

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

March 23, 2011

Fitchburg City Hall Conference Room

2:00 p.m.

1. Roll Call

Members Present: Beaupre, Dryer, Kuklenski (for Jolicoeur), Dunphy, Koprowski (for Hoelker), Kennedy, Murphy, Phillips, Sylvester, VanderWegen (for Woodard)

Members Absent: Beck, Bertch, Coville, Even, Kirchner, Kugler, Scheel, Stauske, Trombino

Others Present: Schaefer, D. Paoni, M. Gottlieb, J. Donlan

2. Approval of January 26, 2011 Meeting Minutes

Kennedy moved, Phillips seconded, to approve the January 26, 2011 meeting minutes. Motion carried.

3. Presentation on Transportation Provisions in the State 2011-2013 Biennial Budget Bill

WisDOT Secretary Mark Gottlieb provided some information on his background, which included 12 years as a local official, 20 years as an engineer, and 8 years as a state legislator. He said one of his goals was to build relationships with stakeholders, including municipal officials and MPOs, to work together cooperatively to improve mobility. He highlighted a few of the major provisions in the Governor's budget bill. It no longer includes shifts of funding from the State Transportation Fund to the General Fund for other purposes. It broadens the base of transportation funding by beginning a phase-in of shifting sales tax revenues from motor vehicle related sales taxes into the Transportation Fund. For state highway funding across all programs, it provides a very small increase of about \$3 million over the biennium excluding ARRA funding. He said the bill would revitalize the State Transportation Projects Commission and return to a more rational process for enumerating major state highway projects. The definition for such projects would be updated. He acknowledged the cuts in local aids. He noted that the Transportation Fund has an estimated structural deficit of around \$90 million. A 10% reduction in General Transportation Aids in 2012 is proposed, but looking at all local programs the overall reduction in local funding is 3.9%. For transit, there is a 10% reduction in state operating assistance in 2012. Even with the reduction, state assistance would cover 32% of operating costs across all tiers, which was higher than other states. Public transit operating assistance would be moved from Transportation Fund to the General Fund.

Schaefer pointed out that while state operating assistance for transit was lower in other states, most had regional transit authorities with dedicated local funding sources. Gottlieb acknowledged that and the separate proposed bills to eliminate the RTA enabling authority. Kennedy commented on the importance of transit to UW-Madison, which has very limited parking for employees and essentially no parking for students.

4. Update on the Madison Area Congestion Management Process

Schaefer reviewed the power point presentation from the second meeting of the committee, which covered the requirements of the CMP, the structure of the Madison CMP, a proposed typology for congestion, some initial performance measures, and available data. He noted that congestion referred to all modes of transportation such as intersections with large volumes of pedestrians, bicyclists, buses, and cars or paths with high volumes of bicyclists and pedestrians. He reviewed the typology, which would categorize congestion by the different causes (high v/c, bottleneck geometry, modal conflicts, etc.). It is proposed that a different standard be used for the greater Isthmus area where a higher level of congestion would be accepted. He mentioned some of the potential performance measures. In some cases, data might not be available to use them initially. In some cases, a qualitative approach would be

needed initially. For example, the consultant and MPO staff met with City of Madison Traffic Engineering staff and Metro Transit staff to identify intersections with known congestion problems. The next steps are to complete the system evaluation and propose strategies for each typology, and develop the framework for going forward.

Phillips asked if the project would result in detailed recommendations. Schaefer said in most cases they would be system level type recommendations, but that the scope included a detailed analysis of some selected intersections. Dryer noted that a big issue would continue to be the availability of data.

Koprowski asked if the consultant was using WisDOT's MetaManager database for the analysis, and Schaefer said he didn't know but would find out.

5. Presentation on Growth Forecasts and Allocation for the Regional Transportation Plan Update

Schaefer said MPO staff had finished the final draft of the Year 2035 growth forecasts and the allocation of that growth down to the traffic analysis zone (TAZ) level for use in the regional travel model. He said the methodology used was the same as that used for the 2030 plan. He noted that while the plan horizon year was only being extended out five years that because of a new revised higher county population forecast by the WisDOA Demographic Services Center almost fifteen years worth of additional growth was added compared to the current plan. He said the employment forecast was again made using a labor supply analysis that assumed an increase in commuting from adjacent counties. He said recent Census data from 2006-2008 showed that commuting to Dane County had increased from 30,000 to 40,000. To allocate the growth down to the TAZ level, the MPO updated its composite land use plans map and collected building permit data since 2000. He showed the composite plans map with the TAZs overlaid on it, and pointed out some of the new local plans. He also showed the updated activity/employment centers map. Tables showing the forecasts by urban service area/municipality were included in the meeting packet. A table was also included showing the allocations for the City of Madison peripheral neighborhood plans and the percentage build out of those plans. He asked committee members to provide any comments to him on the forecasts. He said City of Middleton staff had provided some comments on the employment forecast for the city, which they thought was low.

6. Review of Draft Schedule and Public Participation Effort for the Congestion Management Process (CMP) and Regional Transportation Plan Update

Schaefer reviewed the draft schedule. The target date for the consultants to complete a draft of the CMP is May 31. One or two public meetings would be held on it and the RTP update in June with a hearing in July and adoption in August. The target timeframe for completion of a draft RTP update report in June. Three meetings would be held that month with a hearing in October and adoption in November. He said adoption of the RTP update could be delayed until December or even January if necessary, but hoped to have it completed in November.

7. Brief Update on the Dane County Regional Transit Authority (RTA)

Schaefer said the RTA had developed a conceptual transit service improvement plan to support a referendum on a sales tax, but decided not to schedule the referendum for this spring. There were several reasons for the decision. There was concern that the plan was not refined enough and did include sufficient information on the benefits of the increased transit funding and service. There was also concern that there hadn't been sufficient time for public input on the plan and education and outreach on it. Finally, the impacts of the proposed budget repair bill and budget bill and possible legislation to eliminate the RTA enabling authority also clouded the situation. The earliest the referendum would be held now is probably fall 2012.

8. Committee Member Reports

VanderWegen reported that design work on the Fitchburg segment of the Cannonball Trail was continuing. Construction on the USH 14 interchange at relocated Lacy Road is scheduled to start in late summer or early fall. They hope to have the PS&E completed in a month. An issue with the planned connector street into the planned GreenTech Village needed to be worked out.

Beaupre noted that Paul Trombino had been hired to replace Rod Clark, who retired, as the new Director of the WisDOT Bureau of Transit and Local Roads.

Phillips said that construction would be starting again on the Pleasant View Road extension and the new roundabouts. Starting in April, construction would begin on Williamson Street, STH 113, Old University Ave., and some other smaller projects. Design work continues on the CTH M reconstruction project. He said the design for the Johnson Street reconstruction project might be done in-house for budgetary reasons.

Murphy reported that the City of Madison's downtown plan was close to final draft form with approval scheduled for May. One of the recommendations is to conduct an Isthmus transportation study that would analyze the street circulation system. Another recommendation was construction of a bike path along Lake Mendota between the Memorial Union and James Madison park.

9. Staff Reports

Schaefer reported that the MPO Policy Board approved a second minor amendment (#2) to the 2011-2015 TIP at its March meeting, and distributed a copy of the resolution with attached project table. He mentioned that the MPO Board approved revised rules and operating procedures without the change to the technical committee membership that had been suggested by one of the Board members. He said the rules recognize the existing practice of allowing committee members to designate an alternate to attend and vote at meetings. Members can have a standing alternative and also designate an alternate for a specific meeting. He reported that the recently hired planner, Kristin Bennett, decided to return to her old job for personal reasons. Staff hopes to conduct interviews for the vacant planner/travel modeler position within the next month or so. Schaefer distributed a table with Census 2010 population data for communities in the MPO planning area and the county. He mentioned that the Census numbers were higher than the WisDOA estimates for all of the growing communities.

10. Next Meeting Dates

The next meeting dates are April 27 and May 25. He said that WisDOT SW Region staff would provide a presentation on the USH 51 (McFarland to Stoughton) Study at the April meeting.

11. Adjournment

Moved by Sylvester, seconded by VanderWegen, to adjourn. Motion carried.

Minutes recorded by Bill Schaefer