Minutes of the Madison Area Transportation Planning Board
Technical Coordinating Committee
January 28, 2015  Fitchburg Community Center, Prairie View Room  2:00 p.m.

1. Roll Call

   Members Present:  Sellner (for Beck), Scheel, Dryer, Dunphy, Stauske, Wydeven (for Koprowski), McComb, Phillips, Horton, Violante

   Members Absent:  Baker, Bertch, Coville, Even, Hessling, Stephany, Kennedy, Kugler, Paoni, Cornwell, Sayre

   Others Present:  W. Schaefer, D. Kanning, M. Erickson, E. Heggeland

2. Approval of September 24, 2014 Meeting Minutes

   Dunphy moved, Wydeven seconded, to approve the September 24, 2014 meeting minutes. Motion carried.

3. Review of Final Draft of Roadway Functional Classification System Map

   Schaefer provided an update on the status of the update to the roadway functional classification system map. The update had been on hold until WisDOT was able to take traffic counts on streets being proposed as collectors for which counts were not available. WisDOT collected those counts in the summer/fall and five proposed collector streets have been subsequently removed from the map because they did not meet minimum traffic volume thresholds. It was also necessary to forecast traffic volumes on the planned collector roadways to determine if they met minimum traffic volume thresholds. MPO staff used the travel demand model to conduct those forecasts.

   Schaefer noted that concerns have been raised with some of the proposed roadway classifications in the City of Madison. These include McKenna/Putnam/Maple Grove on the west side and Acewood on the east side, which are proposed to be classified as minor arterials. McComb was asked how much flexibility there is in functionally classifying a roadway, i.e., could a roadway be under-classified for policy reasons. McComb said that roadways should be classified according to how they function, which is reflected in the classification criteria. Schaefer asked if McComb if he could provide additional information on the impacts of the functional classification on federal design standard requirements and whether exceptions are ever granted to the standards. McComb said that exceptions to the standards may be granted, but not if they compromise safety.

   Dryer said that poor planning decisions have created some of the issues associated with high traffic volumes on streets that pass through residential neighborhoods. Schaefer clarified that the decisions on the street network were political in response to resident complaints rather than poor planning decisions. Dunphy and Violante asked Schaefer to provide information about the urban area expansion north of Middleton and adjacent to CTH K. Schaefer said an urban area expansion was necessary so that CTH K could be functionally classified as a proposed urban principal arterial. CTH K, which has an ADT volume of 13,000, carries urban traffic even though it is a rural corridor. The designation of this area as urban for transportation purposes would not have any development implications on the area.

   Schaefer asked committees to send him any comments pertaining to the map. He said the draft map would be distributed to the municipalities in Dane County for their review and comment. The letter will address why a map update is required and will describe its implications. McComb asked if the map applies to the entire county. Schaefer confirmed that it does. McComb asked if WisDOT would be responsible for contacting the local communities outside the MPO area. Schaefer said that he would follow up with Ron Atkinson from WisDOT about that.
4. **Update on New WisDOT Policy Guidance on the STP Urban Program**

Schaefer reported that Donna Brown-Martin, WisDOT Local Program Bureau Director, provided an outline of proposed STP-Urban Program policies at the MPO Directors meeting the previous day. WisDOT plans to draft a document in the next month or so for final review and comment. Schaefer explained that WisDOT is proposing to change the STP-Urban program polices in order to meet state fiscal constraint requirements and better manage the program. The committee discussed the issue of project “substitution” (change to funding and/or schedule) flexibility and how many times changes could be made to a project once approved. That issue is expected to be clarified in WisDOT’s draft document. Schaefer discussed some of the other proposed policy changes. He noted that there will no longer be any carry-over funding. As such, it will be important for project cost estimates to be as accurate as possible and for projects to stay on schedule. Erickson said that WisDOT now controls the schedule for STP-Urban projects. If other MPOs cannot deliver projects on schedule, the Madison MPO could potentially use that money for a project that is ready.

The committee discussed the feasibility of increasing the cost share over 50% due to the reduced flexibility in the future of increasing funding for a project if the cost estimate increases. McComb said that the FHWA prefers an 80% cost share, but that the MPO can adopt a cost share percentage anywhere between 50% and 80%. Phillips said he favored maintaining the 50% cost share to spread the funding over more projects and provide flexibility to add funding to a project if another project was delayed. Schaefer said it might make sense to have a cost share at 60% to provide that flexibility but also maintain the desired 50% share if project costs increase. McComb commented that MPOs will have a greater responsibility for making sure that projects stay on schedule due to the new policies proposed by WisDOT. Violante asked who is responsible for adopting policy changes pertaining to cost shares. Schaefer said that the Technical Coordinating Committee will make a recommendation to the MPO Policy Board. The Policy Board will be responsible for adopting any policy changes.

Erickson said that WisDOT finally resolved issues pertaining to changes in the projects, funding, and schedule approved as part of the 2015-2019 TIP at yesterday’s meeting with Brown-Martin. As a result, WisDOT is now able to confirm that Metro Transit’s bus and van purchases will be funded.

5. **Review of Revised Draft of STP Urban Roadway Project Scoring Criteria and Scoring of Example Projects and Discussion of Program Policy Issues**

Schaefer noted that MPO staff had reviewed an earlier draft of the proposed new STP Urban project scoring criteria with the committee last year, but put it on hold for a while. This new draft incorporates mostly changes to the scoring guidelines and some formatting changes. He said the goal was to finalize the new STP Urban project criteria in time for the next program funding cycle beginning this spring/summer. He noted that this is the first comprehensive review of the scoring criteria since they were approved in 1997. Schaefer said that the proposed scoring method provides more transparency with how projects receive their scores and rankings compared to the existing method.

Schaefer reviewed the three example projects that were evaluated and scored using the proposed draft criteria. The three example projects received the same relative ranking as under the current system, but with a wider scoring spread for the University Avenue project. He explained why the score for that project increased relative to the other two projects under the new criteria. Schaefer asked if the committee was interested in creating a working group to discuss and refine the draft criteria. Phillips said that he would like to form a subcommittee or work group to allow discussion of the criteria in greater detail. The group should have representation from communities of different sizes. Stauske concurred that a working group would be beneficial.

Erickson commented that freight should be addressed in the criteria. McComb noted that there might be a separate funding program for projects that benefit freight movement in the future. He also said the MPO might consider or take into account the new performance measures that are being generated.
as part of the new MAP-21 performance based planning requirement, since projects that are awarded funds are supposed to measurably improve transportation performance. Erickson said that states could be ranked according to how projects are improving transportation performance, and that this may have future funding implications.

Phillips, Dunphy, Stauske, and Scheel agreed to participate in the working group. Schaefer said he would invite other committee members to attend if they were interested.

Schaefer summarized three program policy issues he outlined in a document included in the packet. The issues were: (1) Project cost share – whether to increase above 50%; (2) Possible funding set aside for lower cost projects; and (3) the extent of PE/environmental study required to be completed at the time of application. Some discussion followed.

6. **Presentation on MPO and CARPC “Active Living Places” Project**

Schaefer the project was an outgrowth of the Sustainable Communities project, which identified meeting the demand for walkable places as a priority challenge. He described the methodology used to generate the scores for the individual categories and composite active living score, which is based upon an area’s walkability and accessibility to the bikeway and transit systems. Walkability takes into consideration destination, job, and intersection density.

Dryer asked about the project’s purpose. Schaefer said that the map and scores will be used as a planning and education tool. The MPO will use it to identify and map existing and planned active living centers and use that as a framework for its transportation plan. Local communities could use the methodology and maps for their comprehensive planning efforts. He provided other examples as well. Dryer commented on the deficiencies in the methodology for Walk Scores, which is based solely on land use, and data issues. Schaefer agreed with the data issues and said this project would provide a similar tool, but with better local data and more a more transparent methodology. Violante commented that the scoring system would be useful for planning purposes.

Schaefer said MPO staff will be reviewing the methodology with other planners and probably making some refinements. He said there are technical issues and also questions related to the weights of factors. One issue is that some of the criteria use natural breaks (jenks method) to determine categories and scores. Those intervals will change whenever the dataset for a category changes. As a result, it will be difficult to analyze final Active Living Place score trends over a period of time unless an alternative method is developed.

7. **Committee Member Reports**

McComb reported that FHWA is in the process of developing rules for the required performance management process under MAP-21. A proposed rule was recently published related to pavement and bridge condition. McComb said the rule was fairly complex and the proposed performance measure for pavement addressed measures for roughness, rutting, and cracking. Schaefer said that this method of rating pavement will be more complex than the PASER pavement rating system used by municipalities. McComb said additional rules that are still being developed will be issued for freight movement, congestion, and mobile emissions. After these rules are adopted and implemented, states and MPOs will need to set targets and demonstrate how their projects are helping to meet the transportation performance targets.

Stauske said that the county will resurface Allen Boulevard (CTH Q) this summer. Parmenter Street from University Avenue to the roundabout at Discovery Drive will be reconstructed this year.

Erickson asked Schaefer if the MPO would use WisDOT’s application for the upcoming STP Urban project application cycle, and Schaefer said yes. The MPO will attach some additional questions to the application. Erickson said WisDOT is updating the application form and the MPO will want to review that and comment on any desired changes/additions.
Phillips reported that design work would be proceeding on several projects. Strand was hired to do Buckeye Road and E. Johnson Street. KL Engineering was hired to design CTH PD (Maple Grove to CTH M). The city would be doing the design work in house for Cottage Grove Road.

8. **Staff Reports**

Schaefer reported that the second ITS Plan workshop was scheduled for January 29th. Staff is currently developing recommendations for the Bicycle Plan. Staff was working with Metro Transit on their on-board passenger survey. Pre-testing of the survey is being done today and tomorrow. Survey administrators will use both computer tablet/interview and traditional paper surveys to collect the data. Surveyors will also count boardings and alightings and on-to-off counts. The survey information will be used to create a transit trip table that will help improve our travel demand model transit forecasts. Schaefer also reported that the public participation component of the Regional Transportation Plan 2050 will start this summer. A schedule is currently under development and we have already created growth forecasts for the plan.

9. **Next Meeting Dates**

The next meeting dates are February 25 and March 25.

10. **Adjournment**

Scheel moved, Sellner seconded, to adjourn. Motion carried. The meeting was adjourned at 3:38 p.m.

*Minutes recorded by Bill Schaefer and David Kanning*