1. Roll Call

   *Members Present:* G. Hull, J. Rider, G. Rylander, R. Williams  
   *Staff Present:* W. Schaefer, M. Cechvala

   A quorum was not present.

2. Approval of July 16, 2012 Meeting Minutes

   This item was deferred due to a lack of quorum.

3. Review of Preliminary Draft Listing and Ranking of Candidate Projects for STP Urban Funding for 2013-2017

   Schaefer explained that the MPO receives an allocation of STP Urban funding each year. Local units of government submit project applications and the MPO prioritizes the projects for funding using the set of criteria outlined in Appendix A of the TIP. WisDOT administers the program for the MPO.

   Schaefer went through the priority projects listings, including the projects being funded in 2012. Schaefer stated that the University Avenue and Fish Hatchery Road projects being constructed this year were funded at less than 50% because of a funding shortfall in 2014 and increases in the cost of those projects. With the southern segment of CTH M being pushed back from 2014 to 2015, it was now possible to allocate additional funding to those projects to get them closer to 50% funding. It has been MPO policy to increase funding for projects where the costs of a project exceed the estimate if it doesn’t impact other committed projects. The technical committee recommended allocating additional funding for the two projects this year and the MPO Policy Board agreed and directed staff to prepare an amendment to the 2012-2016 TIP to do that. This does leave two projects (Cottage Grove Road, McKee Road) short of funding in 2016-17 based on current project cost estimates and funding assumptions, but the projects are also joint City of Madison and Dane County projects. Schaefer mentioned that WisDOT preferred projects be funded at 50% and that discussions would be occurring in the future on this issue. Williams said it should be up to the MPO how to spend the STP Urban funds, and Schaefer agreed. Rylander asked how the new MAP-21 legislation would impact the Madison MPO’s STP-Urban funding. Schaefer responded that the impact on funding isn’t known yet, but he expected similar funding levels to those in 2013 or about $5.8 million.

   Schaefer reviewed the major projects proposed for funding in 2013-2017. He noted that the MPO also provides some funding to support the MPO’s planning and rideshare programs and the City of Madison’s pedestrian/bicycle education program each year. Schaefer explained that the design for the CTH M project was changed from four to six lanes with the third lane designated bus and right turn only for most of the segment. The project also included a separate multi-use path system in the corridor with multiple grade-separated crossings that would connect to the existing Ice Age Junction Trail. In response to a question from Rylander about the roundabout planned at the McKee Road intersection, Schaefer clarified that the roadway would only be six lanes north of McKee Road. In response to a question from Hull, he clarified the project included both on-street bike lanes and the separate path.
Williams and Rylander asked about project scoring criteria. Schaefer responded that the criteria were initially developed in the 1990s after ISTEA was passed and have been tweaked some since then. He felt the criteria had proven effective, but could perhaps be improved. He said Ken Golden, an MPO Board member, had asked that research be done on adding economic development impact as a criterion. It was discussed that projects are sponsored locally and that the scoring process does involve considerable qualitative judgment. Williams asked how an intercity bus terminal could be added to the TIP and perhaps funded with STP-Urban funding. Schaefer responded that a local agency, such as the City of Madison, would need to sponsor the project and apply for funding. He said the MPO could not sponsor the project because the MPO is a planning agency and doesn’t implement construction projects and doesn’t have the funding to provide the local share. Rylander asked if WisDOT had funding and Schaefer said they now have an intercity bus program to support bus service, but they have not funded terminals.


Schaefer reviewed the draft 2013-2017 TIP maps showing all of the major roadway and pedestrian/bicycle projects programmed over the next five years. He noted the map included state and locally funded projects as well as federal projects for information and coordination purposes. Schaefer also discussed some of the major studies shown on the map. There was discussion about a potential future STH 19 corridor study. Schaefer said he was surprised WisDOT did not seek approval from the State TPC for initiating this EIS study. He noted the need was much greater in that corridor than some others such as USH 51 south to Stoughton. He reviewed all of the major bicycle projects, including the Starkweather Creek (East Branch) path (now called the Goodman path). He noted the timing of the segment of that path from STH 30 east was uncertain due to some engineering issues that needed to be worked out, including the crossing of Stoughton Road.


Schaefer stated that the draft Transit Service Planning Guidelines would be part of the Transit Development Plan (TDP) and would be a framework for making decisions related to transit service and facility planning. Cechvala reviewed the draft guidelines. Rylander complimented staff on the guidelines and asked whether they were new. Schaefer said past TDPs had included such guidelines, but these were more detailed and comprehensive. Cechvala stated that there were few national standards for service and facility design and route performance criteria and decisions are normally made locally.

6. **Brief Update on the Transit Corridors (BRT) Study**

Schaefer mentioned that the study oversight committee met in June with the consultant team to review a draft public involvement plan for the study and review the goals for BRT and criteria to be used to screen the alternative BRT alignments. He distributed some slides from the consultant presentation outlining the BRT goals and criteria. He noted it was on the MPO’s website.

7. **Brief Update on the Federal Transportation Reauthorization Bill (MAP-21)**

Schaefer briefly mentioned some of the highlights of the bill, which consolidates a number of roadway and transit programs, and also makes some changes to the metropolitan planning process to incorporate a more performance-based approach. He said the Transportation Enhancement program was renamed Transportation Alternatives and consolidated with Safe Routes to School and Recreational Trails. The MPO will now get a sub-allocation of that funding as with the STP Urban funding.
8. **Committee Member Reports**
   None.

9. **Staff Reports**
   Schaefer reported that Paul Lawrence and Ed Minihan replaced Eileen Bruskewitz and Steven Ritt on the MPO policy board. All of the City of Madison and Dane County representatives whose terms were up were reappointed. A new Rideshare Etc coordinator was hired, Renee Callaway, who had worked at WisDOT as the Safe Routes to School Program coordinator. An interview will be held on Friday with a prospective hire for the traffic modeler position.

10. **Next Meeting Date**
    The next meeting is scheduled for Wednesday, September 19, 2012.

11. **Adjournment**
    The meeting was adjourned at 7:00 p.m.

*Minutes recorded by Mike Cechvala and Bill Schaefer.*