1. Roll Call

Members present: David Ahrens, Judd Blau, Mark Clear, Jeff Gust, Chuck Kamp, Steve King, Jerry Mandli (arrived during item #4), Al Matano, Ed Minihan, Mark Opitz, Chris Schmidt (arrived during item #5), Robin Schmidt (arrived during item #5)

Members absent: Ken Golden, Paul Lawrence

MPO Staff present: Bill Schaefer, Mike Cechvala

2. Approval of September 11, 2013 Meeting Minutes

Moved by Ahrens, seconded by King, to approve the September 11, 2013 meeting minutes. Motion carried.

3. Communications

- E-mail from the Town of Rutland Board Chair expressing support for WisDOT’s USH 51/Roby Road intersection project in the TIP (in packet).
- E-mail from Joan Peterson, Strand Associates, providing an update on the USH 51 (McFarland to Stoughton) EIS Study (handed out). Design updates include the addition of pavement replacement and addition of auxiliary lanes on USH 51 in McFarland for both alternatives and a traffic signal at Roby Road, the project just mentioned. The draft EIS will be available sometime in December or January.

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

Royce Williams, Madison, commented on recent information related to the inter-city bus terminal. He said UW-Madison has recently expressed interest in moving the inter-city buses off Langdon Street. That would provide an incentive for the bus companies to agree to lease space in a new terminal. The pick up/drop up location used on University Avenue lacks a facility and interferes with Metro buses. He said other Midwest university towns all had terminals. He said it was too bad that the City of Madison and WisDOT couldn’t agree on putting gates up at the long-term parking lot at Dutch Mill to require payment for use of that lot. Van Galder pays an annual maintenance fee for use of the lot. Gust said WisDOT offered to put the facilities in, but the city didn’t want to maintain the facilities. Williams said it should be looked at again as part of the current PNR lot study. An issue for the potential new terminal is how it is going to be funded, including the operating costs. He requested the issue be put on the MPO’s list of future work items even though the City of Madison is taking a lead role.

Opitz asked if Dutch Mill was the only free parking on Van Galder’s route between Madison and Chicago. Williams said he thought so. Opitz noted the parking at the lot is often full. He wondered if the time limits were being enforced and supported putting the item on a future agenda because the parking wasn’t being managed well. Kamp said the short-term parking is enforced. Kamp reported that Badger Bus had pulled out of Dutch Mill. Greyhound is interested in using the lot.

5. Resolution TPB No. 78 Adopting the 2014-2018 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Schaefer pointed out the addition/correction sheet included in the packet. He reviewed the changes to the STP Urban project listings, all related to the 2018 projects. The cost estimate for the CTH PD project west of CTH M was increased, the Buckeye Road/CTH AB project was added as a programmed project, and CTH PD/McKee Road in the City of Fitchburg was dropped from the list. That project will be done with local TIF funding. In response to a question by Ahrens regarding programmed projects, Schaefer said that meant
available funding was committed for the project. In the past, with an annual application cycle the MPO commitment of STP Urban funding was less firm for outer year projects. A higher ranked project might be approved later pushing a project back in the schedule. However, that may change with the new way WisDOT would like to have the program administered as discussed at the last meeting. Schaefer said WisDOT and MPO staff are still working with WisDOT Central Office staff on questions and issues related to WisDOT’s new policy. He said the outer year projects should be considered preliminary. He also noted there was $300,000 that wasn’t programmed for a project at this time. In the past, the MPO preferred to maintain a balance of extra funding where possible to cover any increases in costs to high ranked projects as they move forward into final design and letting, especially with the MPO’s 50% cost share policy. There is a concern whether the MPO will have the ability to do that in the future.

Schaefer reviewed some of the more significant project changes and in particular the proposed new projects. Those included maintenance work on some Beltline bridges, a pavement replacement project on USH 18/151 in the Town of Springdale, and two new recently approved safety program projects for the USH 151/Broadway intersection in Sun Prairie and the STH 19/STH 113/CTH I intersection in the Town of Westport. Opitz asked if it would be a roundabout. Gust said it wasn’t decided, but a roundabout qualified for the most federal safety funding. Blau asked about advancing projects in the event funding becomes available. Schaefer said WisDOT does identify projects on an advanceable list. The MPO has not done that with STP Urban projects, but there may be an opportunity for that with the new way WisDOT is proposing to administer the program. Gust provided more information on how WisDOT handles that for state projects.

Clear asked about the potential use of STP Urban funding for the YWCA JobRide program that was discussed. Schaefer said he forgot to mention that, but Federal Transit Administration staff indicated STP Urban funding could not be used because it was an operating cost and the funds can only be used for capital projects. Schaefer said he did notice that some funding for the program was included in the City of Madison Executive operating budget. Kamp said was $120,000. Schaefer said he still wanted to follow up on the answer he got and would let the board know if anything changed.

Moved by King, seconded by Clear to adopt the 2014-2018 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County, as amended. Motion carried.

6. **Resolution TPB No. 79 Adopting the 2013 Coordinated Public Transit – Human Services Transportation Plan for Dane County**

Schaefer noted that staff had provided a presentation and update on the plan at previous meetings. The coordination team approved the draft plan with some minor changes reflected in the addition/change sheet included in the meeting packet. Cechvala reviewed the significant changes proposed to the draft. This included some revisions to the Medicaid and MA waiver fare reimbursement items to make them more accurate. He mentioned that staff had prepared a list of comments and responses that would be included as an appendix to the final report.

Moved by Blau, seconded by R. Schmidt, to adopt the 2013 Coordinated Public Transit – Human Services Transportation Plan for Dane County with the changes to the draft in the change/correction sheet. Motion carried.


Schaefer noted that the draft report was in the packet. Action wasn’t scheduled until the next meeting. He said MPO staff met with FHWA and WisDOT staff on the work program earlier in the day. They provided some comments, which MPO staff will incorporate into the final report. The comments focused mainly on things to facilitate WisDOT review of reimbursement requests.

Schaefer reviewed the major planning activities listed in the summary. Under the general System-wide Planning category, these included data collection and analysis efforts related to the Congestion Management
Process and plan performance measures, work on the regional travel model and refinement of the growth forecasts, and assistance with the City of Madison’s Sustainable Transportation Master Plan. Schaefer said it is anticipated that the major elements of the city plan would be incorporated into the MPO’s regional plan. Under TSM, work would continue to implement the new Congestion Management Process. The other major item is to work with City of Madison Traffic Engineering on a consultant project to develop a regional ITS plan to supplement the state’s plan for the freeway system. Additional activities include assisting Metro as needed in implementing recommendations of the Transit Development Plan and follow-up activities from the bus size study. Under Specialized Transportation, the major item is working with Metro to finalize and implement the agreement to jointly share responsibilities for administering the new section 5310 program. A resolution to approve that arrangement will be on the agenda for the next meeting. Under Corridor and Area Studies, major activities include assistance with WisDOT’s corridor studies, follow up activities from the BRT study, and support for the City of Madison’s South Capital TOD District planning study. One final major effort is preparation of the update of the regional bicycle transportation plan.

Schaefer reviewed the work program budget table on page 43, which lists the anticipated staff time for the different work elements and allocates that time according to funding source. It is simpler than in past years because with the increase in planning funds the MPO no longer needed to rely on STP Urban and Metro Section 5307 funds to support its program. The only exception was the STP Urban funding for the MPO’s Rideshare/TDM activities, which can’t be supported with the planning funds. He mentioned the consultant contracts for the ITS plan, modeling support, and Capital Area RPC population and employment forecasting services. Blau asked what would happen if the RPC were to be eliminated. Schaefer said MPO staff would need to complete the population and employment forecasting work. He said that wouldn’t be a major problem since MPO staff has assisted RPC staff with this in the past and the RPC forecasts for urban service areas are similar to the Wisconsin Department of Administration municipal forecasts. Schaefer said he didn’t see that happening, but with the reduced budget the RPC was not planning to undertake a comprehensive update to the regional land use plan. There had been discussions about an integrated land use and transportation planning effort with the MPO.

8. **Review and Recommendation of Draft 2014 MPO Budget**

Schaefer reviewed the budget, which reflects the large increase in planning funds for next year. A large chunk of the increase will be used for the ITS plan. Schaefer said he anticipated hiring an additional staff person in 2015. Much of the increase in staff costs is attributable to increased MPO funding support for other city planning staff that are doing regional transportation planning work, including work on the city’s transportation plan, the South Capitol TOD District study, and other corridor/area planning work. The City of Madison is planning to hire an additional transportation planner that would be funded by the MPO, city, and Madison-Dane County Health Department. The budget for supplies and equipment went down due to reduced printing and postage costs with more electronic mailings and documents.

R. Schmidt asked to delay a vote on this until after discussion on the next item. The item was tabled by consensus and then taken up again after item 9.

Moved by Minihan, seconded by Clear to recommend approval of the 2014 MPO budget. Motion carried.

9. **Discussion and Possible Decision Item: MPO Role in Transit Planning and Development in the Context of Discussions by the Transit Subcommittee of the Dane County Public Works & Transportation Committee**

Matano introduced the item and said R. Schmidt had requested it. R. Schmidt said that even though she had been on the MPO Board and County Public Works Committee for a while she still didn’t have a sense of what the long-term vision for transit was beyond the existing Metro service area. She didn’t think there was a document that outlined the integrated transit vision with costs and priorities for improvements. She said she formed the Transit Subcommittee of the Dane County Public Works & Transportation Committee to discuss these issues in the absence of an RTA, but didn’t think much progress was being made. She said she wasn’t
clear about the role of the MPO in this effort. She said there were parts of it with the Transit Development Plan, BRT study, etc., but nothing integrated into one document. She mentioned she was involved with planning efforts for future development on the Alliant Energy Center site and was looking for a transit concept that connected the center to the UW campus, downtown, and other areas. She said she was planning one more meeting of the County Transit Subcommittee to discuss what the committee would like to see in terms of a comprehensive transit plan.

Mandli said the various MPO plans, including the 2035 Regional Transportation Plan, have some of these elements, but no costs. Clear asked Schmidt if she was looking for a big picture strategic vision like the Transport 2020 map. Schmidt said that was part of it, but she was looking for a prioritized list of service improvements if an RTA was created. Matano said it might be worthwhile to reactivate the Transport 2020 committee. He said he had discussed some ideas with the County Executive’s staff about a potential role for the county in transit. He said he liked the idea of a map with all the proposals. Schaefer said he agreed there was no comprehensive, detailed long-range transit plan in one document, but that most of the pieces were there. He mentioned the map in the 2035 Plan that showed existing and future transit corridors, including BRT, rail, commuter express, and frequent local service. Between the BRT study and the TDP, there is quite a bit of detail in terms of service recommendations and costs that put the region in a good position to set priorities if an RTA were created. He said the BRT study showed potential extensions and felt that was a good vision for high capacity transit. Gust said that perhaps a summary could be prepared that referred to the other documents. Kamp said he agreed with Schaefer that we have most of what Schmidt is looking for, but understands the difficulty of those who aren’t involved in transit planning to visualize and understand the plan.

Discussion followed about setting up a meeting of a small group of persons to continue working on the issue and who should be represented. Kamp said the first thing should be to review what has already been done and see whether that meets the needs in terms of a vision or long-range plan. Schaefer said it was easier to produce a plan with priorities and timelines when there is a dedicated funding source. King agreed, saying Portland and Minneapolis were successful because they had coordinated funding. Blau commented that public transit was not a priority for suburban communities like DeForest. Kamp responded that transit includes shared ride taxis and human service transportation and not just buses. He said it was important for these communities to have transit connections to Madison as well. R. Schmidt said there was an educational component to the issue as well. Opitz commented that he thought there were people in DeForest and other communities that would use transit if it was available. Matano agreed on the importance of a marketing document on BRT and transit in general.

10. Report on Update of Roadway Functional Classification Map

Schaefer said FHWA asks state DOTs to work with MPOs to update the functional classification of roadways after each Census and change to the urbanized area boundaries. This was done last time in 2004. The functional classification of a roadway has funding and planning and design implications. WisDOT has adopted criteria for this consistent with FHWA criteria that include traffic volumes, land uses served, and spacing of the classified roadways. Schaefer said WisDOT and MPO staff had created a draft map with input from local planning/engineering staff that was reviewed with the MPO’s technical committee at their last meeting. It incorporates comments received to date. MPO staff has asked for any further comments to be provided in the next few weeks so a final draft map could be agreed upon at the committee’s November meeting. The map won’t be able to be officially adopted until next spring after traffic counts have been taken on newly designated collector streets for which they aren’t available. However, the new roadway functional classification system will require some minor changes to be made to the urbanized area boundary and the MPO will need to approve those changes by early next year.

Opitz said he had some concerns about some collector streets that were proposed in Middleton. He said he didn’t realize that traffic counts would be required, but thought they wouldn’t end up meeting the criteria. He also asked why CTH K in the Town of Springfield was only classified as a collector and not an arterial.
Schaefer said that was brought up previously. It is located in the rural area where different criteria apply. A rural roadway can’t be classified as an arterial based on traffic volumes alone, but must connect population centers over a certain size. In this case, there was already a more direct route, CTH M, connecting those centers so CTH K didn’t meet that criterion. Opitz asked if they still distinguished between major and minor collectors in rural areas, and Schaefer said no. Schaefer told board members to feel free to contact him with any comments on the map.

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

Schaefer mentioned a special meeting had been set up for December 9 for all City of Madison transportation committees to review and discussion the recommendations from the Stoughton Road study. The draft EIS is expected to be available sometime in December or perhaps January. Matano mentioned the recent public meetings on the Beltline study. He also mentioned the City of Madison’s University Avenue study, which is focused on intersection improvements to facilitate traffic flow and pedestrian and bicycle crossing issues.

12. Discussion of Future Work Items

Schaefer that related to the consideration of revision to the structure of MPO Board, the federal guidance on transit provider representation on MPOs was just released. He said he would have the item on the next meeting agenda. He said the MPO redesignation agreement will need to be amended to reflect the change made to the board to formally designate a transit representative.

13. Announcements and Schedule of Future Meetings

The next meeting will be held Wednesday, November 13, 2013 at 7:00 p.m. at the City-County Building, 210 MLK Jr. Blvd., Room 354.

14. Adjournment

Moved by Mandli, seconded by Gust, to adjourn. Motion carried. The meeting adjourned at approximately 8:57 PM.