Madison Area Transportation Planning Board
Citizen Advisory Committee
Meeting Minutes

November 20, 2013  Madison Municipal Building, Room LL-130  5:00 p.m.

1. Roll Call

Members Present: C. Gjerde, G. Hull, D. Newton, J. Rider, G. Rylander,
Members Absent: R. Ferrell, E. Fisher, T. Stoebig, R. Williams
Staff Present: B. Schaefer, D. Kanning

2. Approval of August 21, 2013 Meeting Minutes

Hull moved, Rylander seconded, to approve the August 21, 2013 meeting minutes with one correction: change the reference to the “Illinois DOT” to “Illinois Tollway”. Motion carried.

3. Staff Reports

Schaefer mentioned that the final adopted 2014-2018 Transportation Improvement Program (TIP) was published. He reviewed some of the information included in the appendices to the project listings. Hard copies were distributed to members of the Committee. He also mentioned that the final 2014 MPO Work Program was completed and had been submitted to WisDOT and FHWA for their approval. The Coordinated Public-Transit Human Services Plan was adopted. The final plan document would be posted on the MPO website soon. He reported that MPO was now in the process of working with Metro Transit to formalize the planned division of responsibilities for administering the new consolidated Section 5310 (Enhanced Mobility for Seniors and Persons with Disabilities) Program. Metro will be the “designated recipient” of the grant funds responsible for applying for grants on behalf of sub-recipients, submitting reports, and making sure all federal requirements are met. The MPO will take the lead in preparing a required program management plan and selecting projects for funding.

Schaefer reported that at the November 13 meeting the MPO Policy Board recommended a solution to meet the new federal requirement for a designated transit agency representative on MPO boards. The board recommended that the Madison Common Council adopt a resolution requiring the mayor to appoint a Metro Transit representative meeting the federal requirements as one of the six mayoral appointments. This would prevent the MPO from having to go through essentially a re-designation process to change the MPO re-designation agreement. Schaefer said he thought that would meet the new requirement for a transit agency representative. The board was split on whether to make any other changes in light of the new expanded planning area boundary, and so no further changes were planned at this time.

Schaefer provided a brief update on WisDOT’s ongoing major corridor studies. The Interstate and Beltline studies were in the beginning stages. The Stoughton Road Draft EIS document is supposed to be available in early 2014. WisDOT and its consultants were working through some final design and environmental issues. Rider asked about the recent presentation given following the WisDOT presentation on the study to the Schenk-Atwood-Starkweather-Yahara Neighborhood Association meeting. Discussion followed on the suggestion to consider converting Stoughton Road to a boulevard. Rylander noted that USH 51 was the main highway through Madison prior to the Interstate System. Schaefer noted that USH 51 is a freight/industrial corridor with limited opportunities for redevelopment and that there aren’t any good parallel routes to divert traffic to.

Schaefer also reported on the South Capitol Transit District Planning study, which was moving forward. The study is examining potential connections from Wilson Street to Lake Monona over John Nolen Drive, a new inter-city bus terminal, and other transportation improvements in the area.
Schaefer explained some of the bridge options being considered. Committee members discussed the location of the proposed intercity bus terminal and possible funding mechanisms.


Schaefer introduced staff’s draft policies and project scoring criteria for the 2014-2018 Transportation Alternatives (TA) Program applications. He explained that the Transportation Alternatives (TA) program, under MAP-21, consolidated the former Safe Routes to School and Transportation Enhancements (TE) programs. MAP-21 requires that 50% of the funding be allocated directly to large MPOs such as Madison. A total of about $8 million is available statewide, including $1 million in state funding. Large MPOs will receive one half of the federal funding or about $3.5 million per year. Of that, the Madison MPO will receive a little less than $600,000 per year or presumably about $2.9 million total for the 2014-2018 period. WisDOT will retain the rest.

Schaefer said the MPO will score and rank all submitted projects using its own criteria, and will review the rankings with the technical committee and board. However, the MPO will likely wait to allocate funding until WisDOT announces the projects it will fund. Schaefer compared WisDOT’s program requirements with the requirements proposed by MPO staff. WisDOT will fund projects at 80/20 while MPO staff is proposing to require a higher local match to stretch the limited funding available. Schaefer said that the TCC Committee, at their meeting earlier in the day, discussed staff’s proposed 60/40 cost-share ratio for projects over $500,000, and suggested that a sliding scale be used to calculate the ratio, based upon the cost of a project. Projects at the lower end of the scale (i.e., at $300,000) would be funded at 80%, while projects at the higher end of the scale (i.e. over $600,000) would be funded at 50%. WisDOT will fund design, real estate, and construction expenses, while it is proposed the MPO only fund construction costs. WisDOT is requiring the same policy for some requirements. For example, WisDOT is requiring a minimum project cost of $300,000 for all infrastructure projects and a minimum project cost of $50,000 for all non-infrastructure projects.

Schaefer described the proposed scoring and ranking criteria developed by MPO staff. He noted that the MPO technical committee proposed increasing the weight of the Safety criterion from 10% to 20% while reducing the first two from 25% to 20%. He commented that safety is obviously important, but difficult to quantify for scoring purposes. Rylander recommended increasing the weight of the Cost Effectiveness to a value greater than 10%. After some discussion, it was agreed to increase the weight of the Cost Effectiveness and Project Readiness criteria to 15%. Rylander suggested the same changes for the SRTS project criteria, increasing Project Readiness to 15% and reducing Scope of Audience to 45%. There was consensus on those changes.

Rylander moved, Rider seconded, to recommend incorporating the Health and Environmental Justice criterion into the Usage and Accessibility category and to revise the percent of scoring as follows: Enhances Mobility and Connectivity (20%), Usage and Accessibility (20%), Safety (20%), Project Readiness and Constructability (15%), Cost Effectiveness (15%), with Congestion Management and Opportunity/Risk continuing to each have a weight of 5%, and to recommend revising the percent of scoring for SRTS projects as follows: Scope of Audience/Reach/Impact (45%), Project Readiness (15%) with others the same. Motion carried.

5. Presentation on Draft Market Study of Walkable, Transit-Supportive Development in Dane County

The Committee deferred discussion of this item to the next meeting.

6. Update on Roadway Functional Classification System Map

Schaefer briefed the Committee on the roadway classification update project. He said the latest version distributed reflects changes to roadway functional classifications in Stoughton, Sun Prairie
WisDOT will take traffic counts for newly designated collector streets. MPO staff will forecast traffic volumes for future streets. Schaefer explained the significance of the roadway classification for funding and design purposes. Higher classified streets receive more points for STP Urban funding. Also, an arterial designation could impact the design of a federally funded project because it would be less likely to receive FHWA approval for an exception to design standards (e.g., intersection level of service). Schaefer invited any comments by committee members.

Rylander asked why CTH K, east of USH 12, was shown as a collector versus an arterial. Schaefer agreed that such a designation was questionable, since the AADT was greater than 10,000 and it connects to USH 12. Schaefer said it was because the criteria for rural areas had to be used, which require the roadway to most directly connect population centers greater than 5,000. Schaefer said a solution would be to extend the urban area up to CTH K, in which case the roadway would be classified as an arterial. He said he planned to discuss that with local staff. Hull asked if it was easy to change the urban area boundaries. Schaefer said that such a change would require MPO Policy Board approval, but some other changes were needed anyway in other areas due to the proposed functional classification update. Schaefer mentioned that City of Madison staff was concerned about Acewood Boulevard and Putnam/Maple Grove Road being upgraded to minor arterials. Rylander commented that designating Putnam/Maple Grove Road as an arterial made sense due to the limited north-south routes on the west end of Madison and its connection to McKenna Boulevard and Gammon Road.

7. **Update on the Metro Bus Size Study**
   The Committee deferred discussion to the next meeting.

8. **Committee Member Reports**
   None.

9. **Next Meeting Date**
   The next meeting date is scheduled for Wednesday, January 22, 2014.

10. **Adjournment**
    The meeting adjourned at 6:40 pm.

*Minutes were recorded by W. Schaefer and D. Kanning*