

**Madison Area Transportation Planning Board (an MPO)  
October 6, 2010 Meeting Minutes**

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**1. Roll Call**

*Members present:* Joe Chase, Mark Clear, Duane Hinz, Brett Hulsey (arrived late at item #9), Chuck Kamp, Jerry Mandli (arrived late at item #5), Al Matano, Mark Opitz (arrived late at item #5), Steve Ritt, Chris Schmidt, Paul Skidmore, John Vesperman.

*Members absent:* Eileen Bruskewitz, Steve King

*Staff present:* Bill Schaefer, Bob Pike

**2. Approval of September 1, 2010 Meeting Minutes**

Moved by Schmidt, seconded by Hinz, to approve the September 1, 2010 meeting minutes. Motion carried.

**3. Communications**

Schaefer said there were no communications in the packet. Since the mailing, he said he received a form letter from the WisDOT Secretary approving TIP Amendment #7 for incorporation into the State TIP. That amendment was for the guardrail end treatment projects on the Beltline, Interstate, USH 151, and USH 18/151.

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

None

**5. Consideration of Resolution TPB No. 44 Regarding the 2011-2015 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County**

Schaefer said that an addition/correction sheet with a list of proposed project changes to the draft TIP was included in the packet. He said most of the changes were relatively minor reflecting cost or timing changes to projects. There were also a number of City of Madison projects with local funding that are included in the TIP for informational purposes. He said a revised version of the addition/correction sheet was at members' places. It included three Safe Routes to School program projects. The grant awards for those projects were just announced by WisDOT. Also in the packet was a revised version of the STP-Urban Project Listings that reflects the changes in the timing of projects discussed at the last Board meeting. Schaefer reviewed the changes again, including one additional change. He said the first phase of the Mineral Point Road/CTH M/Junction Road intersection reconstruction project would not be able to be started next year. The plan now is to let both phases of the project together with construction starting in 2012 and perhaps carrying over into 2013. The changes included moving the Fish Hatchery Road project up to 2012, moving the last two segments of CTH M back to 2014-'15 and CTH PD to 2016, moving up E. Johnson Street to 2014 and Cottage Grove Road to 2015. The primary reason for changes was to allow the work on Fish Hatchery Road to get done before the Verona Road/W. Beltline interchange project since McKee and Fish Hatchery Road would be the main alternate routes during construction. There was considerable question whether the southern segment of CTH M could be ready for construction in 2013 anyway. One benefit of the changes in the timing of projects is that it would allow full 50% funding of the southern segment of CTH M and closer to 50% funding of the University Avenue reconstruction project. There is a small shortfall in funding for Fish Hatchery Road because of all of the projects that year. Schaefer mentioned that King had raised the issue of potential interim improvements on McKee Road, and Schaefer said WisDOT would be

preparing a construction management plan for the interchange reconstruction project and would look at that issue.

Schmidt commented that he was concerned whether all of the scheduled STP-Urban projects could be constructed in 2012. Schaefer said the work was in different corridors and thus wouldn't be a problem from a traffic management standpoint. Vesperman commented that there was enough capacity in terms of contractors available to do the construction work. Rob Phillips, City of Madison Engineer, responded that University Avenue was under design now would move forward on time. He said the environmental document for the Mineral Point Road/CTH M/Junction intersection project was almost complete and a design consultant would be under contract by the end of the year. The schedule was tight, but doable. Dane County was the lead for the Fish Hatchery Road project and the City of Monona was the lead for Monona Drive so the work was spread around from an agency standpoint. Matano noted that both the City of Madison Long-Range Transportation Planning Committee (LRTPC) and the MPO Citizen Advisory Committee had made a recommendation to use some STP-Urban funding in 2012 for multi-modal transportation needs associated with the downtown intercity passenger rail station. Schmidt confirmed the LRTPC resolution, which called for the recommendation to be communicated to the Common Council. Phillips said the City of Madison's Executive Capital Budget reflects the proposed changes to the TIP just discussed as far as the STP-Urban funding. Phillips said it would be disruptive to the project programming process to add another project to the mix at this late date given the shortage of funding.

Schaefer highlighted some of the other proposed project changes or additions. He said the three Safe Routes to School projects added included funding for the Spring Harbor ped/bike underpass, a MMSD education and encouragement program, and ped/bike facility improvements and programming for the City of Sun Prairie. In response to a question from Opitz, Schaefer said the underpass funding would cover one-half of the construction cost. Among the other changes was the addition of the cost estimates for the Watertown to Madison segment of the intercity passenger rail project.

Moved by Kamp, seconded by Skidmore, to adopt Resolution TPB No. 44 Regarding the 2011-2015 TIP. Motion carried.

## **6. Review of Draft 2011 Unified Planning Work Program (UPWP) and the 2011-2013 Overall Program Design Report**

Schaefer said the draft work program was included in the packet. Action on the document was anticipated at the November meeting. He said MPO staff met with WisDOT, FHWA, and FTA staff and they had proposed a couple of technical changes to the budget table, but were otherwise satisfied with it. He highlighted some of the major work activities listed on the summary page of the document. Data collection and analysis work would include review of the 5-year American Community Survey data that would soon be released and work revising the traffic analysis zone (TAZ) system to support a future tabulation of this data at the TAZ level. The 5-year update to the Regional Transportation Plan (RTP) will be completed. He said staff hoped to have the modeling work completed by the end of the year. Another major project was the completion of a Congestion Management Plan. A budget amendment was just approved to allow hiring of a consultant to help with that project and Schaefer said he was working on the RFP. The third major project was completing the Transit Development Plan and the continued assistance to the RTA in developing the plan for improved transit services to support a local referendum. There are a number of ongoing major corridor studies sponsored by WisDOT that the MPO would continue to participate in. The two main ones are the USH 51 studies, but there are other ones such as the USH 14 corridor study and the last phase of the Beltline safety and operations study that would be looking further at potential additional street crossings. Other work included continuing specialized transportation coordination, the rideshare/TDM program, and continued planning assistance to the Capital Area RPC. This assistance included primarily preparing transportation analyses for proposed urban sewer service amendments. Schaefer also referred to the work program budget table on

page 34 that lists the level of staff activity for each work program element and shows how the funding is allocated in terms of Federal, state, and local funding sources

Clear asked Schaefer if MPO staff was keeping track of time spent on assistance to the RTA. Schaefer said no, that the work was included in more than one work element and couldn't be easily separated out. Clear said he supported having the MPO provide assistance to the RTA, but thought it would be valuable to know how much staff time has been contributed. Opitz commented that Dave Trowbridge with the City of Madison Planning Division was also providing a significant amount of staff assistance. Schaefer said Trowbridge was providing the primary administrative support and that Metro staff have also contributed a significant amount of staff time.

## **7. Review and Recommendation of Draft 2011 MPO Budget**

Schaefer reviewed a document that showed the 2011 budget in comparison to 2010 budget. He said staff costs for the 2011 budget were significantly less due to savings from lower salaries for the Planning Manager and Planner 3 positions and the proposal to reduce the Administrative Clerk position from full time to half time to better reflect staffing needs. Schaefer said the MPO didn't require full time administrative assistance. There are some relatively small offsetting increases in purchased services (telephone, ridesharing software and advertising). Most of the increase in the rideshare advertising would be made up by an increase in revenue from the agency partners. There are also some offsetting increases in office supplies. The budget for some items had been cut in recent years beyond the point that was sustainable. The largest increase was for copying costs, given the need to print the RTP update and TDP along with the annual TIP and other documents. Schaefer said the work program budget included some additional funding for the new planner to allow some flexibility when negotiating the salary for the person hired.

Clear asked if the open planner position was in the process of being filled. Schaefer said yes. Six candidates had been selected for interviews, which would be set up in the next month or so. He said it would probably be the beginning of next year before the new person was on board. Kamp asked the difference between the assumed city cash budget and minimum match. Schaefer said the cash budget calculation is a check to be sure that all expenses not covered by federal and state funding are covered. In 2010, it was higher because the city had to overmatch the federal and state funding available. That is not the case for 2011 due to the lower budget. He said for the work program budget the two numbers were closer because of the assumed higher staff cost for the new planner. Kamp asked Schaefer if the MPO had any union represented staff, and Schaefer said yes. He said for the others that cost of living and benefit increases are based on what the union negotiates, but not always the same.

Moved by Kamp, seconded by Opitz, to recommend the draft 2011 MPO Budget. Motion carried.

## **8. Update on the Milwaukee-Madison Intercity Passenger Rail Service Project and Madison Station**

Royce Williams, 2437 Fox Ave., Madison, registered to speak. He said not much progress had been made over the last month. He had hoped that the Madison Long-Range Transportation Planning Committee would take on a lead role in overseeing the project, but that didn't seem to be happening. He said the funding for the parking is the biggest unresolved issue at this point. Given the time needed for construction of the underground parking, the issue needed to be resolved relatively soon. He said there were a number of other issues as well, including the possibility of commuter rail in the future and intercity bus connections. He said since the state would own and operate the station, it was important for the state to identify a contact person.

Robbie Webber, 2613 Stevens St., Madison, provided some information based on meetings she had attended. She said WisDOT wanted below market rates for the parking for the rail station, but it was unclear who would pay for those lower rates. Having a remote parking location with a shuttle to the station was an idea that had been discussed. She said construction of the station would require an

amendment to the planned unit development permit for the DOA building and thus would need approval by the Planning Commission. She said the Urban Design Commission (UDC) had concerns about the station design blocking the view from the DOA cafeteria. Also discussed was the need to move people between the station and the south side of John Nolen Drive to the station where the bike path is and the intercity bus drop off might be. In regards to the corridor, there are concerns about losing street crossings. Kamp said he thought WisDOT was proposing to close 2-3 streets.

Matano handed out copies of the email string on the project that had been sent to Board members. He asked about the upcoming public meeting, and Schaefer said it was related to the land bridges being built this year. Schaefer added that a traffic operations analysis was being done, and there are some major issues at the Williamson Street/John Nolen/Blair intersection complicated by the planned addition of a second track from the station to the Johnson yard.

#### **9. Update on the Dane County Regional Transit Authority (RTA)**

Royce Williams, 2437 Fox Ave., Madison, registered to speak. He commented that he was happy that the RTA Plan for Transit Committee was seeking input from the work that has been done by the TDP committee. He said he favored a phased approach with the RTA seeking only a ¼ percent sales tax for bus service improvements while studying longer term improvements involving rail or BRT. This would allow the RTA to hire staff and get going.

Schaefer mentioned that he sent an email with the link to a transit peer community inventory conducted by Thrive to inform the RTA discussions. Opitz noted the upcoming RTA meetings, and said a draft document with principles for development of the transit plan was included in the packet. He said Thrive provided some good comments on it at the last Plan for Transit Committee meeting.

#### **10. 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**

Vesperman said the project manager position for those studies had just been filled and that they would be getting going again. In the meantime, Meriter Hospital met with WisDOT regarding its plan to build a clinic next to Menards near the Broadway and USH 51 intersection. They are in the process of purchasing land for the facility. He said the plan for the reconstruction of that intersection, moving it to the north, might be in conflict with Meriter's plans so discussions were underway on that. He said WisDOT was also working on short-term solutions for the Pflaum and Buckeye Road intersections. For the southern USH 51 study, they were working with the consultant to narrow down the number of alternatives. He also mentioned the supplemental draft EIS for the Verona Road/West Beltline study had been released and two public hearings scheduled this month. In response to a question, he said construction on the Stage 1 improvements was scheduled for 2013-2015 with most of the work in 2014.

#### **11. Discussion of Future Work Items:**

- **Approval of 2011 Work Program**
- **Transit Development Plan (TDP) and RTA Service Scenarios**
- **MPO Congestion Management Process**
- **Regional Transportation Plan Update**
- **Revisions to MPO Operating Rules and Procedures**

Schaefer said action would be sought on the work program at the next meeting. He also mentioned that he would be getting back to drafting the revisions to the operating rules and procedures.

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

Vesperman said the environmental document for Interstate 39/90 from Madison to the Illinois State Line was signed by FHWA last week. The State Transportation Projects Commission (TPC) will be meeting for the first time in many years to consider enumeration of five major projects. The Interstate project was the highest priority project. He explained that enumeration of major projects by the TPC was required prior to funding being budgeted. If enumerated, WisDOT could begin final design for the project.

The next meeting is scheduled for November 3, 2010 at the Madison Water Utility at 7 p.m.

## **13. Adjournment**

Moved by Clear, seconded by Hinz, to adjourn. Motion carried.