1. Roll Call

**Members Present:** Beaupre, K. Clark, Dryer, Dunphy, Hoelker, Kennedy, Trowbridge (for Murphy), Nelson, Sobo (for Persich), Andros (for Violante), Woodard

**Members Absent:** R. Clark, Coville, Even, Ginder, Kirchner, Kugler, McComb, Scheel, Simon, Sylvester, Vela

**Others Present:** McDonald, Schaefer, D. Paoni, L. Barta

2. Approval of September 24, 2008 Meeting Minutes

Moved by Kennedy, seconded by Clark, to approve the September 2008 meeting minutes. Motion carried.

3. Presentation on Proposed Interim and Long-Term Improvements for Verona Road (USH 12/18) and West Beltline/Verona Road Interchange

Larry Barta, WisDOT Southwest Region, provided a power point presentation showing the interim (2014-2015) and ultimate (after 2017) improvements for Verona Road and the Beltline interchange and the impacts of them. He said the interim improvements are intended to provide congestion relief and address safety issues over the next 15-20 years. Both the interim and long-term solutions will be included in the EIS. Long-term improvements will be mapped and built as warranted in the future.

The interim solution for the Beltline interchange is a single point design with Verona Road expanded to eight lanes. He said WisDOT is considering three different alternatives for the realignment of the frontage road. A jug handle design is being proposed for the Summit intersection with a grade-separated street crossing to the south connecting the frontage roads. A pedestrian underpass is planned to the south of the jug handle. No changes are needed at the Raymond Road intersection until the ultimate facility is constructed. Carling Drive is planned to be extended under Verona Road. He said there is sufficient width to maintain the existing path with the possible new street connection. An additional through lane is planned as a Stage 2 improvement for the Williamsburg Way intersection. Dual left-turns and right-turn lane extensions will be added at CTH PD. The ultimate improvement at CTH PD is an interchange with a possible Texas U turn. In response to a question from Woodard, Barta said that for the freeway design the existing Military Ridge bike path would need to be relocated along the abandoned rail corridor as planned. Nelson asked about the planned rail corridor path crossing of CTH PD, and Barta said WisDOT would work with the cities on that. Nelson said an overpass would be needed. Full conversion of Verona Road to a freeway wouldn’t occur until 2030 or later. Sobota asked about pedestrian crossings under this scenario, and Barta said a number of additional grade-separated street crossings would be added. Sobota asked about the Seminole Highway interchange. Barta said no decision had been made on the long-term future of the interchange under the long-term scenario of a free flow USH 18/151 interchange traveling either under or over the Beltline. Barta handed out a map showing the various improvements proposed and under consideration.

4. Brief Presentation on Coordinated Public Transit – Human Services Transportation Plan for Dane County

Schaefer said MPO staff prepared the plan with assistance from the Dane County Specialized Transportation Manager. He explained that the plan is required by SAFETEA-LU in order for projects to receive federal funding under the Elderly/Disabled Capital Assistance Program.
Access Reverse Commute Program, and New Freedom Program. The New Freedom Program funds services that go beyond the requirements of the ADA. FTA released guidance in 2007 that detailed the requirements for such plans. Schaefer then reviewed the plan principles and general funding priorities, service needs assessment, and coordination issues and recommendations from the plan. The principles and funding priorities place an emphasis on services that are integrated and open to the general public. Transit service needs include expanded Metro service, local service in suburban communities (e.g., shared ride taxi or deviated route), regional bus service, employment transportation for 2nd and 3rd shift workers, employee transportation assistance programs, and transit fare assistance for low-income persons. Specialized transportation needs include additional group transportation service, expanded RSVP service, and vehicles for non-profit organizations and agencies. Schaefer reviewed existing coordination efforts and issues and the recommendations, which include developing improved, more centralized information on services and hiring a mobility manager. Schaefer said both of these recommendations would be implemented through a grant that the Dane County Department of Human Services will receive next year under the New Freedom program. Travel training and leasing of new software that supports data management and improves productivity will also be part of the project, which is supported by Metro Transit. Sobota raised the issue of assisted living community centers being required to provide transportation for their residents. He said the mobility manager should be aware of this. Schaefer said this was a good point, which he would bring back to the coordination team.

5. Discussion on the Interaction of the Technical Coordinating Committee with the MPO Policy Board

McDonald said the Citizen Advisory Committee had raised the issue of interaction with the Policy Board. Staff decided to raise it with this committee, since staff would want to make any changes for both of the advisory committees. Currently, staff includes in its reports on Board agenda items any action taken or discussion by both advisory committees. Advisory committee members are also free to attend Board meetings and make comments. One of the possible recommendations is to have a standing agenda item at Board meetings for a report by a representative from the advisory committees. Beaupre said WisDOT staff discusses agenda items with the WisDOT representative on the Board if there is an issue they are concerned about. Following some discussion, there was consensus that a report by a technical committee representative at Board meetings wasn’t necessary. However, committee members didn’t oppose the idea for the citizen committee if they wanted to do that.

6. Committee Member Reports

Hoelker reported that a public meeting was scheduled for October 28 on the Interstate 39/90 Corridor Study. A public meeting was also scheduled for the same night on the USH 12 (Middleton to STH 19 West) Access Study.

Trowbridge reported on the status of the Transport 2020 Study. FTA is reviewing the New Starts application, and has requested that a scope of work be prepared for the project management plan. This wasn’t expected and will take about two months to complete. McDonald added that consultants for FTA had contacted MPO staff to get information on MPO actions taken regarding the project.

Kennedy said that Observatory Drive was now open to traffic to the roundabout at Walnut Street. The extension of the roadway to Highland Avenue will be completed by the end of November.

Woodard noted that a wind turbine was being constructed in McKee Farms Park.

Sobota reported that a public hearing was scheduled for November 24 on a potential fare increase and associated potential service improvements with some of the additional revenue. Service changes were implemented in October that included addition of weekend and Holiday service to the airport and midday service to the American Center.
Nelson reported that a ribbon cutting ceremony was scheduled for October 31 for the new Hanson Road Bridge over the Interstate.

7. Staff Reports

McDonald reported that the MPO had received letters from WisDOT requesting the MPO to comment on the coordination plans and impact methodology for the two USH 51 Corridor studies. Staff has prepared letters of comment, which the MPO Board would be considering at its November meeting. He said this is part of the agency coordination process required by SAFTEA-LU, and thought development of the coordination plans was very helpful. Sobota asked if the impact to the Dutch Mill park-and-ride lot and transit service to it had been considered. McDonald said WisDOT was only asking for comment on the methodology at this time, not the content.

8. Next Meeting Dates

The next meeting dates are Wednesday, November 19 (if necessary) and Wednesday, January 28, 2009.

9. Adjournment

The meeting was adjourned at 3:30 p.m.

Minutes recorded by Bill Schaefer