1. Roll Call

**Members present:** Tom Clauder, Joe Clausius, Ken Harwood, Jerry Mandli, Al Matano, Paul Skidmore, Satya Rhodes-Conway, John Vesperman, Robbie Webber, Eileen Bruskewitz (arrived at Item #7), Mark Opitz (arrived at Item #9)

**Members absent:** Chuck Kamp, Brett Hulsey, Duane Hinz

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

2. Approval of April 2, 2008 Meeting Minutes

Moved by Webber, seconded by Rhodes-Conway. Motion carried.

3. Communications

McDonald said there was only one, which will be taken up with Item #7.

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

None

5. Consideration of Citizen Appointment to the Madison Area TPB Citizen Advisory Committee

Schaefer said staff was proposing to add one more member to the committee. His name is Greg Hull, and he is a graduate student at UW-Madison and also a realtor. He has attended the previous two CAC MPO meetings and is interested in transportation issues. Schaefer said staff thought it would be good to have a realtor on the committee as a 14th member [Ed. note: Mr. Hull would actually be the 12th member.]. Webber said she didn’t have a comment about Mr. Hull, but asked if there were specific criteria for selecting members and the size of the committee. McDonald said there are general criteria identifying the types of groups and interests that should ideally be represented. These were identified when the committee was created. The goal is to have some balance in the types of advocacy groups and to have some general citizens. Webber asked if there are particular slots or if the number of committee members is specified. McDonald said there aren’t specific slots per se nor is there a set number for the committee, but the size should be kept manageable, probably not more than fifteen.

Moved by Harwood, seconded by Clausius, to approve Hull as a member of the committee. Motion carried.

6. Consideration of Resolution TPB No. 14, Regarding Amendment #2 of the 2008-2012 Transportation Improvement Program (TIP) for the Dane County Area

Schaefer said that the Madison area now receives a direct allocation of funding under the Job Access & Reverse Commute Program. WisDOT has agreed to continue to administer the program with input from the MPO on project selection. WisDOT requested applications for grant projects under the program last fall, but no applications were submitted for projects in Dane County. Since that time, MPO staff worked with WisDOT staff to identify projects for this year. The FY 2006 funding allocated under SAFETEA-LU will lapse and be lost if it isn’t spent by fall of this year. The two projects proposed for funding this year are the Metro bus service to Verona and Epic Systems, which has been funded the past two years, and an auto loan program for low-income persons. The auto loan program would not have been the first choice of staff, but it is a program that has been successfully implemented in many other counties in the state with WisDOT funding and is certainly appropriate in areas without transit service. Because the funds will lapse if not spent this year, we were limited with respect to projects as we needed projects that could be implemented quickly. The maximum loan per person is $4,000 for two years with no interest.
Webber expressed concern about the auto loan program. She said $4,000 doesn’t necessarily buy a person a dependable car and the cost of maintenance is high. She said she was sympathetic to the fact that many jobs can’t be reached by transit and she thinks this is going to be a problem for employers. However, there are better ways to spend the money and we need to find other ways to get low-income persons to jobs. While she understands the situation with the funds lapsing, she would not be in favor of this being a continuing program. Rhodes-Conway asked about the geographic area of the auto loan program, and Schaefer said it is countywide, but either the job or the person’s residence must be within the urban area. Clauder said a person can get a dependable car for $4,000 and he supported the program, which will help people get to jobs. Webber asked the income limit and Schaefer said he thought it was 150% of the Federal poverty level. Clausius asked if the program was annual or for two years, and Schaefer said the funding was just for this year. Webber asked if all of the funding could go towards expanded transit service, and Schaefer said yes if there is a project sponsor. MPO staff has had discussions with Metro and the City of Sun Prairie about possible projects. Harwood said it sounds like the Board would like staff to market the grant program to try to get some better projects for next year. He added that Verona appreciates the support for the bus service to Verona and Epic Systems, which has been successful with ridership continuing to grow.

Moved by Mandli, seconded by Webber, to approve TPB Resolution No. 14 regarding Amendment #2 of the 2008-2012 Transportation Improvement Program (TIP). Motion carried.

7. Consideration of Letter of Comment to WisDOT Regarding Proposed Interchange on USH 14 With a Relocated Lacy Road and Other Associated Roadway Improvements

McDonald explained that WisDOT has asked the MPO to provide some preliminary comments on the proposed interchange on USH 14 at relocated Lacy Road. He reviewed a map of the location of the proposed interchange, street connections, and area neighborhood plans. He said the interchange would relieve a serious safety problem at McCoy Road interchange. In the morning traffic backs up on the northbound exit ramp onto USH 14 because the ramp is so close to the CTH MM intersection, which is not signalized. When the Lacy Road interchange is built, the two southern ramps of the McCoy Road interchange will be removed. This solves the safety problem, but still provides access to the Greenway Cross industrial area. He said the interchange will result in increased traffic on CTH MM and Rimrock Road. The interchange is in the regional transportation plan and also in the TIP as a locally funded project. Staff has prepared a draft letter of comment, which notes that the MPO reserves the right to comment further once the draft environmental document is completed.

Webber asked if WisDOT was asking the MPO to comment now on the interchange design and the impact on other roadways, including Lacy Road. McDonald said those issues would be addressed later when the environmental document is completed. He added that traffic on Lacy Road would increase regardless of whether the interchange is built, because of the high density mixed use development planned. Lacy Road will need to be reconstructed to an urban cross-section with bike lanes. The project will be locally funded except for a small amount of state money to move the bridge abutments back far enough to allow USH 14 to be expanded if that was ever needed in the next fifty years. Paul Woodard, City of Fitchburg Engineer, was present. He added that Lacy Road did have paved shoulders west of Syene Road. A segment of Lacy Road from the City Hall property east to Fahey Glen is planned for reconstruction to an urban section with bike lanes and a side path as well. The interchange is planned for north of the existing Lacy Road Bridge over USH 14 in order to avoid all of the wetlands in that area. Harwood said he uses Lacy Road every day. It is a nice corridor, which provides an alternative to the Beltline, and an interchange at USH 14 makes sense. The existing McCoy Road interchange is problematic. Clauder added that the City has been working on the project for a number of years. Matano liked the fact that the existing Lacy Road Bridge would be maintained, and also liked the City’s plans to develop the area as an urban center.

Moved by Harwood, seconded by Clauder, to approve the letter of comment to WisDOT regarding the USH 14 interchange. Motion carried.
8. Consideration of Scoring and Ranking of Candidate Statewide Multi-modal Improvement Program (SMIP)/Transportation Enhancement (TE) Projects for FY 2010-2011

Prior to the staff presentation, Mandli asked how many projects could possibly be approved for funding. Schaefer said probably two, but perhaps more if one or more smaller projects were funded. The top two projects are seeking around $2 million in Federal funding and there is around $18 million available statewide. Mandli then suggested reviewing just the top few scoring projects rather than all eleven, and McDonald said that was fine. Schaefer explained that SMIP is a statewide discretionary grant program. Most of the funds come from the Federal Transportation Enhancements (TE) Program, which is funded through a 10% set aside of the total Surface Transportation Program (STP) funds allocated to the state. There are fourteen categories of projects that are eligible for funding under the TE Program, but bicycle and pedestrian facilities make up the vast majority of projects funded. Other eligible categories include historic preservation and streetscape enhancements. WisDOT creates a statewide committee to review and rank projects for funding. However, for projects within the larger urban areas WisDOT has the MPOs rank the projects first. The MPO rankings are then considered by the statewide committee. In the past, the committee has closely followed the Madison MPO’s ranking of projects. Schaefer then briefly reviewed the criteria the MPO uses to score and rank candidate SMIP projects, and pointed out the two tables that were provided to the Board.

Schaefer then reviewed the highest scoring projects, referring to a map of the projects and how they relate to the existing path network. The project that scored the highest is the final phase of the Starkweather Creek path project. The first two phases of the project are under construction now, including the overpass of East Washington Avenue for which the City of Madison received a Federal earmark of funding. This work will connect the path to the Isthmus portion of the Capital City Trail and extend it north to Commercial Avenue. The final phase provides the missing segment, connecting the path to the existing path to the MATC Truax campus, including an overpass of Aberg Avenue. The project would connect low and moderate income residential neighborhoods north and south of East Washington Avenue to Olbrich, MATC and the Truax Business Park, shopping, and the Capital City Trail. Two projects—the Badger State Trail and the first phase of the Lower Yahara River Trail—had the second highest score, but staff ranked the Badger State Trail second. The project involves paving of the northern segment from Purcell Road to the Capital City Trail. It is a joint City of Fitchburg and WisDNR project. Fitchburg is doing the design work and will provide the up front local share funding and then WisDNR will reimburse the city. The southern segment to Belleville, which is crushed stone, was completed last year. The trail extends to the county line 32 miles to the state line and then into Illinois for a considerable distance. Thus, it will be a great recreational facility and will also be used by Verona and Fitchburg commuters who now must use Seminole Highway, which has heavy traffic during commute times.

The third ranked project is the Lower Yahara River Trail, which would extend in the rail corridor from McFarland to Lake Farm County Park and connect to the Capital City Trail. The trail is planned to eventually extend south to Lake Kegonsa State Park and to the City of Stoughton. There are some difficult issues with the project, including the planned bridge crossing Lower Mud Lake. An intergovernmental staff committee has been set up, which also includes a representative from Wisconsin & Southern Railroad. The railroad is interested in reconstructing and expanding the rail bridge and there are water quality and navigation benefits from doing this as well. Because of wetlands in the corridor, the trail would consist of boardwalk. A feasibility study is underway and will be completed this summer. The trail would provide a great connection from McFarland into the Madison area and the Capital City Trail. However, because of the uncertainty of the project due to the issues that still need to be resolved, staff ranked it third.

The fourth ranked project is the first two phases of the Cannonball Trail from the Beltline to the Capital City Trail in the abandoned rail corridor that the Cities of Madison and Fitchburg just purchased with a WisDNR grant.

Webber commented that she was surprised staff ranked the Lower River Yahara Trail over the Cannonball Trail due to the uncertainty over the project and the connection on the western end. Schaefer said there is an access road that is part of the Lake Farm Park, but County Parks staff indicated they would construct a
paved path connection to the Capital City Trail along Lake Farm Road if they received Federal funding. The trail could be constructed outside of the rail right of way, but if the railroad wants to upgrade the bridge it would make sense to incorporate the bike bridge into the larger project. Part of the reason the Lower Yahara River Trail was ranked higher is that the biggest benefits of the Cannonball Trail won’t come until later when the Beltline overpass is completed. The first phases don’t provide significant mobility benefits since there are existing local streets roughly paralleling the path. McDonald said that staff reviewed the project rankings with the MPO Citizen Advisory Committee and Technical Coordinating Committee (TCC) and both recommended approval of the staff’s rankings. Schaefer added that there was a clear consensus that the Starkewather Creek path and Badger State Trail were the top two projects. He noted that the City of Madison was proposing a 50% vs. 20% local match for the Starkweather Creek path. The TCC discussed adding a criterion for the next round of applications to account for local funding leverage. If communities provided a higher match, more local projects could be funded. Harwood expressed support for adding a criterion for cost sharing. Matano asked about the Junction Ridge Overpass project. Schaefer said the City of Madison didn’t apply for funding for that project this time. The City also didn’t apply for funding for the Sherman Flyer path project—our #1 ranked project last time—because the Union Pacific Railroad is not cooperating. The City is hoping that UP will sell the railroad to Wisconsin & Southern, which has been more willing to work with the City.

Matano said he supported ranking the Lower Yahara River Trail project over the Cannonball Trail because of the greater mobility benefits. Webber said one can still get across the Beltline at Todd Drive even without the overpass. Clauder asked about the Monona Drive streetscape improvements project. McDonald said it was ranked #9. Schaefer said because it is a small project, there is still a possibility it could be funded despite the lower ranking. There was some discussion by our CAC that the streetscape/pedestrian enhancement projects tend to not score as well under the MPO’s criteria. One of the things to keep in mind is that there are typically alternative funding sources for streetscape projects. In fact, these improvements are typically made as part of the street reconstruction project. The City of Monona is already receiving Federal safety and STP-Urban funding for the Monona Drive project. The criteria focus on mobility and level of use and bike facilities by their nature score well under these criteria.

Moved by Harwood, seconded by Bruskewitz, to approve the staff’s scoring and ranking of the candidate SMIP projects for FYs 2010-2011. Motion carried.

9. Continued Review and Discussion on the Selection Process for Surface Transportation Program (STP) – Urban Transportation Projects

McDonald said staff had reviewed the STP-Urban projection selection process paper with the Board at the last meeting to explain the criteria and how they are applied to different kinds of projects. Staff could review the scoring for a few projects with the Board to show why they were given a particular score for each applicable criterion. Alternatively, project scores could be reviewed for the new draft listings for the 2009-2013 TIP at the next meeting. Webber expressed interest in reviewing a few of the projects. Schaefer then reviewed the scoring for the first phase of the Monona Drive reconstruction, Mineral Point Road/CTH S (CTH M/Junction Rd.) intersection, and University Avenue (Allen Blvd. to Segoe Rd.) reconstruction projects. He also reviewed the scoring for the pedestrian/bicycle safety education program to show how the criteria are applied to a non-roadway project.

Webber questioned why two criteria award points for capacity expansion projects, while another awards points for preservation projects. McDonald said the criteria attempt to balance the benefits of both types of projects. Schaefer said that a needed capacity expansion project would score higher than a preservation project under these criteria, but not a premature capacity expansion project. These are only three of the many criteria, however. In response to a question regarding the criterion concerning project complexity, Schaefer said projects with difficult engineering issues, involving multiple jurisdictions, or other complicating factors receive more points. Rhodes-Conway asked if it is possible to get a 0 score for a criterion, and Schaefer said that if the criterion is applicable, the lowest score is a 2. The exception is the “external impacts” criteria where a project wouldn’t be awarded a 2 if the impacts are very minimal.
Mandli asked what role level of service (LOS) played in the score for congestion reduction. Schaefer said the criteria in question looked at longer term impacts, and we’d rely on traffic modeling to assess the impacts. McDonald added that for a project to receive 6 points it would probably need to result in LOS C or D for a long time. Rhodes-Conway said so it is both the degree of congestion relief and how long that relief will last that are factored in, and McDonald said yes. Mandli asked if FHWA reviews the MPO criteria. McDonald said not officially, but FHWA is on the MPO’s Technical Coordinating Committee. FHWA allows MPOs to develop their own criteria as long as they are reasonable.

10. Status Report by TPB Board Members on Projects Potentially Involving the TPB:
   - **Transport 2020 Implementation Task Force**
     Matano reported that a new subcommittee of the Finance/Governance committee had been formed with additional representatives from suburban communities, business, etc. The idea for the new subcommittee came out of some meetings of the regional economic development group, Thrive. At the first meeting, it was clear that some of the new members wanted to revisit the past work and recommendations. At the next meeting, McDonald is going to provide a presentation on the MPO. McDonald added that he will explain the MPO’s governance structure, responsibilities, etc. and the relationship between the MPO and Transport 2020. Specifically, the MPO must endorse the project and include it in the regional transportation plan and TIP.

   - **USH 51 (USH 12/18 to I 90/94/39) Corridor Study**
     McDonald said there has only been one technical committee meeting, because they are in the process of preparing the draft EIS. Vesperman said that for both USH 51 studies WisDOT was working through the agency consultation process required under SAFETEA-LU, including the methodology for analyzing cumulative impacts.

   - **North Mendota Parkway Implementation Oversight Committee**
     Bruskewitz reported that at the last meeting the committee identified the E-Way boundaries and reviewed alternative roadway alignments. Meetings are being set up with property owners. Another meeting is scheduled for later in the month. McDonald added that one of the major issues to resolve with the roadway alignment is the western terminus and connection to USH 12. WisDOT is conducting a freeway conversion study on USH 12 and planning an interchange in the area of CTH K. Opitz asked Bruskewitz about the Town of Springfield’s position, and she said the town preferred an alignment south of CTH K because of the concern about development impacts. However, she said Middleton and Springfield have an intergovernmental agreement in place and she thinks an agreement can be reached on the issue. Opitz asked about the timing of the USH 12 freeway conversion study, and Vesperman said he didn’t know when they would finish, but they have developed some initial options.

   - **USH 51 (McFarland to Stoughton)**
     There was no further discussion on this study.

11. Discussion of Future Work Items
   - **Continued Discussion of Selection Process for STP Urban Projects**
     McDonald said that after the discussion tonight he didn’t plan to have this issue on the agenda again unless it comes up again as part of review of the new priority listings for the 2009-2013 TIP.

   - **Verona Road/West Beltline Interim Improvements**
     McDonald said that WisDOT was moving forward with a supplemental EIS focusing on improvements to Verona Road. One of the last issues to work out is what to do at Williamsburg Way and CTH PD. When all the issues have been resolved, a presentation will be made to the Board.

   - **Dane County Clean Air Coalition**
     McDonald said he planned to have the coordinator provide a presentation to the Board on the group and its activities.
• **Restructure of the Citizen Advisory Committee**
  McDonald said staff would consider whether to develop some criteria for the type of citizens or interests/groups to be represented so that it is more structured.

• **Ped/Bike Safety Education Program**
  Staff plans to bring in the coordinator or provide a presentation on the program.

12. **Announcements and Schedule of Future Meetings**

Bruskewitz mentioned that some bus rapid transit consultants had provided a presentation at the UW-Madison Engineering School as part of National Transportation Week. The possibility was discussed of having them give a presentation to the MPO Board if they were in town again, perhaps next year.

Opitz announced that the report of Madison’s Ad Hoc Long Range Transit Planning Committee had been finalized, and the possibility of having a presentation on that by Metro staff was mentioned.

Harwood extended an invitation to all Board members to participate in a bus trip on June 18th to Milwaukee to look at economic development projects there.

The next meeting is scheduled for Wednesday, July 2.

13. **Adjournment**

Moved by Bruskewitz, seconded by Opitz, to adjourn. Motion carried.