federal Funds Approved (thousands)	Comments
Approved Priority Projects (2020-2022)								
MPO Rideshare Program 2020-2022	5992-08-37,-38,-39		2020-2022	2020-2022	\$354	80	\$283	Ongoing support per MPO policy. 3% annual increase.
City of Madison Ped/Bike Safety Education Program 2020-2022	5992-08-44,-45,-46		2020-2022	2020-2022	\$304	80	\$243	Ongoing support per MPO policy. 3% annual increase.
McKee Rd./CTH PD (Commerce Park Dr to Seminole Hwy.)	5849-02-01,-02		2020	2020	\$6,500	60	\$3,485	Being coordinated w/ Verona Rd/CTH PD interchg project. Includes ped/bike overpass for Badger Trail.
Cottage Grove Rd/CTH BB (North Star Dr to Sprecher Rd)	5992-09-25,-26,-27		2020	2020	\$5,750	60	\$3,450	
Gammon Road (Seybold Road to Mineral Point Road)	5992-10-32		2020	2020	\$7,080	60	\$4,014	To be done in conjunction with federally funded ped/bike underpass project.
University Avenue (Shorewood Blvd. to University Bay Drive)	5992-11-30,-31		2021	2021	\$34,758	60	\$12,710	\$1,690 short of 60% funding when programmed based on previous cost estimate; Cost estimate has increased \$10,758 due to proposed storm sewer interceptor. Cost for just roadway is \$14,353. Total of \$4,098 currently allocated to areawide stormwater facility capacity expansion project.
					\$54,746		\$24,185	
New Priority Projects (2023-2025)								
MPO Rideshare Program 2023-2025		N/A	2023-2025	2023-2025	\$386	80	\$309	Ongoing support per MPO policy. 3% annual increase.
City of Madison Ped/Bike Safety Education Program 2023-2025		N/A	2023-2025	2023-2025	\$332	80	\$266	Ongoing support per MPO policy. 3% annual increase.
Pleasant View Rd. (USH 14 to Timber Wolf Trail) Phase 1		65	2023	2023	\$19,137	60	\$10,908	Funded at 57%, \$574 short of 60% funding.
CTH M (Oncken Road to Blue Bill Park Dr. S)		68	2023	2024	\$21,867	60	\$12,464	Funded at 57%, \$656 short of 60% funding.
Exchange Street (Farwell St. to Sleep Hollow Rd.)		39	2024	2025	\$1,962	60	\$1,177	Selected for funding based on MATPB program policy goal to use 10% of funds on "small" projects in interest of equity from geographic standpoint. Schedule could be advanced if funding available in earlier year.
					\$41,722		\$25,124	TOTAL
Candidate Projects								
John Nolen Drive (Olin Ave. to North Shore Dr.)		66			\$28,770	60		May seek Bridge funding for some of needed bridge work.
Atwood Ave. (Fair Oaks Ave. to Cottage Grove Rd.)		65			\$12,170	60		Preliminary design complete.
Gammon Road (Schroeder Rd to Colony Dr.) - ITS		62			\$450	80		Technically qualifies as "small" project under MATPB program policy, but policy goal is geographic equity in project funding.
Mineral Point Rd. (USH 12 to High Point Rd.)		62			\$2,400	60		
Mineral Point Road (Junction Rd. to Glenway St.) - ITS		60			\$765	60		Technically qualifies as "small" project under MATPB program policy, but policy goal is geographic equity in project funding.
S. Syene Road (McCoy Rd. to Lacy Rd.)		56			\$7,025	60		
Meier Road (Femrite Dr. to Mill Pond Rd.)		54			\$12,000	25		Federal funding request only 25% of cost due to planned share by WisDOT. Ho Chunk- Determined not to be eligible per fed/state project funding policy requiring a minimum of 50% federal funding at time of project approval.
					\$63,580			TOTAL

* Includes participating cost only (excludes sanitary sewer and water and construction engineering)

**2020-2024
Transportation Improvement Program
For the Madison Metropolitan Area & Dane County Area
(Project costs in \$000s)**

ADDITION/CHANGE SHEET

Revise the cost/funding and/or project limits of the following STBG-Urban Projects:

Page 34: **REVISE** the CTH M (Oncken Road to Willow Road) reconstruction project, revising the project limits and cost/funding as follows: Oncken Road to ~~Willow Road~~ Blue Bill Park Drive South; \$1,000 (PE, Local), \$1,000 (Total) in 2020; ~~\$11,742~~ \$12,464 (Const., Fed-URB), ~~9,258~~ 9,403 (Const., Local); ~~\$21,000~~ \$21,867(Total) in 2023.

Page 41: **REVISE** the Pleasant View Road (USH 14 to Timber Wolf Trail) capacity expansion project, revising the cost/funding as follows: ~~\$350~~ \$1,779 (PE, Local), \$5,244 (ROW, Local), ~~\$5,594~~ \$7,023 (Total) in 2020; ~~\$2,065 (Local, PE), \$2,065 (Total) in 2021;~~ \$11,630 \$10,908 (Const., Fed-URB), ~~\$9,170~~ \$8,229 (Const., Local), ~~\$20,800~~ \$19,137 (Total) in 2023.

Parking Projects in the Madison Metropolitan Planning Area

Page 13: **REVISE** the Lake Street Garage Replacement project as follows: \$1,200 (Local, PE), \$1,200 (Total) in 2023; ~~\$20,800 (Local, Const.), \$20,800 (Total) in 2024.~~

Pedestrian/Bicycle Projects in the Madison Metropolitan Planning Area

Page 16: **REVISE** the Cannonball Path (Fish Hatchery Road to Plaenert Drive) project, delaying design from 2022 to 2024, and delaying construction from 2023 to 2025.

Page 18: **REVISE** Phase 2 (Gammon Road to South High Point Road)of the West Beltline Path, incorporating Phase 3 (Commerce Drive to Junction Road) into the project limits and revising the cost/funding as follows: Gammon Road to ~~South High Point Road~~ Junction Road; ~~\$200 (PE, Local), \$200 (Total) in 2020; \$275 (PE, Local), \$275 (Total) in 2021; \$1,680 (Const., Local), \$1,680 (Total) in 2022; \$1,400 (Const., Local), \$1,400 (Total) in 2023.~~

Page 21: **ADD** the following project sponsored by the Village of Windsor: Wolf Hollow Pedestrian Bridge; Cost unknown, Construction in 2020 or 2021.

Transit Capital Projects

Page 23: **REVISE** the cost/funding of the 40-foot Low-Floor Diesel Buses project as follows: ~~\$2,427~~ \$777 (Fed), ~~\$4,799~~ \$3,750 State, ~~\$3,398~~ \$249 (Local), \$5,825 (Total) in 2020; ~~\$3,250~~ \$3,750 (Fed) ~~\$4,250~~ \$3,750 (Local), \$7,500 (Total) in 2021; ~~\$3,090~~ \$3,863 (Fed), ~~\$4,635~~ \$3,863 (Local), ~~\$7,725~~ \$7,726 Total in 2022; ~~\$3,978~~ \$3,978 (Fed), ~~\$3,978~~ \$3,978 (Local), ~~\$7,956~~ \$7,956 (Total) in 2023; ~~\$4,098~~ \$4,098 (Local), ~~\$8,196~~ \$8,196 (Total) in 2024.

Revise the funding of the 40-foot Low-Floor Electric Buses project as follows: ~~728~~ \$1,165 (Fed), ~~\$728~~ \$291 (Local), \$1,456 (Total) in 2020.

Revise the cost/funding of the Satellite Bus Garage and Existing Bus Maintenance facility remodeling project as follows: ~~8,213~~ \$8,440 (Local), ~~\$8,213~~ \$8,440 (Total) in 2020; ~~10,804~~ \$10,805 (Local), ~~\$10,804~~ \$10,805 (Total) in 2021; ~~10,764~~ \$10,000 (Local), ~~\$10,764~~ \$10,000

(Total) in 2022; ~~8,329~~ \$540 (Local), ~~\$8,329~~ \$540 (Total) in 2023; ~~9,951~~ \$40 (Local), ~~\$9,951~~ \$40 (Total) in 2024.

Page 23: **REVISE** Year 2020 cost/funding for D. Metro Transit Paratransit Eligibility & Mobility Coordinator Program to add federal funding as follows: \$77 (Fed-Sec. 5310), ~~\$96~~ \$19 (M), \$96 (Total).

REVISE Year 2020 cost/funding for E. Dane County's Mobility Management & Training Program to add federal funding as follows: \$112 (Fed-Sec. 5310), ~~\$140~~ \$28 (DC), \$140 (Total).

REVISE Year 2020 cost/funding for Community Living Connections to add federal funding as follows: \$39 (Fed-Sec. 5310), ~~\$54~~ \$9 (CLC), ~~\$54~~ \$48 (Total) in 2019.

Street/Roadway Projects in the Madison Metropolitan Planning Area

Page 28: **ADD** the Interstate 39/90 (USH 151 to River Road) Roadway Drainage Improvement Project. Construction anticipated in 2024 or later, but is advanecable. (Design funds obligated in 2019 via TIP Amendment No. 4). Anticipated construction cost not available.

Page 29: **REVISE** the USH 14 (Westview Court to Pinehurst Drive) resurfacing project, advancing construction from 2022 to 2020. (Construction funds obligated in 2019 via TIP Amendment No. 4).

Page 36: **REVISE** the N. Fish Hatchery Road/CTH D (McKee Road/CTH PD to Greenway Cross) Reconstruction project, delaying construction from 2019-2021 until 2020-2022. Construction funds may be obligated in 2019.

Seidensticker, Daniel

From: John Tuohy <johnw2e@gmail.com>
Sent: Saturday, September 7, 2019 9:46 PM
To: Schaefer, William
Subject: Re: Notice of Availability of Draft 2020-2024 Transportation Improvement Program for the Madison Metro Area & Dane County for Review and Comment

These are comments to the Madison Area Transportation Planning Board regarding the 2020-2024 Transportation Improvement Plan for the Madison Metropolitan Area and Dane County.

US Highway 12 and Millpond Road Intersection

The WisDOT roadway projects include safety improvements to the US Hwy. 12 intersection with Millpond Road. I frequently drive on that section of US Hwy. 12 and have seen numerous serious accidents at that intersection. I highly recommend safety improvements such as left turn lanes similar to the turn lanes at the US Hwy. 12 intersection with County Highway AB. The intersection should also have more street lights to improve visibility. That intersection is one of the most dangerous in Dane County due to the high rate of speed for traffic on US Hwy. 12. Safety improvements should be made as soon as possible before more people are injured or killed at that intersection.

County Highway AB

The roadway projects for Dane County include resurfacing of County Highway AB/Buckeye Road from Luds Lane north to the rail crossing. I frequently drive on County AB and the pavement has deteriorated, particularly the 1/2 mile north and 1/4 mile south of the interaction with Femrite Drive. I recommend that the resurfacing be done as soon as possible because the pavement near Femrite Drive is breaking up with chunks coming loose. I hope that repairs are made to the worst sections of payment where the pavement is breaking up before resurfacing because simply resurfacing over the worst sections would result in the resurfacing not lasting very long. If the resurfacing is not done in 2020, repairs such as filling cracks and holes should be done to prevent formation of large pot holes. The road has been neglected for a long time.

My understanding is the long term plan for County AB is that Sprecher Road will be rerouted east from Wyalusing Drive to County AB and eventually the Reiner Road/Sprecher Road/ County AB corridor will be a major connector route between US Highway 151 and US Highway 12, with two lanes on both sides similar to the current stretches of Reiner near Hwy. 151 and Sprecher between Milwaukee Street and Cottage Grove Road. Once Sprecher is rerouted, most of County AB could be expanded through property acquisition without displacing homes or businesses. The section of County AB immediately south of Femrite by the County Corners Bar and Hope Lutheran Church will probably require displacing the bar and adjacent small house, and possibly the church parking lot and part of the cemetery. Can you respond about what land acquisition planning has been/will be done to allow for the eventual expansion of County AB?

Thank you

John Tuohy
506 Traveler Lane
Madison, WI 53718
email: john2e@gmail.com

On Wed, Aug 21, 2019 at 8:30 AM Schaefer, William <WSchaefer@cityofmadison.com> wrote:

The Draft 2020-2024 *Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County* is now available for review and comment. The TIP lists major transportation improvements and studies anticipated to be undertaken during the next five-year period. The draft document has been posted on the MPO's website [here](#).

Comments regarding the federally funded projects or any of the other listed projects should be submitted to the MATPB by *Friday, September 20*.

The following is the date and location of the public hearing on the draft TIP, which provides an opportunity to provide comments in person to the board. MPO staff is also available to meet and answer questions, discuss projects, and take comments.

Public Hearing

Wednesday, September 4 at 6:30 p.m.

City - County Building

210 MLK Jr. Blvd., Room 351

Bill Schaefer, Transportation Planning Manager

Madison Area Transportation Planning Board - An MPO

121 S. Pinckney St., #400

Madison, WI 53703

PH: (608) 266-9115

Email: wschaefer@cityofmadison.com

www.MadisonAreaMPO.org

<https://www.facebook.com/MadisonAreaTPB>

Seidensticker, Daniel

From: Ellias, Michelle - DOT <Michelle.Ellias@dot.wi.gov>
Sent: Thursday, September 5, 2019 2:41 PM
To: Waunakee Tribune
Cc: Romenesko, Vicki A - DOT; Steven Flottmeyer; Schaefer, William
Subject: RE: Hwy. 113 at Arboretum Drive intersection

Hello Ms. Baumann,

The Department has a pavement replacement project scheduled on STH 113 (Knutson Drive to STH 19) for 2025. We are currently in the process of gathering information on the roadway. To determine a final project scope and level of improvement, we are required to complete a safety certification. Any crashes (and their severity) are examined to determine what, if any, improvements should be made. We are very early in the process, and the safety certification is in the data gathering phase.

Thank you for your inquiry and interest.

Michelle Ellias, Programming Supervisor
Wisconsin Department of Transportation, Southwest Region

From: Waunakee Tribune <tribnews@hngnews.com>
Sent: Thursday, August 29, 2019 10:51 AM
To: Schaefer, William <WSchaefer@cityofmadison.com>
Subject: Re: Hwy. 113 at Arboretum Drive intersection

Hi Bill –

Thanks very much for getting back to me. Hope to hear more on this as this project moves forward.

Roberta Baumann
Waunakee Tribune Managing Editor
tribnews@hngnews.com
(608) 729-3697
www.waunakeetribune.com

On Aug 28, 2019, at 4:52 PM, Schaefer, William <WSchaefer@cityofmadison.com> wrote:

Hi Roberta,

There is indeed a pavement replacement project scheduled by the Wisconsin Dept. of Transportation on STH 113 from Knutson Dr. in Madison to STH 19. Design is starting this year and construction is supposed to be done in 2021. Now is definitely the time to talk to WisDOT about incorporating an improvement to that intersection into the project. I will forward your note

on to WisDOT staff and find out the best contact person. I will also mention you note at the hearing on the TIP at our board meeting next week. Thanks for the comment.

Bill Schaefer, Transportation Planning Manager
Madison Area Transportation Planning Board - An MPO
121 S. Pinckney St., #400
Madison, WI 53703
PH: (608) 266-9115
Email: wschaefer@cityofmadison.com
www.MadisonAreaMPO.org
<https://www.facebook.com/MadisonAreaTPB>

From: Waunakee Tribune <tribnews@hngnews.com>
Sent: Wednesday, August 28, 2019 4:15 PM
To: Schaefer, William <WSchaefer@cityofmadison.com>
Subject: Hwy. 113 at Arboretum Drive intersection

Hi Bill –

Roberta Baumann from the Waunakee Tribune here.

I was talking about the status of this intersection with Waunakee Village Administrator Todd Schmidt today, and he reached out Westport Administrator Tom Wilson. Tom indicated that the MPO has a timeline for a resurfacing project at Hwy. 113 for 2020. I was wondering about which agency would fund that, and whether there could be an opportunity for intersection improvements at Arboretum, where several accidents have occurred over the years.

Thanks for your help with this.

Roberta Baumann
Waunakee Tribune Managing Editor
tribnews@hngnews.com
(608) 729-3697
www.waunakeetribune.com

Seidensticker, Daniel

From: Michael D. Barrett <mikeb@urbanthoreau.com>
Sent: Thursday, September 5, 2019 1:51 PM
To: mpo
Cc: Mayor; All Alders; county_board_recipients@co.dane.wi.us; Parisi, Joseph; Rep.Taylor; Sen.Risser; Marc Eisen; Joe Tarr; 'Steve Elbow'; jnichols@madison.com; N.; 'Jason Joyce'; Marc Eisen; Busadvocates Madison; NHeinen@wisctv.com; news@madison365.org; editor@tonemadison.com; Isthmus Davidoff
Subject: Madison's Transportation Planners Plan to Spew More Carbon, Increase Flood Risk, Sprawl

Dear Madison MPO Commissioners,
The following is my comment on your Madison Metropolitan Area and Dane County Transportation Improvement Plan [TIP] 2020-2024.

The earth is burning.
And you are paving.
A lot.

Last I tracked, you people were increasing the spend on roads at 11x the rate of population growth + inflation.

This is insanity as we reach the precipice of a survivable climate.

The number 1 spewer of CO2 in the Madison region & Dane County?

The deathmobile.

And your spending/paving decisions induce yet more deathmobiling.

The latest data put together by city planners show that the Madison region is increasing its carbon spew at more than 4 x the rate of population growth. FOUR TIMES!

That is thanks to *your* policies.

You are de facto deniers. Every bit as much as the MAGA hat wearers. You should be ashamed of yourselves.

But it's never enough for you people. So not only are you paving with abandon for more deathmobiling, you have now given over our human powered paths to motorbikes. Already, thousands of city and area streets & roads are dedicated to the motorized & well-wheeled. But it just wasn't enough for you. You had to take over the precious few dozen miles of peaceful people paths. Our paths are now jammed with motorized vehicles flying at inhuman speeds, piloted by the rude people who are always attracted to the motoring lifestyle. The wrong element. You have long kept biking and walking at LOS-F throughout the region. Now you want us run off of our very, very limited people paths. It's just never enough for you people, is it?

As for the geographies of nowhere you create with those giant roads you keep building, no one with half a brain wants to live there. For more on how you people are crushing the creative spark plugs of tomorrow's economy, I suggest you read that [Isthmus cover story of a couple of weeks ago, "Millennial Magnet."](#) It is a recurring theme; [Cap Times covered a recent conference](#) with our new mayor that highlighted how your dinosaur-planning doesn't fit in with creativity & entrepreneurialism. You are failing them/us in every way. All of that highway stripmall hideousness beyond the isthmus--that you plan for and fund via your highways--is repellent to anyone except dullards and republicans. (Pardon the redundancy.)

My demands for the TIP:

-End all further road/paving expansions. Start with eliminating the expansion of CTH M from the TIP. Not only does it wreck the rural & natural beauty of the north side of Lake Mendota, this is a direct subsidy to sprawlmeisters like T. Wall. END THE SPRAWL SUBSIDY. I OPPOSE ALL ROAD EXPANSIONS IN THE TIP.

-ROAD DIETS FOR ALL ITEMS IN THE TIP. For any reconstruct of a road wider than two lanes, cut the road in half. Use the extra ROW for green infrastructure to prevent runoff from your pavement. Your pavement-centered planning massively exacerbated the flooding of last year; with this TIP, you are just making future flooding even worse.

-Begin converting roads to human-powered-only trails rapidly, all across the city, not just the isthmus.

-Build *everywhere* to the standards of cool localities like Monroe St, Willy, Atwood, Johnson & Patterson. (Hint: it's about walkability.)

-Focus transportation expenditures on biking and walking, interconnected across the region, not just on the isthmus.

-Eliminate funding for any multi-use paths that don't ban all motors (assists for the medically-certified disabled excepted, of course). Ineffective/non-existent enforcement (i.e., the current status) means a municipality must refund all federal and state monies for these paths.

-Ensure that every new development is completely connected down to interconnected neighborhood streets. Right now you force cyclists and pedestrians onto major arterials in all new developments. A narrow little strip of paint on a road designed for highway speeds doesn't cut it. Having to contend with aggressive traffic on arterials is why you have so little cycling out there. If these regionally interconnected neighborhood-scaled systems are not provided by municipalities, then eliminate funding for adjacent arterials IN THE TIP. Complete streets means ALL of them. Right down to neighborhood streets. Think about it: in the neighborhoods that have a lot of biking, most biking occurs on neighborhood streets. So start building like existing bikeable neighborhoods.

-Interconnect local bus & bike at Dutch Mill. Right now, nothing serves Dutch Mill on an intermodal basis. Try biking there. I double-dog dare you.

-Build a cool & convenient & mixed use inter-city bus station near campus. (Suggestion: at/near the old train station; also, Lake St. Ramp, if re-built could serve as a station.)

-Measure your overall success as a commission by A) the reduction in region-wide VMT and B) reduction in total CO2 spew, including at the power source (i.e., accounting for coal-by-wire to Teslas (and other pious-mobiles) and the CO2 spewed in their production/transportation/installation/maintenance CO2); all while maintaining a healthy economy (you'll find that healthy economies don't require the high levels of deathmobiling that you force upon us). The CO2 reductions must be consistent with immediate carbon reduction goals necessary for a healthy climate as set out by the IPCC and COP-21.

Seattle's King County added over 45,000 quality, high-paying jobs since 2010 and added...Not. One. Car...to their streets. If you want Madison's regional economy to compete with the successful economies of today & tomorrow, you'll have to build for success. Not rustbelt dullardry. So quit whining about your deathmobile. Do the right thing. Or get off the commission.

Sincerely,
Michael Barrett
2137 Sommers Avenue
Madison, WI 53704

TPB (MPO) Agenda Cover Sheet
October 2, 2019

Item No. 6

Re:

Approval to Release for Public Review and Comment Proposed Major Amendment to 2020-2024 TIP to Modify Scope and Cost of Beltline (Whitney Way to I-39/90) Project to Add ITS and Other Improvements to Implement Dynamic Part-Time Hard Shoulder Use

Staff Comments on Item:

WisDOT SW Region staff presented to the MPO Board at its May meeting on the concept of restriping the Beltline in conjunction with resurfacing and drainage and median wall improvements scheduled in 2021 in order to allow use of the inside shoulders for carrying traffic when the Beltline is congested during peak commute times, special events, and incidents. Since then, WisDOT has continued to gather more information from other states and FHWA and engage key stakeholders. An estimate of the additional cost to implement the ITS and other improvements necessary to allow for hard shoulder running has also been developed.

WisDOT is now preparing to move forward with the project, and is seeking an amendment to the TIP to modify the current Beltline (Whitney Way to I-39/90) maintenance project to revise the scope and add funding for the project. This is a major amendment that requires notice and a public hearing.

WisDOT SW Region staff will be at the meeting to provide a short presentation and answer questions on the project. WisDOT staff presented on the project to the MPO Technical Committee at its September 25 meeting, and the committee recommended approval of the TIP amendment for the Beltline project.

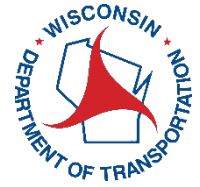
Materials Presented on Item:

1. Flyer summarizing the project and its benefits
2. Presentation on the concept provided at a recent meeting
3. Project listing for the amendment.

Staff Recommendation/Rationale:

Staff recommends approval. The project is an extremely cost effective way to reduce congestion and improve travel time reliability on the Beltline while also providing some safety benefits by reducing congestion related crashes. Information from other areas suggest no impacts to emergency response if the shoulder lane is actively managed. The project is consistent with the MPO's Regional Transportation Plan, which recommends interim transportation system management improvements to the Beltline while longer term solutions are being studied.

US 12 (Madison Beltline) Resurfacing Alternatives *Whitney Way to I-39/90, Dane County*



Overview

- The Wisconsin Department of Transportation (WisDOT) is examining a range of alternatives to address needs on the Madison Beltline (US 12) between Whitney Way and I-39/90. Identified needs include: deteriorating pavement; insufficient median barrier wall and drainage; and congestion during weekday peak periods.
- The Madison Beltline carries more people than any other roadway combination in Dane County; 120,000 vehicles per day with 8 percent truck traffic.
- Beltline traffic volume increased more than 10 times since its initial construction in 1956.
- The Beltline experiences significant congestion during weekday peak periods, making mobility and travel time difficult.

Potential improvements

- WisDOT is evaluating improvements for the Beltline, including:
 - Resurfacing with drainage improvements
 - Replacing the existing barrier wall
 - Upgrades to allow the Beltline median shoulders to be used part-time as travel lanes
- Upgrading the shoulders for through travel is a practice known as part-time shoulder use. It is currently in place in at least 17 states. The shoulder travel lanes would typically be open during peak periods to safely and efficiently improve travel reliability between Whitney Way and I-39/90.
- Part-time shoulder use is recognized as a safe, sustainable and reliable way to alleviate congestion. Changeable message signs would be used to indicate when the shoulder is available for use.
- In addition to the mobility improvements, shoulder modifications:
 - Minimize impacts to the environment
 - Does not require real estate acquisition from adjacent properties
 - Could be implemented as early as 2021
- Dynamic Part-Time Shoulder Use – during the busiest hours – presents a cost-effective, interim solution to address recurring congestion and increase travel time reliability.
- Dynamic Part-Time Shoulder Use is a near-term solution for managing Beltline congestion. WisDOT is also evaluating potential long-term solutions for this important Madison area highway in a separate study (Madison Beltline Planning and Environment Linkages).
- **Watch the narrated YouTube video** at <https://wisconsindot.gov/Pages/projects/by-region/sw/us1218-beltline/video.aspx>



Proposed Dynamic Part-Time Shoulder Use on the Madison Beltline, near Todd Drive.

Benefits of Dynamic Part-Time Shoulder Use

Safety

- Experience in the U.S. to date has not identified major safety issues with part-time bus, static, or dynamic shoulder use that led to discontinuation.
- The best available predictive crash analysis tool was used for this project's safety analysis.
- The relative analysis showed that with the activation of dynamic part-time shoulder use, the number of predicted crashes is not anticipated to increase compared to a No-Build condition.

Reliability

- Travel time reliability, as well as the average amount of time needed to travel the Beltline during peak hours, are both projected to improve significantly with Dynamic Part-Time Shoulder Use.
- Median shoulder lanes would be available during the high-volume morning and afternoon travel periods to alleviate congestion and address existing safety concerns. During off-peak hours, the shoulder would be available for recovery and emergency stopping as usual.
- The shoulder lanes could also be available during high-volume special event traffic (i.e. Epic User Group Meeting, Mid-West Horse Fair, Badger Football, etc.) or traffic incidents.

Sustainability

- The sustainability of the Madison Beltline is critical to south-central Wisconsin and a priority for WisDOT, which is focused on improving and prolonging the existing system while comprehensive long-term Beltline plans are evaluated.
- Dynamic Part-Time Shoulder Use is increasingly recognized as a way to optimize the performance of existing infrastructure and improve safety and reliability of the transportation system.
- Dynamic Part-Time Shoulder Use would extend the remaining life of the Madison Beltline system while addressing existing safety and operational needs.
- Evaluations indicate the dynamic part-time shoulder lanes would function for the duration of the pavement life, at least 10-15 years following implementation.
- The modifications could be made with no real estate acquisitions from properties.
- Improvements to drainage, median barrier, pavement marking, spot shoulder widening and signage would be anticipated as part of implementation of dynamic part time shoulder use.

Schedule

- ✓ July 24, 2019 – Conducted a public involvement meeting to present Beltline alternatives
- ✓ August 29, 2019 – Conducted business meeting to explain Beltline alternatives.
- Decision on preferred alternative scheduled for fall 2019

WisDOT website and contact information

WisDOT welcomes comments/suggestions throughout the design process. Please share your feedback on the alternatives via the project website at:

<https://wisconsindot.gov/Pages/projects/by-region/sw/us1218-beltline/default.aspx>.

Brandon Lamers, P.E.
Project Supervisor
(608) 246-3852
brandon.lamers@dot.wi.gov

Steven Theisen
Communications Manager
(608) 884-1230
steven.theisen@dot.wi.gov

Madison Beltline Dynamic Part-Time Shoulder Use

Business Outreach Meeting

August 29, 2019



Agenda

- Beltline Study Background
- Beltline Project Purpose and Need
- Project Alternatives
 - Alt 1: Resurfacing
 - Alt 2: Resurfacing w/ Dynamic Part-Time Shoulder Use (DPTSU)
- DPTSU Concept
- Project Schedule
- Questions

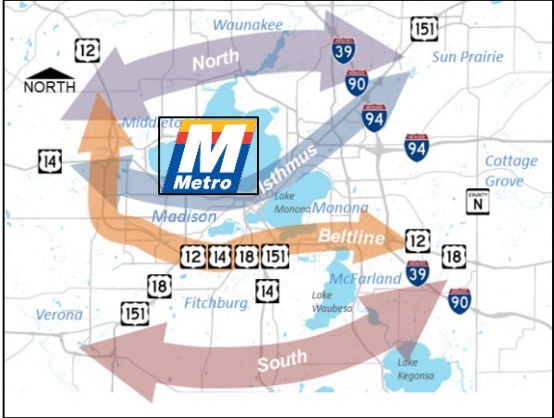


Beltline Study Background

WisDOT Study / Engineering

2012 - 2018

*Beltline PEL
Focus =
Long-Term
Solutions*

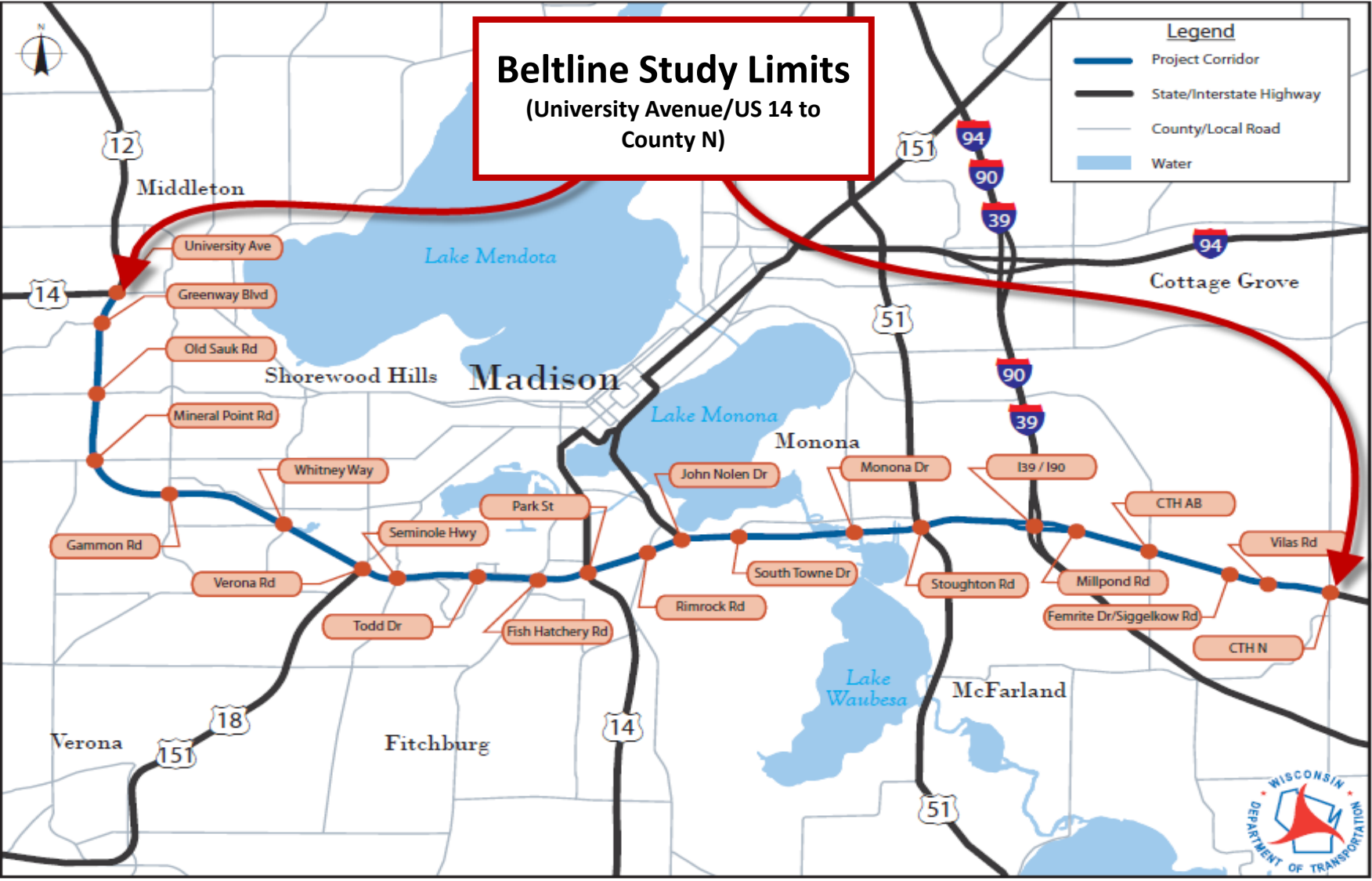


Beltline is vital for Dane County



- Beltline provides access to homes, schools, jobs, businesses.
- Beltline supports the local economy.
- Beltline has been affected by area growth.

Beltline Study Limits

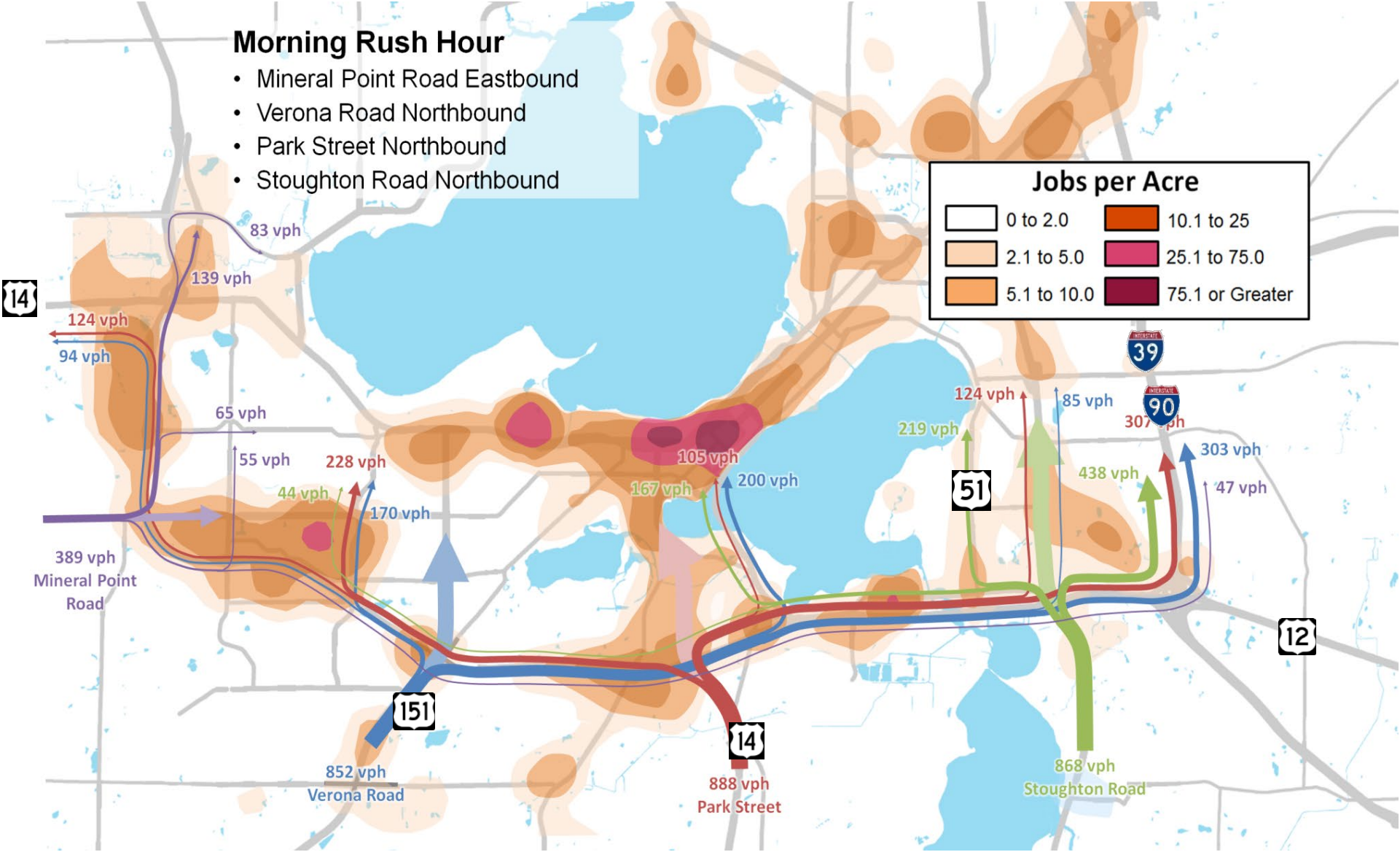


Why is the Beltline being studied?

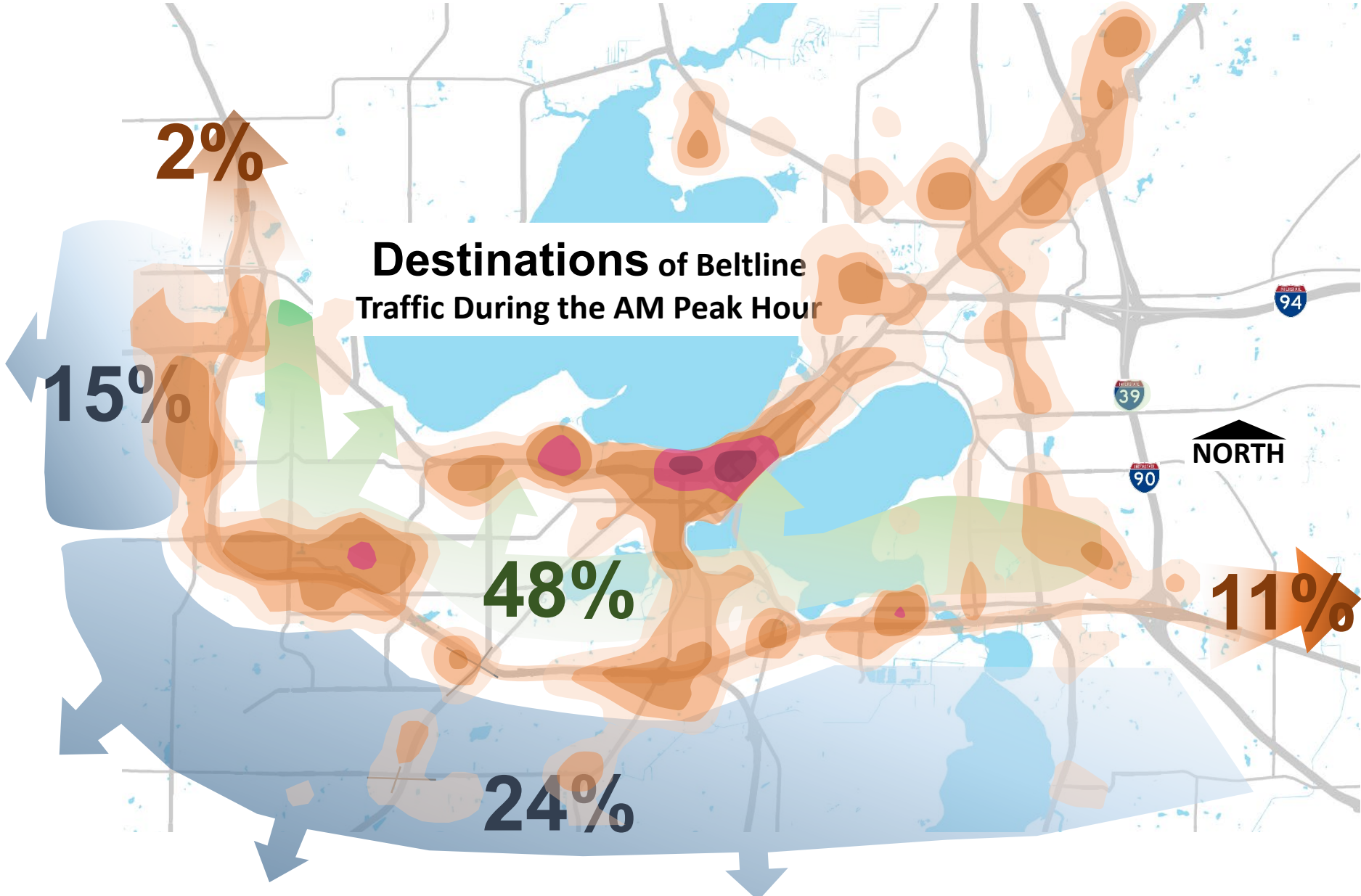
- Motor vehicle congestion
- Too many crashes
- Complex Regional traffic patterns
- Bike/ped accommodations needs
- Transit needs
- Few alternate routes
- Deteriorating physical conditions



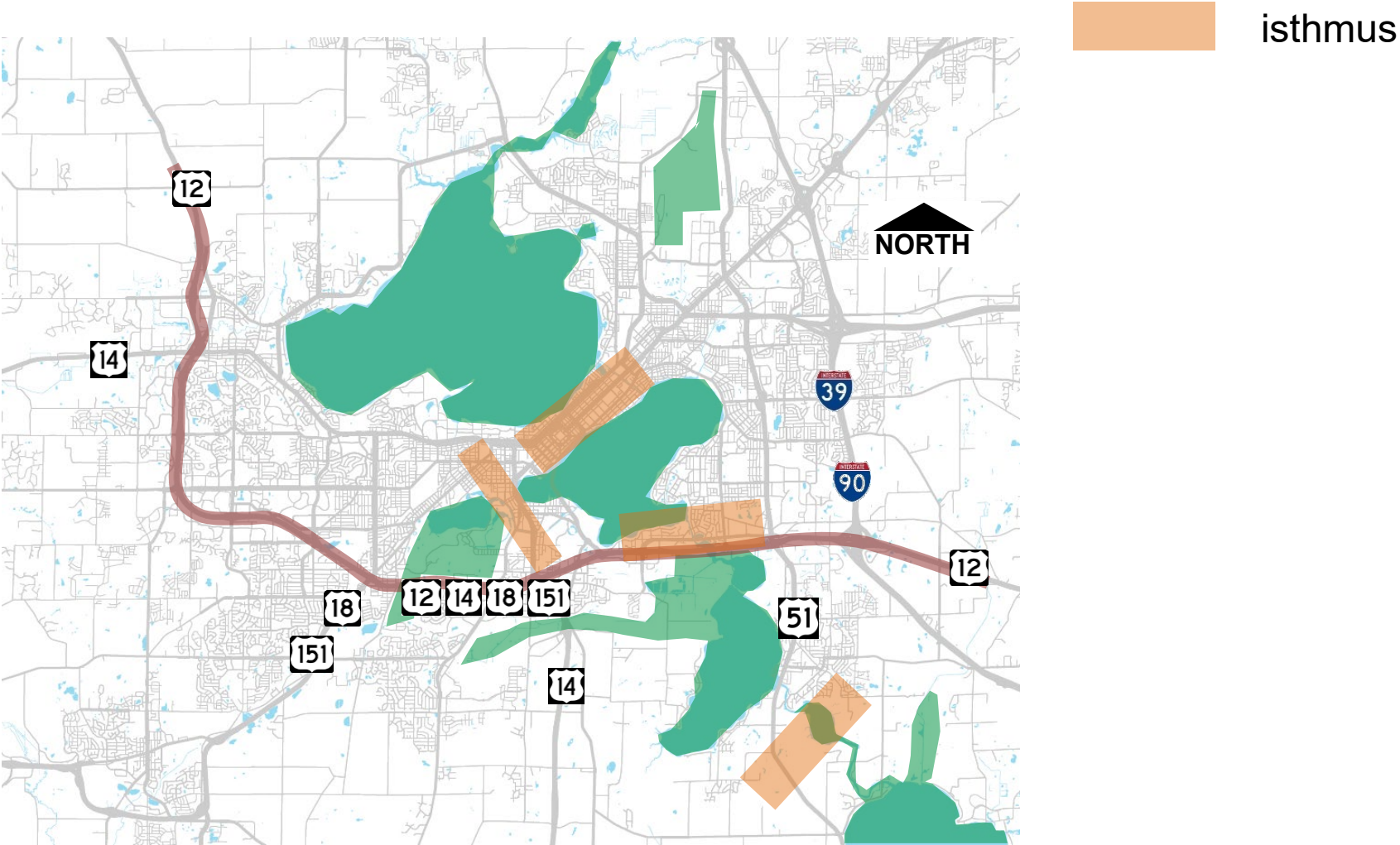
Beltline supports employment centers



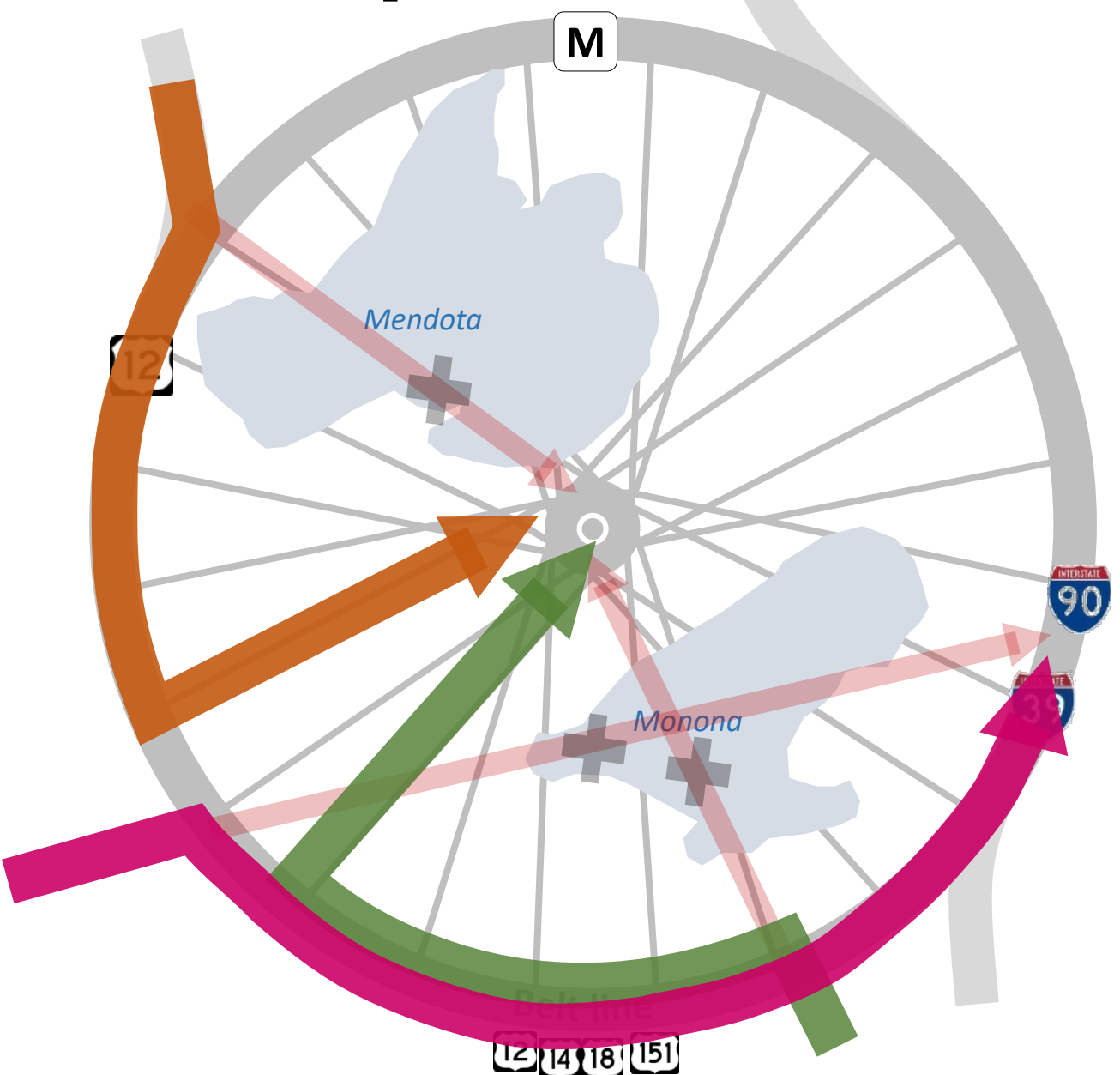
Beltline supports employment centers



People use the Beltline to get around resources and facilities



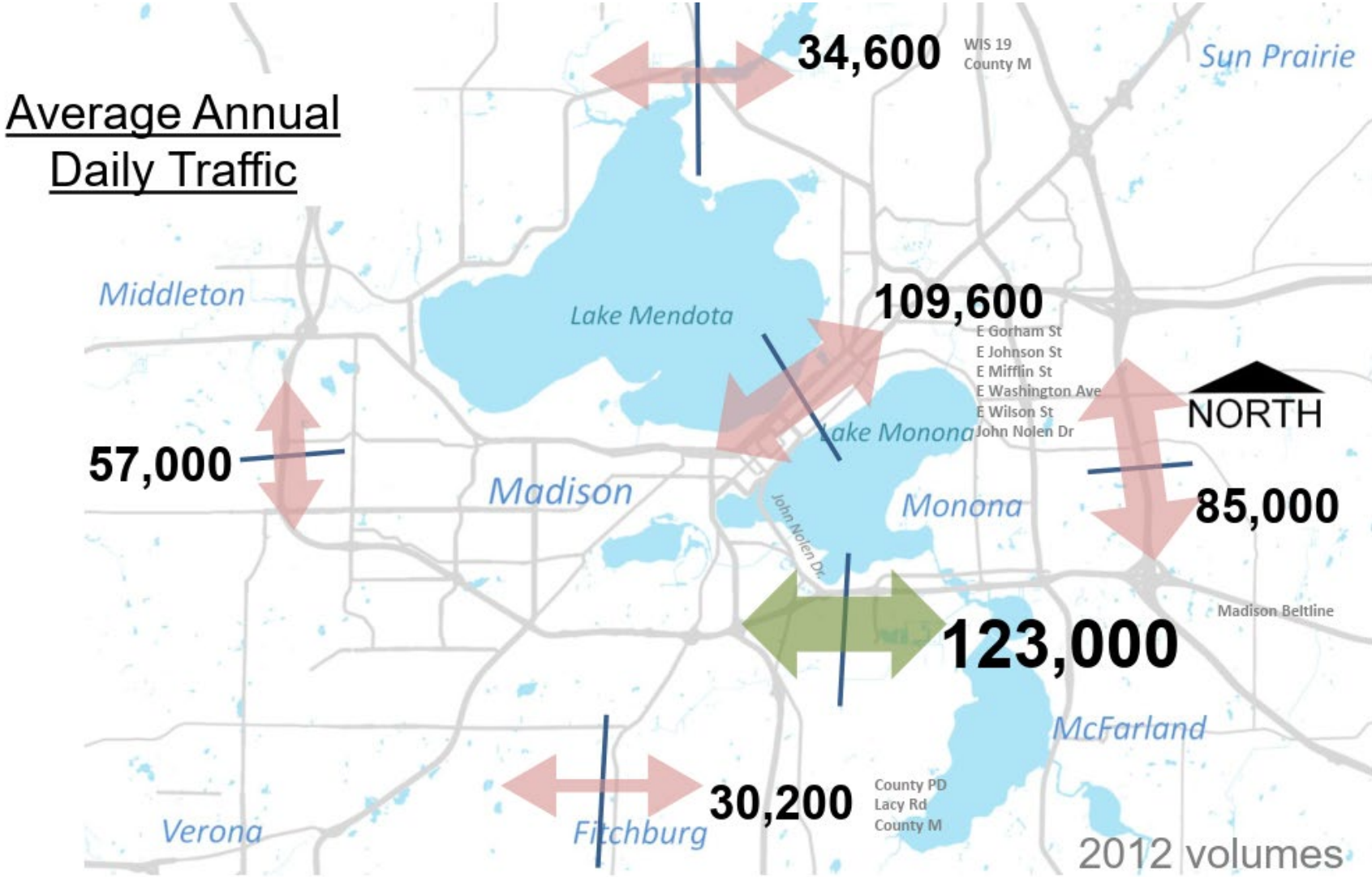
Madison transportation is different



**Beltline
has to be
used**

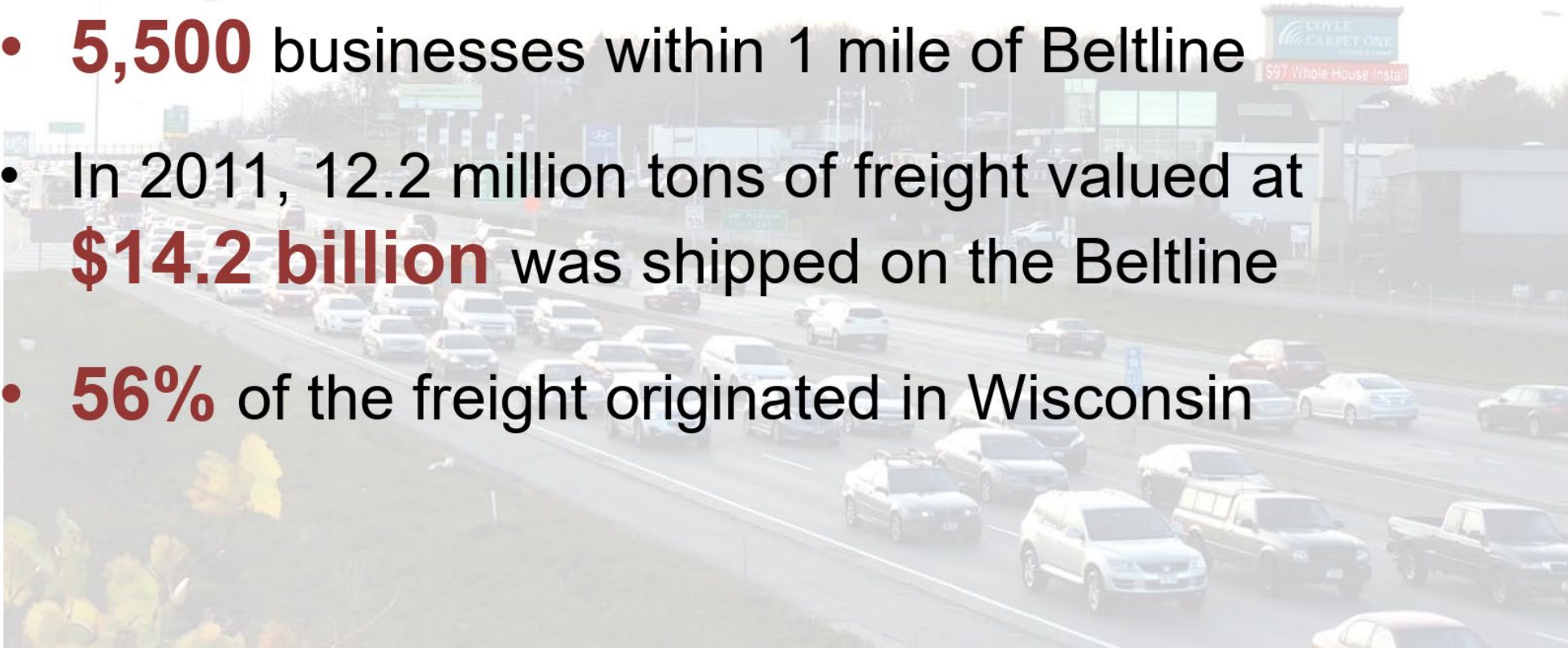


Beltline carries more people than any other roadway combination in Dane County



Beltline is a regional backbone for business

- **43 industrial/business parks** with over 5000 acres within 5 miles of Beltline
- **5,500** businesses within 1 mile of Beltline
- In 2011, 12.2 million tons of freight valued at **\$14.2 billion** was shipped on the Beltline
- **56%** of the freight originated in Wisconsin



1956

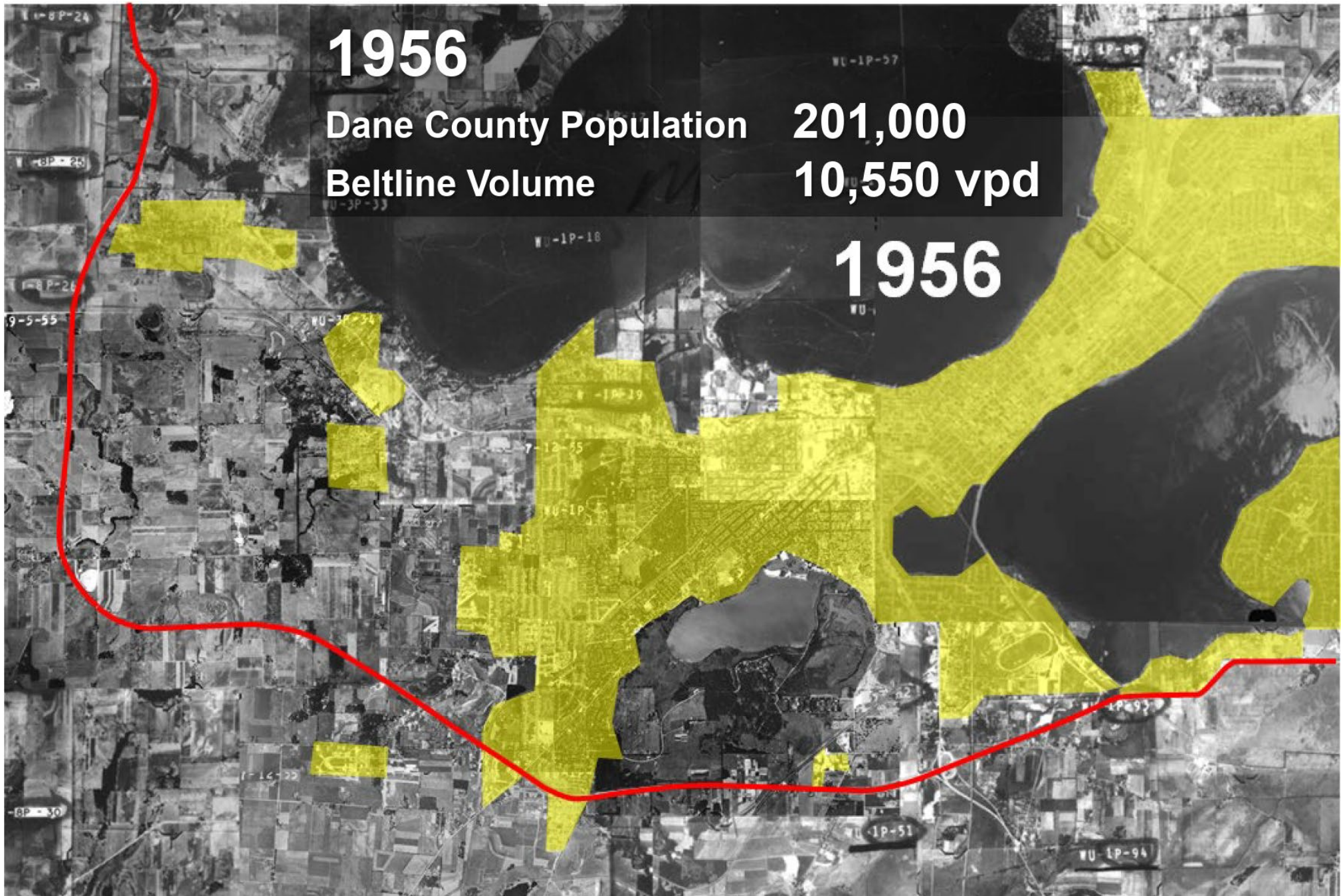
Dane County Population

201,000

Beltline Volume

10,550 vpd

1956



2012

Dane County Population 503,000

2.5 X

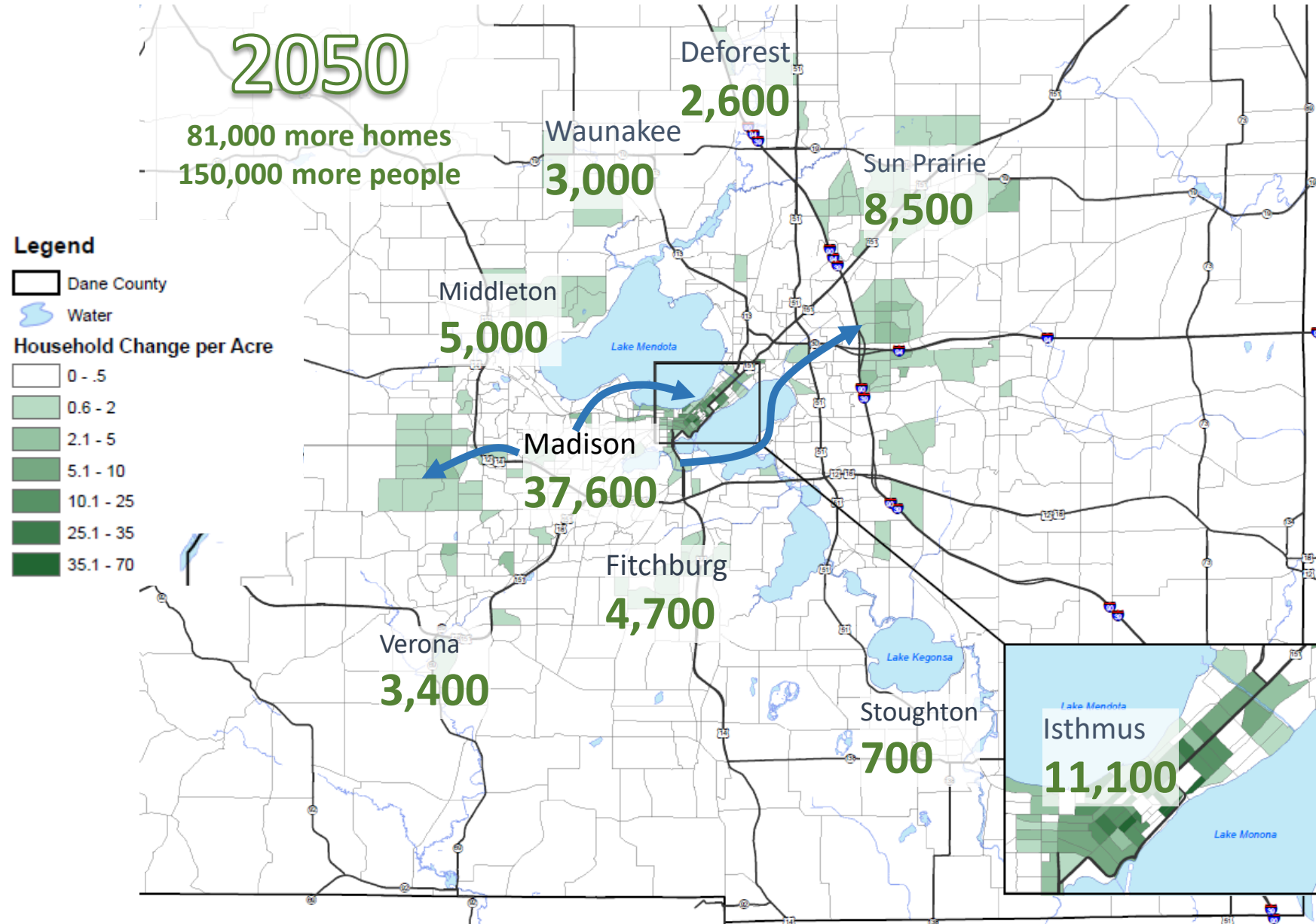
Beltline Volume 123,000 vpd

10.5 X

2012




Where household growth will occur




Where employment growth will occur


Legend


 Dane County


 Water


Employment Change per Acre

 0.0 - 1


 1.1 - 3

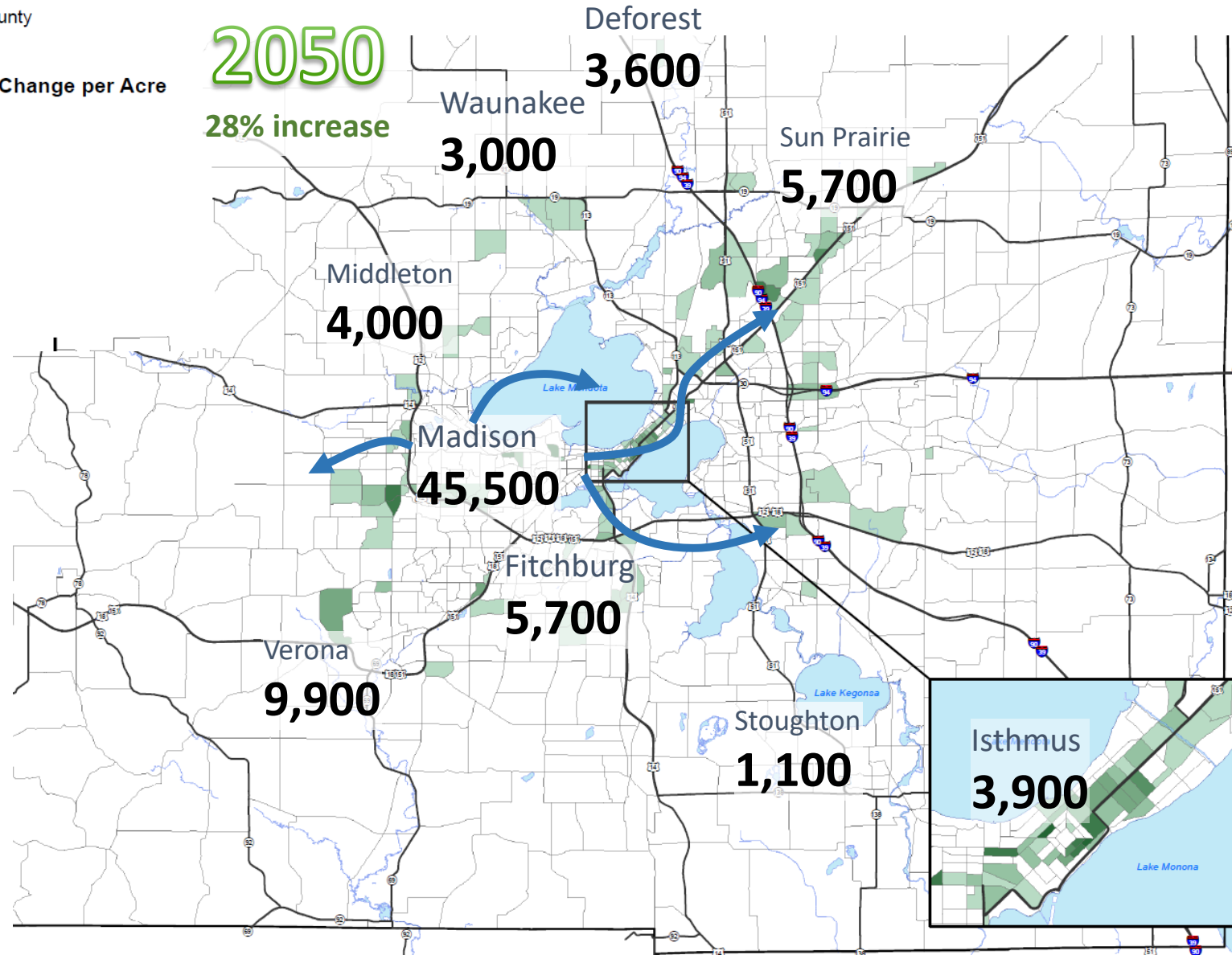
 3.1 - 6

 6.1 - 9

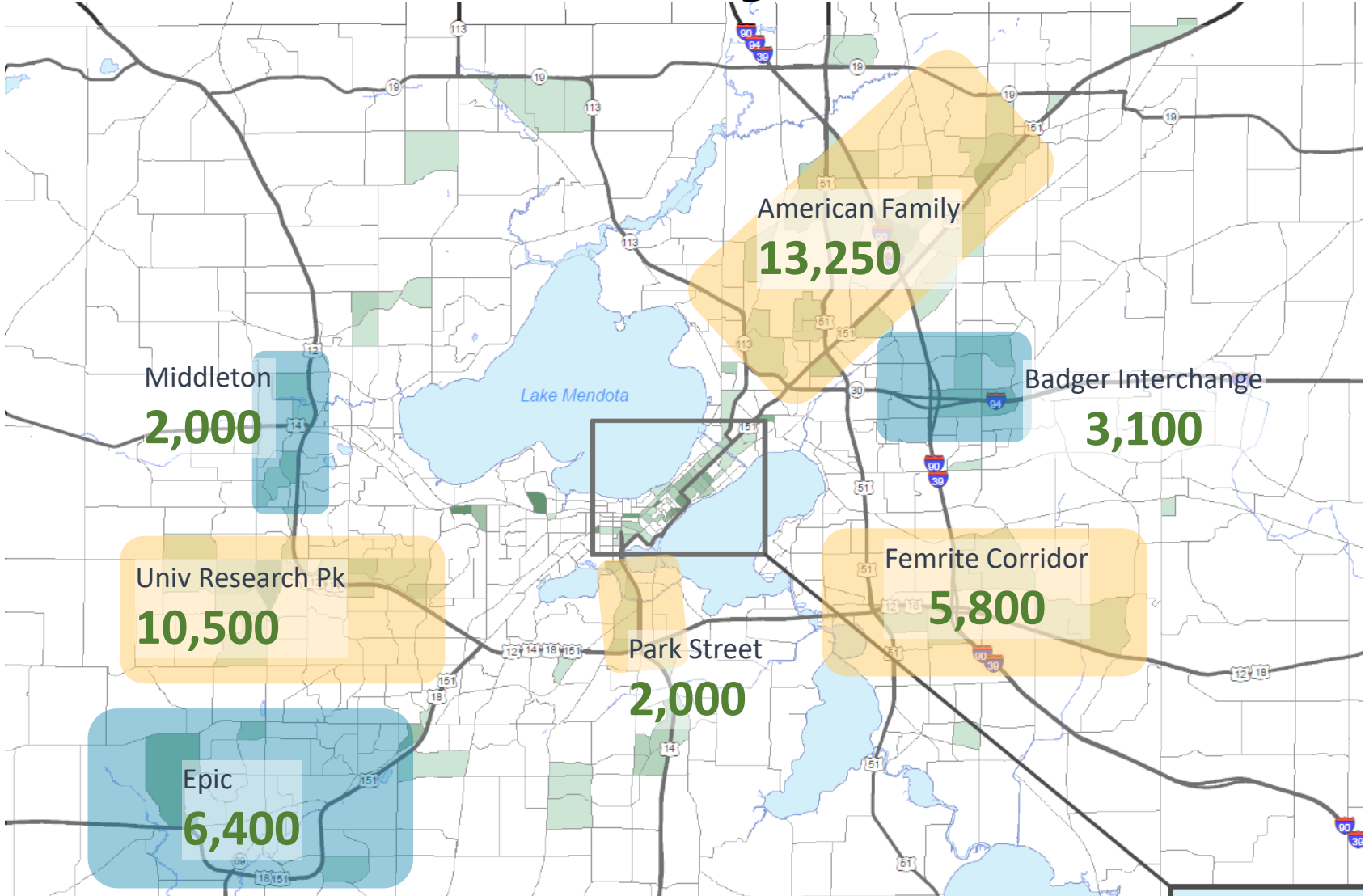
 9.1 - 12

 12.1 - 24

 24.1 - 62



Much of 2050 employment growth likely to occur in areas served by the Beltline

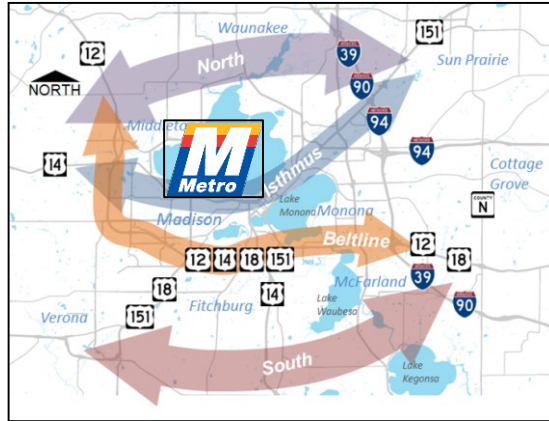


Beltline Maintenance Projects 2012 - Present

WisDOT Study / Engineering

2012 - 2018

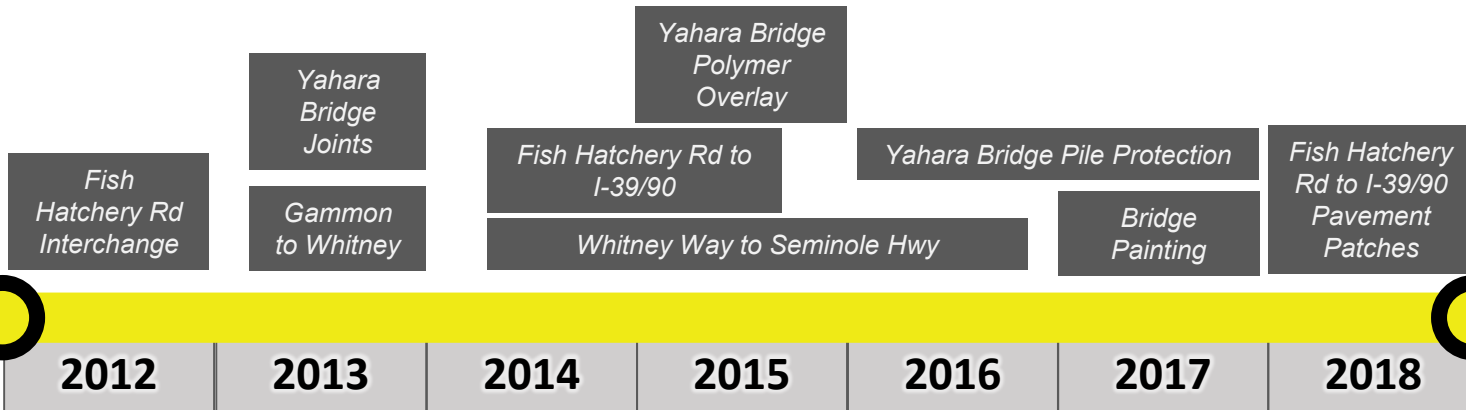
*Beltline PEL
Focus =
Long-Term
Solutions*



2019 - 2021

Overlay Projects

2019: Seminole to I-39/90 Pavement
 2020: South Towne Bridge
 2021: Whitney Way to I-39/90 Pavement
 - Alt 1: Resurfacing
 - Alt 2: Resurfacing with DPTSU
 Note: Alts each include barrier and drainage improvements



Ongoing Pavement & Bridge Preventative Maintenance Projects

Project Purpose and Need

Project Purpose:

- Address deteriorating infrastructure needs in the pavement structure and median areas
- Address operational issues during weekday peak periods and unexpected congestion

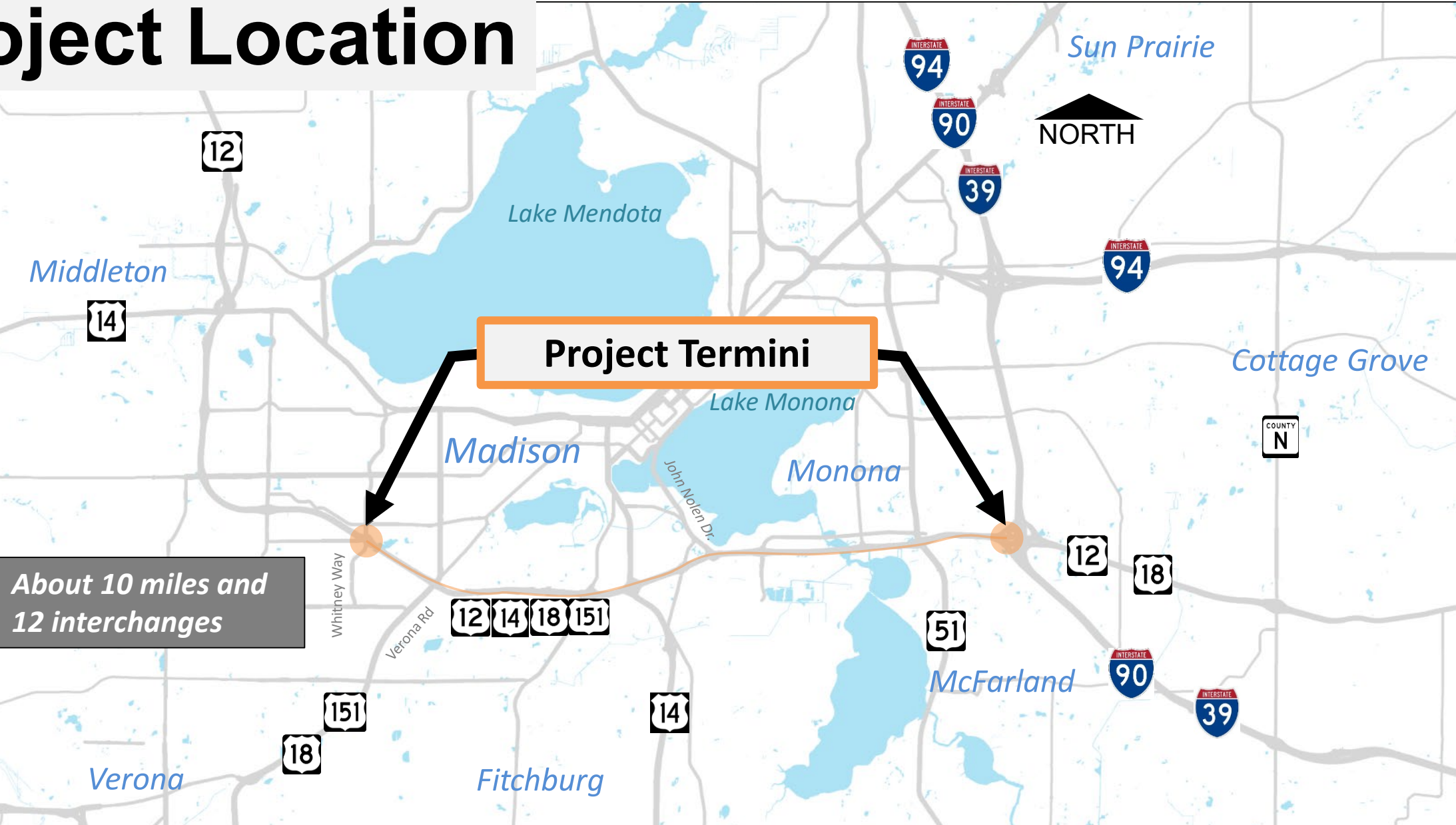
Project Purpose and Need

Project Needs:

- Existing Pavement Condition
- Median Barrier Condition
- Roadway Drainage System
- Operational Issues
 - Crashes
 - Travel Time and Level of Service
 - Travel Time Reliability



Project Location



About 10 miles and 12 interchanges



Project Alternatives

Alt 1: Resurfacing

Seminole Highway to I-39/90:

- Resurfacing
- Median Barrier Improvements
- Drainage Improvements

Alt 2: Resurfacing with DPTSU

Seminole Highway to I-39/90:

- Resurfacing
- Median Barrier Improvements
- Drainage Improvements

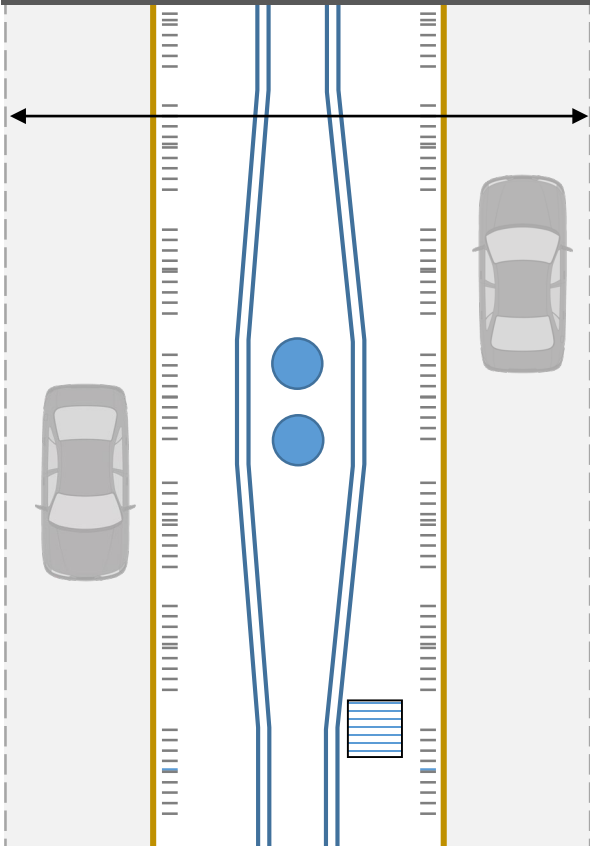
Whitney Way to I-39/90:

- DPTSU Infrastructure and Pavement Restriping

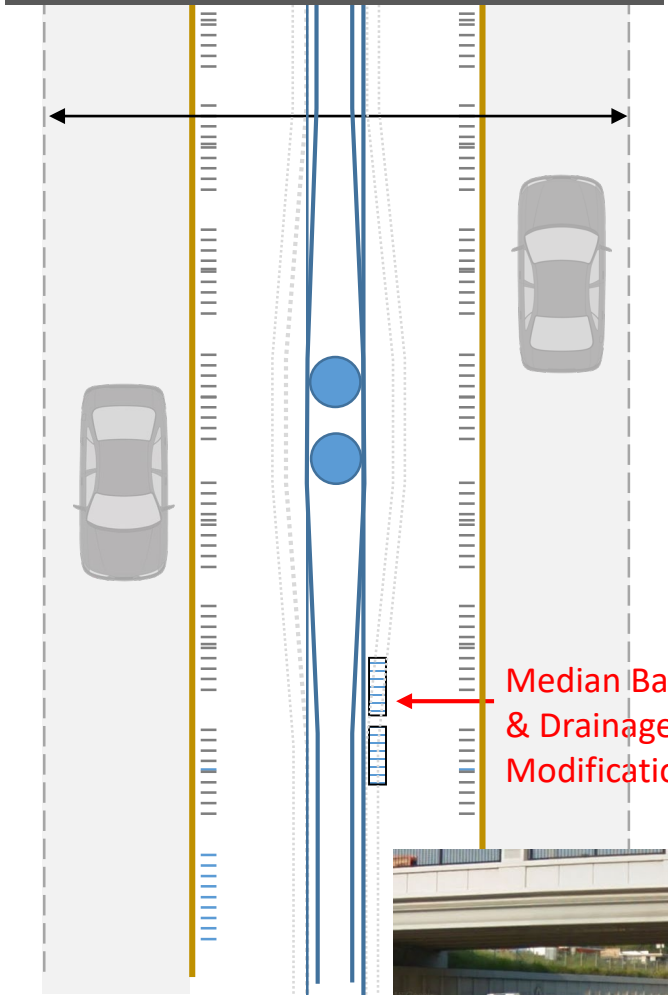


Lane-Usage and Drainage

No-Build Alternative



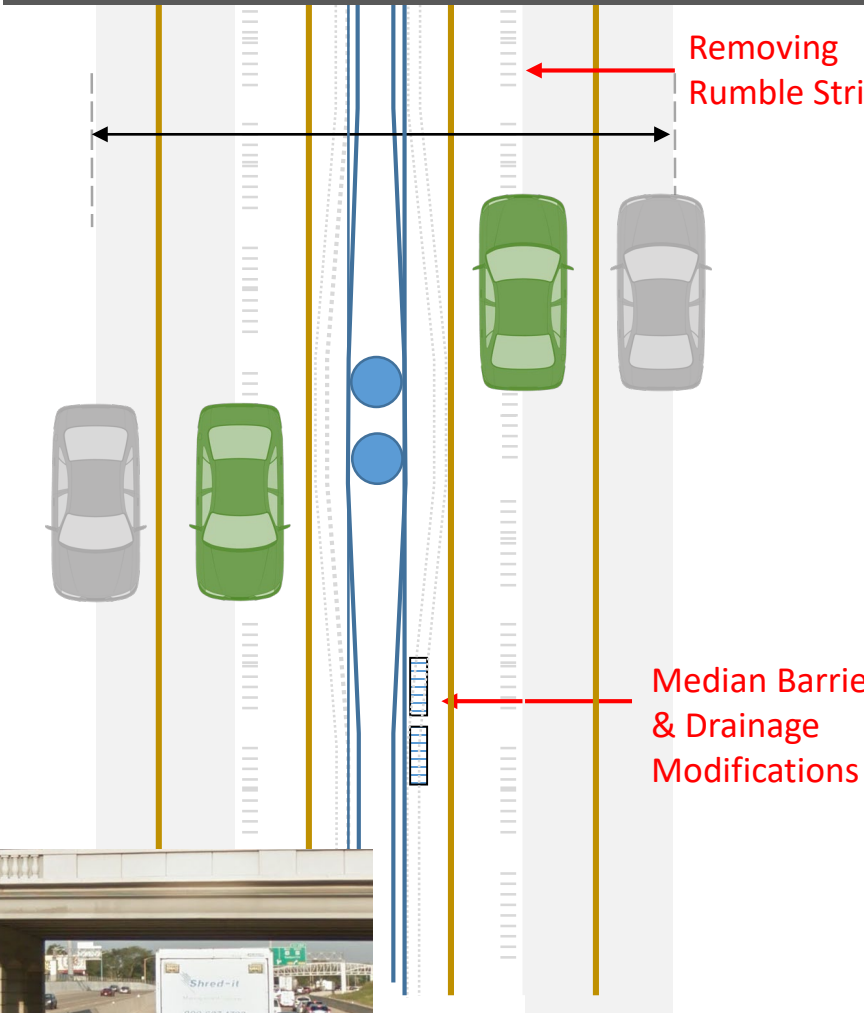
Alt 1: Resurfacing



Median Barrier & Drainage Modifications



Alt 2: Resurfacing w/ DPTSU

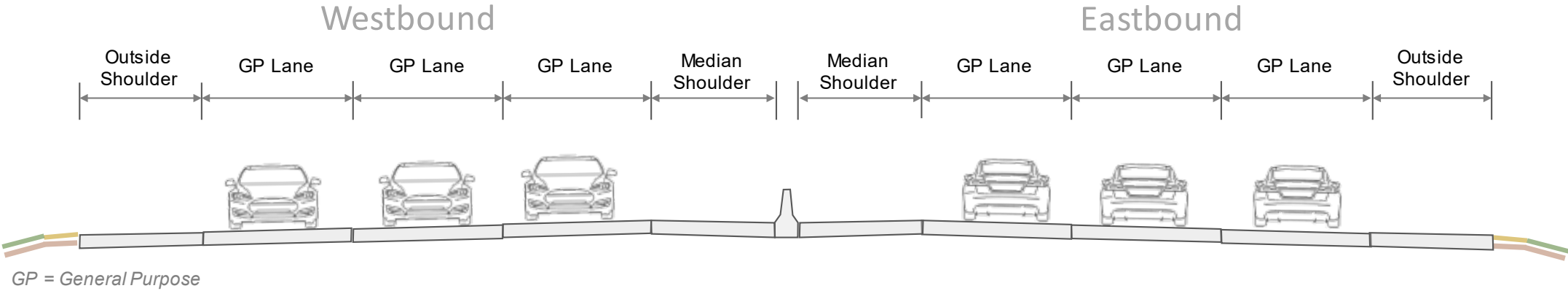


Removing Rumble Strips

Median Barrier & Drainage Modifications

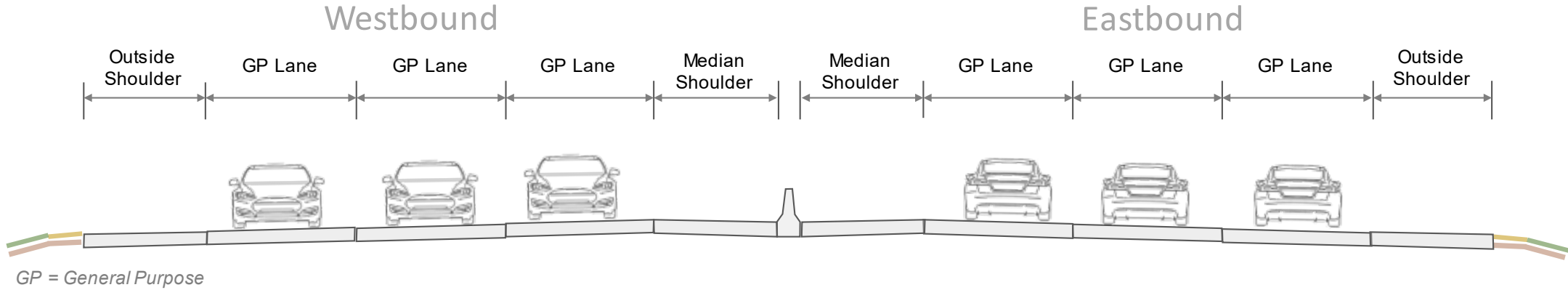
Cross Section

Typical Existing (No-Build) and Resurfacing (Alt 1) Beltline Cross Section

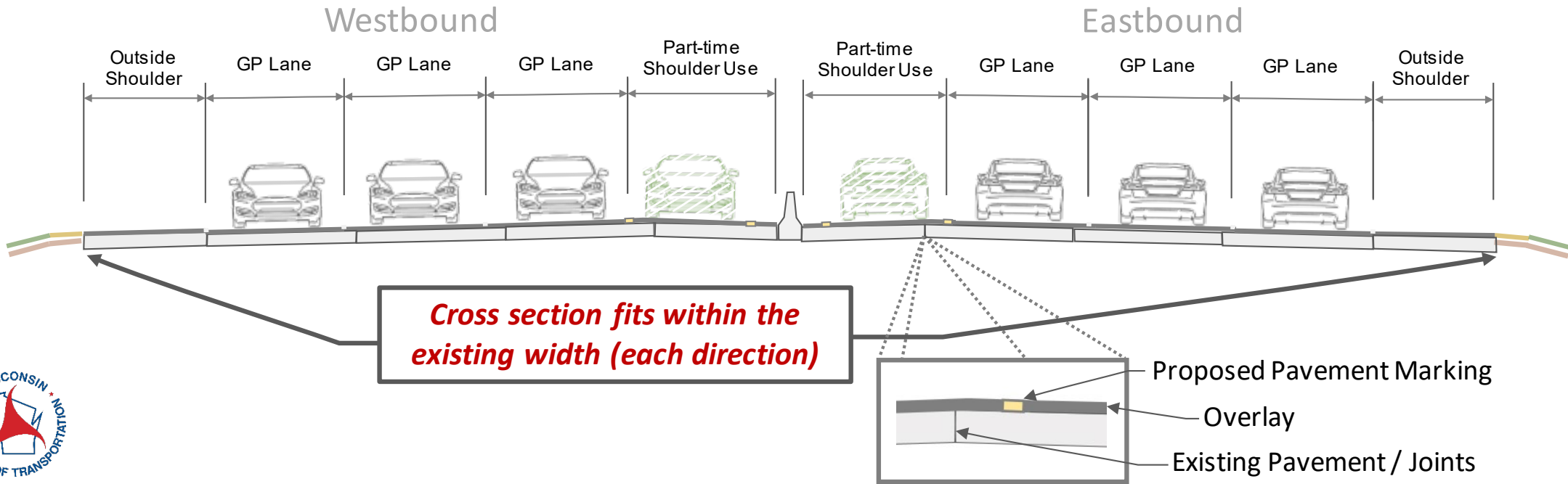


Cross Section

Typical Existing (No-Build) and Resurfacing (Alt 1) Beltline Cross Section



Typical Resurfacing with Dynamic Part-time Shoulder Use (Alt 2) Beltline Cross Section



Dynamic Part-Time Shoulder Use Nationally

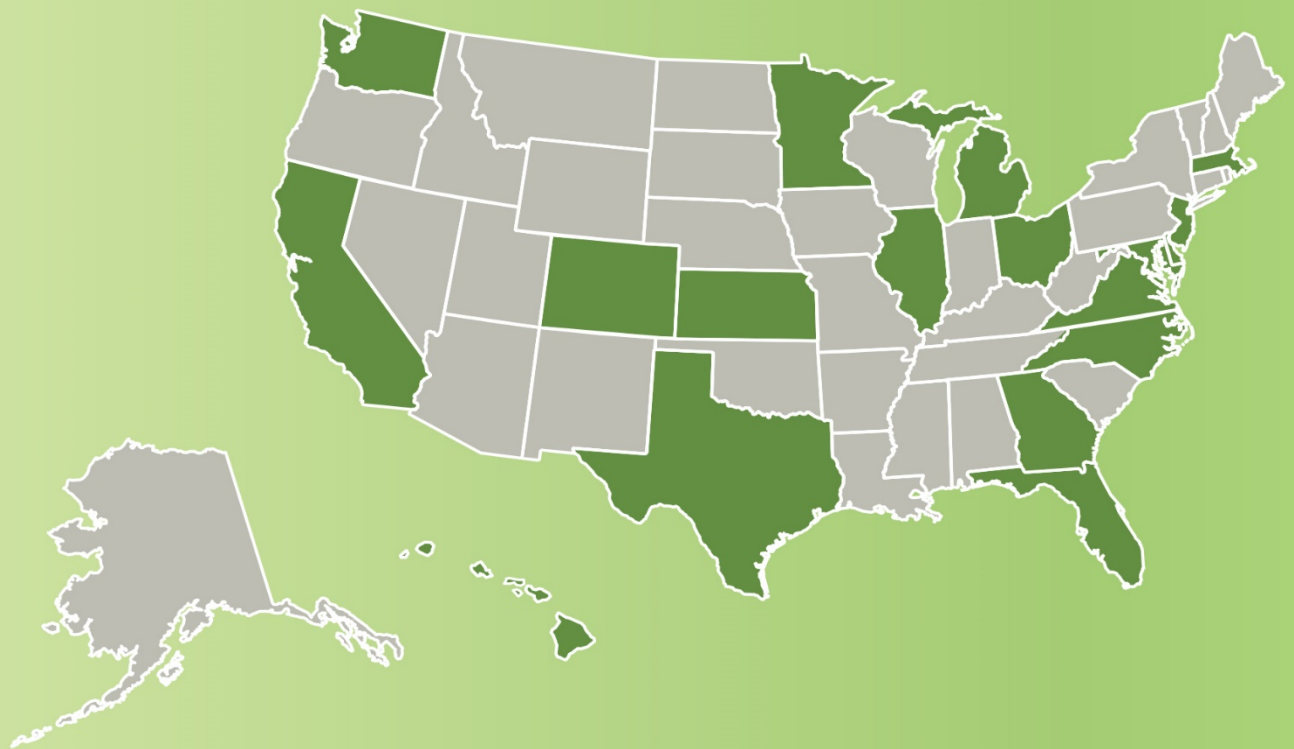
Part-time shoulder use is being used effectively around the country, including the Midwest, to address recurring congestion.



Image: I-35W in Minnesota

Part-time Shoulder Use in the United States

States with Part-Time Shoulder Use in 2018



What is DPTSU?

DPTSU stands for “Dynamic Part-time Shoulder Use”

- Also known as “Hard Shoulder Running”
- Use of shoulders part-time for travel during busiest hours
- Cost-effective interim solution to address recurring congestion
- Can be classified as:
 - A Transportation System Management and Operations Strategy
 - A Performance-Based Practical Design approach, used by FHWA & WisDOT



Reference:

<https://ops.fhwa.dot.gov/publications/fhwahop15023/ch1.htm>

Static vs. Dynamic Part-time Shoulder Use

Static

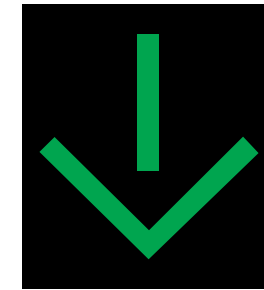


*Example in
Massachusetts*

***No Dynamic (changeable)
Signing Component***



Dynamic



In Operation

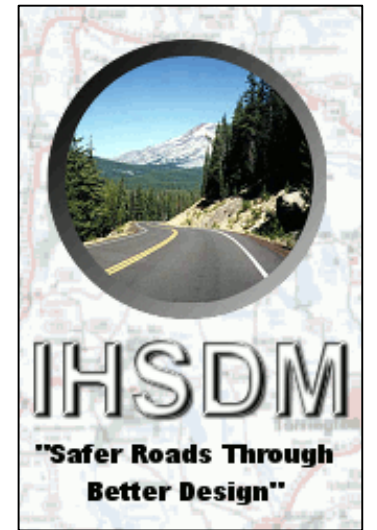


Not in
Operation

***Generally paired with
static signing***

Safety

- Experience in the U.S. to date has not identified major safety issues with part-time bus, static, or dynamic shoulder use that led to discontinuation.
- The best available predictive crash analysis tool (IHSDM) was used for this project's safety analysis.
- The relative analysis showed that with the activation of DPTSU, the number of predicted crashes is not anticipated to increase compared to a No-Build condition.

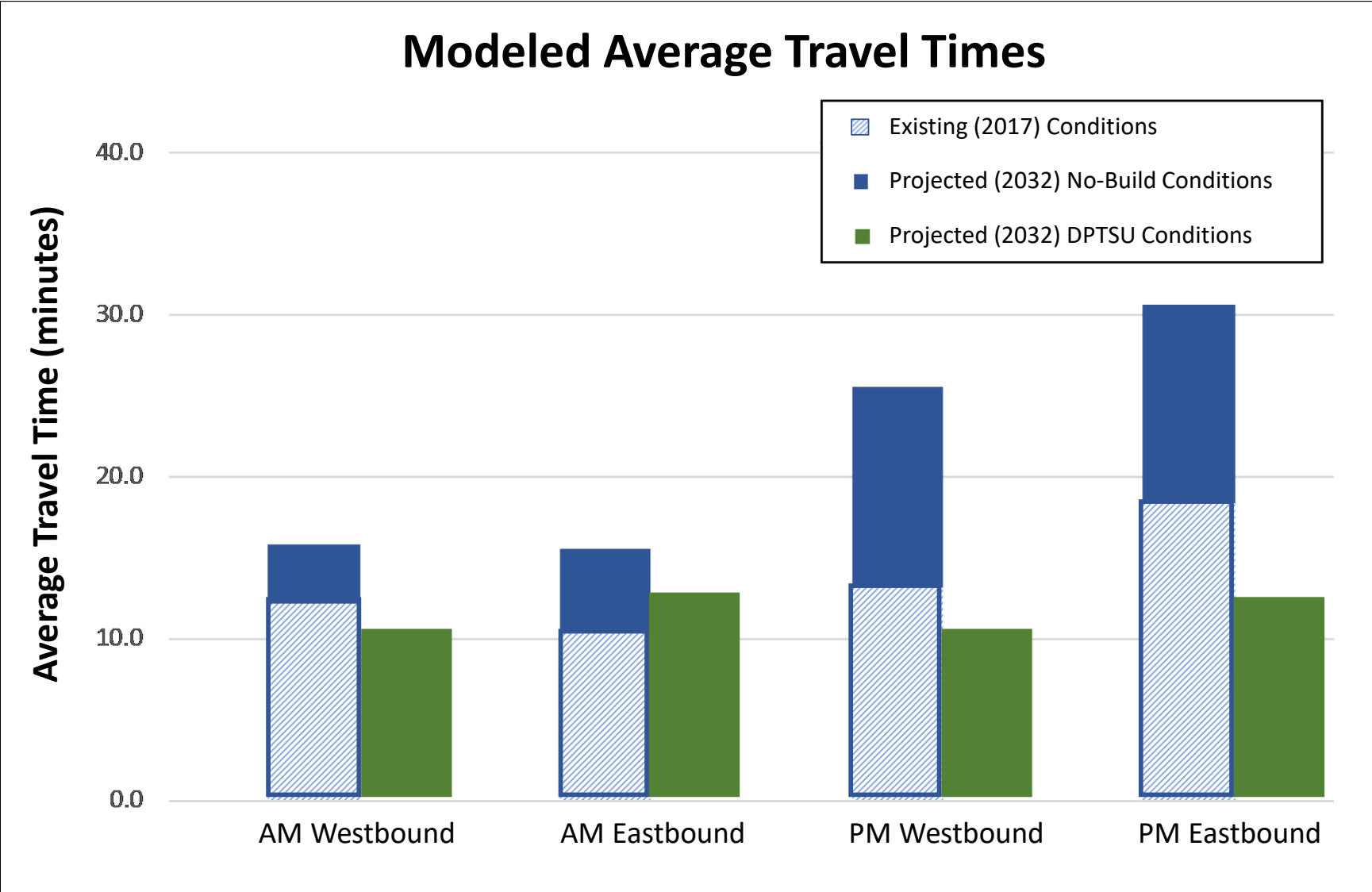


**IHSDM = Interactive
Highway Safety
Design Model**



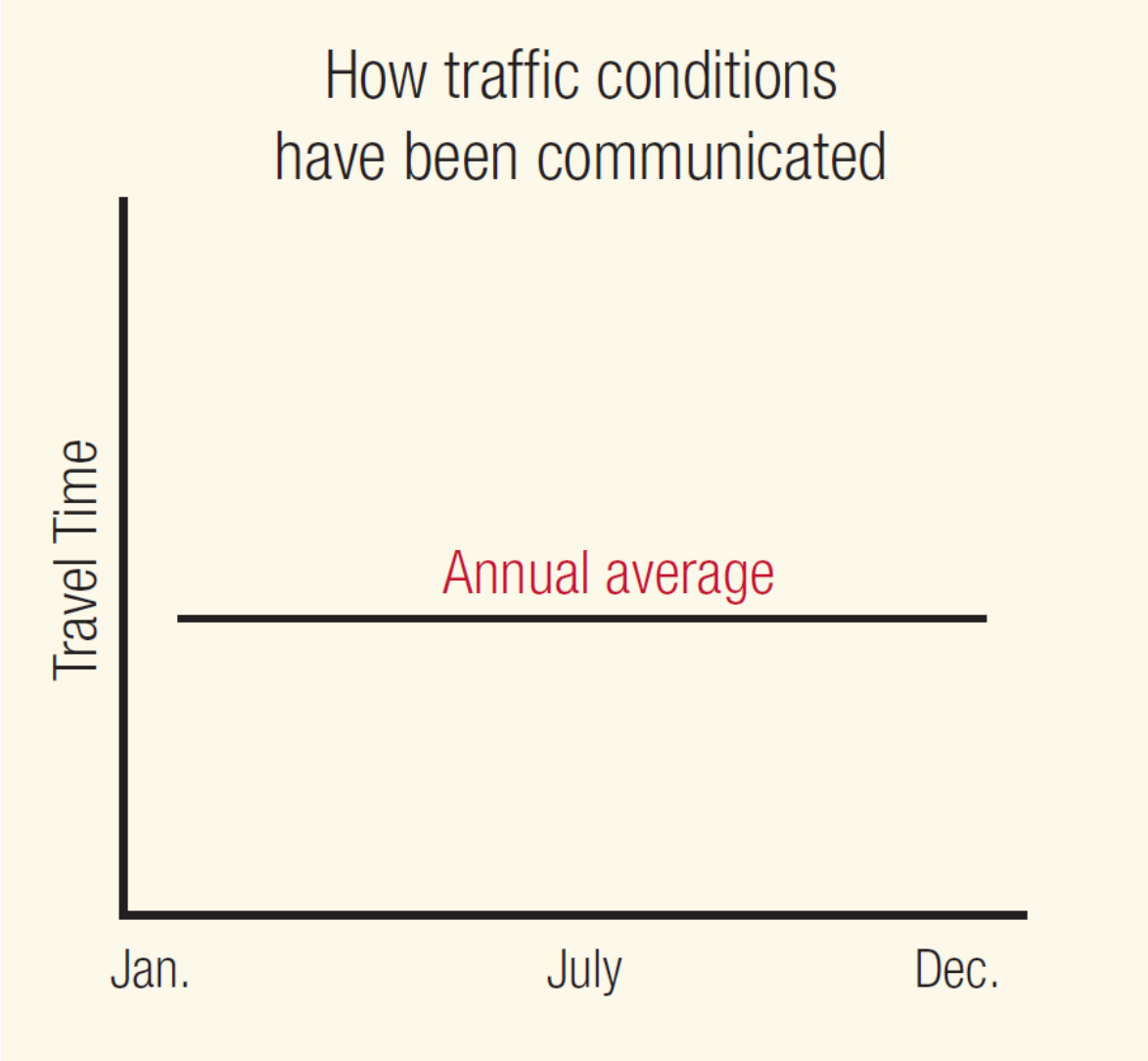
Travel Time

Average Travel Time During AM and PM Peak Hours: Whitney Way to I-39/90



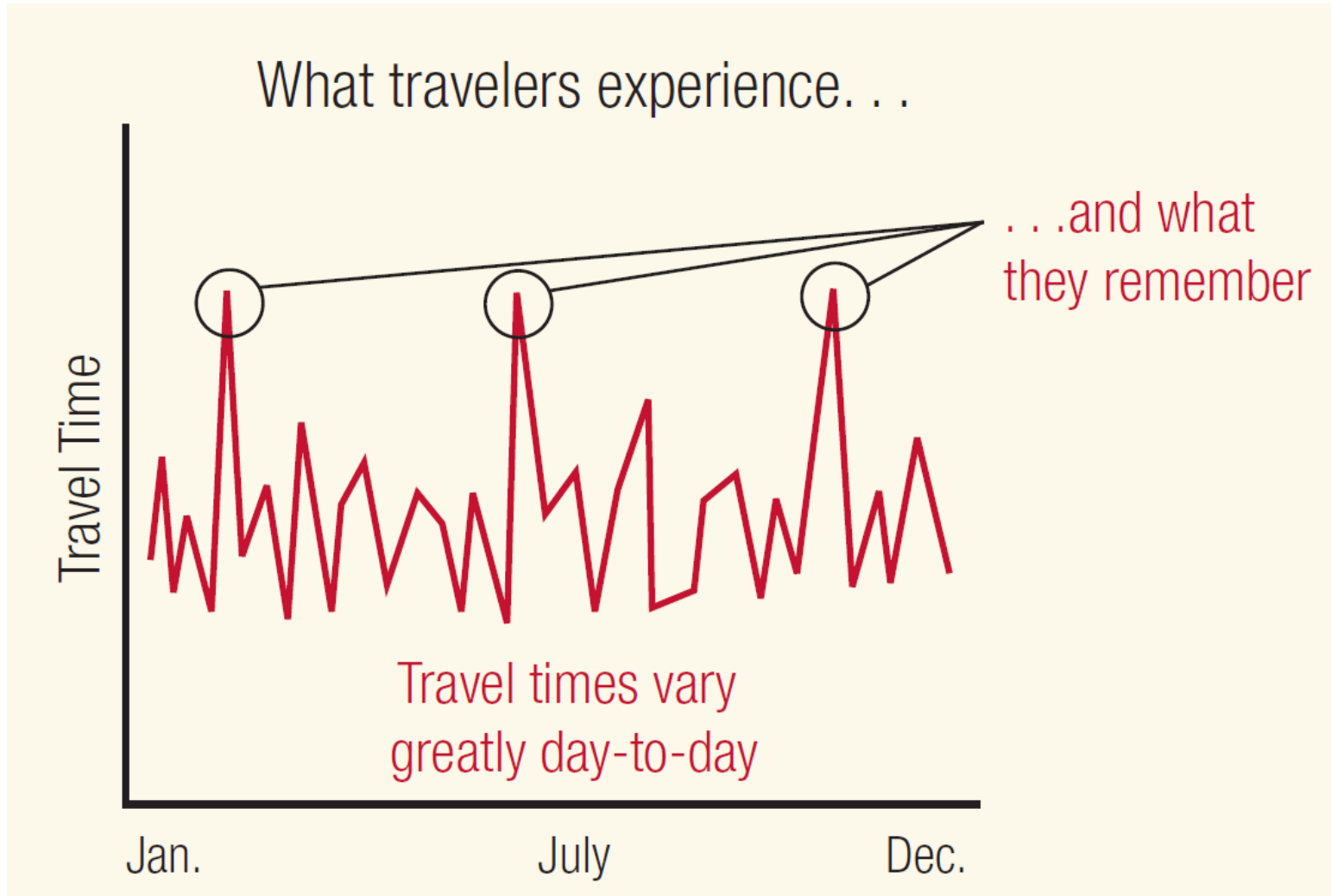
Note: Field-measured travel times may be longer for a variety of reasons (incidents, disabled vehicles, weather, etc.).

Travel Time Reliability



Graphic Source: https://ops.fhwa.dot.gov/publications/tt_reliability/brochure/ttr_brochure.pdf

Travel Time Reliability



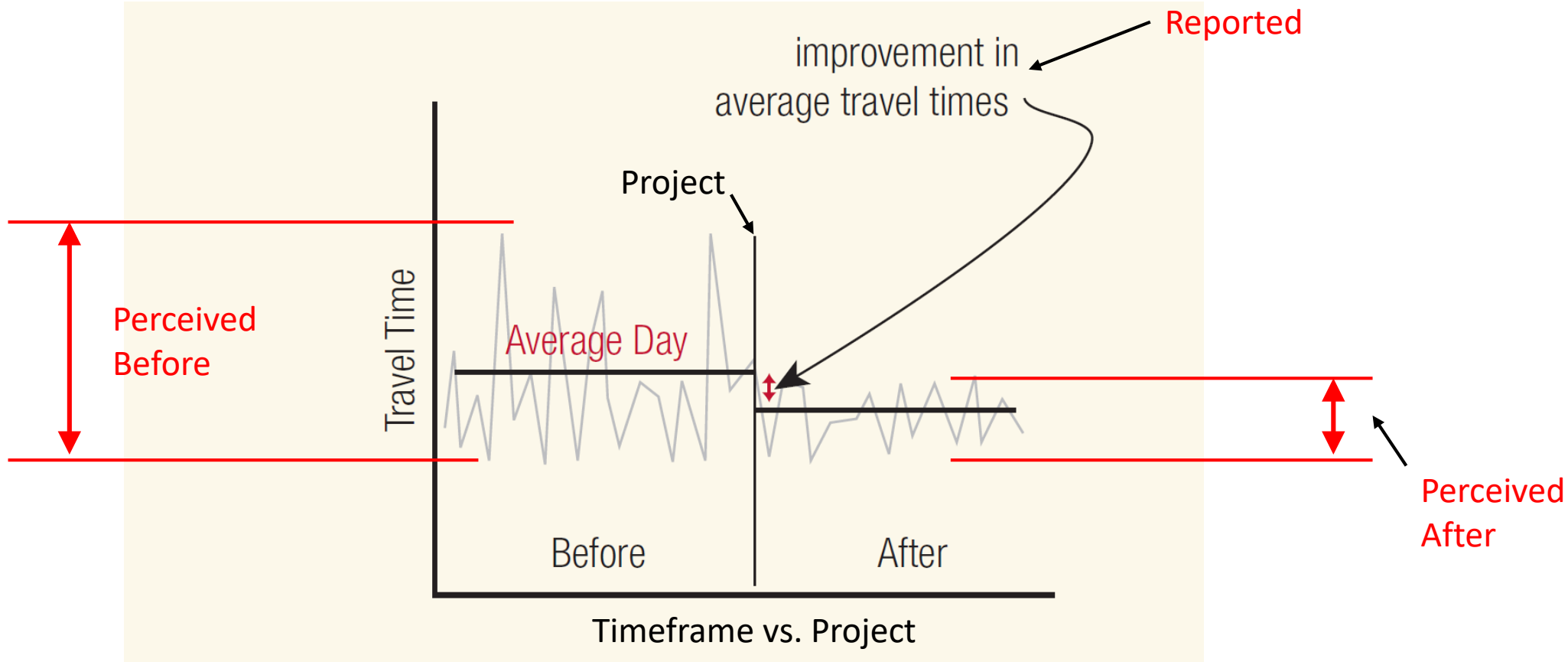
Travel time reliability measures the extent of this unexpected delay

Example: Getting to Work



Project Feasibility: Travel Time Reliability

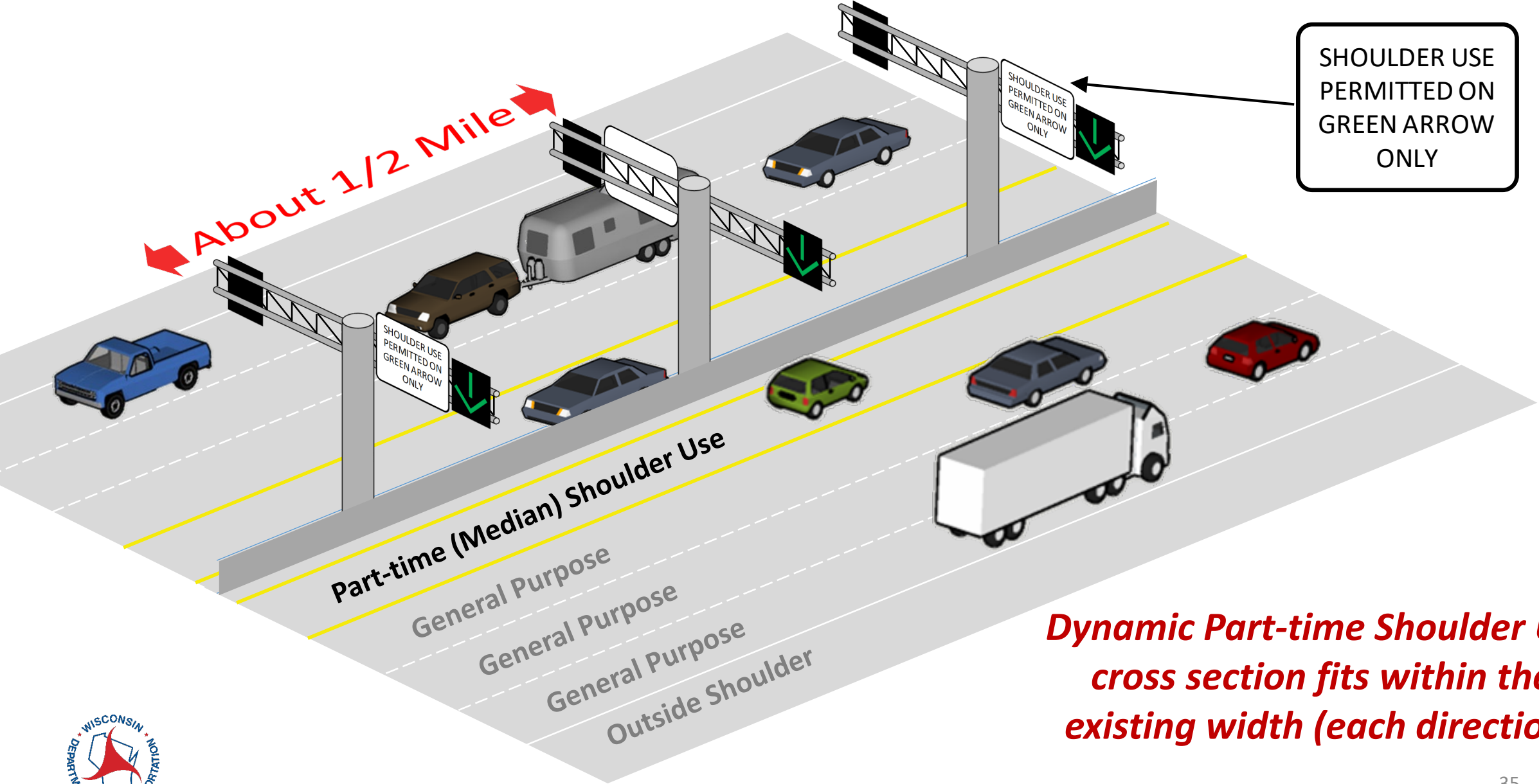
Reliability measures capture the benefits of traffic management



Note: This diagram shows a general display of the travel time reliability concept and is not intended to reflect traffic data for the Beltline corridor.



System Overview



Dynamic Part-time Shoulder Use cross section fits within the existing width (each direction)



Dynamic Signing

Active Management



In Operation



Not in Operation



Approaching lane drop or for use in closure scenarios



Digital Blank-out Sign indicating lane drop at ends of the system

Sample DMS Messaging

**LEFT SHOULDER
OPEN
TO TRAFFIC**

**LEFT SHOULDER
EMERGENCY
STOPPING ONLY**

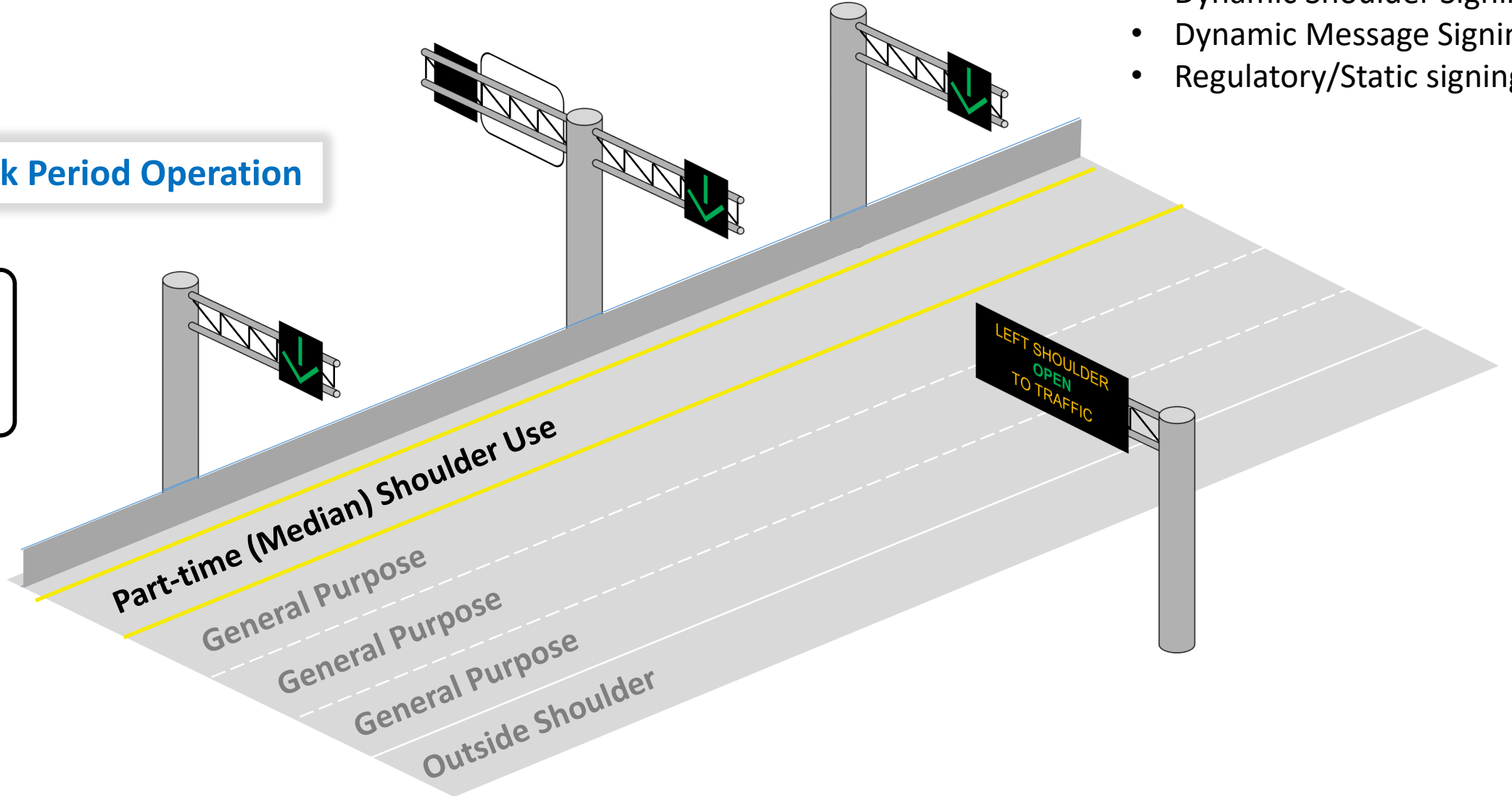


Dynamic Signing

- Dynamic Shoulder Signing
- Dynamic Message Signing
- Regulatory/Static signing

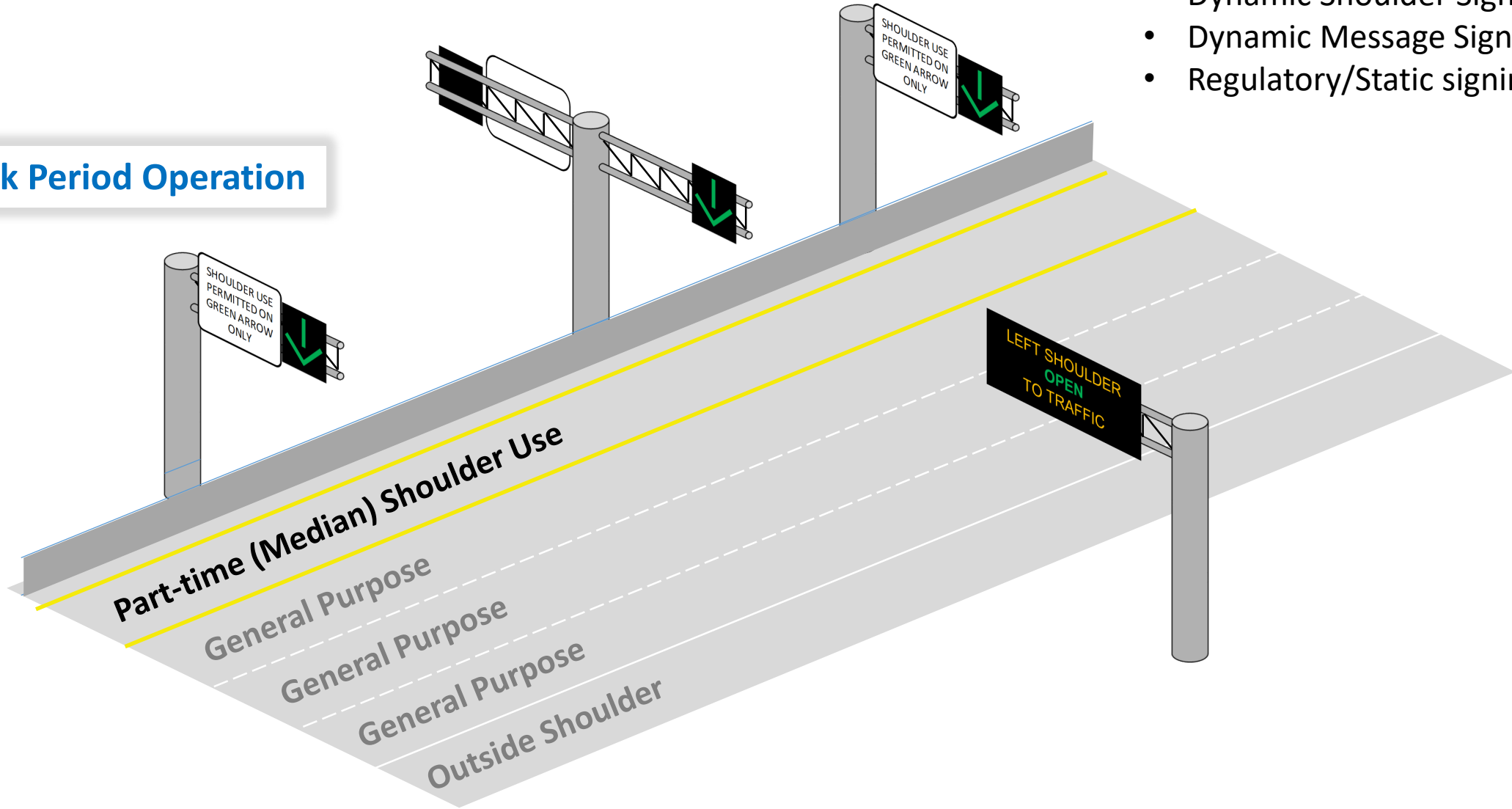
Peak Period Operation

SHOULDER USE
PERMITTED ON
GREEN ARROW
ONLY



Dynamic Signing

Peak Period Operation

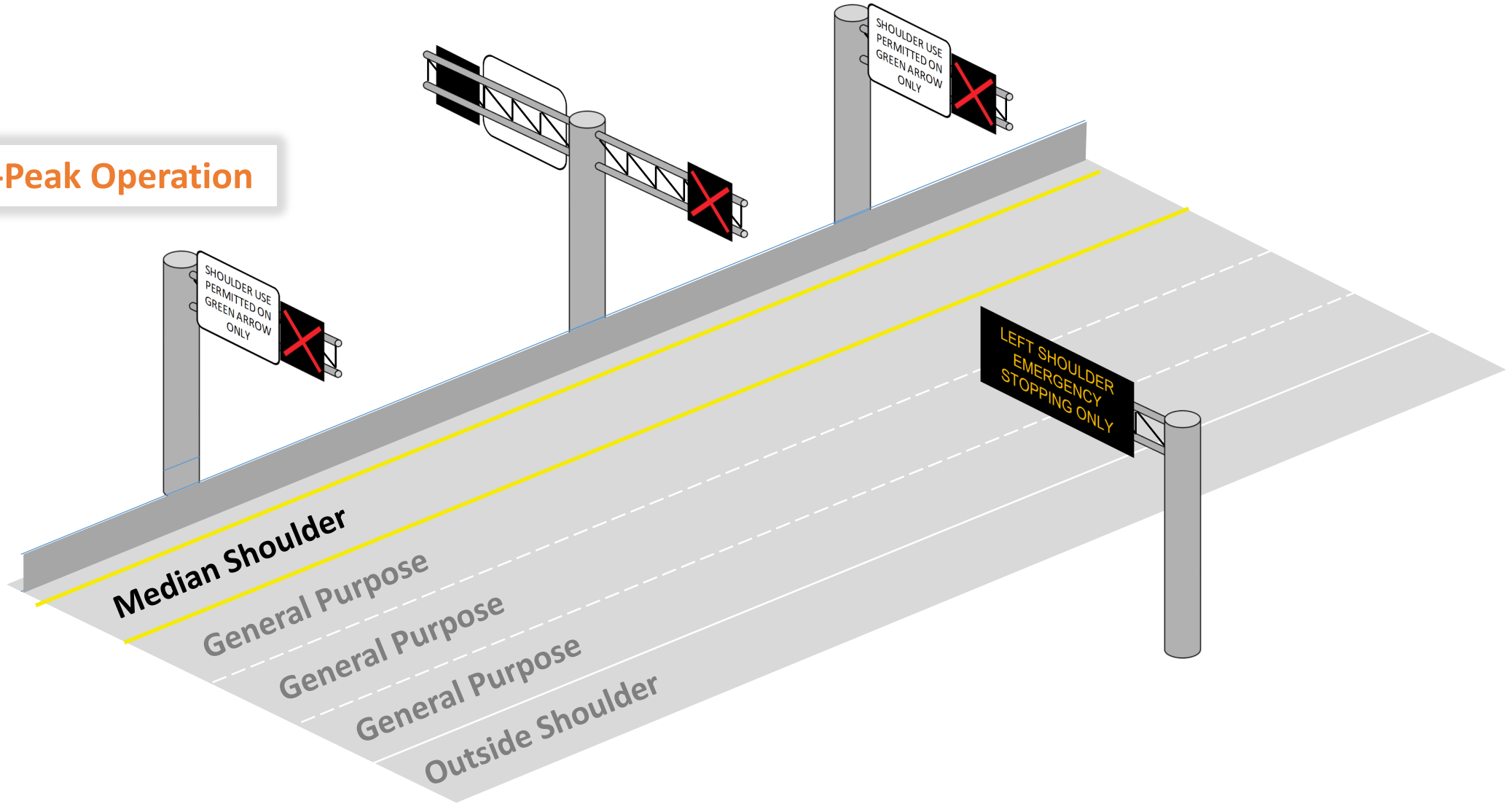


- Dynamic Shoulder Signing
- Dynamic Message Signing
- Regulatory/Static signing



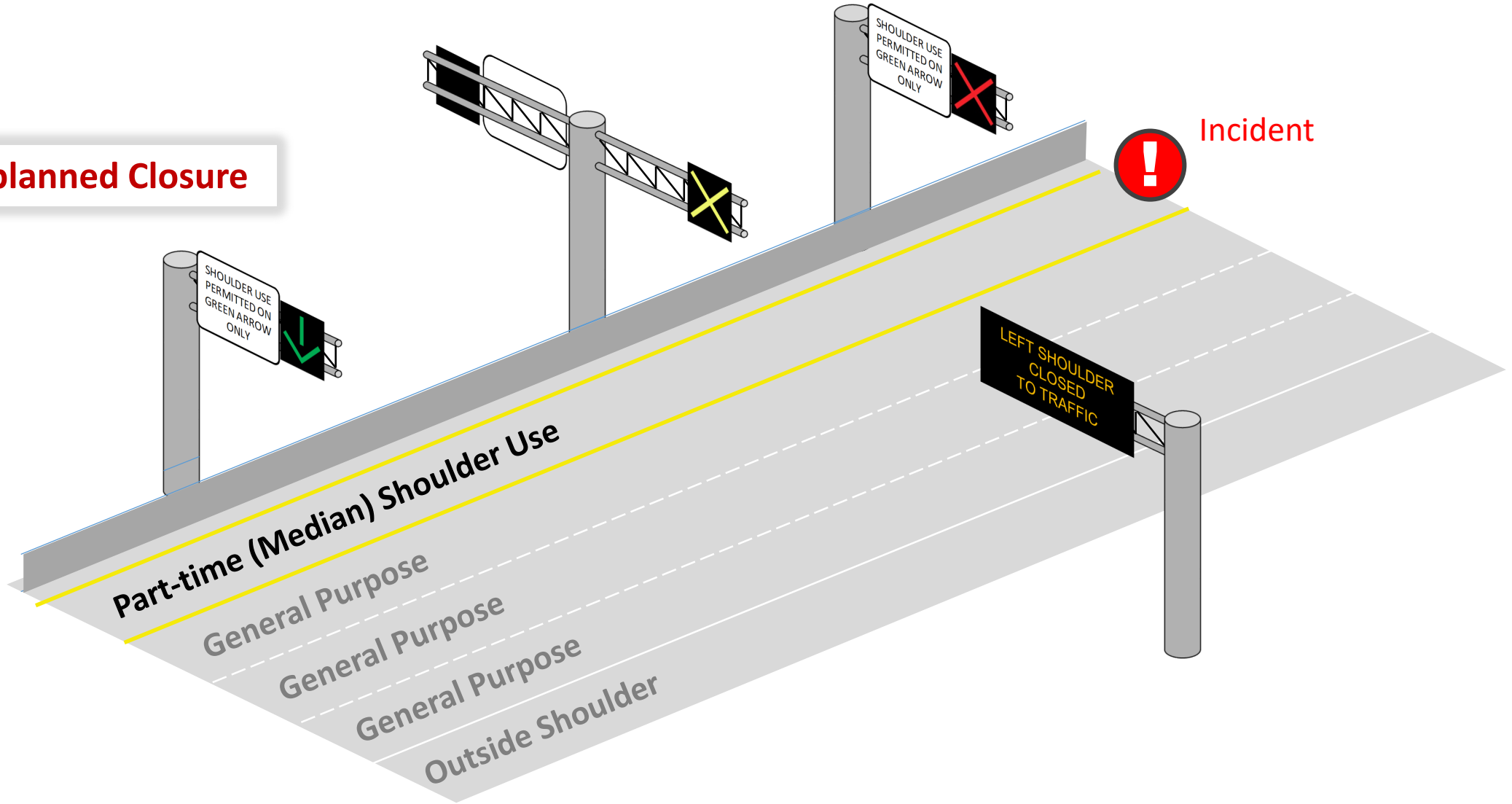
Operations – Off-Peak

Off-Peak Operation



Operations – Closure

Unplanned Closure



SHOULDER USE
PERMITTED ON
GREEN ARROW
ONLY



**General Purpose
Lanes Open
24 Hours**



SHOULDER USE
PERMITTED ON
GREEN ARROW
ONLY

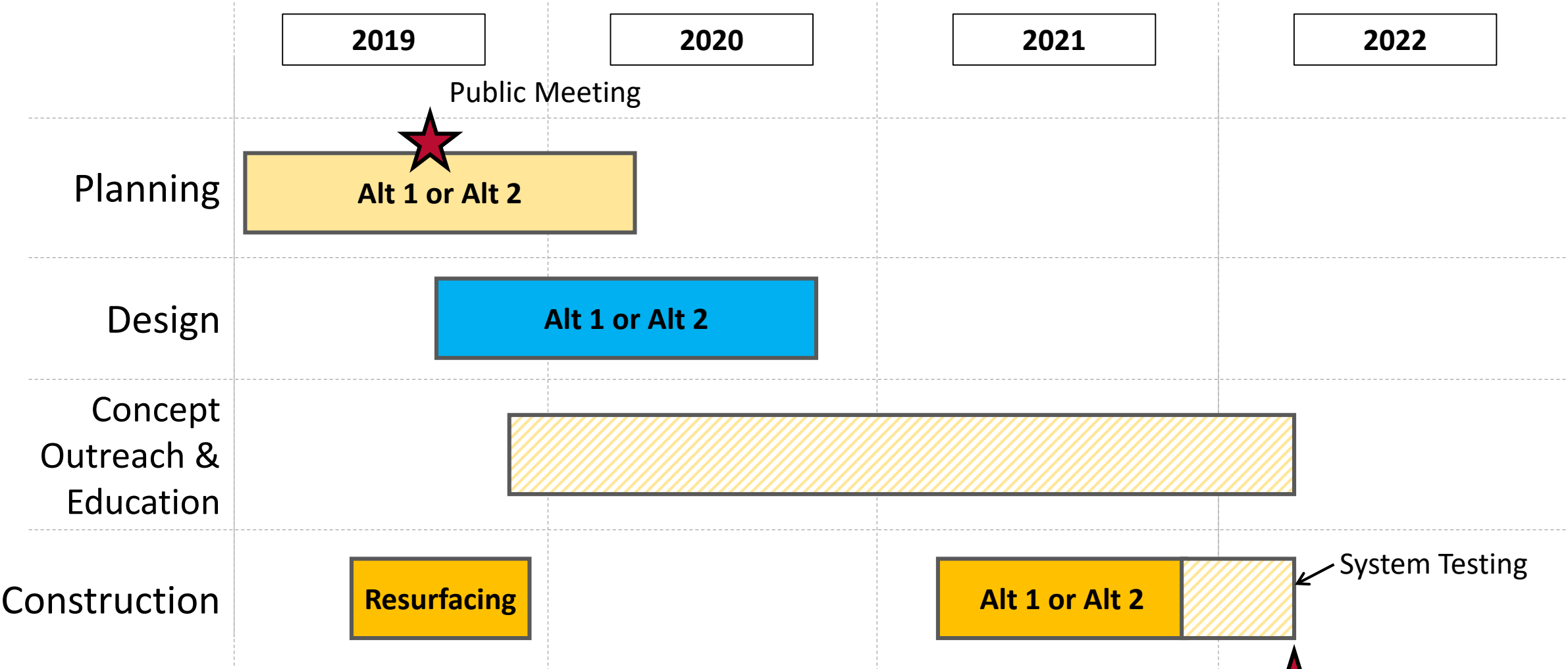


**Dynamic
Part-Time
Shoulder Use**

**General Purpose
Lanes Open
24 Hours**




Project Schedule



Alt 1: Resurfacing
Alt 2: Resurfacing with DPTSU
Note: Alts each include barrier and drainage improvements

 - **Alt 2 Only**

 System Operational

Questions?

Contact Information:

- Email: Brandon.Lamers@dot.wi.gov
- Project Website:

<https://wisconsindot.gov/Pages/projects/by-region/sw/us1218-beltline/default.aspx>



**TPB (MPO) Agenda Cover Sheet
October 2, 2019**

Item No. 7

Re:

Presentation on Madison East-West Bus Rapid Transit (BRT) Planning Study

Staff Comments on Item:

The first phase of the BRT planning study to identify an initial project in the east-west corridor is wrapping up. A final public information meeting will be held on September 26 to allow the public another opportunity to learn about and comment on the recommended project (“preferred alternative”) and provide input on the design of the BRT stations. The City of Madison will need to make a decision on some of the final details regarding the project, including on the west side and downtown routing options, over the next 2+ months. An application will then be submitted to go into project development or final design. Dave Trowbridge from City of Madison Transportation will provide an update on the project, including information on the current “working preferred alternative”.

Materials Presented on Item:

1. Presentation slides on the study
2. Flyer about the Metro Forward initiative proposed by Madison Mayor Rhodes-Conway

Staff Recommendation/Rationale:

For discussion and comment purposes. Action by the MPO – amendment to the Regional Transportation Plan to add the BRT project to the fiscally constrained plan – will occur at a later date.

Madison East-West Bus Rapid Transit (BRT) Planning Study

MPO Policy Board – October 2, 2019

MADISON DEPARTMENT



OF TRANSPORTATION



AECOM



Bus Rapid Transit (BRT)

Madison East-West Corridor Project Development



METROFORWARD >>



METROFORWARD >>

LET'S INVEST IN FAST, RELIABLE AND ACCESSIBLE TRANSPORTATION FOR THE MADISON METROPOLITAN REGION

INVESTING IN METRO TRANSIT MAKES SENSE, NOW MORE THAN EVER

Metro Transit can improve workforce transportation, reduce congestion and serve as the backbone of a vibrant regional economy. However, federal and state funding has remained flat over the past 20 years, resulting in aging infrastructure, a lack of modern clean-air vehicles and a bus network that cannot support our region's needs any longer.

OUR REGION IS READY TO MOVE FORWARD >>

The Madison region is growing rapidly. Our city has consistently ranked in the top tier for being a dynamic, safe place to live—and continues to attract talent, businesses and new residents. Our growth is evident in many ways, from the booming housing development, to the changing downtown skyline.

If growth continues at this pace, by the year 2050, there will be an anticipated 85,000 new jobs and 100,000 new residents in Dane County. This translates into 800,000 new road trips to work, school and play. Without action, the resulting gridlock will more than double travel times for everyone on the road.

If single-occupancy automobiles made up all of these additional trips, it would require adding two or more lanes to our main roads on the Isthmus, and doubling parking in the downtown area—parking costs alone equating more than \$250 million.



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We cannot build a superhighway through our beautiful Isthmus. It is not sustainable or even feasible.

SO WHAT DO WE DO? WE INVEST IN WHAT WORKS

Metro provides 57,000 rides per weekday and 13 million rides per year. Metro Transit already operates 62 routes across our region, with 218 buses serving Madison, Middleton, Fitchburg, Verona, Sun Prairie, the Village of Shorewood Hills and the Town of Madison.



DID YOU KNOW?

\$1.00 = \$4.00

For every \$1 invested in public transit, approximately \$4 is generated in economic returns. An estimated 87% of bus trips directly benefit the economy by getting people to work and connecting them to local businesses.



One 60-foot bus during rush hour removes as many as 80 cars off congested roads.



In a year, 80 people on a bus have the same carbon reduction power as planting 2000 trees.



25% reduction in travel time for bus rapid transit riders with Metro Forward >>



METROFORWARD >>

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To support our regional growth, recruit and retain strong business and talent, protect our environment, and ensure a great quality of life for our residents, we must invest in success -- sustainable, accessible, and reliable transportation.

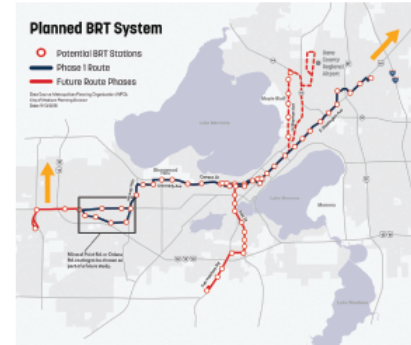
METROFORWARD >> PROPOSES A FOUR-PRONGED APPROACH TO IMPROVE ACCESS AND REDUCE TRAVEL TIME:

#1 EXPAND ACCESSIBILITY AND SERVICE

Lack of access to transportation disproportionately impacts people of color, seniors, young people, those with disabilities, and low-to-middle-income families who are unable to reach school, work, or the doctor's office without access to a car. Restricted access limits upward mobility and shared prosperity. This plan addresses these inequities by subsidizing additional passes for riders and families in need; providing free summer youth passes for eligible middle and high school students to get to jobs and extracurricular activities; enhancing weekend service for workers; and adding new routes to south-side educational institutions and surrounding communities.

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Metro Transit's main facility on East Washington Ave. is too small for our current fleet of buses and in serious need of repairs and safety upgrades. It was built more than 100 years ago to store 160 buses. With the renovation of this building and the addition of a satellite facility, Metro Transit will be able to hold 218 buses and build capacity for the future of rapid transit, along with new electric charging stations and maintenance bays.



#3 FOCUS ON SUSTAINABILITY

Climate change is an urgent reality. In response, the City has set a municipal goal of using 100 percent renewable energy sources and becoming carbon neutral by the year 2030. Metro Transit accounts for a significant portion of all the carbon City vehicles emit. To clean our air and protect our planet, Metro plans to pilot the use of all-electric buses by 2020, with anticipated full fleet conversion beginning in 2023.

#4 IMPLEMENT BUS RAPID TRANSIT

To expand service and reduce travel times for Metro riders by up to 25 percent, rapid transit uses dedicated lanes, modern platforms, pre-paid ticketing stations, larger buses and other improvements. Similar to light rail, but without the added expense of building rail infrastructure, these improvements allow for a very high-level service. Rapid transit will complement Metro's current service with riders able to hop on a rapid transit line every 15 minutes. More than 80,000 residents and almost 120,000 jobs are within a 10-minute walk of the planned rapid transit routes.

METROFORWARD >> IS TAKING A BOLD STEP TO IMPLEMENT FOUR RAPID TRANSIT ROUTES - NORTH, SOUTH, EAST, AND WEST - THAT WILL SERVE AS THE BACKBONE OF A VIBRANT ECONOMY.

SUPPORT METROFORWARD >>

Learn more about this initiative and let your elected officials know you support investing in transit at cityofmadison.com/MetroForward.

What is Bus Rapid Transit?

BRT has:

- Very **high level** service, similar to but one step down from light rail
- Typically over 50 percent of the route will have **dedicated bus lanes**, giving buses an advantage in congestion
- **10-15 minute** service levels - 6 am to 12 midnight



Cleveland's Health Line BRT



Example of dedicated bus lanes

DEPARTMENT OF

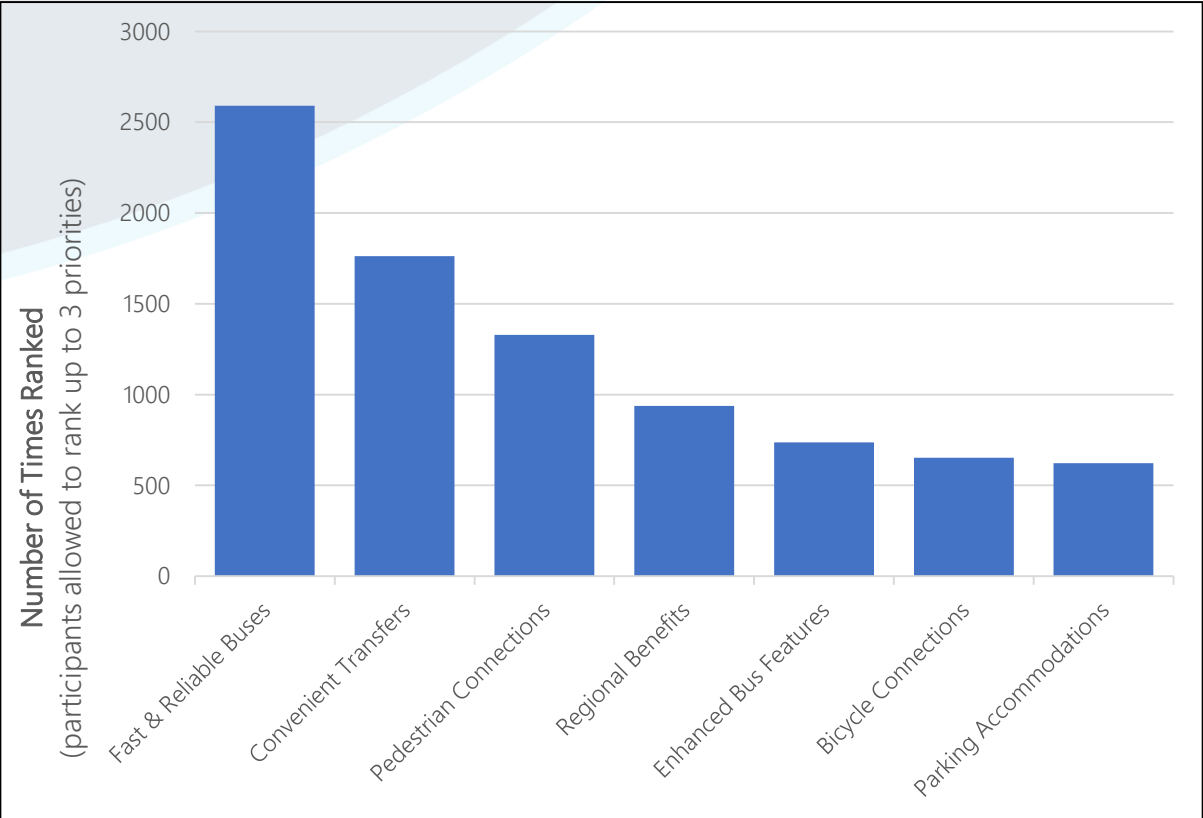


TRANSPORTATION

Community Survey Results

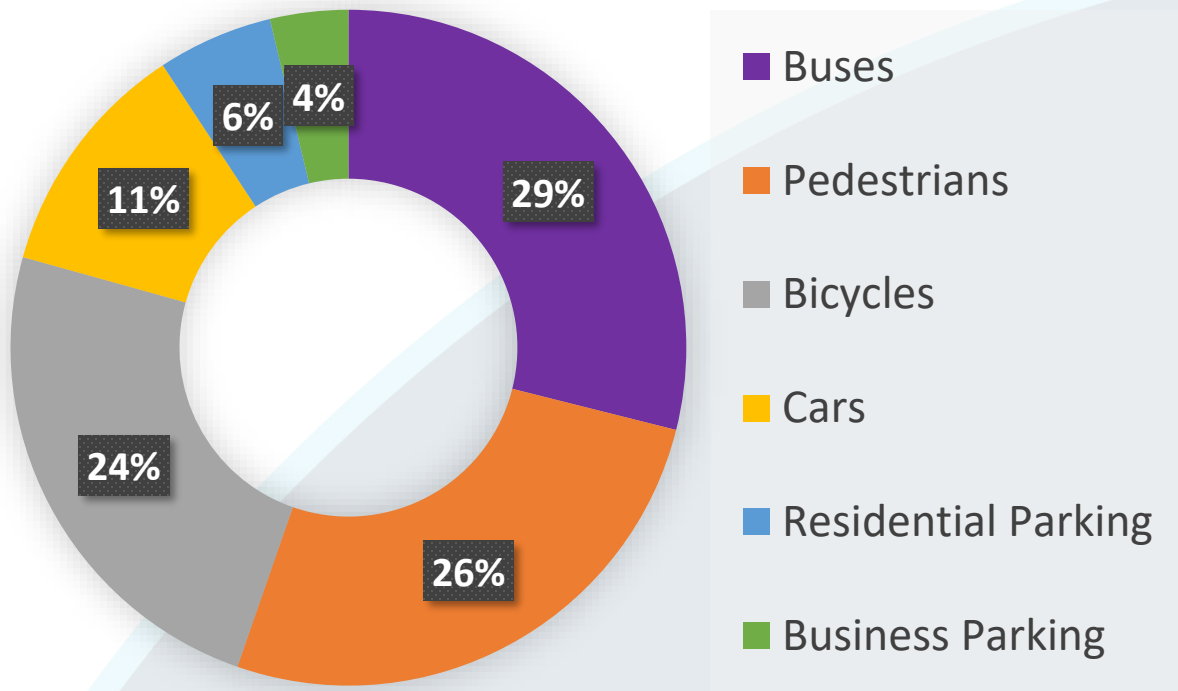
SURVEY 1

Survey 1 Priorities

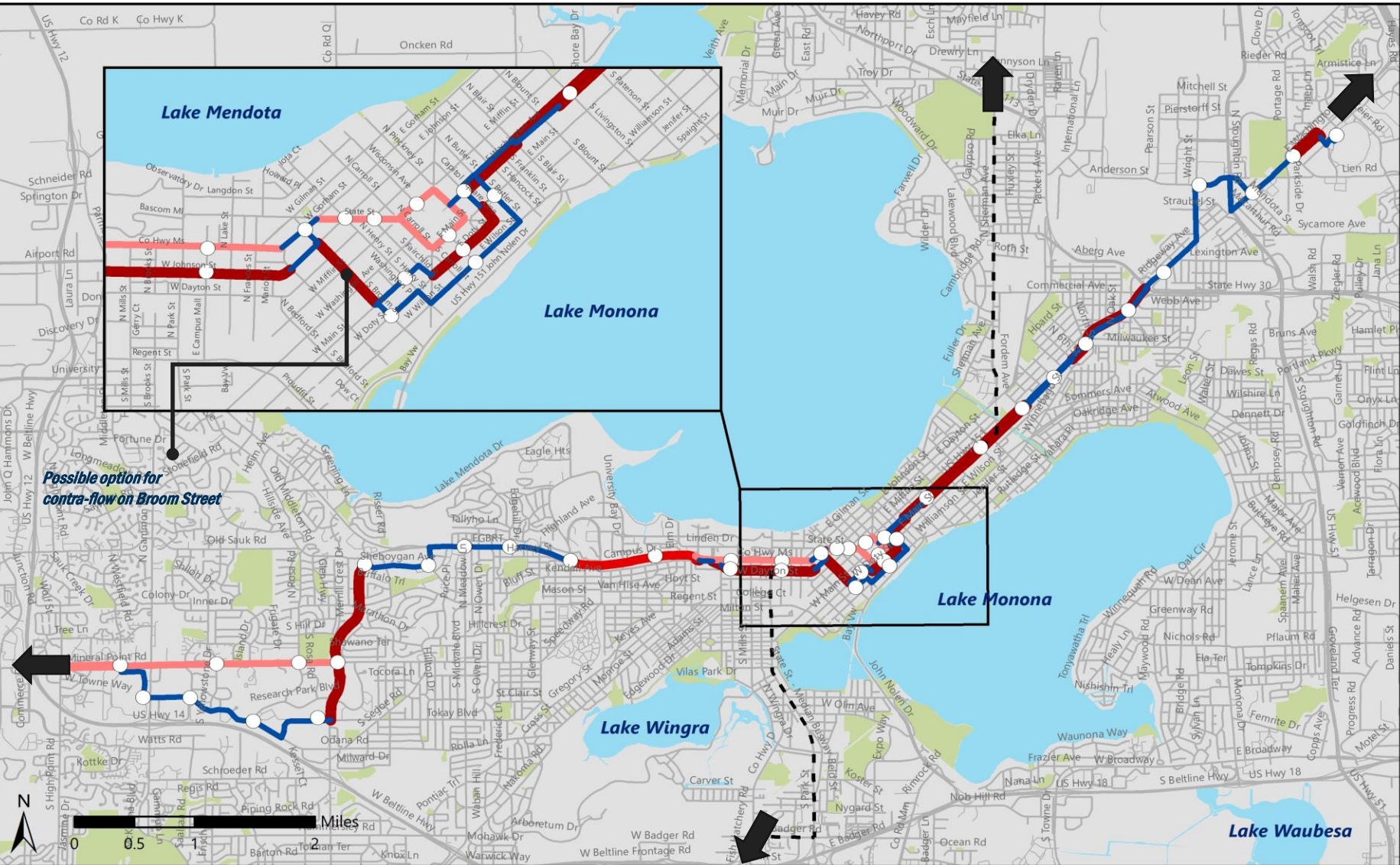


SURVEY 2

Right-of-way Space Priorities



Location of Dedicated Lanes for Working LPA



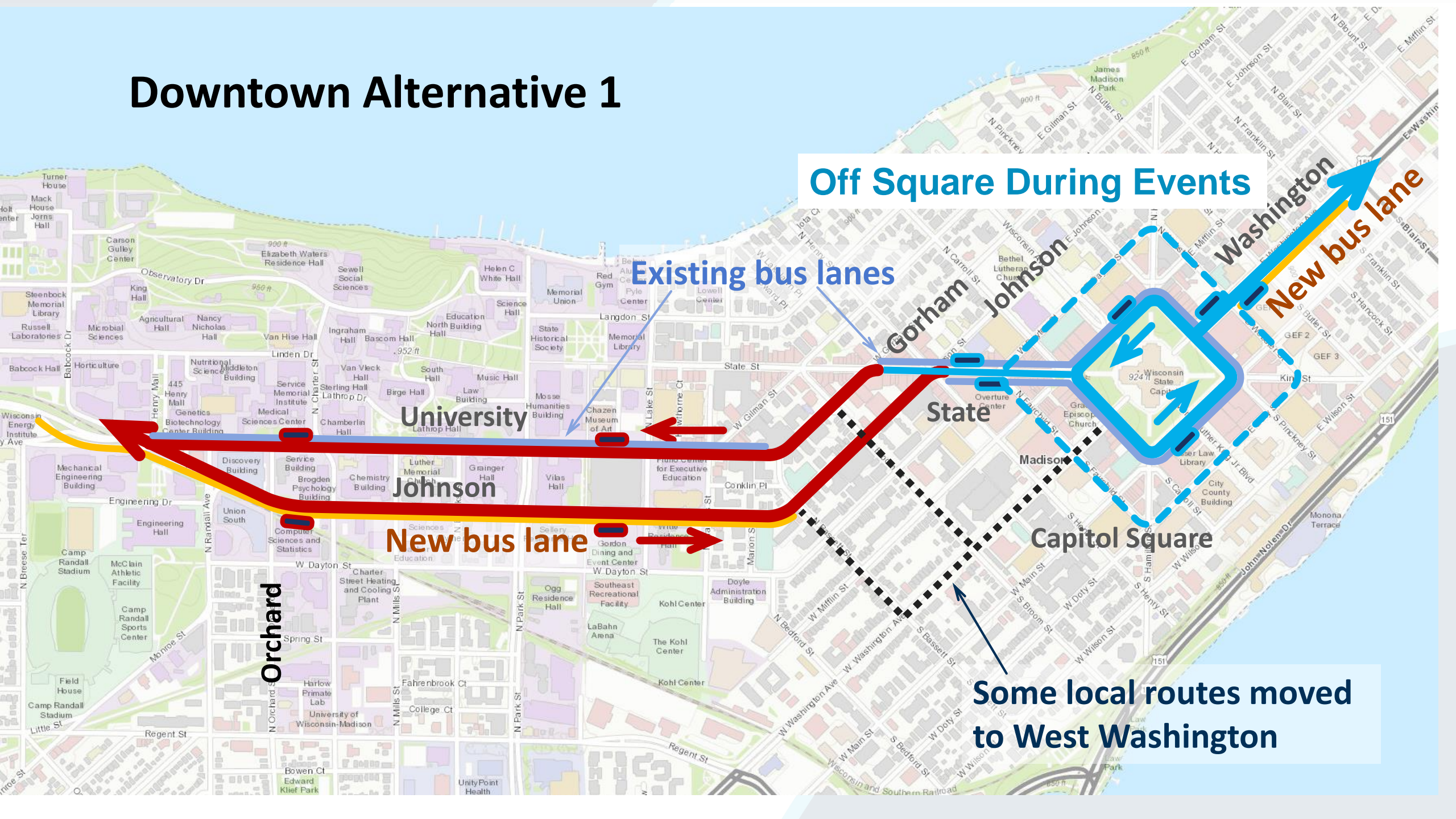
Possible option for contra-flow on Broom Street

Madison East-West BRT Planning Study



- East-West BRT Proposed Station
- Future North-South BRT
- ← Future BRT Extensions
- Dedicated Lanes**
- Dedicated Bus Lane (BRT vehicle in new bus lane)
- Bus-only Shoulder (Bus uses during congestion)
- Existing Bus Lane (BRT vehicle utilizes existing bus lanes)
- Mixed Traffic (BRT vehicle shares lane with other vehicles)

Downtown Alternative 1



Off Square During Events

Existing bus lanes

University

Johnson

New bus lane

Orchard

State

Gorham

Johnson

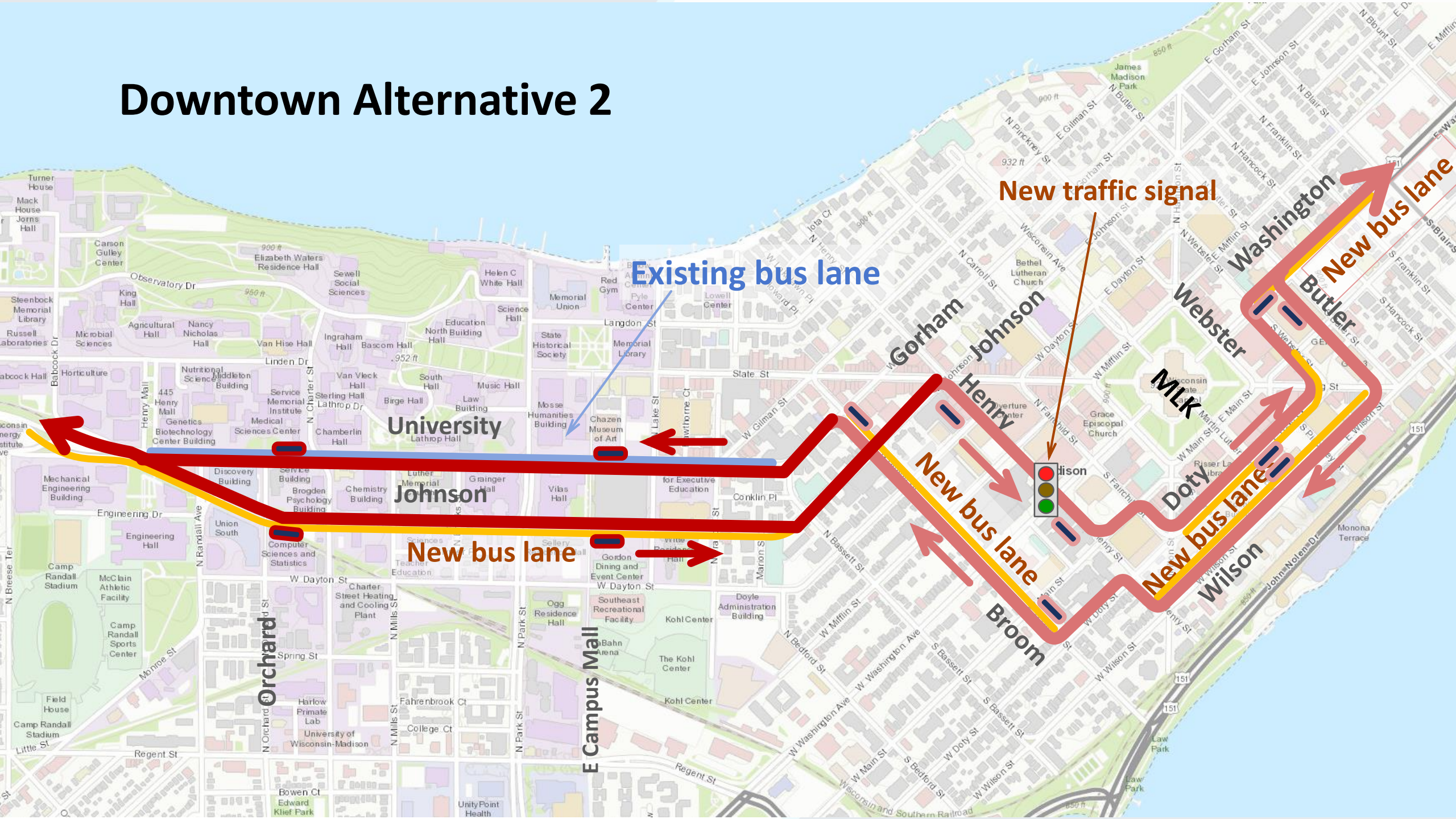
Washington

New bus lane

Capitol Square

Some local routes moved to West Washington

Downtown Alternative 2



Existing bus lane

New traffic signal

University

Johnson

New bus lane

Orchard

E Campus Mall

Gorham

Johnson

Henry

New bus lane

Broom

Washington

Webster

MLK

Doty

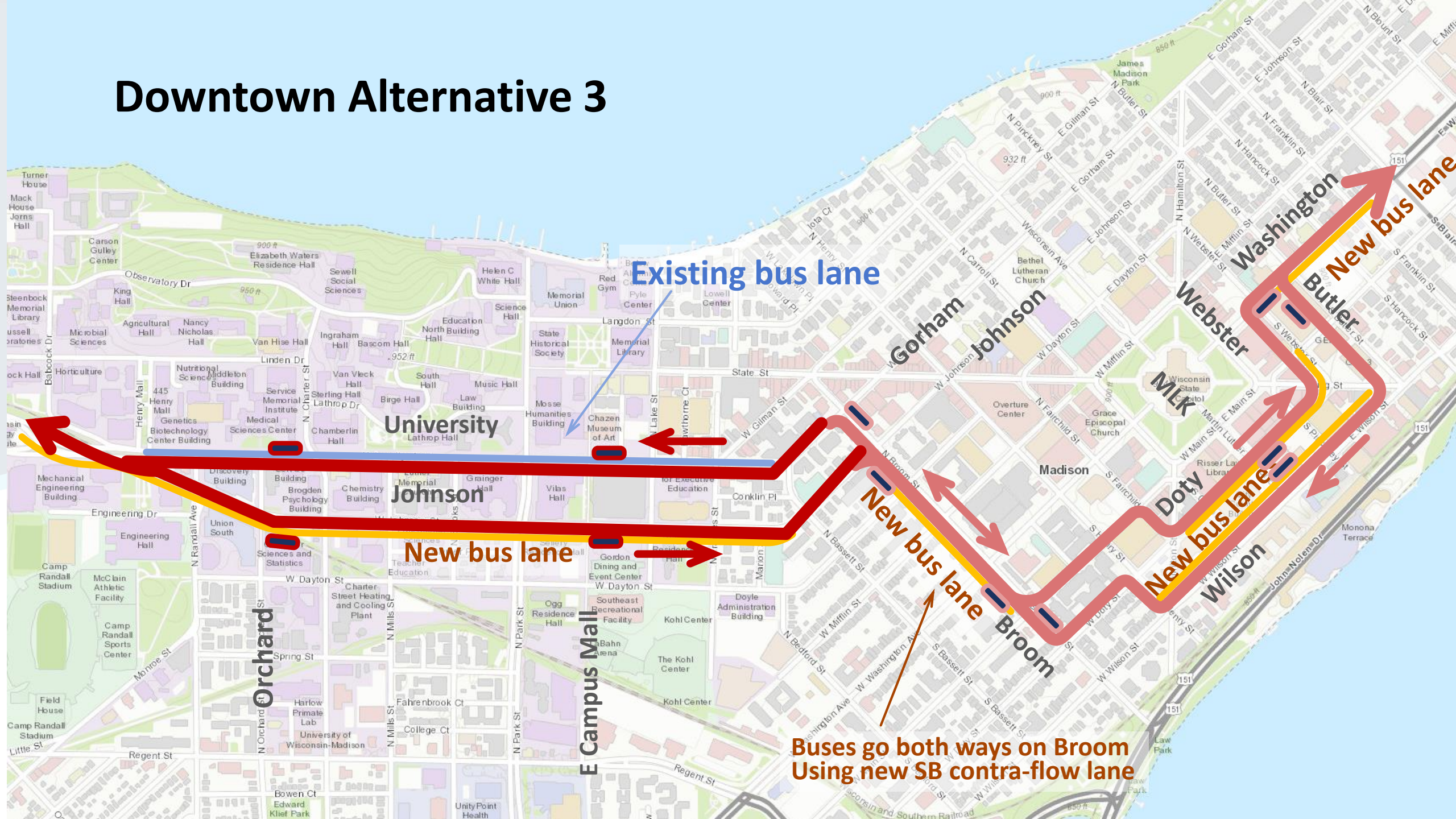
New bus lane

Wilson

New bus lane

Butler

Downtown Alternative 3



Existing bus lane

New bus lane

New bus lane

New bus lane

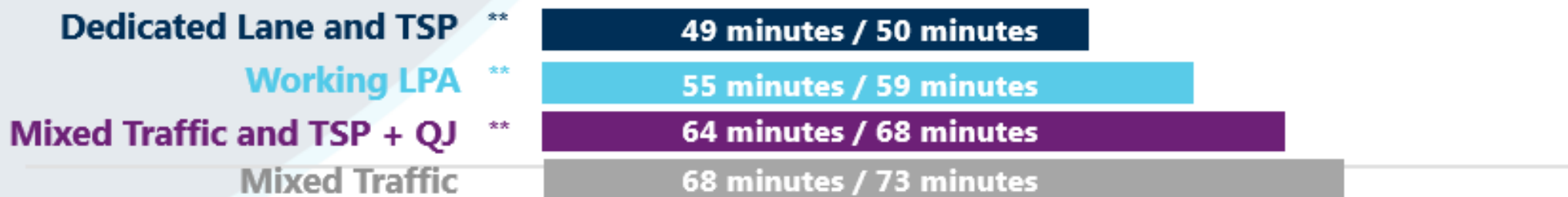
New bus lane

Buses go both ways on Broom
Using new SB contra-flow lane

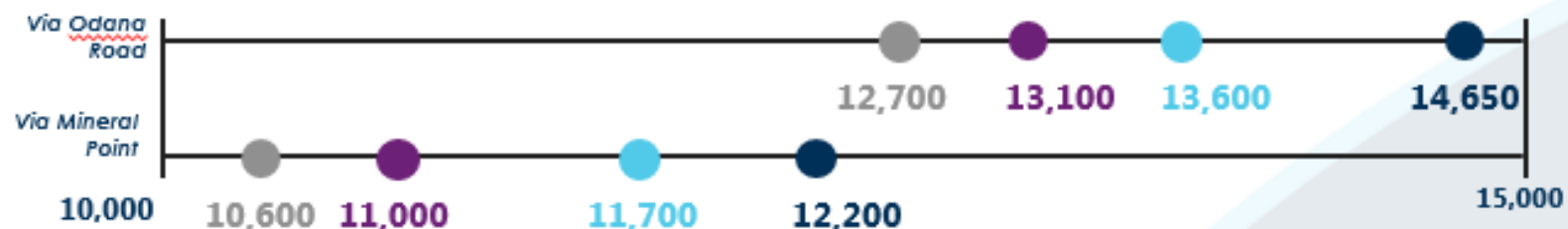
MADISON EAST-WEST BRT PLANNING STUDY

BRT Travel Time, Ridership, Capital Costs*

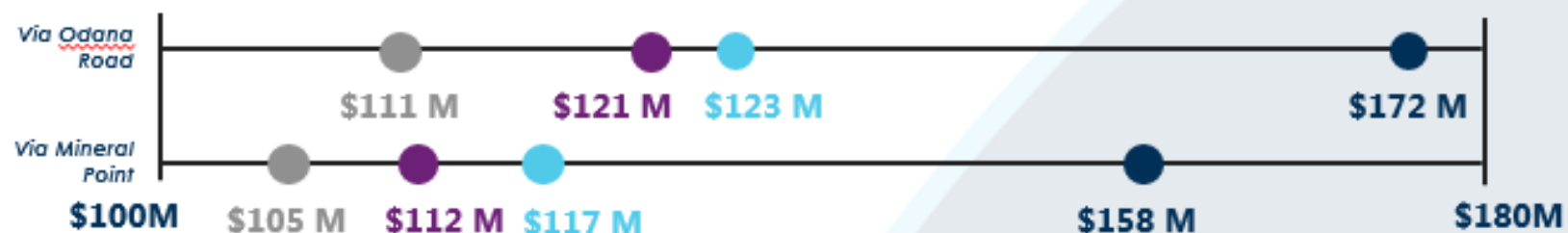
Travel Times (End-to-End)



Daily Ridership



Capital Costs



*All data reflects the Broom/Wilson downtown option

**LPA = Locally Preferred Alternative, TSP = Transit Signal Priority, QJ = Queue Jump

MADISON EAST-WEST BRT PLANNING STUDY

Capital Costs for Working LPA

Cost Categories	Working LPA Cost (\$2019 in millions)
Dedicated Lane Marker (Paint)	\$2
Stations and Shelters	\$24
Maintenance Facility	\$7
Roadway Improvements	\$19
Transit Signals and Intersection Improvements	\$22
Right-of-Way Acquisition	\$1
Electric Buses	\$30
Engineering, Environmental, and Construction Design	\$17
Contingencies	\$4
Total	\$120-\$130 million
Federal Contribution	(up to) \$100 million
Local (Non-Federal) Contribution	\$20-\$30 million

Bus Rapid Transit: Capital Financing

- Project Description:
Implement Bus Rapid
Transit from West Towne
Mall to East Towne Mall

- Project Priority 1

■ Citywide Element:
Land Use and
Transportation

■ Strategy 2

Implement **Bus Rapid
Transit** to improve travel
times, enhance reliability and
increase ridership

	Millions
Total Budget	\$128
Prior Appropriation	\$80

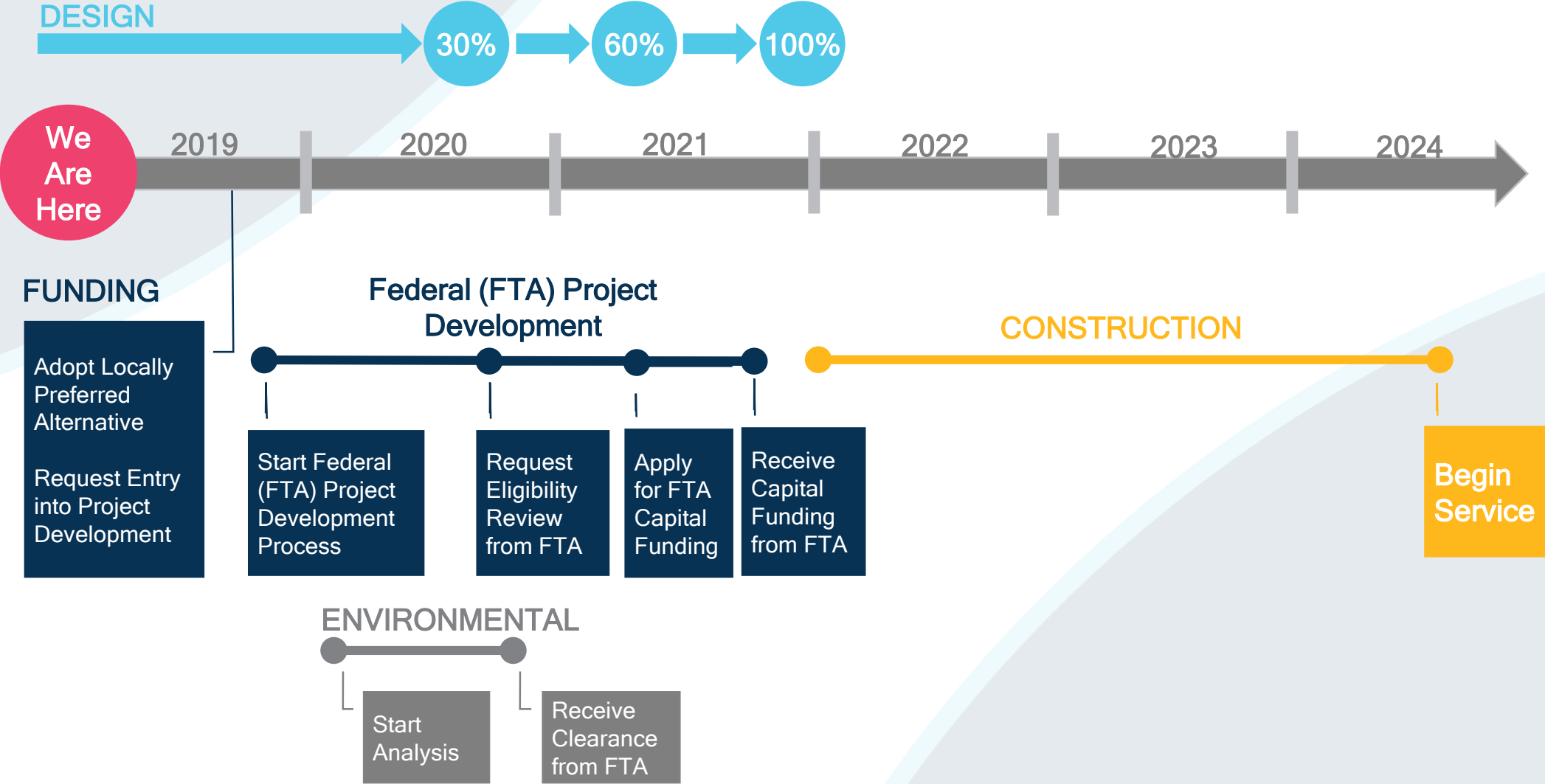
	2020	2021	2022	2023	2024	2025
Borrowing	\$1.5	\$7.5	\$13.3	\$4.2		
Federal	\$2.0	\$1.7	\$82.6	\$11.7		
TIF			\$3.5			
TOTAL	\$3.5	\$9.2	\$99.4	\$15.9		

DEPARTMENT OF



TRANSPORTATION

Project Development Process



Questions/Comments?

David Trowbridge, AICP
Principal Transportation Planner
Direct: 608-267-1148
dtrowbridge@cityofmadison.com

DEPARTMENT OF



TRANSPORTATION

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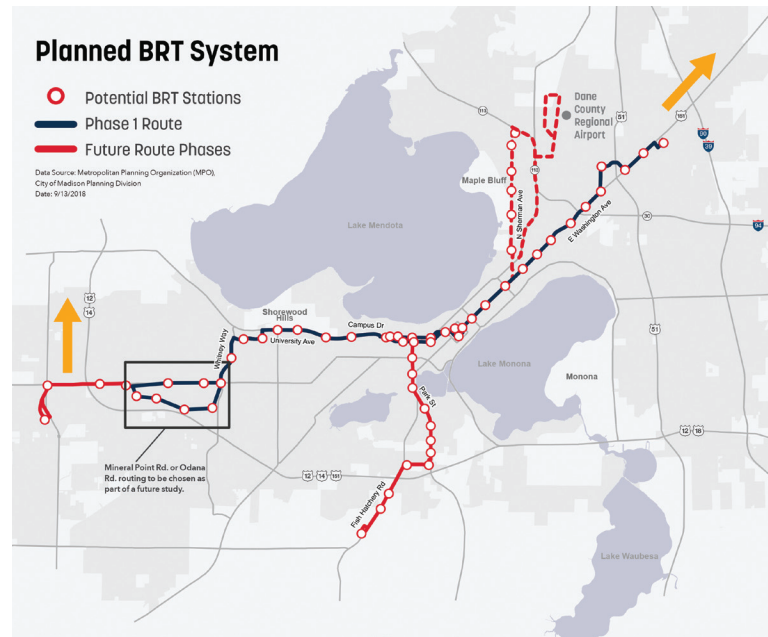
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Climate change is an urgent reality. In response, the City has set a municipal goal of using 100 percent renewable energy sources and becoming carbon neutral by the year 2030. Metro Transit accounts for a significant portion of all the carbon City vehicles emit. To clean our air and protect our planet, Metro plans to pilot the use of all-electric buses by 2020, with anticipated full fleet conversion beginning in 2023.

#4 IMPLEMENT BUS RAPID TRANSIT

To expand service and reduce travel times for Metro riders by up to 25 percent, rapid transit uses dedicated lanes, modern platforms, pre-paid ticketing stations, larger buses and other improvements. Similar to light rail, but without the added expense of building rail infrastructure, these improvements allow for a very high-level service. Rapid transit will complement Metro's current service with riders able to hop on a rapid transit line every 15 minutes. More than 80,000 residents and almost 120,000 jobs are within a 10-minute walk of the planned rapid transit routes.

**TPB (MPO) Agenda Cover Sheet
October 2, 2019**

Item No. 8

Re:

Resolution TPB No. 159 Approving Amendment to the 2019 Unified Planning Work Program

Staff Comments on Item:

The 2019 Work Program included funding for consulting services and data for the regional travel model project and to implement other recommendations of the Strategic Work Plan to improve the MPO's analysis tools and data. In large part because the MPO was able to use additional carryover funding from 2018 for the travel model project due to staff cost savings, the 2019 funding allocated to the model project was not fully utilized. An estimated \$27,500 in 2019 carryover funding will be used for the project in 2020 along with \$62,600 in 2020 funding. The project is expected to be completed in the last quarter of 2020. A total of \$99,000 is planned to be used to renew the MPO's subscription to the Streetlight Data and Analytics Platform to support updates to the Congestion Management Process and Regional Transportation Plan along with other planning work. The data is being used this year for the travel model project. Finally, \$25,000 had been budgeted for the MPO and TDM Program rebranding and marketing project. The RFP to hire a consultant for the project was just issued, and the project will not get started until probably early November. Therefore, a minimum of \$10,000 – likely more – will be carried over to 2020 to complete that project. In total, an estimated \$136,500 (including local matching funds) is planned to be carried over into 2020.

A work program budget amendment is needed to provide for the funding carryover and extend the timeline to complete the projects. The carryover funding must be spent and invoiced to WisDOT by the end of May next year.

Materials Presented on Item:

1. Resolution TPB No. 159

Staff Recommendation/Rationale: Staff recommends approval of Resolution TPB No. 159 approving the amendment to the 2019 Work Program.

Resolution TPB No. 159
Approving Amendment to the 2019 Unified Planning Work Program and Budget

WHEREAS preparation and adoption of a Unified Planning Work Program is a requirement for all Metropolitan Planning Organizations (MPOs) receiving federal and state planning financial assistance; and

WHEREAS the Madison Area Transportation Planning Board (MATPB) is the designated MPO for the Madison, Wisconsin Metropolitan Area with responsibilities to perform regional transportation planning and programming; and

WHEREAS the Unified Planning Work Program for the MATPB is annually updated, and the 2019 Work Program dated November 2018 was approved on November 7, 2018; and

WHEREAS planning grants for 2019 planning activities were received, including funds from the Federal Transit Administration, Federal Highway Administration (FHWA), Wisconsin Department of Transportation (WisDOT), and several local governmental units; and

WHEREAS the City of Madison is MATPB's fiscal and administrative agent and is a legally constituted entity under the laws of the State of Wisconsin and able to receive these funds; and

WHEREAS MATPB included work activities and funding in the 2019 Work Program to implement the multi-year Strategic Work Plan to enhance the regional travel model and develop other planning analysis tools and the data to support them to aid in the MPO's efforts to move to a more performance based approach to planning and project programming; and

WHEREAS a larger than expected amount of 2018 carryover funding due to staff savings from turnover was able to be used for the travel model project, including an initial subscription to Streetlight data and its analytics platform to support the project and other planning work, resulting in much of the funding budgeted for 2019 not being spent; and

WHEREAS the Work Program also included an activity and consultant funding for a rebranding and marketing project for the MPO and TDM program, which was started later than expected due to staff turnover;

WHEREAS MATPB is therefore requesting that the work program budget be amended to carry over into 2020 an estimated \$136,500 in 2019 funding to cover part of the cost for the travel model project (\$27,500), renewal of the MPO subscription to the Streetlight data/analytics platform (\$99,000), and finishing up work on the rebranding project (\$10,000); and

WHEREAS MATPB is also requesting that the date within which to complete the travel model work, data purchase, and rebranding project be extended to May 31, 2020 with the carryover 2019 funding to be spent and invoiced by that date:

NOW, THEREFORE, BE IT RESOLVED that MATPB approves an amendment to the 2019 Unified Planning Work Program extending the date to complete the aforementioned work and spend the funding until May 31, 2020 with the carryover funding to be spent and invoiced by May 31, 2020; and

BE IT FURTHER RESOLVED that the MPO Transportation Planning Manager is authorized and directed to submit this work program amendment to WisDOT and FHWA for approval; and

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

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;

3. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, ex, or age in employment or business opportunity;
4. Sections 1101(b) of the Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR 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. Section 324 of title 23, U.S.C 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 CFR 27 regarding discrimination against individuals with disabilities.

Date Adopted

Mark Opitz, Chair

**TPB (MPO) Agenda Cover Sheet
October 2, 2019**

Item No. 9

Re:

Review of Draft 2020 Unified Planning Work Program

Staff Comments on Item:

A draft of the 2020 Unified Planning Work Program has been prepared. The work program, which is required as a condition of receipt of federal Planning funds, outlines the priority planning issues and describes the planning activities the MPO intends to undertake in the following year. MPO staff is meeting with WisDOT and USDOT staff on Monday, September 30 to review and discuss the draft work program. Any proposed changes to the draft document to reflect their comments will be noted at the meeting. Board action on the work program is scheduled for the November meeting. The draft document will be made available to all local units of government within the MPO planning area and appropriate agencies, committees, and commissions for review and comment.

Materials Presented on Item:

1. Draft 2020 Work Program Report
<http://www.madisonareampo.org/planning/Hide/UPWP20DraftWeb.pdf>

Staff Recommendation/Rationale:

Informational at this time. Action by the board is expected at the November 6 meeting.

**TPB (MPO) Agenda Cover Sheet
October 2, 2019**

Item No. 10

Re:

Review and Recommendation on Proposed Draft 2020 MATPB Budget

Staff Comments on Item:

MATPB's budget is part of the city of Madison's operating budget since the city is the MPO's fiscal agent and provides most of the local share funding. The MPO Board approves the Work Program outlining the planning activities to be undertaken, but the city approves the budget. Staff presents the budget to the board, however, for a recommendation to the city. Attached is a budget table showing the proposed budget for 2020 compared to 2019.

The overall budget for 2020 is 2.5% higher than in 2019, reflecting the \$24,500 increase in federal planning funds. The increase in funding has been allocated to cover a \$48,000 increase in staff costs. About \$36,000 of this is attributable to MPO and city support staff salary/benefit increases. The other \$12,000 is for the MPO to pay for the work of two city of Madison land use planners to prepare small area household and employment forecasts for the travel model. The MPO will also contract with CARPC to provide a county level employment forecast and provide small area growth forecasts for areas outside Madison, but that is covered under the consulting services portion of the budget.

The consulting services budget has been reduced to offset the increase in staff costs and rent at the new office space. As shown in the separate Work Program budget, in addition to covering the work by CARPC the consulting services budget will be used to complete the travel model project, for assistance with the Congestion Management Process update, and possibly some follow up work to the rebranding and marketing project.

Other costs are the same or similar except for \$6,000 budgeted for a new plotter in case the current one is damaged in the office move. CARPC would share in the cost for that. Hopefully, that won't be needed.

Materials Presented on Item:

Table reflecting the budget for 2020 compared to 2019.

Staff Recommendation/Rationale:

Recommend Draft 2020 budget.

CITY OF MADISON PLANNING DIVISION
Regional Transportation Planning Services - Staff to MATPB (MPO)
Draft 9/20/19

	<u>Actual 2019 Budget</u>	<u>Estimated 2020 Budget</u>	<u>Comments</u>
Purchased Services			
54120 Telephone	1,200	1,500	
54320 Communication Device RPR Main	1,500	500	
54330 General Equip. Repairs & Maintenance	500	500	
54230 Property Rental	46,245	59,861	Increased rent at new office
54515 Mileage	100	100	
54520 Conferences and Training/Travel	5,500	6,000	
54810 Other Services General (incl transcription, interp)	7,112	750	Extra \$ in '19 for moving cost
54650 Advertising Services	12,250	12,250	Rideshare adv; \$250 for notices if needed
54645 Consulting Services / Data Services	186,623	152,712	Complete model work, CARPC, other
54535 Memberships	3,138	3,600	AMPO membership; staff APA dues
54690 Catering Vending Services	250	250	
Total	<u>264,418</u>	<u>238,023</u>	
Supplies			
53110 Office Supplies	1,500	1,300	
53130 Office Furniture/Equipment	3,500	6,750	Includes \$6K for part of plotter cost
53165 Subscription & Books	500	500	
53120 Reproduction Copier/Printing	1,200	1,400	Small inc. for printing following rebranding
53150 Postage	1,200	1,200	
53140 Computer Hardware/Supplies	2,000	500	
53145 Computer Software Licenses & Supplies	24,000	27,650	Traffic count, Rideshare, Adobe, Creative Cloud,
Total	<u>33,900</u>	<u>39,300</u>	SPSS, ArcGIS, UrbanFootprint licenses
Inter-departmental Charges			
57175 Insurance Fund Inter-D	1,216	2,303	
57176 Workers Comp	1,948	663	
Total	<u>3,164</u>	<u>2,966</u>	
Staff			
Includes 7 full-time MPO staff (Mgr., 5 Planners, GIS Specialist), 1 part-time MPO staff (Admin. Ass't)(0.37 FTE), MPO Intern (0.15 FTE), City PL Division Dir. (0.10 FTE), City PL Division staff (0.10 FTE), City Admin/Payroll Clerk (0.05 FTE), and City Finance Staff (0.13 FTE)			
	<u>FTE</u>	<u>FTE</u>	
Total	7.97	7.94	
Salaries	629,430	665,738	
Benefits	168,206	180,114	
Total	797,636	845,852	
Grand Total	1,099,118	1,126,141	
Summary			
	<u>2019 Budget</u>	<u>Estimated 2020 Budget</u>	
Total Expenditures	1,099,118	1,126,141	
Interagency Billings/Revenues	\$941,126	\$961,978	
Difference	<u>157,992</u>	<u>164,163</u>	



Revenues	Year 2019	Year 2020	
FHWA/FTA	\$776,012	\$797,883	
WisDOT Match	\$47,020	\$47,020	
MPO Match	<u>\$146,983</u>	<u>\$152,451</u>	
Subtotal	\$970,015	\$997,354	
STP Urban Rideshare	\$88,800	\$91,464	
MPO Match	<u>\$22,200</u>	<u>\$22,866</u>	
Subtotal	\$111,000	\$114,330	
Other			
Dane County	\$5,000	\$5,000	Spec Transp PL services
Rideshare Advertising	\$9,000	\$9,000	Other agency matching contributions
Capital Area RPC	\$5,457	\$5,457	MPO PL Services contract with CARPC
Other Local Support (Fitchburg, McFarland, Monona)	<u>\$18,837</u>	<u>\$15,154</u>	Fitchburg, McFarland, Monona, Sun Prairie
Subtotal	\$29,294	\$25,611	
Totals			
Federal & State	\$911,832	\$936,367	
MPO Match	\$169,183	\$175,317	
Other	<u>\$29,294</u>	<u>\$25,611</u>	
GRAND TOTAL	<u>\$1,110,309</u>	<u>\$1,137,295</u>	
Total Interagency Revenues	\$941,126	\$961,978	