1. Roll Call

*Members present:* Mark Clear, Ken Dahl, Jeff Gust, Paul Lawrence, Jerry Mandli, Al Matano (arrived during item #5), Ed Minihan, Mark Opitz, Chris Schmidt, Robin Schmidt

*Members absent:* Ken Golden, Chuck Kamp, Steve King, Paul Skidmore

*MPO Staff present:* Bill Schaefer, Mike Cechvala

*Others present:* Rob Phillips, Diane Paoni, Royce Williams

2. Approval of September 5, 2012 Meeting Minutes

Moved by Clear, seconded by Lawrence, to approve the September 5, 2012 meeting minutes. Motion carried with Dahl and Gust abstaining.

3. Communications

Schaefer reported three communications items received by the MPO.

- Letter from WisDOT approving 2012-2016 TIP Amendment #4, which was approved by the MPO Board at the last meeting.

- Letter from U.S. Department of Housing and Urban Development inviting Matano to a roundtable and leadership dialogue with Shelley Poticha, Director of the Office of Sustainable Housing and Communities.

  Schaefer said Matano was unable to attend and he thought Golden attended the roundtable as an alternate, though Poticha ended up not being able to make it. The leadership dialogue was cancelled.

- A newsletter from WisDOT regarding the USH 51 (McFarland to Stoughton) study and the public information meeting scheduled for October 15. Schaefer said WisDOT had refined the alternatives that are being carried forward.

Schaefer stated that he received an email from Paul Skidmore resigning from the MPO Board due to a conflict with his work schedule. Mayor Soglin will need to appoint another alderperson.

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

None.

5. Resolution TPB No. 66 Regarding the 2013-2017 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Schaefer stated that a correction sheet for the draft TIP was included in the meeting packet. Most of the changes were minor such as changes to cost estimates and/or the schedule for projects. He said there were two minor changes to the STP Urban listings. The PS&E cost estimate for the Monona Drive project came in slightly lower than the previous estimate and so the funding was revised accordingly. Also, the MPO received a substantial increase in federal planning funds for next year due to the increase in population of the Madison area relative to other areas of the state over the past decade. Schaefer said the MPO was informed of the increase after the 2013 budget was already prepared for inclusion in the city’s budget. Therefore, there was no opportunity to adjust the budget to utilize the extra funds. The amount of STP Urban funds used to support the
MPO Planning program was reduced to offset most of the increase in planning funds. This additional funding can then be used for capital projects in the future.

Schaefer reviewed some of the more significant changes. He said the West Towne path would be added as a planned bicycle project without programmed funding. The path is currently being planned by City of Madison Engineering staff to take advantage of some roadway and bridge work being done. It would follow the Beltline corridor from the Struck Street underpass west to High Point Road. The Gammon Road interchange area would be grade separated. Schaefer said some of the state roadway project changes reflected changes already made to the current TIP as part of the most recent amendment. He said the schedule for a number of locally funded City of Madison street projects had been pushed back under the Executive budget. These included Atwood Avenue, Winnebago Street and Monroe Street. Some projects were pushed back outside the 5-year program.

Moved by R. Schmidt, seconded by Clear, to approve Resolution TPB No. 66 Regarding the 2013-2017 Transportation Improvement Program for the Madison Area & Dane County. Motion carried.

6. Appointment of MPO Representative to New Transit Subcommittee of the Dane County Public Works & Transportation Committee

Matano stated that County Supervisor R. Schmidt invited the MPO Board to select a representative to a new Transit Subcommittee of the Dane County Public Works and Transportation Committee. Schaefer mentioned the discussion at the last meeting about whether the representative should be a policy board member versus staff person. He stated that Ken Golden had sent him an email indicating that he is very interested in serving on the committee. R. Schmidt stated that there are seven seats on the committee and they were considering adding two more. She said the Dane County Public Works Department would provide staffing. She said that she hoped MPO staff would provide information and general support for the committee as well.

Moved by Opitz, seconded by Clear, to confirm the appointment of Ken Golden as the MPO Representative to the New Transit Subcommittee of the Dane County Public Works & Transportation Committee. Motion carried.


Schaefer stated that he sent out a two-page summary of the draft Work Program to local officials and a link to the full document on the website, and invited comments on it. MPO staff met with FHWA and WisDOT staff to review a preliminary draft of the document. Most of their comments have been incorporated into the current draft. A couple of other changes still need to be made, including the addition of a schedule for the long-range plan update. The update isn’t due until the end of 2016, but all MPOs have been asked to put together a schedule.

Schaefer highlighted some of the major planning activities for 2013. Under System-wide Transportation Planning, major activities include data collection and analysis (in particular the 2006-2010 Census Transportation Planning Package data at the TAZ level that is used for the travel model), assistance to the City of Madison in preparation of the Sustainable Madison Transportation Master Plan, continued tracking of performance measures, and continued work on the travel demand model (including converting the existing daily model to a time-of-day model and creating a new mode-choice model). Under Transportation System Management, major activities will include continued work to implement the Congestion Management Process, completing work on the Transit Development Plan update (expected to be approved in early 2013), assisting with the bus size study for Metro, and completing the update of the urban area and MPO planning area boundaries and the associated roadway functional classification system. Other major activities include updating the Coordinated Public Transit – Human Services Transportation Plan for Dane County, assisting with the numerous WisDOT major corridor studies, completing the Bus Rapid Transit study, initiating an update of the countywide bicycle transportation plan, and the ongoing Rideshare Etc. program. Schaefer
added that he planned to have Renee Callaway, the new Rideshare Etc. program coordinator, give a presentation to the board on the program at a future meeting.

Gust mentioned WisDOT SW Region’s Park and Ride study. Schaefer said he should add that to the Work Program. He said MPO staff was attending the meeting on the study the next day. R. Schmidt stated that Tom Stoebig wasn’t a Dane County supervisor anymore. Schaefer responded that he would make that correction to the Citizen Advisory Committee member list table. Minihan requested that a notice regarding the work program be sent to the Dane County Towns Association. Schaefer agreed to send a note to Jerry Derr.

Schaefer stated that there will be several conflicts in 2013 between the MPO board meetings, which normally occur on the first Wednesday at 7 p.m., and the City of Madison Transit and Parking Commission meetings, which normally occur on the second Wednesday at 5 p.m. They are planned to occur on the same day four different months (January, July, Sept., November) because of holidays and other events. This is a problem since three board members need to be at both meetings. One option is to have both meetings on the same evening with the MPO board meeting moved back to 7:30 and possibly held in downtown Madison. Another option would be to reschedule the MPO board meeting to a different Wednesday, which might work in some cases. It would require changing the usual day of the Citizen Advisory Committee meeting. Board members said Schaefer should come up with a plan and present to the board.

8. Review and Recommendation of Draft 2013 MPO Budget

Schaefer reviewed the 2013 MPO budget. He said budgeted expenditures were about 1.6% higher than in 2012 due to increases in salary/benefits, which are partially offset by a small reduction in purchased services and supplies/equipment. He pointed out that the largest item under purchased services aside from property rental was the software maintenance contract for the Rideshare program. He pointed out that the consulting services budget was reduced, but didn’t include the carryover funding for travel modeling support from 2012. In terms of supplies/equipment, the budget was reduced slightly with lower postage and printing costs. Schaefer also reviewed the MPO’s anticipated revenues, noting the increase in FHWA planning funds with a corresponding increase in state matching funds. In response to a question, Schaefer stated that local funding is provided by the Cities of Madison, Fitchburg, and Monona, and the Village of McFarland. Opitz indicated that he included funding for the MPO in Middleton’s budget request, but didn’t know if it would be retained in the final budget.

Moved by R. Schmidt, seconded by Clear, to recommend approval of the draft 2013 MPO budget. Motion carried.

9. Update on Transit Corridor (BRT) Study

Schaefer stated that the MPO held a very well attended public meeting on September 10 and two workshops the next day. There will be two more meetings of our Study Oversight Committee scheduled to finalize the alignments for the four corridors and the assumptions for what roadway improvements would be included for transit. There will be a high end “fixed guideway” and low end “corridor” BRT alternative. Cechvala reviewed the preliminary alignments and major issues for the four radial corridors being studied – north, east, south, and west – along with a connecting central segment between about Randall Avenue and the Yahara River. He said the operating scheme would likely consist of one route that operates north-south and a second route that operates east-west. The north line would head northeast on E. Washington Ave, then north along Fordem and Sherman Ave. to Warner Park and the Northside Town Center. In the first iteration, the line continued east to the Dane County Airport via Darwin Road. However, it was shortened following input at the technical workshop due to the low ridership at the airport. The BRT buses may travel to Warner Park and then continue as local service to Troy Drive and the airport. Other major challenges on the north corridor are relocating the North Transfer Point – presumably to Sherman Ave. at Aberg Ave. – and connecting from E. Washington Ave. to Fordem Ave. with a busway along the railroad corridor alongside Burr Jones Field. The east line would operate similar to Route 6 via MATC, primarily along E. Washington Ave. It would not do the Portage Rd. / Hayes Rd. loop. The routing in the Madison College area would be shortened by rerouting
from Kinsman Blvd. to Anderson Road. A major challenge will be the connection from Anderson to E. Washington Ave. given possible improvements to USH 51. It is assumed that the Anderson Rd. – Lien Rd. connector will not happen; however, other options may exist, such as a bus-only connection from Anderson Rd. to Mendota Street. The south line would travel south on Park St. to the South Transfer Point, then west on Badger Rd. and south on Fish Hatchery Rd. A few alternatives were investigated, but this route – also essentially chosen by the streetcar project in 2007 – proved clearly advantageous in terms of ridership, roadways, and potential redevelopment. Cechvala said the west corridor was the most complex and the oversight committee had not yet met to discuss this corridor. However, the current thinking was that BRT service would travel west on Campus Dr. and University Ave., then south on Whitney Way to the West Transfer Point, and west to West Towne. Alternatives include Old University Ave., looping around University Bay Dr., Sheboygan Ave. or Old Middleton Ave., and Odana Rd. or Mineral Point Rd. If Mineral Point Rd. is chosen, the West Transfer Point would need to be relocated to the north and no suitable site exists – there would also be major scheduling impacts. MPO staff will make the recommendation to drop the Old University Ave. and University Bay Dr. alternatives because they increase travel times substantially and are served extensively by local service.

10. Status Report by Madison Area TPB Members on Other Projects Involving the TPB

Schaefer stated that WisDOT could provide a presentation at a future meeting to go over refinements to the potential improvements under the different scenarios for Stoughton Road/USH 51 Corridor Study. One new concept that has been added for analysis is a diverging diamond interchange at the Beltline interchange, which could be an alternative to the flyway ramp under the high level improvement alternative. Gust added that the project is now authorized to investigate the potential long-term addition of travel lanes as well.

Schaefer stated that the Bluetooth detection for the Beltline origin-destination study was wrapping up and the effort would shift to compiling and examining that data and the video from the helicopter runs.

Gust stated that the I-39/90/94 study was proceeding. The first phase of the study would be investigating the impacts of potential new interchanges and grade-separated crossings. Asked about the current work at USH 51 and I-39/90/94, Gust responded that the bridges on the interstate were being replaced. It was also part of the project to convert USH 51 to a four-lane freeway north of STH 19 to DeForest.

11. Discussion of Future Work Items

Schaefer stated that MPO staff was working on the bus size study. Two proposals had been received to the RFP. Staff was also working on the transit development plan. Potential service recommendations were reviewed with the TDP committee. Another meeting would be scheduled to finalize those recommendations and review other non-service related recommendations. Staff had also prepared a first draft map of the proposed boundaries for the 2010 adjusted urban area and MPO planning area and reviewed that with WisDOT staff. WisDOT will provide comments to MPO staff. A final draft map will then be prepared to review with the MPO technical committee and board.

12. Announcements and Schedule of Future Meetings

Matano stated that Chuck Kamp was in Seattle at the American Public Transit Association meeting receiving the award for best transit agency of our size.

Schaefer stated that the next meeting will be held November 7, 2012 at either 7:00 or 7:30 p.m. at a location to be determined. The City of Madison Transit and Parking Commission will be meeting the same night.

13. Adjournment

Moved by Dahl, seconded by Gust, to adjourn. Motion carried. The meeting adjourned at approximately 8:50 p.m.