

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

**March 24, 2010**

**Fitchburg City Hall Conference Room**

**2:00 p.m.**

**1. Roll Call**

*Members Present:* Beaupre, Beck, Dryer, Dunphy, Hoelker, Kennedy, Trowbridge (for Murphy), Phillips, Stauske, Sylvester, Vela, Woodard

*Members Absent:* R. Clark, Coville, Even, Kirchner, Kugler, Pena, Scheel, Violante, Wheeler

*Others Present:* Schaefer, Paoni

**2. Approval of January 24, 2010 Meeting Minutes**

Kennedy moved, Phillips seconded, to approve the January 24, 2010 meeting minutes. Motion carried.

**3. Brief Update on Milwaukee-Madison High-Speed Intercity Passenger Rail Service Project and Process for Selecting Madison Station Location**

Schaefer noted that a memo to the Joint Finance Committee for the Governor's request for approval of the federal funds for the project was in the packet. He said it provides a nice summary of the project infrastructure improvements, costs, and schedule. The status of the project right now is that WisDOT is still in the process of hiring staff, but WisDOT has selected consultants for the final engineering design of the track improvements and the preliminary engineering (PE)/design of the stations. WisDOT is in the process of scoping the work and negotiating the contracts with the consultants. Among the issues concerning the scope of work is the public participation process and in the case of the stations the number of site locations that will be evaluated. He said the schedule is the same with service set to begin in 2013. For the stations, the PE/design study will take a year. Final design will take another 6-9 months, and then construction will take about a year.

Kennedy asked whether there would be an opportunity for public input on the scope of the station PE/design, including locations to be considered. Schaefer said he assumed there would be.

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

Schaefer said the RTA Board had its first meeting. The Board elected officers and passed a resolution stating that the Board would not impose a sales tax until after passage of a referendum at a regularly scheduled election. The resolution stated that the referendum wouldn't be held until after development of a plan for transit. No date was set for the referendum, but it is unlikely that it will be this fall.

Schaefer said the Board also identified some potential committees and information they needed, such as the relationship of the RTA to the MPO.

Dryer asked about the committees. Schaefer said service planning and organizational committees were mentioned. Trowbridge added that another one is public participation/outreach, but he said the Board hasn't decided on the structure for doing this work (i.e., whether through committees or not). Schaefer said the next meeting would likely be in late April.

**5. Review and Discussion of Potential Bus and Demand Responsive Transit Service Improvements for the RTA Service and Financial Scenarios**

Schaefer said that the expanded Transit Development Plan (TDP) committee was continuing to work on the RTA service scenarios. He said three conceptual scenarios were developed: (1) bus and demand responsive (e.g., shared ride taxi) service, which is carried forward as part of the other alternatives; (2)

bus rapid transit service; and (3) rail service. He said the committee was still developing the details of the first alternative. He and Beck reviewed some peripheral Madison area bus service improvement concepts that Metro staff had put together. The focus is on the peripheral area first because the service improvements are being built from the outside in since most of the routes travel through the isthmus area to the UW campus/downtown area. Isthmus area service can then be designed to adjust service levels after taking into consideration the longer reach routes. The service improvement concepts developed thus far cover the West/SW/Fitchburg area and the North/NE/East area. The concepts for the City of Middleton and Southeast area still need to be developed along with the added Central area service and the express services. Some of the express service is shown, but not all of it.

Beaupre asked if these improvements were for the TDP or the RTA scenarios and whether they are a package. Schaefer said that some of the improvements will be prioritized and included in the TDP as recommendations under a “business as usual” funding scenario. However, the improvements shown go well beyond anything Metro could afford without a major infusion of funding through the RTA. Metro staff thought the improvements might increase operating expenses by 25%. Beck said the improvements could be done selectively and not necessarily as a package, but in some cases they are inter-dependent. Kennedy commented that the bus service improvements would change under the rail scenario, and Schaefer agreed. Schaefer said changes would also be needed for the BRT scenario. Schaefer then reviewed proposed downtown Madison/UW campus commuter routes from the suburban communities. He said Metro had prepared some initial route concepts and these were an alternative more PNR-oriented version of the routes. In some cases, the routes serve peripheral Madison neighborhoods with limited stops to increase the efficiency of the service. The Waunakee service was designed with one of the two routes providing reverse commute service to the business park and then traveling down through north Madison rather than through Middleton. Schaefer said the service recommendations for the suburban communities also include local service—in most cases demand responsive service or a hybrid such the Monona Lift service—and in some cases limited midday service into a Metro bus connection point.

Sylvester asked whether local communities should be meeting to review the service concepts or wait until the RTA Board organizes public meetings later. Schaefer said it would be helpful to initiate some community discussion about desired transit services. He mentioned that Waunakee and Westport had formed an RTA Task Force and were planning to conduct a transit needs survey of residents and businesses. He said the transit commissions of Sun Prairie and Fitchburg have been discussing their transit service needs. Trowbridge said that Dick Wagner was planning to initiate discussions with the different communities. Woodard asked about the next steps. Schaefer said the service concepts still need to be completed and refined and cost estimates prepared for them. As part of the RTA process, public input would be sought and some changes would likely be made based on that input. Woodard asked if the service improvement concepts would be presented to the RTA Board. Schaefer said yes at some point, but the RTA Board would be focusing first on organizational issues, getting background information on existing plans, etc.

## **6. Review and Discussion of Draft Outline of Enhanced Congestion Management Process for the Madison Metropolitan Area**

Schaefer said the congestion management process (CMP) is a federal requirement for MPOs in regions with more than 200,000 in population. It is intended to be a coordinated, systematic, and transparent way for transportation agencies to identify and manage congestion. FHWA has determined that the CMP for the Madison area does not fully meet all of the federal requirements. Schaefer reviewed a document that MPO staff prepared outlining the planned enhanced process, which he reviewed. He said that a report would be prepared documenting the process. Much of the report will simply document the information and recommendations from all of the previous and ongoing studies and programs. He said he hoped the CMP would add some value to the overall transportation planning process. For example,

the CMP might provide some additional information and analysis that would help in prioritizing projects. It could potentially result in a greater focus on TSM strategies and a higher priority for funding these projects. It may also result in improved interagency coordination. Schaefer noted that a Congestion Management Committee would be created. He said the MPO's role would be one of mostly coordination and documentation of the process.

## **7. Discussion of Minor Changes to STP – Urban Project Application Form**

Schaefer said he made some minor revisions to the STP – Urban project application form, mostly listing some additional information being sought to help in scoring and ranking the projects. He distributed the form with the changes underlined. The form also includes a note to consider applying for HSIP funding if there are existing safety problems. Schaefer said the additional information is included in WisDOT's STP – Urban Project Application Form. He said WisDOT SW Region staff had told him that WisDOT might be requiring that Madison project applications include other things that are part of the WisDOT application. He was checking into this.

Schaefer also said he reviewed WisDOT's Local Program Guidance and pointed out some applicable requirements that local staff should be aware of. He said he wasn't sure if the requirements were new or not. One deals with the evaluation of rail issues and the other is a requirement to evaluate a roundabout as an alternative for all intersection projects. Also, the needs of bicyclists and pedestrians need to be considered. Dunphy mentioned that bridges for which bridge funding was being requested must be on the 2010 National Bridge Inventory (NBI) List and meet certain eligibility requirements. The NBI list won't be published until May. Woodard asked about the next cycle for Enhancement project applications, and Schaefer said that was delayed but supposed to occur this summer along with the Safe Routes to School Program.

## **8. Committee Member Reports**

Woodard reported that Fitchburg had received all of the sign offs on the Badger State Trail project and it would go out to bid in a month. He also mentioned that McCoy Road from CTH MM to the rail line would be reconstructed this summer and that the construction of the new library would result in the closing of Research Park Drive starting around mid-July.

Kennedy said that part of Observatory Drive would be closed again this summer. He also said that N. Park Street from Johnson Street to Langdon Street would be closed for a few weeks for utility construction.

Beaupre said WisDOT was continuing to work on a state rail plan. An on-line survey was created to get public input and there has been a great deal of interest. A workshop is being planned, which will probably be held in May.

Sylvester reported that construction on the N. Nine Mound Road project had started. The project received economic stimulus (ARRA) funding.

Vela reported that construction on the first phase of Monona Drive was continuing. Work is being done on the west side now. When that is finished, probably in July, work will start on the east side and hopefully completed by mid-November. He said planning was continuing for Phase 2. He mentioned that the makeup of the project advisory committee needed to be revised to achieve a more balanced representation of the two communities. Most of the first phase was just in Monona, while the next phases affect both Monona and Madison.

Phillips said that construction on John Nolen Drive would be starting the following week with work starting on the bicycle path and bridge approaches. He reported that the University Avenue ARRA project was let and construction would be starting fairly soon. The Pleasant View Road extension

ARRA project will be let in April. Additional construction is planned on two short segments of University Avenue and Sherman Avenue as well as other streets.

Beck reported that FTA had just finished its on-site visit at Metro as part of the Triennial Review. He mentioned that Metro was commended on the overall planning process by Metro and the MPO.

**9. Staff Reports**

Schaefer reported that letters went out to the appointing authorities regarding the MPO Board appointments whose terms are expiring at the end of April. He also mentioned that an informational meeting was being sponsored by WisDOT SW Region on the local programs for the 2001-2014 funding cycle. The meeting is on March 31 at the Region office. Also, the letter requesting TIP projects and seeking STP – Urban applications would be going out soon. TIP project listings and the STP – Urban applications are due in early June.

**10. Next Meeting Dates**

The next meeting dates are April 28 and May 26. Schaefer said one of them, probably the April meeting, would likely be cancelled.

**11. Adjournment**

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

*Minutes recorded by Bill Schaefer*