

**Minutes of the
Madison Area Transportation Planning Board
Technical Coordinating Committee**

January 26, 2011

Fitchburg City Hall Conference Room

2:00 p.m.

1. Roll Call

Members Present: Beck, Miller (for Clark), Dryer, Jolicoeur, Petersen (for Dunphy), Hoelker, Trowbridge (for Murphy), Phillips, Stauske, Andros (for Violante), Woodard

Members Absent: Beaupre, Bertch, Coville, Even, Kennedy, Kirchner, Kugler, Scheel, Sylvester

Others Present: Schaefer, R. Webber, A. Cushman

2. Approval of September 22, 2010 Meeting Minutes

Phillips moved, Hoelker seconded, to approve the Sept. 22, 2010 meeting minutes. Motion carried.

3. Consideration of Recommendation on STP-Urban Project Requirements, including Minimum Total Project Cost and Maximum Landscaping/Streetscaping Cost

Schaefer said he had previously discussed the issue with the committee. The purpose was to put in writing all of the existing MPO policies regarding STP-Urban projects to avoid any misunderstandings or confusion. He reviewed a revised document with proposed STP-Urban project requirements. He said the requirements would be incorporated into the description of the STP-Urban projects selection process in Appendix A of the TIP. The only new items were the proposed minimum project construction cost and the maximum allowed cost for landscaping and streetscaping as a percentage of the total project cost. He said the MPO has always discouraged small projects due to the extra costs for environmental review and design for federal projects. This would set the minimum cost at \$500,000 for street reconstruction and \$250,000 for street resurfacing and other projects. He noted the minimum for SMIP projects was \$250,000. The proposed maximum for streetscaping and landscaping was 12% of the total project cost, which was based on information from recent projects provided by the City of Madison and Middleton. He reviewed that information.

Phillips commented that standard lighting should not be considered a streetscape item, but only the incremental cost for decorative or other non-standard lighting. Stauske said the City of Middleton's costs that were provided to the MPO did not include lighting. Phillips commented that the 12% maximum wouldn't be a problem if lighting were removed. Stauske made some editorial suggestions to clarify the projects for which the two different minimum cost numbers would apply to and that the requirement didn't apply to non-construction projects.

Moved by Stauske to recommend the proposed STP-Urban project requirements with the revisions discussed, including the removal of standard lighting from streetscape items. Motion failed due to lack of a second. In response to a question from Woodard, Schaefer said he would incorporate the information on eligible projects and costs into the STP-Urban paper, which reflect established MPO policy, but would not include the two proposed new requirements due to the failure of the motion.

4. Review and Recommendation on Revisions to MPO Rules and Operating Procedures

Schaefer said staff had been working on modifications to the MPO's rules and operating procedures with the Policy Board. The impetus was questions that were raised about the MPO's authority that came up during the hiring process for the MPO Planning Manager and the Board's role in that process. Staff decided to draft a comprehensive set of revisions, the purpose of which is mostly to codify existing procedures. Staff reviewed the proposed changes with the board at its January meeting, but the board did not take action on them. Some additional edits were suggested. Schaefer said he was mainly

interested in obtaining feedback from the committee on Section III on MPO Committees and Staff. The section outlines the responsibilities and current membership/voting structure of the technical committee. He reminded the committee of the expansion of the committee membership and revision of the voting structure following the redesignation of the MPO. He said the revised membership and voting structure provides a good balance of representation on the committee. He said that one of the policy board members recommended adding a representative from the towns, specifically the Administrator of the Town of Westport. He said that when asked why there were no town representatives on the committee, he responded that the committee consists of technical staff—either planning or public works directors—and only one town has such a position. He noted that if a town representative was added, some thought would need to be given to how the voting structure might need to be changed. He said he was seeking a recommendation from the committee on this issue to take back to the Policy Board.

Andros said she did not think it was necessary to add a town representative. She noted that county planning staff are responsible for planning in the towns and therefore that perspective is represented to a degree by county planning staff. Woodard noted that almost all of the transportation issues the MPO deals with are in cities and villages. Others agreed.

Moved by Stauske, seconded by Phillips, to recommend that no changes be made to the current membership and voting structure of the technical committee. Motion carried.

5. Presentation on Regional Transportation System Performance Indicators for the Regional Transportation Plan Update

Schaefer said there has been increasing emphasis on performance-based transportation planning. FHWA and WisDOT strongly encouraged MPOs to develop transportation system performance indicators, and the Madison MPO committed to doing so. The idea is that the indicators will be used in the future as a diagnostic tool to alert the MPO about changes or trends. An initial list of indicators has been developed. For each one, a baseline measure has been calculated, generally for the year 2009. Where earlier data was available, a comparison has been made to the prior year, generally 2005. He pointed to a table that grouped the indicators by the relevant plan objectives that the indicators were measuring progress on and then highlighted the data for a few of the indicators. He said some additional analysis of the data would be added. He asked for comments and/or corrections, particularly to the pavement condition map where a couple of errors had already been noticed.

Some probable errors on the pavement condition map were noted, including USH 14 South and USH 51/Stoughton Rd. north of the Beltline. Schaefer pointed out that the map doesn't reflect projects completed in 2010. He said he would change the year in the legend to 2009. Phillips and Petersen pointed out that bridges had to score below 50 to qualify for replacement versus rehabilitation funding, and Schaefer said he'd clarify that. Stauske suggested use of crash rate compared to total crashes. Schaefer said he did compare the change in crashes to the change in VMT from 2005 to 2009. Miller suggested revenue hours per capita as a transit measure. He also said WisDOT was collecting ridership data on intercity bus service. Schaefer said if that was available, they could add that. Stauske commented there were problems with using travel time to work as an indicator because there is no way of knowing the reasons for a change (greater congestion, people living further from work, etc.). Schaefer agreed and said he might just drop that one. Woodard commented that the LOS indicator referred to center line miles, but the system mileage didn't. Schaefer said that is also center lane miles and he'd clarify that.

6. Update on the Regional Transit Authority (RTA) and Review of Draft Plan for Transit to Support Referendum

Schaefer said the RTA Board and its Plan for Transit Committee have been working to put together a Phase 1 conceptual plan or framework for improving and regionalizing the transit system to support a public referendum on a sales tax. Metro and MPO staff have been providing information and technical assistance to the RTA. A draft of the plan was in the packet. Additional edits have since been made to the document. The idea is that this conceptual plan with cost ranges for the different new and improved services is adequate to support the referendum, and that a detailed transit plan would be prepared following the referendum before new services are implemented. The plan only includes a first phase of improvements that would be implemented within a 3-year time period. The scope of services builds off of the work that was done by the expanded TDP committee that MPO staff created to develop RTA service scenarios. The plan doesn't say so, but it appears the RTA Board is leaning towards going with a ¼ cent sales tax initially. The plan notes that study of commuter rail and/or BRT would continue, but would not be implemented until the RTA went back to the voters for additional funding in another referendum. He said it is still not certain that the RTA Board will go forward with a referendum this spring. It depends upon whether the Board feels the plan is in good enough shape to take to the voters and whether the Board feels the time is right politically. Trowbridge added that the RTA Board is also monitoring activity at the Capitol. There has been talk that legislation might be introduced making changes to the RTA.

7. Report on the Kickoff Meeting for Congestion Management Plan Project

Schaefer noted he had discussed the project previously with the committee, and referred members to a project summary and list of the Congestion Management subcommittee members that was in the packet. The subcommittee will serve as an advisory committee for the current project, but also be a permanent committee charged with overseeing implementation of the enhanced congestion management process to be developed and future updates. He said the study process was reviewed and performance measures discussed at the first meeting.

8. Committee Member Reports

Phillips said the street construction projects for the year include Williamson Street, STH 113, the outer Capitol loop, and Old University Avenue.

Hoelker reported that the USH 51 (Madison to Stoughton) study technical committee would be meeting in early February to review some changes to the alternatives and a public meeting would be scheduled after that. He said WisDOT was re-working some of the alternatives for the USH 51/Stoughton Road study due to some planned developments. A final Supplemental EIS and record of decision should be issued on the Verona Road/W. Beltline study this spring/summer.

Dryer said the City of Madison Board of Estimates approved funding for implementing a bike rental program. Staff is looking at ways to address the safety issues on E. Washington Avenue near the new ped/bike overpass. Many pedestrians are not using the overpass and there was another fatal auto/ped crash there recently. Two new traffic signals were approved at Old Sauk Rd./Westfield Rd. and Cottage Grove Rd./Northstar Dr.

Beck said that Metro was working on some route schedule fixes that could be done within the existing budget. He also mentioned the new driveway out of the South Transfer Point was working well.

Petersen said the county would be doing a project on CTH M in the City of Verona.

Woodard reported that the project to build a new USH 14 interchange at relocated Lacy Road would let in August with construction starting in September.

9. Staff Reports

Schaefer reported that the MPO Policy Board approved a 2011-2015 TIP amendment at its January meeting, and he distributed a copy of the resolution. The amendment was needed due to changes in the timing and cost of four WisDOT projects (STH 113, USH 14, USH 151/Main St. interchange, and S. High Point Road bridge over Beltline) and to reflect programmed Federal funding for four bicycle projects and two E/D transit projects. He mentioned that the new MPO planner would be starting on 1/31, but in the meantime the MPO's staff modeler unexpectedly retired. A consultant, HNTB, would be hired to provide modeling services in the meantime. HNTB has already been providing some modeling support to the MPO through a contract with WisDOT. He also mentioned that a group of six people from the Capital Area Sustainable Communities Consortium, including Brad Murphy and him, attended a workshop in Boston for some of the regions that received HUD Sustainable Communities grants. The grant for the Madison region includes a transit corridors study.

10. Next Meeting Dates

The next meeting dates are February 23 and March 23. He said the February meeting could be cancelled.

11. Adjournment

Moved by Phillips, seconded by Stauske, to adjourn. Motion carried.

Minutes recorded by Bill Schaefer