1. Roll Call

*Members present:* Mark Clear, Ken Dahl, Ken Golden, Jeff Gust, Chuck Kamp, Steve King, Paul Lawrence, Jerry Mandli, Al Matano, Chris Schmidt

*Members absent:* Ed Minihan, Mark Opitz, Robin Schmidt, Paul Skidmore

*MPO Staff present:* Bill Schaefer, Mike Cechvala

2. Approval of June 6, 2012 Meeting Minutes

Moved by Kamp, seconded by Dahl, to approve the June 6, 2012 meeting minutes. Motion carried with King abstaining.

3. Communications

Schaefer said there were two letters in the packet, one from WisDOT and one from the Federal Transit Administration approving TIP amendment #2. There was also an announcement concerning Metro Transit’s receipt of the outstanding transit system award for systems its size. Schaefer and board members congratulated Kamp on the award. Schaefer announced that a public ceremony was scheduled at Metro on August 15 with Mayor Soglin and others speaking.

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

None.

5. Resolution TPB No. 64 Regarding Amendment #3 to the 2012-2016 Transportation Improvement Program for the Madison Area & Dane County

Schaefer stated the amendment was for revisions to two projects and one new project. The first revision was for the pedestrian and bicycle improvements project in the planned Central Park area, which received an earmark of funding under SAFETEA-LU. The project scope included an at-grade ped/bike crossing at Few Street, lighting, and a path along the rail corridor. Construction has been moved back to 2013 and the cost has changed. The second revision was for the Beltline auxiliary lanes project between Old Sauk and Mineral Point Road. The scope has been modified to include construction of a noise wall and a cable barrier in the median with the cost revised accordingly. Construction has been moved back to 2014. The new project is a pavement repair project on the Beltline from Old Sauk Road to Terrace Avenue. Gust commented that this project would be done at the same time as the auxiliary lanes project.

Moved by Kamp, seconded by King, to approve Resolution TPB No. 64 Regarding Amendment #3 to the 2012-2016 Transportation Improvement Program for the Madison Area & Dane County. Motion carried.

6. Presentation on Stoughton Road (USH 51) (Beltline to STH 19) Corridor EIS Study

Gust provided a power point presentation on the study. He said the presentation was one WisDOT staff had provided to alders in the area. Gust explained that the EIS study was picking up where the previous study had left off with the various alternative improvements similar to what had been previously developed. WisDOT completed a needs assessment in 2003 and then completed a safety and operations study in 2010, which developed three levels of improvements to be examined. The first level adds some capacity to the intersections, the second is an enhanced expressway, and the third is a complete freeway conversion. He said it was likely different levels of improvements would be recommended for different segments of the corridor. The operations study also identified some interim solutions, some of which have been built. An EIS study was approved in late 2011 as part of the major projects program. It will build off of the operations study. Gust
reviewed the previous public involvement and the planned public involvement and schedule for the EIS. Following completion and approval of the EIS by FHWA, WisDOT would seek approval from the State TPC for the recommended project. The earliest funding would be available was probably 2019 or 2020.

Gust reviewed some of the alternative levels of improvements for different sections of the corridor, including the Beltline interchange area, Pflaum and Buckeye Road intersections area, and East Washington Avenue intersection area. He noted the large number of relocations required for the Pflaum and Buckeye Road area. He mentioned some new alternatives might be developed for the East Washington intersection area because of opposition to connecting Lien Road to Anderson Road. Schaefer mentioned that connection was probably going to be the recommended BRT routing for that part of the East Washington Avenue corridor to allow serving MATC and then getting back onto the main roadway. Golden mentioned the street connection was studied 25 years ago or so and there was opposition back then. Gust reviewed the preliminary estimated relocations, impacts, and costs for the three alternative levels of improvements, but noted the final recommended alternative would likely be a mix. He said the highest level alternative didn’t make sense in a number of locations.

7. Review of Preliminary Draft Listing and Ranking of Candidate Projects for STP Urban Funding for 2013-2017

Schaefer said staff had prepared a preliminary draft of the priority project listings and the scoring/ranking table with the breakdown of the scores for the projects. He explained the process and that the board would take final action on the listing and scoring of projects as part of the TIP in the fall. He said staff had reviewed the preliminary draft of the listings with the MPO technical committee. Schaefer reviewed the draft listings starting with the four projects being funded this year. Those included the University Avenue (Segoe to Allen) and Fish Hatchery Road (Wingra to Emil) reconstruction projects. Those projects have been funded at less than 50% because the costs went up and there was a funding shortage in 2014. With the change in schedule for the CTH M project pushing that work back to 2015-’16, there was an opportunity to increase funding for those projects to closer to 50%. This would create a shortfall of funding, but not until 2016 based on current cost estimates and funding assumptions. The projects affected in 2016 and 2017 were also City of Madison and Dane County projects. Schaefer said it had been MPO policy to try to cover increases in costs for projects where that didn’t impact other committed projects. He said staff discussed the issue with the technical committee. City of Madison and Dane County staff expressed interest in having the additional funding allocated to those projects this year and others on the committee didn’t object. He said that would require a TIP amendment by the board.

Schaefer reviewed the major projects for 2013-2017 and the available funding assuming that an additional $900,000+ in funding was allocated to University Avenue and Fish Hatchery Road in 2012. He mentioned that the MPO has also used some funding annually to support the MPO’s planning and rideshare programs and the City of Madison’s pedestrian/bicycle safety education program. He pointed out the projects for which the cost estimate had increased, particularly the CTH M project due to the change in design to a 6-lane street north of McKee Road and the added ped/bike underpass under McKee Road. Golden said he thought the recently completed extension of Pleasant View Road was going to become CTH M with the current CTH M renamed Junction Road. Schaefer said he wasn’t aware of that. Other board members said they thought that was proposed, but not agreed upon.

Schaefer pointed out that by allocating the additional funding to the University Avenue and Fish Hatchery Road projects in 2012 the Cottage Grove Road project was about $500,000 short in 2016 and the McKee Road project was about $900,000 short in 2017. He pointed out the MPO’s allocation of funding had not been determined for 2015-’17, but was assumed to remain the same as in 2013-’14 for now. Schaefer asked for direction from the board on the issue of allocating the additional funding to the 2012 projects. Dahl asked if the extra funding was added to the 2012 projects, how that compared to the funding for the other projects. Schaefer said the others were funded at 50% per MPO policy and the two 2012 projects would still be funded at slightly less than that. Dahl said he supported allocating the extra funding then, treating them the same as the others. Asked about the impacts of allocating the additional funding, Schaefer said it reduced the
flexibility to add funding to 2013-2017 projects in the future if the cost estimates for those projects increased and resulted in the shortfall mentioned in 2016-17. Matano pointed out that the projects affected were all joint City of Madison and Dane County projects. Golden commented that the projects benefit other communities as well. The consensus of the Board was to support the allocation of additional funding for the University Avenue and Fish Hatchery Road projects in 2012, and staff was directed to prepare a TIP amendment to do that.

Golden asked Schaefer if there were any interesting issues that came up in scoring the projects. Schaefer reviewed the scoring of the new project applications and others below the funding cutoff line. He said they all scored in the low-to-medium range. He said the scoring of some projects could change in the future depending upon changes in traffic and the upcoming update of the roadway functional classification system. He mentioned the Fitchburg bike path project, which was the first time a community had applied for an independent path project. Golden commented that he thought there was a bias towards funding more expensive projects. Schaefer said perhaps because there is one cost effectiveness criterion, but multiple criteria addressing the impact of projects. The projects on the streets with higher traffic volumes and on bus routes certainly score higher. Golden suggested looking into adding a criterion addressing the economic development impact. Schaefer said that could be done as part of an overall review of the criteria over the next year. He pointed out the land use/transportation inter-relationship criterion, but said it didn’t distinguish between peripheral development and infill/redevelopment or the type of development. The scoring could also be revisited as the current method tends to result in many projects with the same or very similar scores. Golden said there has been much discussion by CARPC recently about infill/redevelopment and the need for adding to urban service areas when there is a large supply of infill sites. Schaefer said it was difficult to quantify economic development impact. Golden said others in the planning and development community might have that expertise and be able to offer advice on creating a criterion addressing the issue. Schaefer pointed out there had been a good balance of projects funded in terms of capacity expansion projects on the periphery and reconstruction projects within the developed area.

8. Appointment of MPO Representative to Dane County Specialized Transportation Commission

Schaefer stated that Clear had been appointed at the last meeting, but realized the City Commission on People with Disabilities meets at the same time so he couldn’t serve on both. There were no volunteers among those present and it was agreed to put the item on the next meeting’s agenda.

9. Update on Transit Corridors (BRT) Study

Schaefer said the first study oversight committee meeting with the consultant was held on June 20. The consultant reviewed a draft public involvement plan and is in the process of making revisions based on the comments received. The consultant also provided a presentation on the goals of a BRT system, the criteria that will be used to screen the alternative BRT alignments, and some of the operational assumptions and issues (e.g., connection to the bus transfer points and tradeoff between speed and coverage). Schaefer mentioned that the first public information meeting was scheduled for Monday evening, September 10 and an all-day workshop would be held on the 11th. Schaefer also mentioned the complementary transit-oriented development (TOD) market study that is focusing to a large extent on the BRT corridors. The information from that study will feed into the BRT study for use in selecting alignments and station locations.

10. Update on Federal Transportation Reauthorization Bill (MAP-21)

Schaefer reported that Congress passed a 2-year federal surface transportation reauthorization bill after numerous short-term extensions of the previous bill. He said overall funding levels were slightly less than current levels. The impacts on funding for Wisconsin and the Madison area aren’t yet known. The bill consolidated a number of roadway and transit programs. Also, the bus and bus facilities program was changed from an earmark to a formula program, which would likely result in less funding for Metro. The Enhancements program was renamed Transportation Alternatives and consolidated with the Safe Routes to School and Recreational Trails program. Overall funding under the program would be significantly less than
current levels. The MPO will now have a sub-allocation of funding under the program for project prioritization like we do for the STP Urban program. The bill also made some changes to the metropolitan planning process moving it to a more performance-based approach. Schaefer said as staff learns more about the bill’s impact on state and local funding, it will update the board.

Gust added that one unique thing about the bill is that it doesn’t go into effect until October. Kamp asked about the statement in the bill summary that the state of good repair program replaced the existing rail modernization program. Schaefer said he didn’t know the details on that. Gust mentioned the new TIFIA, which was basically a loan program. Funding for that would be increased significantly. Gust noted that while unrelated to the new bill none of the Wisconsin TIGER grant project applications were funded.

11. Discussion of Future Work Items

Schaefer said he didn’t have anything to add regarding the list of work items, but mentioned he would provide a presentation on the overall Sustainable Communities project at a future meeting.

12. Announcements and Schedule of Future Meetings

Schaefer said he talked with the City of Verona Administrator Bill Burns about the board meeting in Verona at Epic, but it didn’t work for August. The first month that it would actually work was November so that was the plan. Schaefer said he’d contact Epic about a tour of the campus before the meeting. King noted the campus was very large and they don’t do tours at night. Schaefer said he’d find out what made sense in terms of a tour. Schaefer also asked if the board wanted to have the September meeting downtown due to the TIP hearing, and the consensus was to do so. Golden suggested for a future meeting item to discuss the process for possibly adding economic development potential as a project selection criteria.

Schaefer announced the hiring of Renee Callaway as the new Rideshare Program coordinator. She was most recently the Safe Routes to School Program coordinator at WisDOT. She also has an interest and some experience in bicycle planning and will assist with that. Phone interviews were held for the planner/travel modeler position and a top candidate was being brought in for an in-person interview on July 20.

The next meeting will be held August 1, 2012 at 7:00 p.m. at the Madison Water Utility Building, 119 E. Olin Avenue, Room A-B.

15. Adjournment

Moved by King, seconded by Lawrence, to adjourn. Motion carried. The meeting adjourned at approximately 8:40 PM.