1. Roll Call

**Members present:** Ken Harwood, Duane Hinz, Joe Chase, Mark Opitz, Paul Skidmore, John Vesperman, Chris Schmidt, Steve King, Eileen Bruskewitz, Chuck Kamp, Robin Schmidt, Joe Clausius.

**Members absent:** Jerry Mandli

**Staff present:** Bob McDonald, Bill Schaefer, Bob Pike

2. Approval of May 21, 2009 Meeting Minutes

Skidmore moved, Kamp seconded, to approve the May 21, 2009 meeting minutes. Motion carried.

3. Communications

- Letter dated May 7, 2009 from City of Madison Mayor Cieslewicz and Metro Transit Manager Chuck Kamp requesting that the National BRT Institute provide a seminar in Madison. McDonald said the date has been set and is October 1, 2009 in the morning. Kamp added that two persons would be coming—one from the planning side and another from operations.
- Letter dated May 19, 2009 from WisDOT Secretary Busalacchi approving TIP Amendment #4 and incorporating the changes into the State TIP.
- Letter dated May 26, 2009 from WisDOT Secretary Busalacchi approving TIP Amendment #5.
- Letter dated May 29, 2009 from Senator Feingold providing an update and comments on the Economic Stimulus Bill funding situation for transportation projects in the state.
- Letter dated June 9, 2009 from FHWA regarding the Federal Certification Review of MPO planning activities that is taking place. McDonald said a short presentation would be made today. FHWA, FTA, and WisDOT staff met with MPO staff over the past two days and FWHA staff will be presenting a report to the Board at a later date.
- Letter dated June 2, 2009 from FTA Regional Administrator Simon to WisDOT Secretary Busalacchi approving TIP Amendment #3, which included two Metro Transit grants.

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

Royce Williams, a member of the MPO’s Citizens Advisory Committee, commented on the Regional Transit Authority (RTA) enabling legislation that was adopted as part of the Budget Bill. He said he had prepared an analysis and commented that the governance structure for the Dane County RTA was unfortunate. The City of Madison was badly underrepresented with only two of nine members along with many other municipalities. The structure should have been based on the structure of the MPO Board on the basis of population. Also, there should have been a requirement that RTA Board appointees be elected officials or “operators of major modes of transportation” as with the MPO Board.

5. Special Order of Business

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

McDonald said the federal review of MPO planning activities is done every four years. He introduced Dave Jolicoeur from FWHA, who gave a short power point presentation explaining why such reviews are conducted and the purposes of the review. He emphasized that the review was not just of the MPO, but of the multi-agency transportation planning process. He said FHWA and FTA staff had met with WisDOT, MPO, and Metro Transit staff over the past two days, and a public hearing was held last night. Unfortunately, the meeting was sparsely attended by the public and Jolicoeur noted that the
public missed an opportunity to learn about the planning process and upcoming projects. Jolicoeur then reviewed the nature of this planning process, the agencies involved, and products of the process. He said FHWA and FTA staff was seeking comments from the Board on the process. Any comments would be considered as part of the evaluation. A report supporting the certification determination will be issued following the close of the comment period which is open through July 16.

Opitz asked for clarification that the restructuring of the MPO Board that occurred was a result of the last certification review and that the MPO is now in compliance. McDonald said that was true. Robin Schmidt asked how many members of the public showed up last night and the answer was one person. She commented that it was difficult to get the public to attend meetings such as this and wondered if there were other ways to get input. McDonald said there are mechanisms to get input generally, which are outlined in the MPO’s public participation plan. However, he said the low turnout may in some ways be a good thing in that it shows people are not dissatisfied with the planning process. Matano said the public tends to get involved in particular transportation projects, but not as much at the regional planning level. He said he attended and received some good information about the Verona Road/West Beltline project. Kamp commented that he thought a good job was being done in terms of coordinating land use planning and transit planning and incorporating transit needs into the MPO planning process. An example is the update on the transit development plan, which is on the agenda tonight. Harwood commented that the solutions to our land use/transportation problems will come from long-range comprehensive planning. He said we needed to continue to try to get the public excited about planning and to understand its value rather than just focusing on controversial issues. He noted, for instance, the tourism industry, and the transportation needs that it brings. He said possible solutions such as light rail shouldn’t be dismissed just because it may take 10-15 years for them to be implemented. Matano noted that New Starts applications come from larger urban areas, but that Madison has advantages other communities do not have such as the Isthmus. He asked FTA staff person Bill Wheeler if it was realistic for Madison to get its application approved. Wheeler said the FTA doesn’t look at population, but rather ridership and cost effectiveness. Jolicoeur said comments could be provided to McDonald or emailed, mailed, or faxed to FHWA by the 16th.

6. Consideration of Letter of Comment Pertaining to Intercity Bus Transportation and the Badger Bus Terminal in the City of Madison

Matano handed out a draft letter that he had written. He suggested that Board members review it and provide comments to McDonald, who could edit it and send out for approval at the next meeting. Harwood suggested changing the focus to what the MPO and others can do to enable a multi-modal center to be built and incorporated into our existing transportation infrastructure. Skidmore agreed. He said two City of Madison transportation committees have taken up this issue and struggled with it. He said the focus should be on planning for a new facility and the mechanisms to make it happen, which is a regional issue. He added the draft letter is a good first cut and comments should be provided for the next meeting. Robin Schmidt said comments should be provided before the next meeting so a revised version can be sent out prior to the meeting. McDonald said that the MPO does not have the authority to address the issue, but could coordinate a discussion with those agencies at the state and local level that have implementation authority. Hinz said the City of Madison committees should be kept informed of any action the MPO takes. Kamp said Mayor Cieslewicz wanted to initiate discussions on a short-term solution. McDonald raised the issue of whether the document should be a resolution rather than a letter. With a resolution, the MPO could state its policy level position and this might be stronger.

Skidmore moved, Kamp seconded, to refer the item to the next meeting. Brusekewitz moved, Kamp seconded, to make a friendly amendment to the motion that staff draft a resolution based on Matano’s letter for consideration at the next meeting. Motion carried.

7. Review of Preliminary Listing and Ranking of Candidate Projects for STP Urban Funding for 2010-2014
McDonald said staff had received the applications and taken a first cut at scoring and ranking the projects. Most of the projects are those for which applications have previously been submitted. He said staff would be reviewing the scoring and ranking of projects with the MPO’s technical and citizen committees, but a preliminary draft was available. Schaefer pointed out the project scoring table that shows the points each project received under the different criteria. He then reviewed the draft priority project listings by year starting with the current 2009 projects. The major 2009 projects are the last phase of the E. Washington Avenue reconstruction involving the interchange at Aberg Avenue and STH 30 and the first phase of the Monona Drive reconstruction. Most of the work on Monona Drive will actually occur in 2010. The only major project in 2010 is the CTH M (Valley View Rd./Pleasant View Rd. extended) intersection and Pleasant View extension project. Part of the cost of this project is being funded with ARRA STP-Urban funds. He noted that the Mineral Point Rd./Pleasant View Rd. intersection and northern segment of the Pleasant View Rd. extension received ARRA STP-Urban funds and will also be done in 2010. The projects funded with ARRA STP-Urban funds are not shown. The first of the three major projects in 2011 is the first phase of the Mineral Point Road (CTH M/Junction Rd. Intersection) project. This involves reconstruction of the intersection with a partial grade separation, additional travel lanes and a bus lane on Mineral Point Road, additional lanes on CTH M south to Watts Road, and bicycle/ pedestrian accommodations, including an overpass of Mineral Point Road and path system. The “modified jug handle” design was approved by the City of Madison’s Pedestrian, Bicycle, Motor Vehicle Commission at its last meeting. The other two projects are the reconstruction of University Avenue from Segoe Road to Allen Boulevard and the second phase of Monona Drive. The major projects in 2012 are the second phase of the Mineral Point Road intersection project, reconstruction and expansion of CTH M to four lanes from Watts Road to Valley View Road, and replacement of the pavement on Fish Hatchery Road from Wingra Drive to Emil Street just north of the Beltline. The major 2013 projects are reconstruction and expansion of CTH M from CTH PD to Cross Country Road and the final phase of Monona Drive. The major 2014 projects are the final segment of the CTH M corridor from CTH PD to Valley View Road and the reconstruction of E. Johnson Street from Butler to First Street.

Robin Schmidt asked if the shortage of funding this year for the East Washington Avenue and Monona Drive projects had been worked out, and Schaefer said he thought so. Harwood asked if the timing of the Pleasant View Road extension project is predicated on the new UW Research Park moving forward, and McDonald said no. Harwood commented that there is some planned development at the CTH M and CTH PD intersection and wondered if the design for the CTH M project took this into consideration. McDonald said that MPO staff is currently working with City of Madison staff on this and has generated travel forecasts based on a build out scenario of development in all four quadrants of the intersection and other West side neighborhoods. He added that the current plan to is to cul-de-sac Raymond Road on both ends as part of the reconstruction of the intersection. There have also been discussions with Meriter, which has proposed some possible medical office development in this area and that has been assumed as well for the traffic forecasts. McDonald also indicated that some alternatives are being considered for Raymond Road if the Meriter development were to go forward. Robin Schmidt mentioned that an 8-foot wide sidewalk is planned on the west side for the northern segment of Monona Drive to accommodate bicyclists who aren’t comfortable using the bike lanes. She noted the bike lanes will end north of Cottage Grove Road and there are no other special accommodations for bicyclists. She asked if there was any possible solution prior to reconstruction of that segment of the road. Schaefer said it would be difficult, but it is an issue to bring up with City of Madison staff to see if they have any ideas. Schmidt noted it wouldn’t be difficult to widen the sidewalk along Olbrich Park, but there would still be a gap. Skidmore suggested raising the issue with the City of Madison’s Pedestrian, Bicycle, Motor Vehicle Commission and the City Alderperson from that area.

8. Presentation of Potential Issues to be Addressed in the 2009-2013 Transit Development Plan

McDonald said the Transit Development Plan (TDP) is a 5-year strategic plan for transit improvements that is developed in concert with Metro Transit staff. Schaefer said a review group had
been formed to oversee development of the TDP. One of the first tasks of the group was to review a draft of revised and expanded Metro service design guidelines and performance standards. At the most recent meeting, the group reviewed the document in the packet listing potential issues to be addressed in the TDP. He said it is a laundry list with some major issues and other more minor issues. He said it was the consensus of the group that a major focus of the TDP should be developing a service and financial plan for expanded transit services should an RTA be created and additional funding made available through the proposed sales tax. He noted that the number of overall service hours has actually decreased since 1998 though it is still about 15% higher than prior to implementation of the transfer point system. There are a number of related issues such as how to prioritize the potential new services. He said Metro staff would assist in costing out the services and comparing to anticipated new revenue. Two or more scenarios will probably be developed. Another issue that will be addressed in more detail as part of the Transport 2020 project, but which will probably be addressed to some extent is the need to restructure the bus service if the starter rail system was implemented. Some significant changes would be needed since none of the transfer points are on the rail line.

Skidmore suggested presenting this information to the City of Madison’s Transit & Parking Commission. Schaefer said a TPC representative is on the review group and presentations will be made to the TPC as the TDP goes forward. He said he didn’t see the issue of the intermodal transit station listed. Schaefer said it is listed, but he didn’t see it as something that would get resolved as part of the TDP. Kamp commented that he thought the MPO is the regional transportation planning agency and as such the legitimate entity to provide direction in terms of a service and financial plan or scenarios to be considered by the RTA if it is created. He also suggested expanding the membership of the TDP review group to include representatives from area communities. He questioned what action was required by the Board to include this scope of work in the TDP and expand the review group. McDonald suggested that simply directing staff to do the work as part of the TDP was probably the best route to go versus sending a letter to the County Executive or Mayor, which might politicize the TDP process.

Bruskewitz commented that she was still unclear how the RTA is created. King said he was involved in a meeting that reviewed the statute. The legislation allows the County Board to get the structure in place for an RTA, but the funding through the sales tax is dependent upon passage of a referendum. Bruskewitz said she was confused as to whom the mayors and others send their RTA appointments. Discussion continued about the process for creating the RTA and the transition period prior to the referendum being held. Matano said an argument could be made that the MPO should begin the planning work during the transition period. Kamp commented that there are aspects of the RTA that are political, such as the wording of the referendum, but he thought the MPO could play a lead role in terms of the service and financial planning. He said Metro was going to begin looking at some of the management models for the RTA. McDonald commented that the MPO could perhaps provide assistance in certain areas, but he doubted that the MPO would be allowed to be the lead agency. Opitz noted the RTA legislation uses the MPO planning area to define the jurisdictional area of the Dane County RTA, and recommended that the technical component of the RTA discussion be part of the TDP.

9. Status Report by TPB Board Members on Projects Potentially Involving the TPB
   • Transport 2020 Implementation Task Force
     Matano said there was nothing new to report at this time. The study has been on hold pending the passage of RTA enabling legislation.
   • USH 51 (USH 12/18 to I 90/94/39) Corridor Study
     Vesperman explained that this started as an operational and safety study, but would now need to be legislatively enumerated in order for the project to proceed through the EIS process. Therefore, the timeline might need to be extended. There are some interim type improvements that could perhaps come out of the study in the short-term such as dealing with the safety problems at the Buckeye and Pflaum Road intersections.
   • USH 51 (McFarland to Stoughton)
Harwood reported that the Policy Advisory Committee was meeting tonight to review the different alternative routes. WisDOT received a great deal of input at the recent public informational meetings. He said the City of Stoughton favored a lower speed roadway through the city. Vesperman added that the expansion of CTH B is the center of controversy. Businesses in the corridor are concerned. An organic farm would also be impacted. He noted that this was a legislatively enumerated study.

- **North Mendota Parkway Implementation Oversight Committee**
  Bruskewitz reported that the consultant would be reviewing a report on the three alternative routes and the USH 12 intersection at the next meeting. She said the Town of Springfield had hired a consultant to conduct some type of study to look at some options. Hopefully, the committee will be able to make a recommendation soon after that.

10. **Discussion of Future Work Items**
   - 2009-2013 Transit Development Plan (TDP)
   - 2010 Unified Planning Work Program
     McDonald said staff usually starts working on the draft work program in August, make a presentation in September, and seek Board action in October or November.
   - Congestion Management Plan
     McDonald said this was a topic at the certification review meetings. Staff is starting to work on it and will be providing more information to the Board in the future.
   - Potential Amendment to the Regional Transportation Plan 2030 Regarding the Verona Road Interchange Project
     McDonald said an amendment to the plan was needed to add the interim improvements for Verona Road and the Beltline interchange. The project is in the plan now only as a study. The project needs to be added with the cost identified and a demonstration of fiscal constraint. A 30-day comment period is required for plan amendments. He said there is a small concern because the EIS isn’t quite done. Vesperman said the draft EIS would be completed in the fall, but they are on a tight timeline and would like to start preliminary design work as soon as possible.

11. **Announcements and Schedule of Future Meetings**
    Opitz announced that the City of Middleton is planning to submit a Federal grant application for an intermodal facility (transit center, PnR, bike facilities) just southwest of the USH 12/USH 14 interchange. He noted why the location is ideal for such a facility and said he’d be seeking a letter of support from the MPO for the grant application. He said the City is working with WisDOT and UW-Madison on the project.

12. **Adjournment**
    Moved by Opitz, seconded by Skidmore, to adjourn. Motion carried.