

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

September 5, 2018

City-County Building
210 Martin Luther King Jr. Blvd., Room 357

6:30 p.m.

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Yog tias koj xav tau ib tug neeg txhais lus, xav tau cov ntauw ntauwv ua lwm hom ntauwv, 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.) ntauw (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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AGENDA

1. Roll Call
2. Approval of August 1, 2018 Meeting Minutes
3. Communications
4. Public Comment (for items *not* on MPO Agenda)
5. Public Hearing on the Draft 2019-2023 Transportation Improvement Program for the Madison Metropolitan Area & Dane County
Note: Action on the 2019-2023 TIP by the MPO is anticipated at the board's October 3 meeting to be held at the Madison Water Utility, 119 E. Olin Avenue, Rooms A-B. Written comments on the TIP are invited through Friday, September 21, and should be sent to the MPO offices at 121 S. Pinckney St., Suite 400, Madison, WI 53703 or e-mailed to mpo@cityofmadison.com.
6. Revised Resolution TPB #141 Approving Amendment #4 to the 2018-2022 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
 - Buckeye Road/CTH AB (Monona Dr. to Stoughton Rd./USH 51), Reconstruction (DELETE fed funding)
 - Madison Ped/Bike Safety Education Program (DELETE federal funding)
 - CTH M/S. Pleasant View Rd. (Cross Country Rd. to Valley View Rd.), Reconstruction & Expansion (Increase funding, const. in 2017-2019)
 - E. Johnson St. (N. Baldwin St. to First St.), Reconstruction (Increase funding, const. in 2019)
7. Presentation on A Greater Madison Vision
(Steve Steinhoff, Capital Area RPC)
8. Review of Section 5310 Program (Enhanced Services for Seniors and Individuals with Disabilities) Grant Project Applications for 2019 and Draft Recommendations for Project Funding

9. Presentation on Federal Performance Measure Data for the Madison Metropolitan Planning Area and Discussion of Targets for the Measures
10. Appointment to Dane County Specialized Transportation Commission
11. Status Report on Capital Area RPC Activities
12. Status Report on Studies and Plans Involving the MATPB:
 - USH 51/Stoughton Road (USH 12/18 to I-39/90/94) Corridor Study
 - Beltline (USH 14 to CTH N) Corridor Study
 - Interstate 39/90/Beltline Interchange Study
 - Other WisDOT Corridor Studies
13. Discussion of Future Work Items:
 - 2019 Work Program and Budget
 - Annual Performance Measures Report and Setting of Federal Measure Targets
 - 2019-2023 Transportation Improvement Program
 - Madison Area Household Travel Survey
 - AirSage Origin/Destination Data Analysis
 - Bus Rapid Transit (BRT) Implementation Planning
 - Low Stress Bikeway Network Identification/Mapping and Analysis
 - Local Arterial Roadway Intersection Safety Analysis
 - Strategic Plan for Enhancements to Travel Model and Other Planning Analysis Tools
 - Coordinated Public Transit – Human Services Transportation Plan Update
 - Transit Development Plan Update
 - MPO Website Redesign and Reorganization
 - MPO Branding Effort Project
 - Issue of Relationship between MPO and City of Madison
 - Revision to MPO Operating Rules and Procedures
14. Announcements and Schedule of Future Meetings
15. Adjournment

Next MPO Board Meeting:

Wednesday, October 3, 2018 at 6:30 p.m.
Madison Water Utility, 119 E. Olin Avenue, Room A-B

**Madison Area Transportation Planning Board (an MPO)
August 1, 2018 Meeting Minutes**

1. Roll Call

Members present: David Ahrens, Mark Clear, Kelly Danner, Paul Esser, Ken Golden, Chuck Kamp, Steve King, Jerry Mandli, Ed Minihan, Mark Opitz, Larry Palm (via phone), Bruce Stravinski, Doug Wood

Members absent: Steve Flottmeyer

MPO staff present: Colleen Hoesly, Bill Schaefer

Others present in an official capacity: Rob Phillips (City of Madison Engineer), Nicholas Zavos (City of Madison Deputy Mayor for Government Relations)

2. Approval of July 11, 2018 Meeting Minutes

Moved by Opitz, seconded by Kamp, to approve the July 11, 2018 meeting minutes. Motion carried.

3. Communications

- Letter from KL Engineering, design consultant for the city of Madison's University Avenue (Shorewood Boulevard to University Bay Drive) project, seeking comment from MPO.

Schaefer said comments could be provided formally or informally. He said an issue for the project is coordinating with the BRT project. Ahrens said he hoped a substantial median could be provided as well as an adequate terrace with street trees. Schaefer said he would pass those comments on to staff. The board decided to let staff provide informal comments.

- Recent survey conducted of the Dane County Cities and Villages Association (DCCVA) membership. Schaefer noted that transportation in general and the roadway jurisdictional transfer issue came up as top issues.

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

Forbes McIntosh, representing DCCVA, said that the roadway jurisdictional transfer issue was one that was "boiling over." He said he'd met with county board leaders and believes there is interest in policy changes. They planned to request data from the MPO in the future to support those discussions. He read the attached written statement, noting the transfers of roads to cities and villages raised concern of tax fairness. He said statements have been made the transfers are routine and non-controversial, but that is not true. He said the county policy dates back to an old committee position that the county *may* seek jurisdictional transfer, but in practice it has been required in every case where there is a single municipality involved.

Clear noted the idea had been floated for the MPO to conduct a study on the issue and wondered if he thought the MPO had credibility as a non-biased entity. McIntosh said yes, noting the board had appointments from all sides. He said one of the problems is there is not consensus among his members on a policy, but agreement that a cost sharing policy should be developed. They will look to the MPO for data, not necessarily for the MPO to do the study. Danner asked if Forbes had seen any best practice policies from other states such as Minnesota. Forbes said they are doing that research now, noting the focus should be on cost sharing rather than jurisdictional transfer.

5. Election of Officers

Per recommendation of King, the board decided to hold the election but have the new chair take over at the next meeting. Minihan nominated Opitz and he accepted. Ahrens nominated Palm and he accepted. Nominations were then closed. The candidates made brief statements. Opitz noted his status as a staff

member rather than elected official. Palm said he'd apply the lessons he'd learned as CARPC Chair and wanted to get the board more engaged in decision making. Stravinski suggested having co-chairs. Kamp said as a staff person with committees for 25 years he found it helpful to have one chair. After further discussion, it was decided not to pursue that. Palm was elected by paper ballot.

Clear opened the floor for nominations for Vice Chair. King nominated Opitz and Kamp seconded. Opitz accepted. There were no other nominations. Kamp moved, Opitz second, to close nominations and cast unanimous vote for Opitz for Vice Chair. Motion carried.

6. Resolution TPB #140 Approving Amendment #3 to the 2018-2022 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Schaefer noted the amendment added the STH 30 (Fair Oaks Bridge) Bridge Deck overlay project to allow design to begin this year.

Moved by Kamp, seconded by Ahrens, to approve. Motion carried.

7. Resolution TPB #141 Approving Amendment #4 to the 2018-2022 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Clear introduced the item. Ahrens moved, Wood seconded, to approve the resolution for discussion purposes.

Nick Zavos spoke in support of reallocating the funding for the Buckeye Road project in 2019, but not the Cottage Grove Road project. The city and county would work to move Buckeye Road forward with local funding. He commented on the jurisdictional transfer issue generally, which he said was a big policy issue, and noted the awkward position the MPO had been put in due to the federal funding involved. He said the Mayor was just trying to make sure the federal funding is not lost. In response to a question from Wood he said only reallocating the Buckeye Road funding would provide time for an agreement to be reached on the Cottage Grove Road project. Kamp asked if Tom Lynch, the new city transportation director, supported this and Zavos said yes. Schaefer added the city of Madison would continue efforts to move the Atwood Avenue project forward in the meantime so that it could be ready for construction in 2020.

Palm moved, Kamp seconded, to amend the main motion to delete the 2018 funding for the Madison ped/bike safety education program and the 2019 funding for the Buckeye Road project and reallocate \$385,000 of that to E. Johnson Street and \$609,000 to CTH M, but not reallocate the Cottage Grove Road project funding.

Schaefer clarified the reallocation of funding by reviewing the priority projects table and the resolution. He also said staff had drafted a revised TIP resolution with only the reallocation of Buckeye Road funding included in the motion so it could be signed tonight. Wood asked for the rationale to not move the Cottage Grove Road project funding to Atwood. Phillips responded that it gives the city and county another year to work out an agreement. Danner added that the city and county are both planning to commit local funds to their 2019 budgets for Buckeye Road and to continue working on the cost sharing and jurisdiction issues. Minihan commented that Mayor Soglin didn't seem interested in using data to negotiate a solution. Zavos responded that the Mayor is in favor of making decisions based on data related to traffic patterns on the roadways. He said a study by the MPO was something the city had supported for a while. He said there was recognition there wasn't enough time to work out the issue for Buckeye Road. Palm added the Mayor's position wasn't clear at the last meeting, but is now.

The motion to amend the main motion on the resolution to approve the reallocation of funding for the Buckeye Road project and the 2018 funding for the pedestrian/bicycle project to the E Johnson Street and CTH M projects carried. Moved by Ahrens, seconded by Wood, to approve Resolution TPB #141 as amended by Palm. Motion carried.

8. Update Regarding WisDOT Release of 2019-2022 STBG Urban Program Policies and MPO Funding Allocations

Schaefer said there has been no resolution on MATPB's funding allocation for the 2019-2022 program cycle nor on the issue of MATPB using some of its funding for the Madison ped/bike safety education program. However, FHWA is working with WisDOT to resolve the issues. For the draft TIP, the \$13 million in available funding according to WisDOT will be used.

9. Release of Draft 2019-2023 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County for Public Review and Comment

Schaefer said that \$13 million in available STBG Urban funding must be programmed as part of approval of the 2019-2023 TIP. Staff is proposing to allocate that to the University Avenue project, which was by far the highest scoring project. Also, MATPB must program all of the funding and all of it is needed for the University Avenue project, which is estimated at \$24 million. The board conditionally approved the project and the first phase of Pleasant View Road as part of approval of last year's TIP and design work on both has been proceeding. The University Avenue project will tentatively be scheduled for 2021. Next year when the MPO has more funding the Pleasant View Road project will be approved for construction in 2022 or 2023. Schaefer confirmed with Opitz that the TID being used to partially fund Pleasant View Road expires at the end of 2022. Schaefer noted that is still some flexibility going forward as to which of the two projects gets reconstructed first. Schaefer noted the project maps in the packet and said staff had reviewed all projects for consistency with MATPB's Regional Transportation Plan.

Moved by Opitz, seconded by Kamp, to release for public review and comment. Motion carried.

10. Letter of Support for Metro Transit Application to FTA Bus & Bus Facilities Grant Program

Schaefer pointed out that Metro decided to propose 50/50 funding match instead of 80/20 in order to boost its chances of receiving funding. He said a correction to the letter had been made with the revised amount of funding being requested. Kamp confirmed this. He said if Metro were to receive the grant it could then use its Section 5307 funding on much needed renovation work on the bus garage.

Moved by Mandli, seconded by Kamp, to approve sending the corrected letter. Motion carried.

11. Presentation on Coordinated Public Transit – Human Services Transportation Plan

Schaefer said the Coordinated Plan needed to be updated. The plan is prepared in close cooperation with Metro and Dane County Human Services staff. The first of two local coordination meetings with stakeholder groups was held on July 19. He introduced Colleen Hosely, who went over the presentation that was made at the meeting. The presentation covered the plan requirements, existing funding programs and services, past funded Section 5310 projects, demographic information, and the overall goals from the last plan, which are being carried forward. There were no questions.

12. Presentation on Low Stress Bikeway Map Application Developed by MATPB Staff

Schaefer provided a demonstration of the new low-stress bike route finder application. He said staff was also doing some analyses using the low stress network and would present to the board on that at a future meeting.

Opitz commented on the colors on the map, saying it was difficult to distinguish the blue and green. Schaefer agreed and said the color scheme was mandated by city of Madison IT staff to make it readable for people with color blindness. He said staff would look into tweaking the colors though.

13. Appointments to MATPB-CARPC Workgroup

Schaefer said two of the three MPO seats on the workgroup are vacant. Palm noted that the workgroup is nearing the end of its work with 1-2 final meetings to review draft recommendations. The next step would be

to have a joint meeting of MATPB and CARPC. So both appointments don't necessarily need to be made. Ultimately, it will be up to both full bodies to decide on strategies to move forward.

Wood volunteered to serve on the workgroup.

14. Status Report on Capital Area RPC Activities

Palm said the Greater Madison Vision community survey is nearing the critical phase with the launch on September 12. He said he would be asking all board members to assist in trying to get as many people as possible in different communities to participate in taking the survey. He said CARPC was planning to initiate a strategic planning process to make sure that the agency is in the best position possible to execute both the outcomes of the Greater Madison Vision and our future land use plan. He said he anticipated discussions with MATPB on how to become stronger partners. Schaefer said he would invite CARPC staff to come present on the AGMV project.

15. Status Report on Studies and Plans Involving the MATPB

None.

16. Discussion of Future Work Items

Schaefer said staff will receive the final household survey data files from the UW Survey Center soon. Staff will then review and compare the local data with the national data already received to determine if any weights will be needed for combining the two datasets for analysis. After much back and forth with AirSage, the company that provided the origin-destination trip data, staff is now finally comfortable with the data. AirSage made some improvements for processing the data. Staff has begun to review and analyze the data. The consultant is on board and the BRT project design study will begin in the early fall. MPO staff met with UW TOPS Lab staff regarding some assistance they will provide for the intersection safety analysis MPO staff has been working on.

Regarding the strategic plan for enhancements to the travel model and other planning tools, MPO staff provided comments on two technical memos prepared and will be discussing those comments with the consultant. The memos and feedback will serve as the basis for preparing the draft strategic work plan. The Transit Development Plan update is on hold right now until a new staff member is hired to replace Philip Gritzmacher, who left to take a position with the city of Sun Prairie.

Schaefer said he added the issue of the relationship between MATPB and the city of Madison to the list. He said the issue would be placed on a future meeting agenda for an initial discussion. He said setting targets for the new federal performance measures or choosing to support the state targets will be added to the list as well. MPOs need to set their targets by November.

17. Announcements and Schedule of Future Meetings

Clear introduced Keith Furman, who was appointed to fill his seat on the Madison Council until next April. He thanked everyone and remarked how nice it was to serve on the MPO board and work with staff. Opitz thanked Clear for all his contributions and said he enjoyed working with him on various issues and projects. Others agreed and wished Clear luck with his new job.

18. Adjournment

Moved by Opitz, seconded by Kamp, to adjourn. Motion carried. The meeting adjourned at 8:29 PM.

Dane County
Cities & Villages Association



President:

Robert Wipperfurth
Village President
Village of Windsor
(608) 846-2703

Vice President:

Judd Blau
Village President
Village of DeForest
(608) 846-0228

Secretary:

Paul Esser
Mayor
City of Sun Prairie
(608) 825-1164

Treasurer:

Bill Burns
Finance Director
City of Middleton
(608) 821-8356

Member-At-Large

Gurdip Brar
Mayor
City of Middleton
(608) 821-8359

Public Affairs:

Forbes D. McIntosh
Government Policy
Solutions
(608) 255-0029

Address:

14 W. Mifflin St.,
Suite 206,
Madison WI 53703

To: Madison Area Transportation Planning Board
From: Forbes McIntosh
Date: Thursday, August 2, 2018
Re: Jurisdictional Transfers of County Trunk Highways

I am providing this written testimony as a supplemental to my verbal testimony provided at the August 1, 2018 meeting of the Madison Area Transportation Planning board (MPO).

I represent the Dane County Cities' & Villages' Association (DCCVA).

I am testifying for general comment and informational purposes only, as DCCVA is not expressing any position on resolutions on the agenda tonight.

I am here tonight due to recent statements in the media and public comments that have implied that jurisdictional transfers are routine and non-controversial because many cities and villages in this area have accepted transfers in the past. Nothing could be further from the truth. This has been a source of controversy and frustration for quite a few years.

Jurisdictional transfer of county trunk highways raises the concern of tax fairness, since the transfer of service will have future tax increase implications on the taxpayers in the city and village where this occurs. Further, the individual taxpayer will carry a larger burden as there will be fewer taxpayers covering these costs in the future.

I believe the "jurisdictional transfer" issue is getting more heated because until recently, an arcane provision in state law put cities and villages in a bind. The former law would have allowed Dane County to unilaterally transfer its county highways to cities and villages after the 2020 census is certified.

Thus, cities and villages felt they did not have much choice in the past when faced with a demand for jurisdictional transfer. The choice used to be that a city or village could pay for part of a new road and accept a jurisdictional transfer, or, in 2020, Dane County could unilaterally transfer that road in disrepair to the city or village and then leave the city\ village and the fewer local taxpayers to bear all the costs alone.

State law changed – and now other tactics are being employed by the county as leverage to have cities and villages take over county trunk highways – regardless of transportation usage or sound transportation policy.

That is all I wanted to say tonight – jurisdictional transfer is an issue of frustration for cities and villages, which leaves Dane County residents who live in a city and village unprotected from future tax increases.

Again, I am only testifying for informational purposes tonight because of public comments on the issue of “jurisdictional transfer” and because I suspect the MPO maybe asked for assistance with obtaining and compiling data and information to help in future policy discussions.

Thank you.

**TPB (MPO) Agenda Cover Sheet
September 5, 2018**

Item No. 5

Re:

Public Hearing on the 2019-2023 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Staff Comments on Item:

Staff mentioned that it is being proposed MATPB's available Surface Transportation Block Grant (STBG) – Urban program funding (about \$13 million) be used to fund the University Avenue (Shorewood Blvd. to University Bay Dr.) project and continue funding MATPB's TDM/Rideshare Program and Madison's Ped/Bike Safety Education Program (assuming issue with WisDOT disapproval of this funding can be resolved). Staff will review all of the STBG Urban projects and other significant projects at the meeting.

Staff has reviewed the other projects submitted for inclusion in the draft TIP to ensure consistency with the MPO's long-range regional transportation plan. The complete draft TIP was released on August 10 for public review and comment. It has been posted on the MPO's website.

Comments on the draft TIP will be accepted until September 21 and action anticipated at the board's October 3 meeting.

Materials Presented on Item:

1. [Draft 2019-2023 Transportation Improvement Program](#)

Staff Recommendation/Rationale:

For review and discussion purposes only at this time. Action is anticipated at the board's October meeting.

TPB (MPO) Agenda Cover Sheet

September 5, 2018

Item No. 6

Re:

Revised Resolution TPB No. 141 Approving Amendment #4 to the 2018-2022 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Staff Comments on Item:

The MPO Board approved this TIP amendment at its August 1 meeting. The original amendment reallocated 2019 STBG-Urban program funding for the Buckeye Road/CTH AB project and 2018 STBG-Urban funding for the city of Madison's pedestrian/bicycle safety education program to the E. Johnson Street in 2019 and the already underway CTH M/S. Pleasant View Road project.

WisDOT would not approve the amendment for incorporation into the State TIP because MATPB continues to include funding for the pedestrian/bicycle safety education program in future years even though the amendment didn't even affect funding for those years. FHWA Wisconsin Division staff has told WisDOT staff that it does not have the legal authority to prevent MATPB from using its allocation of STBG-Urban funds on a federally eligible activity and that this program is an eligible activity. FHWA staff are in the process of working with WisDOT to resolve the issue.

Because it may take weeks or even months for FHWA to resolve this issue with WisDOT, staff has prepared a revised amendment that for now removes the 2019-2022 funding for the Madison pedestrian/bicycle safety education program. This is to ensure that the Buckeye Road funding is reallocated and not lost. Once the legal issue has been resolved, the funding for the program will be added back either as part of approval of the annual TIP update in October or as part of an amendment to the TIP in January 2019. As noted in the attached email MPO staff sent to WisDOT, it has not been requested that the project be cancelled and removed from the state's system.

If there are any updates regarding this issue, they will be shared with the board prior to the meeting.

Materials Presented on Item:

1. Revised Resolution TPB No. 141 Approving Amendment #4 to the 2018-2022 TIP (including attachments)
2. Email from Schaefer to WisDOT staff regarding WisDOT's insistence that MATPB not use STBG Urban funding for Madison's ped/bike safety education program.

Staff Recommendation/Rationale:

Staff recommends approval of the TIP amendment without the future funding for Madison's ped/bike safety education program in order to make sure the reallocation of the Buckeye Road funding occurs and that money is not lost. The issue of funding the ped/bike safety education program will hopefully be worked out prior to approval of the TIP. If not, it will be addressed in a TIP amendment early next year.

Revised Resolution TPB No. 141

Amendment No. 4 to the 2018-2022 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

WHEREAS, the Madison Area Transportation Planning Board (MATPB) – An MPO approved the *2018-2022 Transportation Improvement Program for the Madison Metropolitan Area & Dane County* on October 4, 2017; and

WHEREAS, the MATPB adopted TPB Resolution No. 138 on February 7, 2018, approving Amendment No. 1, adopted TPB Resolution No. 139 on June 6, 2018, approving Amendment No. 2; and adopted TPB Resolution No. 140 on August 1, 2018; and

WHEREAS, the Madison Metropolitan Planning Area transportation projects and some transportation planning activities to be undertaken using Federal funding in 2018–2021 must be included in the effective TIP; and

WHEREAS, a major amendment is needed to reallocate federal STBG-Urban funding in 2019 due to the fact that the City of Madison wishes to use local funding instead of federal STBG-Urban funding for the approved Buckeye Road/CTH AB (Monona Dr. to Stoughton Rd.) reconstruction project due to the fact that the city and Dane County have yet to reach agreement on local share funding and future jurisdiction of the roadway; and

WHEREAS, the amendment therefore removes federal STBG-Urban funding from the Buckeye Road/CTH AB reconstruction project scheduled for 2019 and reallocates that 2019 funding for the ongoing S. Pleasant View Road/CTH M (Cross Country Rd. to Valley View Rd.) reconstruction and capacity expansion project and E. Johnson St. (Baldwin St. to First St.) reconstruction project, which are both short of federal funding per MATPB policy; and

WHEREAS, the amendment also removes federal STBG-Urban funding for the 2018 Madison Pedestrian/Bicycle Safety Education Program due to a suspension of the program until new staff are hired in late 2018 and reallocates that funding for the ongoing S. Pleasant View Road/CTH M project; and

WHEREAS, the amendment also removes 2019-2022 federal STBG-Urban funding for the Madison Pedestrian/Bicycle Safety Education Program while the legal issue regarding WisDOT's refusal to approve that funding for incorporation into the State TIP is resolved with FHWA and MATPB is not thereby cancelling the program; and

WHEREAS, the TIP amendment will not affect the timing of any other programmed projects in the TIP and the overall STBG Urban Program funding in 2019 remains the same with the funding simply being allocated to projects differently; and

WHEREAS, the MPO's public participation procedures for major TIP amendments was followed for these STBG-Urban project and funding changes, including an official notice and comment period and holding a public hearing on July 11; and

WHEREAS, the revised projects are consistent with the *Regional Transportation Plan 2050 for the Madison Metropolitan Area*, the long-range regional transportation plan for the Madison Metropolitan Planning Area adopted in April 2017.

NOW, THEREFORE, BE IT RESOLVED that the MATPB approves Amendment No. 4 to the *2018-2022 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*,

making the following project revisions as shown on the attached STBG-Urban priority projects table and the TIP amendment project listing table:

1. **REVISE** the Pedestrian & Bicycle Safety Education Project on page 16 of the Pedestrian/Bicycle Projects section, removing the 2018 funding, which is reallocated to the CTH M project, and also removing the 2019-2022 funding, which is not being reallocated to another project at this time.
2. **REVISE** the Buckeye Road/CTH AB (Monona Drive to Stoughton Road/USH 51) Reconstruction Project on page 34 of the Street/Roadway Projects section, removing federal STBG-Urban construction funding, increasing local construction funding, and removing the project from the STBG-Urban Approved Priority Projects List.
3. **REVISE** the S. Pleasant View Road/CTH M (Valley View Road to Cross Country Road) Reconstruction and Capacity Expansion Project on page 35 of the Street/Roadway Projects section, increasing federal STBG-Urban funding, and revising the total project cost.
4. **REVISE** the E. Johnson Street (Baldwin Street to North First Street) Reconstruction Project on Page 35 of the Street/Roadway Projects section, increasing federal STBG-Urban construction funding, decreasing local funding, and revising the total project cost.

Date Adopted

Larry Palm, Chair
Madison Area Transportation Planning Board

**PROJECT LISTINGS FOR AMENDMENT NO. 4 TO THE 2018-2022 TRANSPORTATION IMPROVEMENT PROGRAM
(Cost in \$000s)**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost/ Type	Jan-Dec 2018				Jan-Dec 2019				Jan-Dec 2020				Jan-Dec 2021				Jan-Dec 2022				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
MADISON METROPOLITAN PLANNING AREA																							
PEDESTRIAN/BICYCLE PROJECTS																							
CITY OF MADISON * (111-18-002)	PEDESTRIAN & BICYCLE SAFETY EDUCATION School based program to teach safe bicycling skills and education children on ped/bike safety. Includes organized student rides and also working with neighborhood and community groups.	PL	74		49	93	77		49	96	79		20	99	84		21	102	84		22	105	-5992-08-35, -44, -45, -46, -47 -Projects are obligated in the -year they occur. 2018 funding reallocated to CTH M project. 2019-2022 funding to be held until legal issue with WisDOT failure to approve project resolved.
		TOTAL	74		49	93	77		49	96	79		20	99	84		21	102	84		22	105	
			URB		M		URB		M		URB		M		URB		M	URB		M			
STREET/ROADWAY PROJECTS																							
CITY OF MADISON * (111-15-008)	BUCKEYE ROAD (CTH AB) Monona Dr. to Stoughton Rd./USH 51 Reconstruction to urban cross-section w/bike lanes, parking, and sidewalk (0.80 mi.)	PE ROW CONST			150	150																-5992-09-40, -41, -42, -43 -5992-09, -42, -43 Water and Sanitary Facilities Federal funding removed due to lack of project agreement bet. City & Cty. Project still scheduled for 2019 w/ local funding if agreement reached.	
		TOTAL			150	150			920	3,540	3,540												
					M			URB	M/DC														
X* 111-10-026 111-12-010	CTH M (S. PLEASANT VIEW RD.) CTH PD and Mid Town Rd. Segments Valley View Road to Cross Country Rd. Reconstruct and widen to 4 to 6-lane divided roadway w/bike lanes and bike path in corridor (2.71 mi.)	PE ROW UTL CONST	Continuing				Continuing												5992-09-81, -82, -83, -85, -86, -87, -88. Joint project w/ Dane County. Design \$ obligated in 2011. Cross Country to Flagstone Drive: TIP # 111-10-026 Flagstone Drive to 1,000' S of Valley View Rd: TIP # 111-12-010 Const.\$ obligated in 2017-'18. Fed. STBG-U funding increased to \$18,374 per TIP amendment #4.				
		TOTAL	Continuing				Continuing																
* 111-16-005	E. JOHNSON STREET Segment 2 Baldwin Street to North First Street Reconstruction of roadway w/bike lanes. Improve First St. intersection Reconstruct existing side paths (0.47 mi.)	PE ROW UTL CONST			200	200																5992-09-09, -14, -15, -16, -17 Construction \$ obligated in 2018. Inc. by \$385 per TIP amend. #4. Construction anticipated in 2019. RR Crossing Improvements Utility work extends beyond project limits.	
		TOTAL	3,007		2,005	5,012	Continuing																
			3,007		3,370	6,377																	
			URB		M																		

2018 - 2022 Madison Area STBG Urban Priority Projects									
Project	Project ID	Score	Construction/ Project Calendar Year	State Fiscal Year	Current Total Cost (000s)	Percent (Fed \$)	Federal Funds Approved (000s)	Proposed Federal Funds (000s)	Comments
Approved Priority Projects (2018-2020)									
MPO Rideshare Program	5992-08-32, -36		2018-2020	2018-2020	\$334	80	\$268	\$268	Ongoing support per MPO policy. 3% annual increase.
City of Madison Ped/Bike Safety Education Program	5992-08-35,-44		2019-2020	2019-2020	\$288	80	\$230	\$0	2018 funding deleted due to suspension of program while new safety educator hired. 2019-'20 funding removed pending resolution of legal issue with WisDOT refusal to approve project. Project not cancelled.
CTH M (Cross Country Rd. to 2,500' N of CTH PD) AND CTH M (2,500' N of CTH PD to 1,000 S of Valley View Road)	5992-09-81,-82,-83,-85 -86,-87,-88		2017-2019	2018	\$40,263	50	\$17,765	\$18,374	Includes path, underpasses. Part of funding for dropped Buckeye Rd. project moved to CTH M. \$609 added, leaving project still \$1,758 short of full 50% funding.
Buckeye Rd/CTH AB (Monona Dr to Stoughton Rd/USH 51)	5992-09-40,-41,-42,-43		2019	2019	\$3,540	50	\$920	\$0	Federal funding dropped. Construction still scheduled for 2019 with local funding.
E. Johnson St. (Baldwin St. to First St.) Phase 2 University Ave. (Allen/CTH Q to Univ Bay) Adaptive Signal System	5992-09-09,-14,-15,-16,-17 5992-10-10,-11		2019	2019	\$5,012	60	\$2,622	\$3,007	Part of funding for dropped Buckeye Rd. project moved to E. Johnson St. \$385, added putting project at 60% funding.
McKee Rd./CTH PD (Commerce Park Dr to Seminole Hwy.)	5849-02-01,-02		2020	2020	\$6,500	60	\$3,485	\$3,485	To be coordinated w/ Verona Rd/CTH PD interchg project. Includes intersection imp's and ped/bike underpass for Badger State Trail. Total cost has increased, leaving project at 54% funding.
Cottage Grove Rd/CTH BB (North Star Dr to Sprecher Rd)	5992-09-25,-26,-27		2020	2020	\$5,750	60	\$3,450	\$3,450	
Gammon Road (Seybold Road to Mineral Point Road)	5992-10-32		2020	2020	\$7,080	60	\$4,014	\$4,014	To be let with with federally funded ped/bike underpass project. Total cost has increased, leaving project at 57% funding.
							\$33,071	\$32,915	TOTAL
New Priority Projects (2021-2022)									
MPO Rideshare Program	5992-08-37, -38	N/A	2021-2022	2021-2022	\$239	80	\$192	\$192	Ongoing support per MPO policy. 3% annual increase.
City of Madison Ped/Bike Safety Education Program	5992-08-45,-46	N/A	2021-2022	2021-2022	\$207	80	\$164	\$0	Funding pending resolution of legal dispute with WisDOT regarding refusal to approve project.
									TOTAL
Candidate Future Projects (2021-2024)									
University Avenue (Shorewood Blvd. to University Bay Drive)	New	70			\$24,000	60			Incl U Bay Dr ped/bike overpass. Conditionally approved for funding next cycle; to be scheduled in 2021,'22, or'23.
Pleasant View Rd. (USH 14 to Greenway Blvd.) Phase 1	New	62			\$13,300	60			Design, env. review begun. Conditionally approved for funding next cycle; to be scheduled in 2021,'22, or '23.
Mineral Point Rd. (USH 12 to High Point Rd.)	5992-10-19, -20	61*			\$2,400	60			Project removed from priority list in order to fund Gammon Rd. Schedule uncertain at this time.
Atwood Ave. (Fair Oaks Ave. to Walter St.) Phase 1	5992-10-15, -16	60*			\$5,360	60			Project removed from priority list in 2017 in order to fund Gammon Rd. Construction scheduled for 2020.
Atwood Ave. (Walter St. to Cottage Grove Rd.) Phase 2	New	61			\$3,340	60			Phase 1 includes path, bridge over Starkweather Crk, ped/bike crossing improvmenets. Const. scheduled for 2021.

* Score from 2016-2020 program cycle.

Krejny, Meredith

From: Schaefer, William
Sent: Thursday, August 23, 2018 4:39 PM
To: 'Coleman, June P - DOT'; Wade, Charles; Aileen Switzer
Cc: 'Erickson, Michael - DOT'; Steven Flottmeyer; Lynch, Thomas; Phillips, Robert
Subject: TIP amendment related to reallocation of STBG Urban funding
Attachments: 2018 TIP STBG Urban Priority Projects_FINAL_Revised_July_2018_080818.xlsx; 7_TIP STBG Urban Priority Projects.xlsx

June,

I am writing in response to the phone call I received from Chuck Wade indicating that WisDOT will not approve the TIP amendment (#4) the MPO Board approved at its August 1 meeting reallocating the STBG Urban funding because the project listing for the amendment shows funding for the city of Madison's ped/bike safety education program in future years. The amendment reallocates the 2019 funding for the Buckeye Road project and the 2018 funding for the city of Madison's ped/bike safety education program to the E. Johnson Street project scheduled for 2019 and the CTH M project, which is currently in progress.

We do not believe WisDOT has the legal authority to withhold approval of the TIP amendment because of the department's opposition to use of STBG Urban funding for the ped/bike safety education program. As a TMA, we select the projects per federal law (23 USC 134(k)(4)) as long as they are federally eligible. Section 23 USC 133(b) lists the eligible activities, which includes ped/bike projects listed under 23 USC 217 and safe routes to school programs, which the Madison program falls into since it is a school based program. Irregardless, the ped/bike safety education program is clearly an eligible type of project under two different sections of 23 USC 217 – (a) related to construction or non-construction projects for safe bike use, and (d) related to funding ped/bike coordinator positions. I am requesting that WisDOT articulate the legal basis on which it is denying approval of use of STBG Urban funds for the ped/bike safety program.

While we do not believe WisDOT has the legal authority to deny approval of the TIP amendment submitted, I plan to take a revised TIP amendment to the MPO Board at its September 5, which removes the 2019-2022 funding for the Madison ped/bike safety education program, which I will point out was approved by WisDOT last year, in order to ensure that the reallocation of 2019 funding for the Buckeye Road project and reallocation of 2018 funding for the ped/bike safety education project to the E. Johnson and CTH M projects goes forward so we do not lose that money. I would like written assurance that the delay in approval of the TIP amendment by WisDOT will not jeopardize the reallocation of this funding as shown on the attached priority projects table that was part of the TIP amendment.

I want to make clear that we are not requesting cancellation of the ped/bike safety education project and I am not proposing to reallocate the 2019-2020 funding to another project at this time. Once the legal issue is resolved, the currently allocated and proposed new funding for the program will either be put back on the project or reallocated to another project in 2020. We hope the issue will be resolved prior to the board's approval of the annual update to the TIP at its October 3 meeting. If not, the funding for the program will be allocated as part of a TIP amendment in January 2019. I want assurance that we will not lose this funding if we don't assign it to another project at this time.

Finally, in terms of our new funding, as reflected in our draft TIP we are proposing to use that for the University Avenue (Shorewood Blvd. to University Bay Dr.) reconstruction project and continuation of the MPO's TDM/Rideshare program and the Madison ped/bike safety education program (unless the legal issue hasn't been resolved). This will be finalized after the October 3 meeting at which the TIP update will be approved. You indicated we could get you the project funding information at that time, but please verify that again in writing.

Thank you in advance for your prompt response to this note. Feel free to contact me if you have any questions or want to discuss this further.

Bill Schaefer, Transportation Planning Manager
Madison Area Transportation Planning Board - An MPO
121 S. Pinckney St., #400
Madison, WI 53703
PH: (608) 266-9115
FAX: (608) 261-9967
Email: wschaefer@cityofmadison.com
www.MadisonAreaMPO.org
<https://www.facebook.com/MadisonAreaTPB>

TPB (MPO) Agenda Cover Sheet
September 5, 2018

Item No. 7

Re:

Presentation on A Greater Madison Vision

Staff Comments on Item:

Steve Steinhoff, Deputy Director of the Capital Area RPC, will provide a presentation updating the board on [A Greater Madison Vision](#) (AGMV). The AGMV project, which is being guided by a steering committee consisting of business, government, and non-profit leaders from across the region, will develop a shared vision and general plan to guide public and private decisions about how the region grows. The vision plan will guide development of an updated regional land use plan. A scenario survey has been created to help develop the shared vision. The survey will run from September 12 to November 12.

Materials Presented on Item:

None

Staff Recommendation/Rationale:

N/A

TPB (MPO) Agenda Cover Sheet
September 5, 2018

Item No. 8

Re:

Review of Section 5310 Program (Enhanced Services for Seniors and Individuals with Disabilities) Grant Project Applications for 2019 and Draft Recommendations for Project Funding

Staff Comments on Item:

MATPB receives an annual allocation of Section 5310 (Enhanced Services for Seniors and Individuals with Disabilities) Program funds and selects projects through a competitive process using scoring criteria outlined in the [Section 5310 Program Management and Recipient Coordination Plan](#) approved by the MATPB in 2014. Under the plan, Metro Transit is the designated funding recipient and responsible for administering grant agreements with subrecipients, applying for the federal funds, and satisfying documentation and reporting requirements while the MPO is responsible for prioritizing and selecting projects and preparing and maintaining the program management plan.

The MPO received applications for seven (7) projects, totaling \$420,600 in requested federal funding. The total funding available for the 2019 application cycle is \$309,410. The projects include three continuing projects – Dane County’s mobility management and transportation independence projects and Metro Transit’s paratransit eligibility assessment and mobility coordinator project – and four new projects for accessible vehicle purchases and mobility management. See the attached descriptions of the projects.

A committee made up of MATPB staff, a representative from WisDOT Transit Bureau, and a Citizen Advisory Committee (CAC) member is in the process of reviewing and scoring the applications. As with STBG Urban projects, the approval of projects for funding is done as part of approval of the TIP. Action on the TIP is expected at the October meeting.

Materials Presented on Item:

1. Description of Section 5310 Program Project Applications for 2019 Funding

Staff Recommendation/Rationale:

For review and discussion purposes only at this time. Action is anticipated at the board’s October meeting as part of approval of the 2019-2023 TIP.