

**Madison Area Transportation Planning Board (an MPO)
October 5, 2011 Meeting Minutes**

1. Roll Call

Members present: Eileen Bruskewitz, Mark Clear, Ken Dahl, Ken Golden, Jeff Gust, Chuck Kamp, Jerry Mandli, Al Matano (Chair), Mark Opitz, Chris Schmidt, Robin Schmidt, Paul Skidmore

Members absent: Steve Ritt, Steve King

Staff present: Bill Schaefer, Mike Cechvala, Nick VanderZwan

2. Approval of September 7, 2011 Meeting Minutes

Moved by Golden, seconded by Opitz, to approve the September 7, 2011 meeting minutes. Motion carried.

3. Communications

Schaefer stated that there was one communication in the Board's packet. It was a letter from the Town of Springfield regarding the request for financial support for the MPO in 2012. The letter stated that they understood the benefits of the MPO, but determined the impacts to the town were not significant enough and declined the invitation. Schaefer said he also included the MPO's letter since not all of the Board members had seen the final version.

Golden suggested that one way of encouraging financial participation would be to change the MPO's funding match requirements for STP-Urban projects. If a community that received funding for a project did not financially contribute to the MPO then perhaps the local funding match would be increased by a certain percent. He said the intent was not to punish non-paying municipalities, but rather encourage them to participate. Asked if he had heard from other municipalities, Schaefer said he spoke with the planner from the City of Stoughton who was putting together information for consideration of the item by the City Council. Following some discussion it was agreed to put the item on a future meeting agenda early next year. Bruskewitz suggested that Board members talk to local officials and gather more information prior to the MPO discussing the matter.

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

No public comments.

5. Public Hearing on Draft Congestion Management Process for the Madison Metropolitan Planning Area

Matano opened the public hearing, and called the names of those members of the public who registered to speak.

Ted Voth, Jr., Madison, stated he believed there was an inherent contradiction in trying to reduce congestion and continuing to encourage the automobile culture. He commented that a person working second shift could take the bus to work, but not get home afterwards, while a third shift worker had the opposite problem. He felt it was a matter of social justice that more emphasis should be placed on improving public transit rather than improving conditions for driving.

Mike Barrett, Madison, stated while spending on roadway projects in the City of Madison had increased significantly spending on other city services (parks, community services, transit) had remained essentially flat. Barrett said traffic congestion was good for the area as it means people want to be in the city. He emphasized the need for a grid street system that is interconnected for biking and walking and more transit-oriented developments.

Bob Schaefer, Madison, stated that congestion must be considered as people moving from one location to another by various modes of transportation that often compete for the same roadway corridor space. He said congestion solutions must benefit the most people, but also enhance all modes. He also said that users must contribute their fair share of the cost of their choice of transportation mode.

There were no questions for the speakers from the Board, and Matano closed the public hearing.

6. Resolution TPB No. 54 Regarding Amendment #6 to the 2011-2015 Transportation Improvement Program for the Madison Area & Dane County

Schaefer explained that a special amendment to the 2011 TIP was needed to deal with project cost or timing changes, as well as a few smaller, new federally funded projects that are planned to either start design or construction next year. Schaefer said this would ensure there isn't a delay for these projects because the current 2011 TIP rather than the new 2012 TIP will remain effective until the long-range transportation plan update is completed. The new 2012 TIP can then be approved by Federal Transit Administration and Federal Highway Administration and become effective early next year. Schaefer stated that the goal was for the Board to adopt the update in February with the new TIP then being approved in mid-February. Most of the new projects are being added to allow design to start next year. For one of the new projects, construction is scheduled to take place next year. That one is a resurfacing project on the southbound lanes of Interstate 39/90 from the Beltline south to Highway B. Work on the northbound lanes was being done this year. Schaefer said the other new projects included three intersection safety projects: USH 12 and Millpond Road, CTH K and USH 12, and USH 14 west of Middleton between Twin Valley and Stagecoach Road. The other new project is a corridor preservation study that WisDOT will be undertaking for STH 138 between Oregon and Stoughton.

Matano asked what would be characterized as a capacity expansion project, and whether addition of auxiliary lanes would be considered a capacity expansion project. Gust answered that WisDOT does not consider this a capacity expansion, and Schaefer agreed. He said it only includes expanding the number of general purpose travel lanes, a new interchange, or a new roadway. Dahl asked if a project increases in cost, is there a process for reviewing the reasons for this and re-evaluating the project. Schaefer said the MPO does not do this for non-STP Urban projects. The MPO's role is mainly to ensure those projects consistent with the long-range plan and that there is federal funding available for those projects and the timing of other projects is not impacted. He asked Gust to elaborate on WisDOT's process. Gust stated that WisDOT tracks changes in project cost estimates and may remove some project elements if sufficient funding isn't available as long as that doesn't substantially reduce the benefits of the project. He said WisDOT has been working on improving their project cost estimating process with the same people scoping and costing out all of the projects. Gust also stated that WisDOT has an internal project management process that requires higher level staff to approve cost increases over a certain threshold. Golden cost and cost changes are addressed in the MPO's scoring criteria for STP Urban projects. Schaefer said one criterion is cost effectiveness, which addresses the project cost (per mile for typical road construction projects) versus the number of people affected. He said that some larger MPOs use very sophisticated cost-benefit analysis models. Golden asked if the project cost increased significantly whether the MPO would ever revisit the project's score and merits. Schaefer said that would be appropriate.

Moved by Robin Schmidt, seconded by Clear, to adopt Resolution TPB No. 54 regarding Amendment #6 to the 2011-2015 TIP. Motion carried.

7. Resolution TPB No. 55 Regarding the 2012-2016 Transportation Improvement Program for the Madison Area & Dane County

Schaefer reviewed the changes in the timing and funding of the STP-Urban projects compared to what was in the draft TIP. The Allen Boulevard and Cottage Grove Road projects are proposed to be delayed one year. That combined with the new corrected, lower cost estimate for Monona Drive Phase 3 allows more funding to

be allocated to the 2012 projects that are short of the full 50% funding, mostly University Avenue and Fish Hatchery Road. Schaefer also reviewed some of more significant new or revised projects in the addition/correction sheet. He said the Dutch Mill Park & Ride expansion project was added back into the TIP because construction was delayed until next spring. He also mentioned the short path segment of the larger planned rail corridor path paralleling University Avenue that will be constructed in 2012. Schaefer said the path was being extended west from Eau Claire Ave. to Whitney Way in part because bike lanes will be added to University Avenue, but not on the bridge. Bicyclists can then access the path from Whitney Way. Clear added that the path is also related to the University Crossing development, which was just approved. Gust mentioned the USH 51 (STH 19 to CTH V) expansion project outside the MPO planning area. Schaefer mentioned that both the Technical Coordinating Committee (TCC) and Citizen Advisory Committee (CAC) recommended adoption of the draft TIP with the proposed changes.

Golden asked if there were any projects in the TIP that are inconsistent with the current transportation plan, and secondly, if there were any projects that created problems from a timing standpoint. Schaefer answered that all of the projects were consistent with the plan. He also said that MPO staff works with WisDOT and other agency staff each year as part of TIP development to ensure that all projects are coordinated and timed appropriately. Bruskewitz asked if minutes were taken of the TCC meetings and whether MPO Board members could receive a copy. Schaefer said MPO staff does prepare TCC meeting minutes, and they are posted on the website. The minutes of both the TCC and CAC meetings could be included in the Board meeting packet. R. Schmidt suggested instead to provide a link to the minutes in the meeting notice. Schaefer agreed to do so.

Moved by Bruskewitz, seconded by Robin Schmidt, to adopt Resolution TPB No. 55 approving the draft 2012-2016 TIP with the changes in the Addition/Correction sheet dated 10/5/11. Motion carried.

8. Resolution TPB No. 56 Regarding the Draft Congestion Management Process for the Madison Metropolitan Planning Area

Schaefer stated that some additional changes were made to the initial draft CMP report based on comments received from the Board as well as the Congestion Management Committee. He briefly reviewed some of those changes, including language clarifying how the CMP fit into the overall planning process. He said the public meeting was held on Thursday, September 29. About a dozen people attended and while there was some good discussion there were no comments specific to the congestion management process. MPO staff reviewed the CMP report with the CAC, which decided not to make a recommendation. The draft report was also presented to the TCC, which recommended adoption with the one change recommended. Schaefer explained the recommended change, which was to revise the Travel Time Index performance target for both freeways and urban arterials to 1.75. Schaefer said the change was recommended after further review of data from the Highway Capacity Manual and Beltline and national travel speed data. Schaefer said a memo was sent out to the CMP committee explaining the change and no committee members expressed concern about the change.

Golden commented that he supported the data-based approach to addressing congestion, but said the issue needed to be addressed on a system-wide level. For example, he said mitigating congestion on the Beltline could lead to problems at the off-ramps and/or arterials that the Beltline feeds. Schaefer agreed that those kinds of impacts needed to be considered and would be as part of the capacity expansion study of the Beltline when that is initiated. Mandli agreed that some projects can end up just moving the problem to a different location in the system. Gust commented that capacity expansion projects can also reduce diverted traffic. For example, the Verona Road study showed that many of the motorists on Seminole Highway wanted to be on Verona Road, but due to congestion used the alternate route. He added there are both macro and micro (operations) models to help anticipate these sorts of trip distribution impacts. Robin Schmidt asked about the timeline for adoption of the report. Schaefer stated that the MPO needed to adopt the CMP report by the end of the year at the latest. Robin Schmidt mentioned the transit service improvement and other TDM recommendations in the report and questioned whether there were other alternatives that should be considered

(e.g., shuttle service). Schaefer responded that the CMP outlines the planning process that will be used to address congestion, which will be incorporated into the overall planning and programming process, including the long-range plan, Transit Development Plan, and TIP. Those planning processes would be the appropriate vehicle for discussing and making recommendations on transit improvements and TDM initiatives. Golden commented on the MPO's role in setting policy and that discussions at the MPO level generally reflect municipal discussions, both disputes and agreements. Gust commented that not all staff at WisDOT like the CMP document or agree with the performance standards, but that he likes the fact that congestion will be better tracked on the roadway network. The same data for each roadway will be obtained and analyzed so projects can be compared accurately against one another. That will lead to better decisions. For example, he said while one roadway may have a stable level of congestion, another roadway may be continually degrading so that may be a higher priority for improvements. Schaefer confirmed that the comment he received from WisDOT staff was while they don't necessarily agree with the entire report and recognize the somewhat different policies of the MPO and WisDOT with respect to congestion, they are looking forward to working with the MPO on the process, which will enable better decisions.

Moved by Bruskewitz, seconded by Clear, to adopt Resolution TPB No. 56 adopting the Congestion Management Process with the change to the Travel Time Index values noted in the addition/change sheet. Motion carried.

9. Review of Draft 2012 Unified Planning Work Program (UPWP) and the 2012-2014 Overall Program Design Report

Schaefer briefly reviewed the major work activities. He stated that the first priority was finishing the long-range transportation plan update. The next priority was finishing up the Transit Development Plan (TDP). The MPO would also be overseeing a transit corridors study next year as part of the Sustainable Communities project. He said staff would provide information on that study at the next meeting. Other activities include setting the new MPO planning area boundaries once the 2010 Census urbanized area boundaries are published next year. Schaefer said he anticipated that the Village of De Forest would be added to the urbanized area, but not Oregon or Cross Plains. Following that, another MPO task would be updating the functional classification of area roadways. Towards the end of the year, Schaefer said he anticipated that the comprehensive update of the 2000 bicycle plan would be initiated.

Golden asked about the specialized transportation coordination assistance and how that was funded. Schaefer responded that in the past Dane County provided approximately \$13,000 per year for that assistance, but the level of funding was reduced this year to \$5,000. Golden asked whether the funding was sufficient to cover the service provided. Schaefer said in the past it probably was, but it was difficult to say because the amount of staff time varied from year to year. He did say MPO staff spends less time on this now that the county has a specialized transportation manager.

10. Review and Recommendation of Draft 2012 MPO Budget

Schaefer reviewed the 2012 budget, which was about 2% higher than in 2011. The increase is due to higher staff and benefits costs, which is partially offset by reductions in purchased services and supplies (e.g., postage, computer software) and supplies. He said that the increase in benefits may not be as high due to anticipated savings in health care costs. Mandli asked about the increase in a position's salary, and Schaefer responded that it was a change in the job classification due to the evolution of GIS from 1999. Robin Schmidt pointed out an error in the budget where a column from an older document was mistakenly included. Schaefer said he would correct that.

Moved by Mandli, seconded by Robin Schmidt, to recommend approval of the budget. Motion carried.

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

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

Gust said there wasn't anything new to report on these studies. He offered to have WisDOT staff attend future meetings to give presentations on large projects in the area. Schaefer thanked him for the offer and said presentations had been provided on the USH 51 and Verona Road studies.

12. Discussion of Future Work Items

- **Regional Transportation Plan Update**
- **Regional Transit Corridors/TOD Study**
- **Intercity Bus Terminal**
- **Transit Development Plan (TDP)**

Matano mentioned that the new City of Madison budget was released and Madison Metro will have no fare increases or service cuts. Metro has reported outstanding ridership numbers. Matano added that Madison Metro has rehired its director (Chuck Kamp) for five more years. Kamp added that the lack of service cuts was especially notable given the decrease of 10% in state funding and the anticipated increase in fuel costs. Kamp added that the local share from the City of Madison is actually going up significantly to avoid fare increases and/or service cuts. Matano asked Kamp about Metro's ridership numbers. Kamp responded that ridership is up 7.7% year-to-date over last year. He said there are overcrowding issues on some city routes and some dodger routes. Kamp added that much of the new ridership is unlimited ride pass ridership. Metro has had success with the new commute card program involving both large and small customers, which has generated approximately 150,000 rides this year.

Schaefer said he didn't have anything else to add in terms of work items, but noted MPO staff would be participating in the intercity bus terminal discussions. The City of Madison staff committee that was set up is looking at both short- and long-term sites.

Kamp suggested that a future agenda item might be how the MPO and City coordinate efforts on the proposed city transportation master plan. Schaefer stated that the project was in the MPO's work program.

13. Announcements and Schedule of Future Meetings

Matano introduced the newest member of the MPO staff, Mike Cechvala. Schaefer stated that Cechvala would be handling transit and pedestrian and bicycle planning, among other responsibilities.

The next meeting is scheduled for November 2, 2011.

14. Adjournment

Moved by Clear, seconded by Opitz, to adjourn. Motion carried. The meeting adjourned at approximately 8:50 PM.