

**Madison Area Transportation Planning Board (an MPO)
August 4, 2010 Meeting Minutes**

1. Roll Call

Members present: Eileen Bruskevitz, Joe Chase, Mark Clear (arrived at item #9), Duane Hinz, Brett Hulsey (arrived at item #9), Chuck Kamp, Steve King, Jerry Mandli (arrived at item #5), Al Matano, Mark Opitz (arrived at item #5), Steve Ritt, Chris Schmidt, Paul Skidmore John Vesperman (arrived at item #5).

Members absent: None

Staff present: Bill Schaefer, Bob Pike

2. Approval of July 7, 2010 Meeting Minutes

Moved by Ritt, seconded by Schmidt, to approve the July meeting minutes. Motion carried with Kamp abstaining.

3. Communications

None.

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

None.

5. Update on the Milwaukee-Madison Intercity Passenger Rail Service Project and Madison Station

Donna Brown from the Wisconsin Department of Transportation (WisDOT) provided an update on project activities, including those related to the Madison station. She said that since the June MPO Board meeting WisDOT had held several public information meetings and conducted outreach to a number of communities with additional meetings scheduled over the course of the next month. The cooperative agreements with the Federal Railroad Administration (FRA) have been completed for both the stations and corridor teams and both sets of consultants have started work. An environmental assessment was being done for the Madison station. At the most recent public meeting on the station, WisDOT outlined the purpose and need and some schematics on the train platforms. At the next meeting in late August or early September additional schematics and a conceptual design will be presented. WisDOT also hopes to have some draft cost estimates. The draft station plan is expected to be completed by October. WisDOT is meeting with communities and neighborhoods along the corridor. WisDOT will be initiating public information meetings on the corridor later in August, including one in Sun Prairie. She mentioned that construction on the land bridges east of Sun Prairie to Watertown would be starting this fall. She said a crossing diagnostic team was in the process of looking at and compiling initial information about the crossings along the corridor. That work was finishing up and after that staff would be meeting with community leaders. Regarding the schedule for the stations, a draft environmental document will be completed in October with a preferred alternative to present to the public in February 2011 and a finding of no significant impact in April 2011. Information was being put together on the corridor management plan and that should be available at the end of August.

Royce Williams, 2437 Fox Ave., Madison, registered to speak. He said many people are viewing the service as commuter service when in fact it is part of the Midwest regional rail network. He handed out a brochure showing a map of the whole system. He said it was his understanding the City of Madison would be responsible for the operating costs of the station and that parking and traffic circulation are big issues.

Ritt asked Brown how WisDOT would respond if Brookfield decided not to cooperate on construction and operation of a station. Brown said there are also questions about the Oconomowoc station. She said

she doubted that both stations would be eliminated, but discussions were ongoing. Bruskewitz asked about the public meeting in Madison, and Brown said about 165 attended the last meeting and 225 attended the first two meetings. Schaefer asked if there were themes from the comments at the meetings. Brown said the public wanted a facility that would be inviting and people were very concerned about connections with inter-city buses. People were also concerned about parking and traffic circulation. She said a parking and traffic impact analysis would be conducted. People also commented on the need to coordinate with downtown area development plans. Bruskewitz asked about the number of tracks, and Brown said there would be two tracks in the station area. She said WisDOT was working to make sure that commuter rail could be accommodated in the future if implemented. Matano commented that many people think Wilson Street should be converted to two-way traffic.

6. Consideration of Resolution TPB No. 41 Regarding Amendment #6 to the 2010-2014 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Schaefer said WisDOT requested the amendment to allow design to start on the planned expansion of the USH 18/151 (Military Ridge) park-and-ride lot. Construction isn't currently programmed until 2018, but it is on the advanceable list. Vesperman commented that he thinks construction will actually be done well before then.

Moved by Bruskewitz, seconded by Ritt, to adopt Resolution TPB No. 41, Amendment #6 to the 2010-2014 TIP. Motion carried.

7. Review of Draft Listing and Ranking of Candidate Projects for STP Urban Funding for 2011-2015

Schaefer said staff reviewed a couple of different scenarios for the listings at the Board's last meeting. A preliminary draft of the listings was included in the packet. Since that time, MPO staff convened its annual interagency project coordination meeting with WisDOT, County and City of Madison staff to review the listings and multi-jurisdictional projects. The listings were also reviewed with the MPO's Technical Coordinating Committee. Schaefer distributed a slightly modified version and said that since that time there has been some additional discussion amongst City of Madison and County staff on the timing of the joint city and county projects. The first change from the earlier draft is that the University Avenue project has been pushed back to 2012 as there seems to be general agreement that it won't be able to be constructed in 2011. This doesn't change the funding situation. There is still insufficient funding to cover the full 50% share for the project even after delaying Fish Hatchery Road and Johnson Street. There isn't sufficient funding to cover the 50% share for the CTH M (Cross Country to CTH PD) project either, but the shortfall is less. He said there is also a possibility the Mineral Point Rd./CTH M intersection project might not get started next year, but the current plan is to do the bridge work next year and the rest in 2012. The second change is that the Allen Boulevard resurfacing project is shown as being done in 2014 rather than 2015 because there is sufficient funding to do the project that year as requested. Schaefer said staff is proposing to include the new version in the draft TIP for review and comment. He said county staff had some concern about whether the CTH M (Cross Country to CTH PD) project could be ready for construction in 2013 due to environmental and real estate acquisition issues, but it is still programmed for 2013.

Ritt commented on the long-standing congestion and safety issues on CTH M and the need to improve the roadway as soon as possible. He said that the county has been an impediment to getting the project done. Mandli responded that county staff didn't think the designs would be ready to go and was concerned about creating a false expectation regarding the timing of the project. He said the project was a complex one. He mentioned the county's opposition to the change in the cost share policy for STP Urban projects from 80/20 to 50/50, partly because the county could not charge impact fees or special assessments to help cover the cost of roadway improvements. Ritt said the expectation has already been created about the timing of the project, which is long overdue. Mandli said the environmental and design process must still be completed and it was better to be realistic in budgeting

for these projects. Bruskevitz asked Mandli how much money the county borrowed for these large projects on an annual basis and Mandli said \$2-5 million. Bruskevitz responded that the county would need to borrow more money to fund the projects as currently scheduled. Schaefer said that with University Avenue being pushed back to 2012, it gives the MPO another year to see how things are going on CTH M before deciding on how much funding to allocate for the University Avenue project. If CTH M were to be delayed until 2014, additional funding could be allocated towards University Avenue.

Schaefer said the other consideration besides whether CTH M can be delivered on time is the timing of other work being done on the southwest side, particularly the Verona Road/West Beltline interchange project programmed for 2014. Alternate routes needed to be provided during construction. He said a suggestion had been made to possibly delay work on the final segment of CTH M (north of CTH PD to Valley View) from 2014 to 2015 to avoid a conflict with the interchange project. CTH PD would then need to be pushed back to 2016. That would allow Johnson Street to be done in 2014 and Cottage Grove Road to be done in 2015 when the Interstate bridge work is now planned. Vesperman said WisDOT's strategy for traffic operations during the Verona Road/Beltline interchange reconstruction has been to get the interchange work done on Park Street and Fish Hatchery Road and the CTH PD/Verona Road intersection done prior to 2013-'14 to have those relief corridors. He said WisDOT was less concerned about having the CTH M work going on at the same time than it was about work on Fish Hatchery Road and Park Street because CTH M is only two lanes now and there are other local street routes in the corridor. He said WisDOT preferred that the Fish Hatchery Road pavement replacement work be done in 2012 at the same time as the interchange work if at all possible.

Schaefer noted that he reviewed the listings with the MPO's Citizen Advisory Committee (CAC) and the CAC voted to recommend that the MPO allocate an unspecified amount of funding in 2012 for multi-modal transportation connections associated with the inter-city rail station. He said there obviously were no cost estimates for these improvements at this time. It is also not known how much of these costs the City of Madison would be required to cover.

8. Consideration of Release of Draft 2011-2015 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County for Public Review and Comment

Schaefer said staff was seeking approval to release the full draft TIP along with the STP Urban listings for review and comment. He noted that a public information meeting was scheduled on August 18 and the public hearing would be held at the Board's September 1 meeting. He said staff didn't have a complete draft of the document yet for the Board's review, but that it represents a coordinated listing of all of the projects submitted by WisDOT, Dane County, and the local units of government. Bruskevitz asked if many municipalities submit comments on the draft TIP, and Schaefer said mostly staff submits changes to project costs, timing, etc. based on local capital budgets. Some members of the public also submit comments on specific projects.

Skidmore said he was concerned that because the STP Urban listings were in early draft form, including them in the draft TIP might give the impression they were final. Schaefer said the draft TIP, including the listings, is clearly noted as draft for review. It had to be released now to give sufficient time for public comment. Skidmore suggested marking the STP Urban listings as "Review Draft" and Schaefer said staff could do that.

Opitz moved, Kamp seconded to approve release of the draft 2011-2015. Motion carried.

9. Consideration of Entering into Regional Partnership for Sustainable Communities Consortium to Apply for HUD Sustainable Communities Regional Planning Grant

Schaefer said the materials on the item were emailed out to members along with the revised agenda. They included a brief outline and a longer outline of the draft grant application and a draft memorandum of understanding between the consortium partners. He said the application was due August 23 and the scope of grant project activities was still being refined. He noted the list of partners

in the draft application and said the MPO and City of Madison were required partners. The Capital Area Regional Planning Commission (CARPC) has been in discussions with other municipalities, nonprofit organizations, and the Regional Transit Authority (RTA) about participating in the project. He said he thought the RTA was interested in becoming a partner, and thought the project would benefit the work being done in developing the transit service improvement plan for the RTA. Schaefer said it would be a three-year project starting at the beginning of 2011. There are a number of aspects to the project, but the MPO would be involved primarily in a proposed transit corridors study evaluating what corridors make the most sense for enhanced transit service (express bus, BRT, rail) and how those services might be integrated with the existing bus transfer point transit system. The study would also look at the potential for redevelopment and transit-oriented development within the corridors. Schaefer said he told CARPC staff the first priorities for the MPO had to be the interim update of the regional transportation plan and the congestion management plan, but the MPO could devote some staff resources to the project. He said the project would be helpful in enhancing the transit element of the long-range plan, which currently focuses mainly on the Transport 2020 study.

Steve Steinhoff with CARPC staff said that the region was eligible for up to \$2 million in funding over the three years of the project. The planning boundary for the project would be the MPO planning area. For this grant program, the planning area needed to either be the MPO area or the 4-county Metropolitan Statistical Area. The grant program is a partnership of HUD, U.S. DOT, and EPA, but HUD is the lead agency. The category of funding being sought is for implementing regional plans for sustainable development. He said although there isn't a single regional plan for sustainable development there are many adopted plans that many sustainability elements that match well with the program's livability principles. He elaborated a little more on the transit corridors and TOD study, indicating they would focus in on some key nodes along the transit corridors for possible TOD, particularly low-income areas. He said the program has a strong emphasis on social equity and participation of low-income and minority populations in meeting the goals of improving employment connections for these groups. Another component of the project is helping communities prepare detailed preservation and development plans that fit in with CARPC's future urban development planning process. A third component is looking at "catalytic" projects or development projects that contain a lot of the sustainability elements that have already been planned but need some additional assistance in terms of pre-development costs to implement. The Cities of Madison and Fitchburg are two communities that CARPC staff has been talking with about potential catalytic projects.

Kamp asked if MPO staffing weren't an issue wouldn't the MPO typically be doing the transit corridors study. Schaefer said that CARPC staff was taking the lead in terms of the overall project, but the MPO would be the lead agency for that aspect of the overall project. In response to a question, Steinhoff mentioned some of the non-profit organizations that CARPC has had discussions with about being partners in the project. Steinhoff said there was a 20% match, but it could be provided through in kind staff services. Bruskewitz asked about benefits for the towns, and Steinhoff said the preservation and development planning would be done on a multi-jurisdictional basis. One of the areas would include Middleton, Waunakee, and the Town of Westport. One of the components of that planning would be identifying agricultural enterprise areas and one aspect of that is looking at the feasibility for a local food processing plant.

Hulsey moved, King seconded to approve the MPO entering into the consortium to apply for the grant. Motion carried with Clear abstaining because he missed most of the discussion.

10. Consideration of Resolution TPB No. 42 Approving Amendment to the 2010 Unified Planning Work Program and Budget

Schaefer said the amendment would shift about \$55,000 in funding from salaries of MPO staff to consulting services to hiring consultants to assist with the congestion management plan. An amendment to the City of Madison Planning Division budget would also need to be approved by the Madison Common Council.

Bruskewitz asked if a committee would be created for the project. Schaefer responded that a staff committee would be created as a sub-committee of the MPO Technical Coordinating Committee to oversee the project and deal with ongoing monitoring and implementation of the plan. Hulsey asked if the plan was intended to alleviate congestion. Schaefer said it was a congestion management plan that would focus on short-term issues such as problem intersections and TSM strategies. A multi-modal approach would be used looking at the level of service for transit users and pedestrians and bicyclists as well as motorists. Schaefer said FHWA emphasized the need for developing a system for monitoring the effectiveness of projects such as the Beltline ramp meters, interchange improvements, etc. The product would be a report that identifies existing congestion problems, recommendations for dealing with them, and a method of ongoing monitoring. In terms of the state roadways, it will be mostly documenting the issues and recommendations from the recent and ongoing corridor studies. He said he hopes the consultant will help in refining the scope of the work and what is doable given the resources the MPO and agency partners have.

Bruskewitz moved, Hinz seconded, to approve the Resolution TPB No. 42 amending the 2010 Work Program and budget. Motion carried

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

Opitz said there had been one RTA Board meeting since the last MPO meeting. He said he couldn't attend, but the Board was briefed on Fitchburg's transit plan. The Board also discussed public outreach and approved creation of a citizen advisory committee. He said a committee was actively meeting to develop bylaws. The next meeting was scheduled for August 25 in Shorewood Hills. Schaefer added that MPO and Metro staff were continuing to work on developing transit service improvement concepts as part of the TDP. Staff was also meeting with staff and officials from some of the communities. Metro staff attended a meeting of the Fitchburg Transit Commission and both Metro and MPO staff attended a meeting of the Stoughton Public Works Committee and also met with Sun Prairie staff and officials.

12. Continued Discussion of MPO Policy Board Meeting Schedule and Location

Matano asked about changing the MPO Board meeting schedule and location and the consensus was to keep both the same. Schaefer said he was considering moving the next meeting to the City-County Building due to the hearing on the TIP. He didn't know how many people would attend. Typically, less than ten people attend, but there was a big turnout for the TIP amendment hearing on the inter-city rail project. The Board voted to have the meeting at the Water Utility Building.

13. Status Report by Madison Area TPB Members on Projects Potentially Involving the TPB:

- **USH 51 (USH 12/18 to I 90/94/39) Corridor Study**
- **USH 51 (McFarland to Stoughton) Corridor Study**

Vesperman said the project manager was promoted and WisDOT was in the process of filling the position. He didn't have anything new to report on the studies.

14. Discussion of Future Work Items

Schaefer said that in addition to the hearing on the TIP the main agenda item at the next meeting would be consideration of the scoring/ranking and priority listing of the Statewide Multi-Modal Improvement Program projects. He also mentioned that staff would be starting to work on the 2011 work program.

15. Announcements and Schedule of Future Meetings

The next meeting is scheduled for September 1, 2010 at the Madison Water Utility at 7 p.m.

16. Adjournment

Opitz moved, Clear seconded, to adjourn. Motion carried.