1. Roll Call

Members present: Mark Clear, Ken Dahl, Steve King, Paul Lawrence, Jerry Mandli (arrived during item 5), Al Matano, Mark Opitz, Chris Schmidt, Robin Schmidt

Members absent: Ken Golden, Jeff Gust, Chuck Kamp, Ed Minihan

MPO Staff present: Bill Schaefer, David Kanning

2. Approval of January 16, 2013 Meeting Minutes

Moved by R. Schmidt, seconded by Dahl, to approve the January 16, 2013 meeting minutes. Motion carried with C. Schmidt abstaining.

3. Communications

- Letter from WisDOT approving the 2013-2017 TIP for the Madison Metropolitan Area & Dane County. Schaefer clarified this was for the TIP approved by the MPO in October, not Amendment #1 to the TIP.
- E-mail from a citizen, Ron Wolfe, commenting on the MPO planning area boundary. Schaefer said he’d discuss during item 5.

Matano distributed an article on jug handles from the New York Times.

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

None


Schaefer noted that a preliminary draft map of the proposed boundaries was reviewed with the board at the last meeting. He explained that MPOs are required to set the new boundaries after each decennial census in cooperation with the State and local officials. The boundaries then get approved by the State and U.S. Department of Transportation. He explained the planning and funding significance of the boundaries. The planning boundary is the area within which the metropolitan transportation planning requirements apply—the official jurisdiction of the MPO. The urban area boundary affects the functional classification of the roadways and eligibility for different types of Federal funding. He said the urban area expands the Census-defined urbanized area to smooth out the boundaries, ensure continuity of streets, and account for areas expected to develop in the next ten years. The planning area boundary is set to capture areas that could potentially develop within the 20+ year planning period and also important nearby transportation routes.

Schaefer said the preliminary map had been reviewed with the MPO Technical Coordinating Committee and that three additions to the urban area were being proposed based on comments received. One adds the City of Fitchburg’s Northeast Neighborhood east of USH 14. The second adds a small area on the west side of Madison to Meadow Road, which is part of the planned Pioneer Road north-south corridor. The third adds an area in the CTH AB corridor on the southeast side, which is a likely growth area. Schaefer said that Ron Wolfe, the citizen who commented via email, expressed a desire for the boundary to follow CTH P rather than CTH K over to USH 12 so his subdivision in the Town of Springfield would be included. He is a transit advocate and wanted to be in the boundary in case a Regional Transit Authority was created and based on the MPO planning boundary again. Schaefer said he didn’t think that was likely. He said staff had not recommended including this area because it isn’t a planned development area and CTH K was the nearest major roadway. He noted that staff was planning to use a 2050 plan horizon for the next major regional transportation plan update and explained the reason for that.
Matano asked whether the Village of Oregon was proposed to be included in the planning area or not. Schaefer said he would be meeting with village staff and officials to discuss the issue. He said he already sent a note explaining the advantages and impacts of being in the MPO planning area. He said viewed the advantages as: (1) greater involvement in the regional transportation planning process; (2) benefit of more detailed planning (e.g., upcoming bicycle plan update, traffic forecasting, etc.); (3) representation on the MPO Board and potentially advisory committees; and (4) potential eligibility for MPO funding under the new Transportation Alternatives (TA) program (but not STP-Urban program). He explained the MPO Board would need to decide as a policy matter whether they wanted to make the TA funding available to the larger planning area or just the urban area. The disadvantages, depending upon the point of view, were: (1) being subject to the MPO planning requirements; and (2) inclusion in the potential RTA depending upon the provisions of future enabling legislation. Schaefer said that while it made sense from a planning perspective to include Oregon, he felt it should be up to the village since they wouldn’t share in all of the benefits (i.e., eligibility for STP-Urban funding). Staff is proposing to release the draft map showing Oregon as a potential addition. Opitz commented that if Oregon was included it made sense to include all of the City of Fitchburg. Schaefer said that was a good point and he agreed to make that change. Clear asked if a change could be made to the boundaries before the next census, and Schaefer said yes, but that is discouraged. Schaefer said a slight adjustment to the urban area might be necessary after the roadway functional classification map is updated, but staff was trying to make sure that wouldn’t be necessary.

Moved by King, seconded by R. Schmidt, to approve release of draft of 2010 Adjusted Madison Urban Area and MPO Planning Area Boundary Map for public review and comment. Motion carried.


Moved by Mandli, seconded by Opitz, to approve release of Draft 2013-2017 Transit Development Plan Report for public review and comment. Motion carried.

7. Resolution TPB No. 71 Authorizing the City of Madison to Enter Into an Agreement with the Capital Area Regional Planning Commission (CARPC) for CARPC to Provide Year 2040 Population and Employment Projections by Urban Service Area Utilizing Pass-Through Funding from WisDOT and Approving an Amendment to the 2013 Unified Planning Work Program and Budget Adding this Funding and Activity

Schaefer said the MPO has historically utilized the Regional Planning Commission’s urban service area population forecasts as a basis for allocating future growth for travel forecasting in order to ensure land use and transportation planning coordination. CARPC is now going to also forecast employment as well as population and will be developing a new methodology for both sets of forecasts. Because CARPC’s forecasts are used for traffic forecasting purposes, WisDOT agreed to provide funding to CARPC for this work. However, the funding must be provided to the MPO. The MPO will pass the funding through to CARPC. CARPC has agreed to pay the local share cost because it is work they would be doing anyway so no additional city funding is required. Schaefer said the resolution amends the MPO’s work program to add the work activity and funding and also authorizes the City of Madison to contract with CARPC for the work. He distributed a revised work program revision sheet that deleted language about using the CARPC forecasts for WisDOT’s Beltline and Interstate studies. WisDOT has a concern about whether the CARPC forecasts will be ready in time for the initial forecasts for the studies. If not, the growth forecasts would be revised for later phases of the studies.

R. Schmidt asked if CARPC had done this work for the MPO previously. Schaefer said yes, but the MPO had not paid for it since it is part of CARPC’s standard work program. CARPC uses the forecasts to estimate land demand for the sewer service area planning process. R. Schmidt asked about the timeline. Schaefer said it depended upon when the Department of Administration released the updated county-wide population forecast. Once CARPC has that—hopefully late March—they would update their urban service area forecasts within a month or two. The work on the employment forecasts would take longer, but would be done this year.
Moved by Opitz, seconded by King, to approve Resolution TPB No. 71 Authorizing the City of Madison to Enter into an Agreement with CARPC for CARPC to Provide Population and Employment Projections by Urban Service Area and Approving an Amendment to the 2013 Unified Planning Work Program and Budget Adding this Funding and Activity. Motion carried.

8. Consideration of Potentially Submitting Letter of Interest to Apply for Funding to Utilize INVEST, the FHWA Sustainable Highways Self-Evaluation Tool
Markano said that Dane County’s Sustainability Coordinator, Lisa MacKinnon, had sent a note asking about this and he asked Schaefer to put it on the agenda. Schaefer said INVEST was a new tool that the Federal Highway Administration had developed and made available. It is described as a “web-based collection of voluntary best practices designed to help transportation agencies integrate sustainable practices into their projects, plans, and operating and maintenance programs.” Basically, it includes ideas for things to incorporate into projects or plans. He said the planning module was the one that applied to the MPO and he thought it might be helpful to use when the MPO updated the regional transportation plan. However, the timing wasn’t right to use it now. He said FHWA was seeking applications for grant projects for agencies to use the tool to gain experience with it and improve it. There is a 50% local match required for the grants. Schaefer said we didn’t have the staff time or funding to cover the local match in the current budget. Schaefer said his recommendation was to continue to research the tool, but not apply for a grant at this time. The consensus of the board was to not submit a letter of interest to apply for funding.

9. Update on Transit Corridor (BRT) Study and Related Transit-Oriented Development (TOD) Market Study
Schaefer said the consultant would be making a presentation to the board at the March meeting on the results of their analysis. The consultants reviewed some preliminary results with the study committee last week. The cost for constructing the system is high, but the estimated ridership is high too. He said there was discussion at the committee meeting about the two alternative types of BRT. The cost for the median running version was much higher than the side running version, however the analysis did not quantify the benefits of the median running version on travel time, ridership, etc. The benefits are difficult to quantify at this level of study. The committee asked that the potential benefits of the median running version be mentioned in the presentation and report even though they couldn’t be quantified at this point in time.

10. Presentation on Scope of Work for South Capitol TOD District Planning Study
Schaefer said this study was a continuation of the Judge Doyle Square planning project for which the City of Madison had received a TIGER grant in 2010. The original focus of the study was to be planning for multi-modal connections to the planned intercity rail station. The first phase involved detailed planning for the two-block area south of the Square, including the Government East parking garage and Madison Municipal Building site. The city will be issuing a request for qualifications to developers to submit concepts for redevelopment of that area. This next phase of the study would be looking at the larger area south of Square. He reviewed a map of the area that illustrated the scope of work tasks, which include: (1) a traffic operation and safety analysis of Wilson Street and some key intersections; (2) feasibility analysis of the potential for a ped/bike bridge connecting Wilson Street to the lakeshore; and (3) an analysis of some potential locations for an intercity bus station, including an area by the Kohl Center near the old Badger station. Schaefer said he’d have Dave Trowbridge, the project manager, provide a presentation on the results of the study when available.

R. Schmidt commented that the county was considering issuing an RFP for visioning process to identify redevelopment ideas for the Alliant Energy Center and potential transportation linkages to the downtown area. She wondered why the “transit district” didn’t include this area. Schaefer said the area wasn’t a formal transit district and the study area was drawn more narrowly because of the original focus on the intercity rail station. C. Schmidt said the study doesn’t preclude looking at the larger area and potential connections in the future. Matano commented that the Alliant Energy Center location was not ideal in terms of serving with regular bus routes, and R. Schmidt responded that it was served by a rail line.
11. Presentation on Wisconsin Commission on Transportation Finance and Policy Report

Schaefer said this was another informational item. The State Legislature created the commission to develop proposed policy changes and financing options to balance transportation needs with revenues over the next ten years. The amount of the transportation budget spent on bonding has been increasing and is projected to increase to 25% in ten years if current trends continue. Schaefer said the recommendations for raising revenue over the next ten years have received the most publicity. The commission recommended raising the gas tax five cents a gallon, adopting a low tech mileage fee of one cent per mile, and raising other fees. The analysis showed the revenue increase was needed to maintain existing levels of congestion and roadway conditions and make modest investments in other transportation modes. Wisconsin’s taxes and fees are currently the lowest of any of the Midwest states.

Among the policy recommendations was the passage of enabling legislation to allow for creation of regional transportation authorities with up to a quarter of the money available for non-transit purposes. There is also a recommendation to fund transit agencies at the higher level they used to be in 2002 and to create a state transit capital funding program. Some changes are also recommended in the local programs to focus them more on reimbursement for roadway construction and maintenance. Many communities now use the General Transportation Aids they receive for non-transportation purposes. Schaefer handed out a PowerPoint presentation on the commission report that was given at the last MPO directors meeting. He said it was unclear which, if any, of the recommendations might actually be implemented in the future. It doesn’t appear anything will be included in the Governor’s budget. In response to a comment from King about capturing revenue from persons driving through the state, Schaefer said the commission did not recommend toll roads due to current Federal restrictions that make it unworkable.

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

Schaefer said he had just attended a progress meeting on the Stoughton Road study and work was finishing up on the traffic analysis for the revised set of improvement alternatives that had been developed. A public meeting will be held in March and a presentation to the board has been scheduled for the April meeting. Regarding the Beltline study, work is ongoing to tabulate the O/D and other data collected this past summer with the use of the Bluetooth devices and video. Improvements to the MPO’s regional travel model are also being made that will be used to analyze different in corridor and out of the corridor alternatives to address future capacity needs. A kickoff meeting for the Interstate study was held in January. The initial focus of the study will be to look at the impact of potential new interchanges and grade-separated crossings of the Interstate in the Madison area.

13. Discussion of Future Work Items

Schaefer said he didn’t have any further updates for those items that hadn’t already been covered.

14. Announcements and Schedule of Future Meetings

Matano mentioned the plan to have some future meetings in other communities, starting in Verona. Schaefer said May or June would work to go to Verona. He said board members had expressed interest in a presentation on Epic. Schaefer introduced David Kanning, the new planner/travel modeler.

The next meeting will be held March 6, 2013 at 7:00 p.m. at the Madison Water Utility Building, 119 E. Olin Ave., Room A-B.

15. Adjournment

Moved by King, seconded by Opitz, to adjourn. Motion carried. The meeting adjourned at approximately 8:00 PM.