1. Roll Call

*Members present:* David Ahrens, Mark Clear (arrived during item #3), Ken Golden, Jeff Gust, Chuck Kamp, Jerry Mandli (arrived during item #3), Al Matano, Mark Opitz, Chris Schmidt, Robin Schmidt

*Members absent:* Judd Blau, Steve King, Paul Lawrence, Ed Minihan

*MPO Staff present:* Bill Schaefer, David Kanning

*Others present in an official capacity:* Chris Petykowski (City of Madison Engineering), Brian Smith (City of Madison Traffic Engineering)

2. Approval of March 5, 2014 Meeting Minutes

Moved by C. Schmidt, seconded by Kamp, to approve the March 5, 2014 meeting minutes. Motion carried.

3. Communications

- Letters from WisDOT approving TIP Amendments 1 and 2.
- Email from WisDOT Transportation Alternatives Program manager responding to MPO staff email regarding WisDOT’s policy regarding the sub-allocation of funding to large MPOs.

Schaefer described the main points of his response to the email. He said staff was very upset about the very late timing of the announcement after so much work had been done on developing new project criteria and working with applicants on their applications. Also, as with the STP Urban program, no written policy was provided. He said WisDOT did not have to allocate the 2013-'14 MPO sub-allocations to previously approved projects nor reduce the 2015-'18 sub-allocations by the amount of funding for those projects. The projects were approved by WisDOT as part of a statewide process and the statewide pool of funds could have been reduced instead. Also, WisDOT created the shortfall of funding by transferring TAP funding to other programs as permitted under MAP-21.

Golden asked if there was a way to appeal the decision under Chapter 227. Schaefer said WisDOT had authority for administering these programs, and this was a policy decision. Gust confirmed, and said WisDOT created the new policy as a way to meet the fiscal constraint requirements set forth by MAP-21. He noted that the FHWA has accepted WisDOT’s new policy. Gust said the policy will create new opportunities, particularly for STP-Urban funding, if communities have projects that are ready for construction.

- Letter from WisDOT regarding a local officials meeting regarding the planned reconstruction of the Interstate and Beltline interchange.

Schaefer said the interchange was part of the larger I-39/90 expansion project between Madison and the state line. However, the interchange component was separated from the larger project and there is currently no identified funding for the interchange. The purpose of the meeting on April 17th is to review preliminary design for the interchange, which includes removal of the left-side exit ramps. Some discussion followed. Gust said FHWA requires removal of such exits as a standard part of interchange projects for safety reasons.

4. Public Comment (for items not on MPO Agenda)

None

5. Presentation on Proposed Revised Design for CTH M/CTH PD Intersection

Schaefer introduced Chris Petykowski, City of Madison Engineering and Brian Smith, City of Madison Traffic Engineering. He said that the southern segment of County Trunk Highway M was scheduled for
construction in 2015 and 2016. It is a joint City of Madison/Dane County/City of Verona project and is receiving STP Urban funding. The City of Madison is the project lead and has been working with the project consultant, MSA, on a proposed redesign of the intersection. Petykowski said that 50 – 60 people attended a public information meeting last month in the City of Verona. The new design was well received by meeting attendees. The purpose of that meeting was to present the proposed design, gather feedback, and field questions about the project.

Petykowski provided an update on the overall multi-phase CTH M corridor project. He reviewed the goal of the project and the existing conditions, including environmental constraints and lack of other parallel routes. He described the originally approved design for CTH M/CTH PD intersection, which was a two lane roundabout that could be expanded to three lanes, when warranted. The traffic simulation modeling for the roundabout, using different models, showed that there would be a significant amount of queuing and delay in the evening peak travel hour for both existing and forecast future traffic conditions. Epic’s rapid expansion has significantly affected traffic volumes in the area. Epic recently completed a new traffic impact analysis based on their proposed expansion. The projected volumes were greater than the future volumes that were used in the roundabout analysis.

Because of these issues, some design alternatives were examined that would improve intersection performance. The first is a conventional diamond interchange. This would accommodate the traffic but have negative impacts and cost much more. The second is a partially grade-separated intersection. It is a standard signalized intersection except that westbound traffic passes underneath CTH M. By moving westbound traffic under the intersection, eastbound vehicles that make a left turn can freely clear the intersection during the entire green phase of the east and westbound through movements. This design will improve the intersection’s level of service and will also function well with the multi-use path that will be constructed along the entire CTH M corridor and also cross CTH M and CTH PD at the intersection. This westbound underpass option is now the preferred alternative.

Schmidt asked if the whole intersection was going to be elevated. Petykowski said that it would be slightly elevated, but have the feel of being at grade due to the topography. Golden asked for information on the forecast traffic volumes. Smith from City of Madison Traffic Engineering provided peak hour numbers by direction. These were converted to daily volumes, around 41,000-47,000 on CTH M and around 20,000 on CTH PD, much higher than the Mineral Point Rd/Midvale Blvd. intersection. Smith said the number of left turning vehicles on eastbound CTH PD—720 vehicles per hour—was higher than at First Street and E. Washington Avenue. Clear said the proposal to shift the westbound through movements under the intersection so that they don’t conflict with the eastbound left turns made sense. Schaefer pointed out the traffic would be more concentrated in the peak hour because of so many work-oriented trips. Golden asked about parallel routes. Schaefer and Opitz said that the next closest road is Pioneer Road and then Timber Lane, but they only extend south to Midtown Road. Connecting them to CTH PD would be extremely problematic due to topography/environmental impacts.

R. Schmidt asked if traffic to/from Epic was creating the need for the new intersection design. Petykowski said that the left turning movement volume the design addresses is contributed to a large degree from Epic, but there is also planned development in the area, including the new UW research park and surrounding neighborhood. Schaefer added Verona was working on a land use plan for the southwest quadrant of the intersection and planning for mixed-use and residential development with up to 1,000 dwelling units.

R. Schmidt inquired about the feasibility of constructing a park-and-ride facility to reduce traffic through the intersection. Gust said that a park-and-ride would not help much with peak hour traffic. R. Schmidt asked how much Epic was contributing towards the cost of the project. Petykowski said the project was a joint project with federal funding from the MPO. Golden said it would be difficult to assess some of the costs for this project. Schaefer said that Verona could assess some of the cost of the project to Epic, but that was unlikely. Verona was using TIF funding to pay for reconstruction of Nine Mound Road that connects Epic to CTH PD.
Petykowski discussed the impact of the new design on street connections in the vicinity of the intersection. City of Madison staff is looking at possible street connections in the High Point-Raymond Neighborhood to ensure that CTH PD is accessible from a street that connects to Raymond Road. Petykowski reviewed the project schedule. The new design was currently going through the city approval process. The environmental document will also need to be revised. Construction is now planned to commence in late 2015 with most of this project and the middle segment being constructed in 2016. Petykowski said the new design would probably add about $2 million to the project construction cost.

6. Presentation on South Capitol TOD District Planning Study
   Schaefer said that due to a scheduling conflict, Dave Trowbridge would have to provide the presentation on the South Capitol TOD District Planning Study at the next meeting. The item was deferred.

7. Resolution TPB No. 88 Approving Amendment #3 to the 2014-2018 Transportation Improvement Program for the Madison Area and Dane County
   Schaefer said the amendment adds carryover federal Job Access Reverse Commute and state funding to support continuation of the YWCA’s Job Ride program providing employment and employment related transportation to low-income persons for trips not served by Metro.
   Moved by Golden, seconded by R. Schmidt to approve Amendment #3 to the 2014-2018 Transportation Improvement Program for the Madison Area and Dane County. Motion carried.

8. Letter of Support for WisDOT/WSOR/WRRTC Application for USDOT TIGER VI Federal Grant for Wisconsin Southern Freight Rail Service Improvement Project
   Schaefer said that WSOR was reapplying for federal TIGER grant funding this year. It was basically the same project that WSOR and others have applied for in the past, which the MPO has supported. However, this time WisDOT is the primary sponsor along with Iowa County and the rail transit commission. One difference from the previous applications is that it includes improvement of the tracks from Broom Street in Madison to the City of Middleton along with the segment from Middleton to Spring Green. The western terminus was shortened a bit. Schaefer said a draft letter of support was in the packet.
   Golden said that he wanted to see the track improvements happen, but was inclined to not support the application because WSOR has been so uncooperative with the City of Madison in various areas. Ahrens concurred. Board members expressed their dissatisfaction with the East Isthmus intersection closures and lack of cooperation by WSOR in resolving issues related to poor track conditions at intersections, track crossing safety, refusal to allow multi-use paths along the rail corridors, train horns, and the storage of boxcars on sidings on the east side. Schaefer pointed out that WSOR had been cooperative with Dane County in resolving issues related to the Lower Yahara River Trail path. Gust pointed out that the project would be beneficial to the region, though he noted that Wisconsin had not received any TIGER funding during the past four application cycles. He said railroads generally don’t want their right-of-way utilized for trails due to safety concerns. C. Schmidt said he favored sending the support letter because of the project benefits. Schaefer suggesting sending a separate letter expressing concerns about these issues or having the WSOR representative come back to talk to the board.
   Opitz said WSOR was not cooperative in trying to work out issues with the bicycle improvements near Eau Claire Avenue, but he wasn’t sure including these concerns in the support letter would be productive. Clear also noted the benefits of the project. He said that an improved track would mean that the trains would be able to operate at higher speeds, reducing crossing delays, and also not have to sound a horn as often. Trains would also operate more quietly due to the welded track improvements. However, he suggested including the concerns about WSOR in the letter.
   Moved by C. Schmidt, seconded by Golden to approve the letter of support with a section that outlines the Board’s concerns that are not related specifically to WSOR’s grant request. Motion carried.
9. Citizen Participation Effort and Schedule for Preparing the 2015-2019 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Schaefer said the schedule and public participation effort was the same as last year. He said it has been the same for many years with the exception of dropping two public information meetings that were very rarely attended by anyone. Schaefer said that he would send a request for project listings and STP Urban project applications later in the week, assuming that the Board approves the schedule. He noted that staff is proposing not to use the new project scoring criteria for this application cycle since too many issues still need to be worked out. Implementation of the new criteria will be deferred until next year when the MPO will go to a new application process. Applications will be solicited every two years, and a group of projects that can be scheduled within a five-year time frame will be approved. Scheduling of the projects will need to be worked out with WisDOT.

Moved by R. Schmidt, seconded by C. Schmidt, to approve the Citizen Participation Schedule for Preparing the 2015-2019 Transportation Improvement Program for the Madison Area and Dane County. Motion carried.


Schaefer provided an update on the status of the preliminary draft of revised polices and scoring criteria for STP Urban Projects. The meeting packet contained a slightly revised version of the criteria incorporating comments generated by the board at their last meeting. Schaefer distributed and reviewed a new version of the roadway criteria that contained more detailed information on how projects would be scored within the different scoring categories as requested by the MPO’s technical committee. He said staff was still working on revisions to the criteria for transit and ITS projects. Staff has not reviewed these changes with the technical committee, since their last meeting was cancelled. He reported that staff had reviewed the initial draft with the MPO’s citizen advisory committee, but they did not provide any substantive comments other than some general support for providing more detail regarding the scoring. Schaefer described the proposed revisions to the initial draft, including the formulas for some of the categories. For others, the maximum number of points awarded for the category or group of categories is shown.

Golden said that there was more to a road than pavement condition, and said that other factors should be evaluated and scored, such as the condition of curb and gutter, storm water facilities, and pedestrian/bicyclist infrastructure. Schaefer concurred, and said that staff would revise the draft accordingly. Ahrens asked why system preservation received only 5% weight. Schaefer clarified that system preservation was weighted at 15% for reconstruction projects not involving a major capacity expansion and 5% for capacity expansion projects. Ahrens said he agreed with Golden’s comments about evaluating all components of the roadway.

Regarding the land use category, Golden asked how a project would be scored if there was a conflict between plans of different units of government. Schaefer said that was not that common, but the project could lose points in that case. Golden requested that be clarified in the document.

Golden said that the category Environment, Public Health and Environmental Justice, comes across as an “other” type category, and suggested splitting those with Environment, Environmental Justice and Public Health receiving weights of 5%, 5% and 2%, respectively. There was general consensus of the board on these weights. He suggested adding the word “maintains” or improves multi-modal access/mobility and livability of environmental justice areas to that criteria. Schaefer said projects that created negative impacts could perhaps receive negative points. Golden said that he liked that idea. Under eligible project categories in the policies section, Golden suggested moving the carpool reference from #3 to #9 (TDM) and revising the wording in #9 to include a reference to “transportation management associations (TMAs).” He said TMAs were a great way to implement TDM programs at employment sites without a single large employer. Schaefer said the list came from the federal law, but those edits could be made.
Schaefer said that he would incorporate the board’s comments into the document. Staff will review the revised document with the technical committee, incorporate their comments, and bring a new version back to the board for comment.

11. Discussion and Consideration of Possible Letter to WisDOT on Plans for Verona Road (USH 18/151) and Corridor Studies of Stoughton Road (USH 51), USH 51 (McFarland to Stoughton), and the Beltline (USH 12/14/18/151)

Matano said he had not prepared a draft letter for consideration by the board, and the item was deferred.

12. Status Report by Madison Area TPB Members on Other Projects Involving the TPB

Schaefer said that there was a new schedule for completion of the Stoughton Road study. The draft EIS would be released for public review in the fall with a hearing in October. He reported there was Beltline study technical committee meeting the following day to review travel modeling results for a North Mendota Parkway and transit improvements, including BRT. A policy committee meeting was also scheduled for April 22 to review the same information. He reported that a public meeting on the City of Madison Sustainable Transportation Master Plan would be held on April 24 to receive input on land use scenarios to consider for the plan.

13. Discussion of Future Work Items

Schaefer mentioned the public participation plan update, which needed to be done relatively soon. He said the RFP for the regional ITS plan would be posted in the next day or so. Proposals are due mid-May. Technical and citizen advisory committee meetings for the bicycle plan update will be held later this month to review and get comments on the plan goals, outline, bicycle level of service analysis, and proposed system for functionally classifying the bicycle network.

14. Announcements and Schedule of Future Meetings

Gust informed everyone about planned public input sessions WisDOT was holding called “Transportation Moves Wisconsin.” They will be held in a town hall format with the WisDOT Secretary speaking about current transportation issues and the funding situation. The Southwest Region session in Madison would be held on April 9 from 5:00 - 6:30 p.m. Gust offered to send a copy of the invitation to Schaefer so he could forward it to board members. Ahrens asked for additional information on the funding situation. Gust said that the Southwest region receives the same funding amount -- $68 million – that it received 12 years ago. Due to rising costs, the funding doesn’t go as far. He said the percentage of roads that are in poor or fair condition goes up every single year. One problem, from his perspective, is that the money is spent on major program projects rather than more minor maintenance type projects.

The next meeting will be held Wednesday, May 7, 2014 at 6:30 p.m. at the Madison Water Utility Building, 119 E. Olin Ave., rooms A-B.

15. Adjournment

Moved by R. Schmidt, seconded by Opitz to adjourn. Motion carried. The meeting adjourned at approximately 8:20 PM.