

Madison Area Transportation Planning Board (an MPO)
November 3, 2010 Meeting Minutes

1. Roll Call

Members present: Eileen Bruskwitz, Mark Clear, Duane Hinz, Brett Hulsey, Chuck Kamp, Steve King, Jerry Mandli, Al Matano, Mark Opitz, Steve Ritt, Chris Schmidt, Paul Skidmore, John Vesperman

Members absent: Joe Chase

Staff present: Bill Schaefer, Bob Pike

2. Approval of October 6, 2010 Meeting Minutes

Moved by Clear, seconded by Hinz, to approve the October 6, 2010 meeting minutes. Motion carried with Bruskwitz and King, who were absent from the last meeting, abstaining.

3. Communications

Schaefer said there was one communication in the packet. It is a memo from the Dane County Clean Air Coalition Project Coordinator providing a status report on where the region is at with respect to ozone and our attainment status. Schaefer said the past three summers have been cooler, which in combination with other factors such as national emission reduction programs has reduced the county's ozone "design value" that determines attainment status. The design value is the average of the fourth highest daily ozone concentration over the past three years. The U.S. EPA is in the process of revising the ozone standard. The current standard is 75 ppb and the new standard, which is expected to come out later this year, will be between 60 and 70 ppb with 70 ppb the most likely standard. Based on the preliminary 2008-2010 data, the county would be in attainment unless the standard was set at 60 ppb. Schaefer said the other air quality issue is fine particular matter (PM), which is more of a problem in the colder months when air temperature inversions occur. Schaefer said that if the region became non-attainment for either ozone or PM a number of federal regulations would apply, including some related to transportation planning. Hulsey asked if the region was more in danger of becoming non-attainment for PM, and Schaefer said yes. Schaefer said he would provide information on PM at a future meeting.

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

None.

5. Consideration of Resolution TPB No. 45 Approving the 2011 Unified Planning Work Program and the 2011-2013 Overall Program Design Report

Schaefer said a correction sheet was in the packet with proposed changes to the draft Work Program. The main change relates to the fact that the Capital Area Regional Planning Commission (CARPC) received the Sustainable Communities planning grant. The MPO will participate in the project and play a lead role in the proposed transit corridors and transit-oriented development (TOD) study. A new work element has been added for this project with some staff time taken from Short Range Transit Planning and Corridor & Area Studies. The transit corridors/TOD study won't be done until 2012 so the project won't involve a significant amount of staff time next year. At the end of next year, the scope of services will be developed, the RFP issued, and the consultant selected. There are a few other technical changes to the draft as well.

Moved by Bruskwitz, seconded by Kamp, to adopt Resolution TPB No. 45 Approving the 2011 Unified Planning Work Program and the 2011-2013 Overall Program Design Report. Motion carried.

6. Consideration of Resolution TPB No. 46 Regarding Agreement for Specialized Transportation Coordination Services With Dane County

Schaefer said that this is one of two annual agreements that the MPO has for planning services. This one is with Dane County. The county provides the MPO with a little less than \$13,000 to support the MPO's specialized transportation planning and coordination work. The funding amount has remained the same for many years. As part of the same agreement, the county provides about \$19,000 to Metro Transit for support, outreach and marketing activities. A general scope of services was included in the packet. Typical activities include providing data, assisting with the evaluation of services, and serving on evaluation teams for contracts for services and grant projects. There are also sometimes special projects like Public Transit - Human Services Transportation Coordination Plan that MPO staff prepared in cooperation with county staff.

Moved by Opitz, seconded by Clear, to adopt Resolution TPB No. 46 regarding an agreement for specialized transportation coordination services with Dane County. Motion carried.

7. Consideration of Resolution TPB No. 47 Authorizing the City of Madison to Enter Into an Agreement with the Capital Area Regional Planning Commission (CARPC) for the Madison Area Transportation Planning Board (TPB) to Provide Transportation Planning Work Activities to the CARPC in 2011

Schaefer said MPO staff has been providing transportation planning services for CARPC since the MPO function was separated from the former RPC. CARPC receives some planning funds from WisDOT and passes through most of that funding to the MPO. The two main activities are preparing transportation analyses for proposed urban service area amendments and preparing the transportation section of annual trends report that CARPC publishes. The funding amount for next year is \$10,000, which should be sufficient to cover the necessary staff time.

Moved by Bruskevitz, seconded by Clear, to adopt Resolution TPB No. 47 authorizing the City of Madison to enter into an Agreement with CARPC for the Madison Area TPB to provide transportation planning work activities to CARPC in 2011. Motion carried.

8. Update, Discussion, and Possible Action on USH 18/151 (Verona Road) Supplemental Draft Environmental Impact Statement (SDEIS)

Schaefer noted that WisDOT has provided a couple of presentations to the MPO Board on the study with the last one being a year ago when the MPO adopted an amendment to the Regional Transportation Plan (RTP) to add the Stage 1 improvements. Therefore, the MPO is on record supporting the Stage 1 improvements. The recommendations for all three stages of improvements in the SDEIS are essentially the same as was presented to the Board a year ago with perhaps some minor design changes. Schaefer said he put the project on the agenda because it is a large and important one and he wanted to see if the Board was interested in providing any comments on the SDEIS. He said the MPO will need to consider adding the Stage 2 improvements (CTH PD interchange) to the RTP as part of the interim update next year. The Stage 2 improvements are currently scheduled for 2019. Schaefer noted that WisDOT had provided a presentation to the City of Madison transportation committees and a copy of that was included in the packet. He said the discussion at the city committee presentation focused on some specific design issues such as the new Freeport Road connection and pedestrian crossings.

Matano commented that the Allied – Dunn's Marsh Neighborhood Association had submitted some comments with concerns about the impacts. Hulsey said he thought they were worried about air pollution and noise impacts. Vesperman said there were federal standards that had to be met for locations where noise barriers would be put up. He said WisDOT would continue to work with the community on design details and addressing the air quality issues. An air quality analysis had been done and the conclusion was that the federal standards would be met. He said WisDOT planned to finish the Final EIS this spring. Hulsey commented on the PM pollution and analysis. Vesperman said

the Stage 1 improvements will improve traffic flow and reduce idling, which would reduce pollution overall. He said WisDOT was working with WisDNR on a pilot project to conduct some PM modeling even though it isn't required and wouldn't apply to the project. Matano said some people opposed the Freeport Road connection because of the increased neighborhood traffic and impact on the Southwest bike path. Vesperman said there are mixed views on the Freeport connection, but it is a good solution from a transportation standpoint because it provides improved connectivity to the neighborhoods and the business areas. Improved connectivity of the neighborhoods on both sides of Verona Road was one of the goals of the project. He also mentioned WisDOT was planning to open an office on-site and create a job training opportunity for neighborhood residents to get construction jobs when the project starts.

Matano mentioned that the neighborhood association comments addressed the issue of the potential for an outer South Beltline alternative. Vesperman said traveling modeling analysis of that was done. The conclusion was that it would reduce truck traffic on Verona Road and reduce some auto traffic, but not enough to alleviate the need for the project. Schaefer added that the reason for this is most of people using Verona Road are destined to the Madison area. Through trips account for a large percentage of the large truck trips, but a small percentage of the overall trips. Also, the modeling showed that while the outer Beltline diverted some trips, Verona Road then filled up with traffic now using alternate routes. While there are benefits to reducing the traffic on the alternate routes, the improvements to Verona Road would still be needed. There are also many environmental and relocation impacts of an outer Beltline and it is highly unlikely it could be extended all the way to the Interstate. There was further discussion about the extensive public involvement the project has had. Vesperman emphasized that the Stage 3 improvements would need to be restudied in the future.

9. Update on the Milwaukee-Madison Intercity Passenger Rail Service Project and Madison Station

Schaefer said an advisory group had been set up on the corridor issues such as fencing and street crossings, but had only met once. Regarding the station, the consultants have figured out a way to design a double (two-way) escalator down to the platform. The consultants, WisDOT, and City of Madison staff have been working on the pick up/drop off for taxis, which would be on top of the existing parking deck. They have also been working on traffic issues, particularly the John Nolen/Williamson/Wilson Street intersection. He mentioned that the City of Madison received a grant for planning for the two block area around the station, including the redevelopment of the city parking facility site.

10. Update on the Dane County Regional Transit Authority (RTA)

Opitz said the RTA Board met last week in Sun Prairie and heard a presentation from UW-Madison staff on their transit service and transit planning and parking issues for the university. He said UW has 15,000 visitors a day counting the hospital, which brings the campus population to 74,000 daily during the school year. They showed maps with the residence locations of students and employees and the correlation with transit routes. They also mentioned that the university accounts for 47% of Metro ridership currently if you include the campus routes. He said Sun Prairie officials also provided a brief update on their transportation initiatives. The Board endorsed a document outlining principles for developing the plan for transit to support the public referendum. The topic of discussion that will interest the Madison folks in particular is we have as vote #9 in the set of principles is provide the financial secure base for existing transit service from Madison, Middleton, Fitchburg, Shorewood, etc. And then we have a discussion about whether we should include language that could possibly be that the transit cost would be removed from local property taxes so there's an attempt to remove that from this section which several of us, myself included, were opposed to removing it so that remained and as it reads now consideration of how to establish a baseline local funding that could be assumed by the RTA including the possibility of transit cost being removed from local property taxes. Otherwise with that change we adopted the set of transit principles which you saw last week ??? with some minor edits. The only other activity I would say a subcommittee that I serve on the Plan for Transit

Committee talked with Metro about some core system improvements that you've been talking about but I haven't really seen that presentation and it's fairly new concept the idea of taking routes 2, 3, 4, 5, 6 and 13 and connect the 4 transfer points ???? and then potentially having 10 to 15 minute ???? so that you wouldn't be ???? so that's a concept that Metro is working on which is very interesting and also new technologies adapting for transit services. He added another thing and said it didn't have to be in the minutes that he was disappointed that there was a public comment yesterday that expressed a concern about using these technologies to promote bus service at the expense of automobile circulation. There was a comment at the meeting yesterday about this and I was very disappointed to hear that because this was from an individual who has opposed rail transit and prefers bus service and now is suggesting that we make sure we don't harm automobile circulation, harm may not be the right word but make sure it's not done at the expense of automobiles. The next meeting is going to be later this month and I would think from a referendum standpoint obviously we know with what happened yesterday that the RTA of having a referendum next spring the April election cycle.

Someone asked about the RTA timeline.

Opitz said a number of them have talked at these meetings and formally had some conversations with our colleagues and we're looking at April otherwise the regularly scheduled elections aren't until the following April and of course Presidential 2012.

Bruskewitz asked about the comment that was made and she thought it was in reference to giving bus preference at signals which seemed to her like a good idea so I'm a little bit surprised about that comment but I'm not sure you really need to ???? improvements on University Ave. especially I know if you actually need that preference. The other question was those principles on transit are those going to go to the public?

Someone answered that it was a public document and we've had several RTA meetings at least 3 or 4 where those were discussed and it's a public document and that will serve as the basis for preparing the transit plan.

Bruskewitz so the public input and I'm not sure and I know it's a public document and I just saw it for the first time and I hadn't seen it before but is there going to be like a specific public hearing on those transit principles?

Someone answered that they had talked about that a little bit a couple of months and we have the Citizens Advisory Committee that we're in the process of creating and that the intent in that is to have 20 or 30 people serving on this committee to advise the RTA not unlike what the MPO has. So whether we would have scheduled formal ???? for principles we have not talked about that specifically.

Bruskewitz said she thought it would be a good idea like we have public hearings on our plan and so on and I think that might be a good thing to do.

Someone said what Supervisor Bruskewitz has questioned triggers in my mind is that with Transport 20/20 periodically Dave Trowbridge has sent out a update mailing to about 10,000 people on a mailing list and then we have meetings at Monona Terrace but arguably since we've been so anxious not to spend any money on the RTA until they have a referendum we're in this catch 22 where we can't engage the public by sending out a 10,000 piece mailing because we don't want to spend the public's money until we have the public's consensus.

Someone said there's a attempt to create a website for the RTA and is in the works.

11. Status Report by Madison Area TPB Members on Projects Potentially Involving the TPB:

- **USH 51 (USH 12/18 to I 90/94/39) Corridor Study**
- **USH 51 (McFarland to Stoughton) Corridor Study**

Schaefer said there wasn't anything new to report. He said that it wasn't on the list but he did want to mention the Interstate study to expand the interstate from Madison down to the Illinois state line and there was a State Transportation Projects Commission meeting hearing and TPC approved the EIS for that study to allow it to go forward for design and Al had emailed me and asking questions never heard of, what's the TPC ??? and so at your place I copied the main statutory provision that deals with the Transportation Projects Commission just for your information. If the TPC has to approve major studies

and also for actual listing of major projects for construction and put into the state statute and then on the second page 84.013 there's a definition of what a major highway project is over 5 million dollars, 2.5 miles or more in length. Someone added that it was the original definition from 1983. Schaefer said the other thing that he copied for information was a couple of pages from the report that was developed for that meeting that was just held in mid October and there a recording there on the 2 ??? studies that are ongoing right now the just completed one for the interstate and then the other one for the 51/McFarland project. So it's the ???????????? required?????that the department puts together for the TPC so just had that for your information and at some future meeting if you're interested we could have WisDOT do a brief presentation on it. It is in our plan and it's mostly outside our MPO Planning area and there's a small part of it that's in but mostly out.

Someone said there was significant work and that it goes all the way out to the 12 interchange and transitioned beyond that towards Badger???? There's ??? construction of the 12/39-90 interchange as well as ??? Then there's roughly 80 bridges on that route from Madison to Illinois.

Most all of the ones in Rock County have already been widened and largely have been widened for traffic control purposes.

This is going to be a significant issue to construct this with just 2 lanes of traffic during construction because right now we're already starting to see slow downs just from the ?? traffic.

Someone asked if the members of Transportation Projects Commission were listed anywhere.

Someone said that they were and they could send them out.

They said that these projects go through a great deal of rigorous effort and ??? and our process requires us to evaluate the highest needed projects if you will so we're not just taking random projects to this group these projects are based on the methodology that's put for the economic value, the operational value, the capacity and there's all kinds of factors to each project.

The project in itself the concept is pretty simple where in Rock County we're largely adding the 3rd lane on the inside and in Dane County we're largely adding on the outside where the median runs are smaller or narrower. But for planning purposes are there areas like hospitals, schools, subdivisions planned nearby that you can identify on a map. The most critical urban area on that project is Janesville and there's going to be collector roads and auxiliary lanes and there will be more lanes in the Janesville area for 14/26 as down by the Delevan area. They made a conscious decision in Janesville to put a relatively new school right next to the interstate.

Vesperman wanted to come back to the Hwy 51 Stoughton/McFarland project after discussing future work items.

They just wanted to mention that they are getting very close to a point where of the 4 alternatives options in the study we're dropping 2 options and this might be a good time where our staff comes back to this group and gives a presentation on Stoughton/McFarland and talks about various options and the ones that are falling out for various reasons of negative impacts.

Schaefer asked if that would be early next year and it was answered yes.

12. Discussion of Future Work Items:

- **Transit Development Plan (TDP) and RTA Service Plan Scenarios**
- **MPO Congestion Management Process**
- **Regional Transportation Plan Update**
- **Revisions to MPO Operating Rules and Procedures**

Schaefer mentioned that the only thing on the items mentioned that's new is the RFP for the congestion management process plan was issued and proposals are due November 15th and the schedule calls for a consultant and having a contract by mid December and basically have to have it done by then and should be able to and have a couple of people on the evaluation committee, one staff person from WisDOT Southwest Region probably Mike Hoelker and then a staff person from City Traffic Engineering to help with that and probably will get started in early January. That's all I have in terms of future work items. In terms of the status of hiring a Planner the interviews are scheduled for

November 11th & 12th and have 5 candidates and we'll be making a decision shortly after that and hope to have the person on board realistically in January because all the candidates are from out of state.

13. Announcements and Schedule of Future Meetings

The next meeting is scheduled for December 1, 2010 at the Madison Water Utility at 7 p.m.

14. Adjournment

Clear moved, Hulseby seconded, to adjourn. Motion carried.