

**Madison Area Metropolitan Planning Organization (MPO)
July 6, 2005 Meeting Minutes**

1. Roll Call

Members present: Eileen Bruskewitz, Kris Euclide, Ken Golden, Al Matano, Rose Phetteplace, Chan Stroman, Robbie Webber, Doug Zwank

Members absent: Lisa MacKinnon, Laura Rose

Staff present: Bob McDonald, Bob Pike, Bill Schaefer, Dan Seidensticker

2. Approval of the June 1, 2005 Meeting Minutes

Moved by Webber, seconded by Euclide to approve July meeting minutes. Motion carried.

3. Communications

- Letter from Jeff Miller, President of the Dane County Cities and Villages Association, indicating that Middleton Mayor Doug Zwank has been appointed to replace Verona Mayor John Volker on the MPO Board.

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

None.

5. Presentation on the Status of the Midwest Regional Rail Initiative

Randy Wade with the Wisconsin Department of Transportation (WisDOT) provided a power point presentation on the current Milwaukee-to-Chicago “Hiawatha” rail service—a stepping off point for Madison service—and the status of the Midwest Regional Rail Initiative (MRRI). Ridership on the Hiawatha service increased 9% in 2004 compared to 2003 and is 14% higher in the first six months of 2005 than in 2004. On-time performance is over 90% and the best on the entire Amtrak system. A key reason for this is the dispatch operations by CP Rail, which also owns the rail line planned for the Madison service. Financial incentives are provided for on-time performance. Wade reviewed recent initiatives for the Hiawatha service, which include the addition of a roundtrip (to seven daily), a marketing program, the planned rehabilitation of the downtown Milwaukee station, the new Milwaukee airport station added in January 2005, and the planned new, relocated Sturtevant station. The new airport station demonstrates the benefits of intermodal connections, accounting for 7% of ridership. Wade then reviewed the MRRI plans for rail service in Wisconsin. Phase one would extend service from Milwaukee to Madison with 110 mph service. Phase two would provide 110 mph service between Madison and the Twin Cities. Phase three would provide 110 mph service between Milwaukee and Green Bay. Phase four would increase the speed for Milwaukee to Chicago service from 79 to 110 mph. The estimated capital cost for the phase one Madison-Milwaukee-Chicago service is \$316 million, which includes track improvements, grade crossing protection, Madison station, and modern train sets. Madison service is recognized as one of Amtrak’s Tier One corridors in terms of future development. An Environmental Assessment/Preliminary Engineering Study for the service was completed with a Finding of No Significant Impact (FONSI) approved in 2004. This means Wisconsin is ready to go if federal funding is provided to support the capital improvements. Some investments have already been made, including grade crossing upgrades, purchase of the Watertown to Madison rail line, and a train control project. Wade then reviewed the status of efforts to secure federal funding, which is necessary for the project to proceed. Copies of the latest update of the MWRR plan were distributed for review.

In response to a question regarding ridership potential, Wade said that just under one million riders were expected based upon surveys, research and travel model forecasts. MPO Board members raised concerns regarding the state budget and the Hiawatha Line. Wade explained that there had been disagreement between the State of Illinois and the State of Wisconsin about how much money would be dedicated to the Hiawatha Line by each state. Funding provided by Illinois fell short by about \$1 million. The issue remains unresolved, but solutions are being investigated and negotiated.

6. Special Order of Business

• U.S. Department of Transportation Comments and Discussion Related to Federal Transportation Planning Review of the Madison Area MPO Activities

Stephanie Hickman with the Federal Highway Administration (FHWA) explained the federal certification review process. She said such reviews are conducted by FHWA and the Federal Transit Administration (FTA) about every three years, as required by federal law. The review examines how the MPO interacts with WisDOT, public transit providers, and the local governments within the planning area and the MPO's compliance with federal planning regulations. The process includes meeting with staff, interviews with local officials, a public hearing scheduled tonight after the MPO Board meeting, and a desk review and written report. Ongoing oversight is also provided through participation on the MPO technical committee. Three possible outcomes of the review are: (1) unconditional certification of the MPO, after demonstration of full compliance with all regulations; (2) certified with corrective actions, with certain changes necessary before full certification is granted; and (3) partial certification, which limits the kind of action the MPO can take. After the review is completed, preliminary findings will be given to the staff. In October or November a final certification report will be issued. Hickman then asked if Board members had any questions.

Zwank said the Dane County Cities and Villages Association feels that the MPO doesn't adequately represent areas outside of the City of Madison. Because there are two members from small cities and villages on the board, but only one is selected by the association, there has been some aggravation. He commented that the MPO has focused too much on getting traffic in and out of Madison, creating traffic problems in surrounding communities. Euclide pointed out that Hickman was seeking questions rather than comments, which could be taken during the public hearing. In response to a question from Webber, Hickman said FHWA and FTA would be taking public comments until July 22 and that comment forms were available. She said comments could be e-mailed as well. Golden said a distinction should be made between comments by MPO Board members that are a reflection of the board's official stance and those made by members as individuals or representatives independent of their service capacity to the MPO. Hickman noted that preliminary findings would be presented to MPO staff the following day. Euclide asked whether the Board would have an opportunity to respond to the preliminary findings. Hickman said the MPO would have the opportunity to respond to preliminary findings before the final report is submitted. The draft report will be presented to the MPO Board and members could comment on any necessary corrections at that time.

7. Consideration of Draft Agreement Revising the Composition of the Madison Area MPO Board

McDonald indicated that the draft agreement was the first attempt to reflect the changes voted on by the Board. He reviewed the changes to the existing agreement. Zwank suggested amending the agreement to provide the small cities and villages with a second direct appointment. Golden explained that the agreement effectuates the action already taken by the board. Euclide said she talked with Volker to see if he felt the agreement reflected the board's action and he said it did and that Verona supported it. Zwank said the Cities and Villages Association didn't realize it was agreed to.

The board then took public comment. Gary Werner, 2302 Lakeland Avenue, Madison, spoke in support of agreement. He said the county was the only entity representing all persons within the MPO area and that a county role should be retained. There is a need to work together versus pitting one community

against another. He thought the proposed change in the composition of the board was a good step forward.

Board members suggested some editing changes to the agreement. Euclide said the last sentence of the first paragraph under Section C makes it appear that population is the only criteria. It was agreed to strike “that any added municipalities or geographic areas have” so that it reads “This is to ensure appropriate representation on the Board.” Euclide also suggested adding a sentence that municipalities must follow their own procedures for agreements in the second paragraph of Section C. It was also suggested to move the last sentence of the same paragraph up to the first paragraph. Golden asked whether other municipalities besides the City of Madison provided matching funds. McDonald said Monona and McFarland have in the past and Fitchburg was going to provide some funding in the future as well; however, under the agreement Madison is responsible for the matching funds.

Moved by Webber, seconded by Matano, to approve the draft agreement with the editing changes noted. Motion carried with Zwank and Phetteplace abstaining. It was agreed that Golden would review and approve the revised agreement before it was sent out.

8. Consideration of Letter of Transmittal and Sample Resolution Regarding the Draft Agreement Revising the Composition of the Madison Area MPO Board

McDonald reviewed the letter and process for obtaining signatures from the units of government. It was suggested that the letter should come from Golden as Chair rather than McDonald. Euclide suggested deleting the words “any added area” in the sentence referencing policy body changes to ensure appropriate representation in the second paragraph. Euclide and Golden also suggested combining the fourth and fifth paragraphs and editing the language to make it clear not all local units of governments must sign, but only those representing 75% of the population in the planning area. It was suggested to attach a list of the municipalities and the percentage of population within them in the planning area.

Moved by Zwank, seconded by Webber, to approve the release of the letter. Motion carried.

9. Review of Preliminary Listing and Ranking of Candidate Projects for STP Urban Funding for 2006-2010

Item deferred. Golden requested that staff present the criteria used for scoring and ranking projects at the next meeting along with the priority listings.

10. Status Report by MPO Board Members on Projects Potentially Involving the MPO

- **Transport 2020 Implementation Task Force**
- **USH 51 (USH 12/18 to I-90/94/39) Corridor Study**

Item deferred.

11. Discussion of Future Work Items

- **Goals and Objectives for Regional Transportation Plan 2030 Update**
- **Dane County Clean Air Coalition**
- **West Side Bicycle Corridors Study**

Item deferred.

12. Announcements and Schedule of Future Meetings

Bruskewitz announced that a North Mendota Parkway Implementation Committee had been created, and that the MPO would need to make two appointments to the committee.

The next meeting is scheduled for Wednesday, August 3.

13. Adjournment