

**Madison Area Transportation Planning Board (an MPO)
May 6, 2009 Meeting Minutes**

1. Roll Call

Members present: Eileen Bruskevitz, Joe Clausius, Ken Harwood, Duane Hinz, Robin Schmidt, Chuck Kamp, Jerry Mandli, Al Matano, Mark Opitz, Chris Schmidt (arrived late during agenda item #8), John Vesperman, Steve King

Members absent: Paul Skidmore

Staff present: Bob McDonald, Bill Schaefer, Bob Pike

2. Approval of March 4, 2009 and April 3, 2009 Meeting Minutes

Kamp moved, Schmidt seconded, to approve the March and special April meeting minutes. Motion carried.

3. Communications

The following were in the packet:

- Letter from WisDOT Secretary Busalacchi approving Amendment #3 to the 2009-2013 TIP.
- Email from citizen to the MPO requesting that federal stimulus funds be used for as many bicycle/pedestrian projects as possible.
- Letter from Kamran Mesbah, Deputy Director of CARPC, to WisDOT SW Region accepting invitation to become a participating agency in the environmental review process for the USH 18/151 (Verona Road) Corridor Study.
- Email from Madison Mayor Cieslewicz's Office indicating that his re-appointments of Kamp and Hinz to the MPO Board are scheduled for action by the Common Council on May 5. It was noted that both appointments were confirmed at the meeting.

Others handed out at the meeting:

- Newsletter from WisDOT regarding the USH 51 (Stoughton to McFarland) Study and the public meetings set for May 19 and 20.
McDonald noted that a presentation to the MPO Board on the USH 51/Stoughton Road (McFarland to STH 19) Study was scheduled for its June meeting. A presentation on this study would be made at a future meeting.
- Email to Rod Clark, WisDOT, regarding the deadline for the MPO to submit to WisDOT its priority ranking of ARRA projects.
McDonald said he had not heard back yet from WisDOT regarding the deadline and that a special meeting may be necessary.
- Newsletter from the Wisconsin Urban and Rural Transit Association.
- Letter from James Oberstar, Chairman of the U.S. House of Representatives Committee on Transportation and Infrastructure, indicating that MPOs do not need to report directly to the committee, but should coordinate with their Governor's office on reporting about implementation of ARRA (Economic Recovery Act).
- Letter from WisDOT Secretary Busalacchi reappointing Vesperman as the WisDOT representative to the Board.

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

None.

5. Consideration of Appointments (2) to the City of Madison's Long Range Transportation Planning Commission

McDonald said an email from Madison Mayor Cieslewicz recommending King and C. Schmidt, two new alderpersons, was included in the packet. Matano noted for the new members that the MPO Board

appoints members to a number of committees. He confirmed with King that he was interested in the appointment, and then suggested that King and C. Schmidt be appointed. He said if C. Schmidt (who hadn't arrived at the meeting yet) wasn't interested, the Board could change the appointment.

Clausius moved, Kamp seconded, to appoint King and C. Schmidt to the commission. Motion carried.

6. Consideration of Resolution TPB No. 26 Regarding Amendment #4 to the 2009-2013 Transportation Improvement Program for the Madison Metropolitan Area and Dane County

Schaefer reviewed the WisDOT projects for which the amendment was needed. He said they included two new projects on the Beltline: the addition of turn lanes on and extension of auxiliary lanes to the Gammon Road and Greenway Boulevard interchanges; and addition of auxiliary lanes between Old Sauk Road and Mineral Point Road. The TIP amendment is needed so design can be initiated this year for the projects. The other new project is the replacement of pavement on Stoughton Road/USH 51 between Pierstorff Street and Anderson Street. Revisions were needed to three other projects. In response to a question from Matano, Vesperman explained what an auxiliary lane was.

Mandli moved, Kamp seconded, to approve TPB No. 26, Amendment #4 to the 2009-2013 TIP. Motion carried.

7. Review of Draft List of Madison Area Projects Submitted for American Recovery and Reinvestment Act (ARRA) Funding Under the STP-Urban and Transportation Enhancement Programs

McDonald briefly explained the preliminary draft scoring of the projects submitted for STP-Urban and Transportation Enhancements (TE) funding. While the project scores indicate a priority, he said staff has not yet ranked the projects. Staff will assign draft rankings for the projects and review those with the MPO's Technical Coordinating Committee (TCC) and Citizen Advisory Committee. Staff will report on their recommendations at the next meeting. Schaefer added that the TCC might also make a recommendation related to the programming of funding for the projects. Schaefer reviewed the ten projects submitted for STP-Urban funding, which made it through WisDOT's screening process. WisDOT screened the projects both for whether they met the eligibility criteria and whether they were deemed likely to be able to meet the necessary timelines to allow construction in 2010. Some projects on the preliminary draft list sent out to the Board were screened out. There were three others that staff didn't score because it was believed they would not be eligible and they were in fact screened out. Opitz said he noticed a change in the scoring of at least one project and asked for an explanation. Schaefer said staff added two points to the safety criterion for the Allen Boulevard project after reviewing the recent crash history at that intersection. That was the only change. Schaefer then reviewed the TE projects. Opitz commented that he thought the Village of Shorewood Hills' project on Marshall Court might include improvements for bicyclists. If so, it is an important link in the planned bikeway in the University Avenue corridor. Schaefer said he thought it was just a streetscape improvement project, but would check on the project scope. He said that was the only project that he had yet to get a copy of the application from WisDOT.

8. Discussion of Issues Pertaining to Intercity Bus Transportation and the Badger Bus Terminal in the City of Madison

McDonald noted that the Board had asked that this issue be placed on the agenda as a discussion item. There was a significant amount of discussion during the Public Comment portion of the previous meeting. He said he included in the meeting packet the written comments submitted by David Knuti, who commented on the issue at the previous meeting, and a copy of the section of minutes from the City of Madison Long-Range Transportation Planning Commission (LRTPC) meeting at which the issue was discussed. He introduced Brad Murphy, City of Madison Planning Unit Director, and Bill Knobloch, Parking Operations Manager for the City of Madison Parking utility. They were available to answer questions.

R. Schmidt asked for an update on the status of the potential closure of the Badger Bus Terminal and clarification on the rules for using city streets for picking up and dropping off intercity bus passengers.

Knobeloch explained that City of Madison ordinances require that bus companies obtain approval of their intercity motor carriage routes and stops from the City's Transit and Parking Commission. He described the review process and cited examples from existing bus companies. Murphy then provided an update on the status of the redevelopment of the bus terminal site. He said an application for redevelopment of the bus depot had been submitted and referred to the Urban Design Commission, which gave it a favorable recommendation. It is scheduled for review by the Plan Commission on June 15th and could potentially be approved by the Common Council on July 7th. He then briefly described the project. Hinz asked if Badger Bus Co. had submitted a request for route changes or additional stops on city streets in conjunction with the redevelopment plan, and Knobeloch said no formal submission had been made yet. Murphy said discussion at the LRTPC meeting indicated the possibility of moving stops to downtown and UW campus locations. Approximately 90% of current ridership is UW students. In response to a question from Bruskevitz, Knobeloch said the current plan for the new Union South building would not accommodate intercity bus passenger loading/drop off. Bruskevitz questioned whether UW-Madison had any plans for accommodating these operations on campus, given that its students are the primary customers.

McDonald commented that WisDOT was seeking ARRA funding for intercity rail service to Madison with a stop at the airport. Accommodations could be made for an intermodal facility at the airport, including rail, intercity bus, and local bus. This would require a shuttle to downtown/campus where the market is or an additional downtown facility. Matano noted the lack of regulatory authority to mandate a bus depot, but wondered whether there are current plans by the City of Madison to attempt to replace the depot or try to find additional locations for one. Murphy responded that there is a desire to have a multimodal transportation terminal in the core of the city. Locations close to downtown are difficult to find, however. The area of the old depot near the intersection of W. Washington Avenue and Regent Street is clearly the best. It is a recommendation of the current draft downtown plan to find a location for such a facility. Knobeloch said the city doesn't currently have the authority to require use of a terminal and the trend is away from that. Those companies that don't use a terminal such as Megabus have a cost advantage.

Harwood commented that there are two major issues: the closure of the bus terminal, which is largely outside the purview of the MPO Board; and planning for a future intermodal facility in the Isthmus area. Bruskevitz agreed that there needed to be a short-term solution to address the temporary absence of a terminal and a long-term solution to plan for and develop a new facility. McDonald said a study had been done back in the 1980s on a site for an expanded transportation hub. The sites could be found, but the most problematic issue was the management of the facility. R. Schmidt suggested that perhaps the City of Madison could require intercity bus companies to use off-street stop locations. Knobeloch said the city's ordinance now allows intercity bus companies to use any existing Metro stop so long as Metro service isn't disrupted. Knobeloch said bus idling has been a problem and the city adopted a 15-minute idling ordinance in response. King said there have been issues at the Dutch Mill lot. Vesperman responded that WisDOT was expanding the lot and changing its operation. Knobeloch said that Lot 1 adjacent to the Memorial Union is planned to be eliminated when the final phase of the Murray Pedestrian Mall is completed. This creates a problem for pick up/drop off at this location since this is where people get dropped off to unload their luggage.

Matano offered to draft a letter regarding the need for a multi-modal transportation hub in the downtown/campus area for consideration at the next meeting. McDonald questioned to whom it should be sent. McDonald suggested sending the letter to Rod Clark with WisDOT asking that the MPO and broader community be involved in the development of a high-speed rail station with intermodal facilities, since the State is likely to receive ARRA funding for high-speed rail service. Bruskevitz suggested involving UW-Madison to address the short-term issue. Matano said he'd coordinate with staff in putting together a draft letter for review at the next meeting.

9. Consideration of Recommended Changes to the Charge of the MPO Citizen Advisory Committee and Interaction With the MPO Board

Schaefer said that some board members had raised the issue of the lack of interaction of the citizen advisory committee with the board and one of the committee members had suggested changes to the charge of the committee. The issue was discussed at a board meeting and several committee meetings, and

at the last committee meeting the revised document in the packet was recommended for approval by the board. Schaefer reviewed the major changes, which include a new section on the committee's interaction with the board. The committee can present an oral or written report to the board on an issue if it wishes. Also, the board may select a member to serve as a liaison to the committee. He said Matano had agreed to serve in this capacity, and Matano agreed. Bruskevitz said she thought a freight transportation representative was going to be added to the committee. McDonald said staff has tried, but been unsuccessful, and she said she would try to find someone. Hinz suggested talking with Knobloch who previously worked in the industry.

Harwood moved, Bruskevitz seconded, to approve the revised charge of the MPO Citizen Advisory Committee and interaction with the board. Motion Carried.

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

- **Transport 2020 Implementation Task Force (reported by Kamp)**
Kamp reported that the Joint Finance Committee approved the provision in the Governor's Budget Bill providing for the creation of a regional transit authority (RTA) in Dane County and Southeast Wisconsin with some changes, including to the makeup of the RTA Board. The Dane County RTA would be coterminous with the MPO planning boundary. There still may be some changes to the legislation as conversations continue on various aspects of the bill.
- **USH 51 (USH 12/18 to I 90/94/39) Corridor Study**
McDonald reported that a presentation would be provided to the board on this study at the board's next meeting, and provided a timeline for the project.
- **USH 51 (McFarland to Stoughton)**
McDonald noted that a newsletter on the study was distributed, which announced public meetings on May 19-20.
- **North Mendota Parkway Implementation Oversight Committee (reported by Bruskevitz)**
Bruskevitz reported that the committee had narrowed down the alternative roadway alignments to three. At the next meeting in June, the committee will evaluate the routes against criteria that were established. Opitz said there are really three options (north, south, middle) for both the east and west segments.

11. Discussion of Future Work Items:

- **2009-2013 Transit Development Plan (TDP)**
McDonald said progress was being made and a presentation would be provided at a future meeting.
- **2009 Federal Certification Review of MPO**
McDonald said a public hearing was scheduled for Tuesday, June 30 and a presentation from FHWA to the board at its July 1 meeting.
- **Congestion Management Plan**
McDonald said staff has begun work on this and will be bringing information to the Board at a future meeting. He said it is a federal requirement to have a congestion management process.

12. Announcements and Schedule of Future Meetings

Matano mentioned the issue of election of officers, and McDonald said that is typically done at the July meeting. Bruskevitz mentioned that WSOR is improving the tracks south of Stoughton and wondered if that might facilitate implementation of passenger rail. McDonald said the high-speed rail service will use a different line that goes to Milwaukee.

The next MPO Board meeting is scheduled for Wednesday, June 3 at 7 p.m. at the Madison Water Utility.

13. Adjournment

R. Schmidt moved, Bruskevitz seconded, to adjourn at 9:10 p.m. Motion carried.