1. Roll Call

Members present: Mark Clear, Ken Golden, Jeff Gust, Chuck Kamp, Steve King, Paul Lawrence, Jerry Mandli, Al Matano, Ed Minihan, Mark Opitz (arrived during item #3), Robin Schmidt, Patrick Stern (arrived during item #5)

Members absent: David Ahrens, Chris Schmidt

MPO Staff present: Bill Schaefer, Mike Cechvala

2. Approval of September 3, 2014 Meeting Minutes

Moved by King, seconded by Clear, to approve the September 3, 2014 meeting minutes. Motion carried.

3. Communications

- Letter from WisDOT approving amendment #6 to the 2014-2018 TIP.
- Email from Schaefer to WisDOT DTIM Director Aileen Switzer regarding carryover STP Urban funding from the 2011-2014 program cycle and response from WisDOT BTLR Director Donna Brown-Martin indicating WisDOT would provide the MPO with the carryover funding consistent with WisDOT’s current policy.

Schaefer noted that it was just discovered that the amount of carryover funding is less than what we thought it would be, but it is still over $1 million.

- Letter from U.S. DOT Secretary to City of Madison Mayor Soglin regarding a Build America Investment Initiative just announced to expand the use of innovative financing strategies.

Schaefer said WisDOT is asking local communities to identify projects that might be candidates for use of public-private partnerships. He mentioned some of the City of Madison projects being considered for submission to U.S. DOT. R. Schmidt asked that a transit connection between the Alliant Energy Center and the Monona Terrace Convention Center be suggested for addition to the list.

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

Royce Williams, City of Madison, expressed frustration that the intercity bus terminal project was not included in the TIP. He complained about the planning process. He said a site had been identified as part of the South Capitol TOD District study, but Mayor Soglin is now pushing the Lake Street parking ramp site which he thinks is too small. He felt the city should use eminent domain to purchase the U-Haul site. He said the MPO should emphasize the importance of constructing a facility, and the county should be a partner in the project. Clear asked about the funding in 2016-’17 in Mayor Soglin’s capital budget for the intercity terminal. It was clarified the funding is for design, land acquisition, and site improvements with a planning study next year. In response to a question from Williams, Schaefer said the project was not in the TIP, but could be added next year for information purposes only since it is all local funding.

5. Resolution TPB No. 95 Adopting the 2015-2019 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Schaefer noted the email he sent out to the board regarding the STP Urban funding issue. The proposed revised draft priority projects table and accompanying worksheet sent with the email were distributed. He said MPO and WisDOT staff were finally able to get WisDOT to agree to provide us with carryover funding not spent in the last program cycle. It was thought to be $2.8 million, but it is actually only $1.1 million. The
smaller total is due to the fact that additional funding was provided to projects approved in that cycle to fully fund them or get them closer to being fully funded. Therefore, we are short $1.7 million needed in order to fully fund the new Metro and YWCA projects and the cost increases for the County Trunk Highway (CTH) M and Lacy Road projects. Schaefer referred to the worksheet showing two alternative methods for dealing with the shortfall of funding. One would reduce the funding needed to provide the full 50% match to the projects for which costs increased by the amount of new or additional funding requested (honoring the previous commitment of funds) while the other would reduce the funding proportionately based simply on the total federal funding being requested. Schaefer said City of Madison Engineer Rob Phillips sent him an email saying he favored Alternative B because it had less impact on the Metro bus purchase project. Under that scenario, funding for the CTH M would be reduced more. Schaefer said it was a policy decision for the board as to how to adjust the funding for the affected projects.

In response to a question from R. Schmidt, Schaefer clarified that Dane County and the City of Madison were partnering on the CTH M project and that the reduced federal funding would necessitate a larger local share from the county and city. R. Schmidt expressed concern about that. Mandli noted that the cost agreement between the county and city covered all phases of the CTH M project and the CTH PD project. Gust asked about the timing of the affected projects as that might affect the MPO’s allocation of funding for the next program cycle. Schaefer said the affected projects are scheduled for 2015 (SFY 2016), 2016, and 2017 and thus he didn’t think the decision on the funding amounts for the projects would affect the MPO’s allocation of funding. Golden asked about the impact on the YWCA project, and Schaefer said one of the six vans wouldn’t be funded. Schaefer added he thought the program regularly used six vehicles so they might need to continue to pay to lease a vehicle. Golden questioned whether a project could be delayed. Mandli asked if WisDOT would agree to fund projects at less than 50%, and Schaefer said yes as long the projects were funded at 50% when they were initially programmed.

R. Schmidt said she would like more information on the impacts of not fully funding the affected projects, and asked whether a decision could be delayed until the next meeting. Schaefer said delaying action makes it difficult to get the TIP to WisDOT in time to allow state approval and incorporation into the State TIP, but that is an option. Alternatively, the TIP could be approved and any changes in STP Urban funding for the projects handled through a TIP amendment next year. Schaefer asked Kamp if delaying action a month would create a problem for Metro’s budgeting purposes, and he said no. Kamp explained how many fewer buses could be purchased with the reduced funding under the two scenarios (4 or 1.5 buses). He said the impact would be in the out years and the federal funding picture might be different then. In response to a question from Golden, Schaefer clarified that the affected projects are those for which the cost increased either due to a change in design or scope of the project. The projects would still receive an increase in funding, but not enough to cover 50% of the increase. Schaefer reviewed the changes compared to the current TIP. The Metro and YWCA projects were added while E. Johnson Street Phase 2 and Buckeye Road were moved out to 2019. The cost estimates for some projects went down a little while the costs for CTH M and Lacy Road increased substantially. Discussion followed regarding the table and proposed funding changes for projects compared to the initial version showing $2.8 vs. $1.1 million in carryover funding.

R. Schmidt suggested moving the Lacy Road project to 2019 so that all of the projects could be fully funded. Stern commented on the safety and quality of life improvements provided by the Lacy Road project. Golden moved, R. Schmidt seconded, for discussion purposes to move Lacy Road from 2017 to 2019 to fully fund at 50% all of the projects. Golden commented that Lacy Road had the lowest score (34) of all of the priority projects. Gust commented that if a project needed to be delayed that Cottage Grove Road made the most sense to push back because the Interstate bridge project wasn’t scheduled until 2019 and it made sense to construct the bridge and reconstruct the roadway at the same time. He acknowledged the bridge project might be delayed another year or more until the Interstate study is further along since WisDOT must know how many lanes are needed underneath the bridge. Stern pointed out that the YWCA vans and Madison ped/bike safety education program projects actually scored the lowest.
R. Schmidt then suggested moving the Cottage Grove Road project to 2019 instead of Lacy. Schaefer said that would leave a $900,000 surplus that would need to be programmed within the 2015-2018 period. It was suggested to add it to the bus project as a placeholder. King said that made more sense than spreading it out over multiple projects. Gust said a drop and substitution change could be done later to change the funding amount for the bus project and add another project. Mandli expressed a preference for adding funding to the roadway projects to reduce the required 50% match or adding a roadway project. King responded the funding would be added for the bus project only as a placeholder. R. Schmidt expressed a preference for deferring action until the next meeting. Kamp agreed as this would allow time for others affected, including the City of Madison Engineer, to weigh in. Golden commented on the need for the MPO to have a policy to address situations like this. Clear expressed a preference for deferring action. Schaefer said that deferring action for one month wouldn’t create a major problem and would allow input from Madison Engineering and others. Schaefer said he thought the main reason that Madison Engineering staff wanted to go forward with the Cottage Grove Road project in 2017 was they thought the bridge project would be delayed beyond 2019. Stern said that based on the discussion he would also feel more comfortable tabling action on the TIP. Golden said if there is no risk in delaying action he would favor tabling the item.

R. Schmidt moved, Golden seconded, to amend the motion to move the Cottage Grove Road project to 2019 instead of Lacy. Motion carried. Moved by Opitz, seconded by King, to postpone adopting the 2015-2019 Transportation Improvement Program for the Madison Area and Dane County with the change delaying the Cottage Grove Road and other changes in the addition/change sheet. Motion carried.


Schaefer referred to the summary page of the document, and highlighted the major planning activities for next year, including continued work on the major update to the Regional Transportation Plan, continued BRT planning, completion of the bicycle plan, overseeing preparation of the bicycle wayfinding plan, completing revisions to the policies and criteria for scoring STP Urban projects, and the ITS Plan. Other City of Madison led projects included completion of the city’s Sustainable Transportation Master Plan and planning and design work for an intercity bus terminal. The MPO will also continue to be involved with WisDOT’s major corridor studies. Schaefer said the City of Madison and WisDOT had initiated a joint study to plan for redevelopment in the area of the intersection of Stoughton Road and East Washington Avenue. Schaefer also mentioned the City of Madison resolution to be introduced to accept the BRT study, recommend advancing to the next phase of study, and creating an intergovernmental committee to oversee the project. R. Schmidt and Matano said a companion county resolution has also been introduced. Stern asked if the MPO financially supported the Sustainable Communities project led by CARPC. Schaefer said no, that the MPO just agreed to provide staff support for planning activities.

Schaefer said the item was informational. Approval of the work program would be needed at the next meeting. Schaefer said MPO staff met with WisDOT and FHWA staff to review the draft work program. They provided some comments which will be incorporated into the final draft document such as adding a reference to the recently completed Title VI Program. Matano pointed out the meeting calendar in the work program. Related to the board meeting calendar, Schaefer asked if it would be helpful if an Outlook meeting request was sent out for the meetings next year. There was consensus this would be helpful, though some members wanted alternative email addresses to be used.

7. Review and Recommendation of Draft 2015 MPO Budget

Schaefer reviewed the summary budget. Expenditures will be about the same as last year when the MPO received the large increase in federal planning funds. Staff costs would increase to cover a new MPO planner to be hired in the spring and cover two City of Madison transportation planners working on regional planning projects. There is a corresponding reduction in consultant costs, which were high this year due to the ITS plan. Consultant services funds in 2015 would be used for continued travel modeling assistance, a public
survey and website for the regional plan update, and potentially purchasing some detailed origin-destination data. Costs for other services such as printing and copying continue to decrease.

Stern asked if the funding for the new MPO planner covered the full year and, if not, did that create a structurally deficit for 2016. Schaefer said the position was only funded for part of the year, and that the additional cost for the planner in 2016 would be covered by reducing the consultant services budget. Golden asked why there wasn’t extraordinary consultant costs included in the budget for the regional transportation plan update. Schaefer said there was funding for the survey and website, but that the plan would be done in house. Golden responded by asking if consultant assistance would be needed for the public involvement activities. Schaefer said probably not, but that could be considered for 2016. Schaefer said the public involvement activities would not be initiated until summer/early fall of next year. Golden asked staff to review at a future meeting the schedule and process for preparing the plan in order to get board member input. Schaefer said the draft schedule was included in the work program, but more details on the process would be provided early next year.

Moved by R. Schmidt, seconded by King to recommend approval of the 2015 MPO budget. Motion carried.

8. Resolution TPB No. 96 Approving Amendment to the 2014 Unified Planning Work Program and Budget

Schaefer said WisDOT asked MPOs to amend their work program budgets if they were not going to need all of their funding in order to allow other MPOs to use the funds. Due to the delay in hiring the new city transportation planner the MPO is partially supporting and other reasons, the MPO has an estimated $10,000 in surplus funding even after accounting for the carryover of some funding into next year. The amendment revises the budget accordingly.

Moved by Stern, seconded by R. Schmidt, to approve amending the 2014 Unified Planning Work Program and Budget. Motion carried.

9. Update on the Regional ITS Strategic Plan

Schaefer provided a brief update on the project. A consultant team led by HNTB was hired to prepare the plan. A project advisory committee has been created to oversee the project. Robin Schmidt is on the committee representing the MPO Board. The first scheduled activity is a needs workshop with a large group of stakeholders set for October 29.

10. Report on 2014 Rail-Volution Conference in Minneapolis

Matano said he requested this be on the agenda as he wanted to hear more about it. Cechvala showed some pictures of transit and bikeway facilities in the Twin Cities, including the two light rail lines that have been exceeding ridership projections, a new BRT line in a suburban area, and the Northstar commuter rail line. He said there were quite a few sessions on BRT with many great projects around the country.

Kamp asked if they used traffic signal prioritization and off-board fare payment for the BRT. Cechvala said yes to both for BRT and light rail.

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

Schaefer reports on the WisDOT studies could be provided next month. He said presentations on the Beltline study and Interstate project are being scheduled for upcoming meetings. A series of public information meetings on the Beltline study are scheduled for late November/early December to review results of travel modeling of stand-alone strategies that have been evaluated (North Mendota Parkway, South Reliever, BRT, etc.).
12. **Discussion of Future Work Items**

Schaefer said the TIP and Work Program would be action items next month. Staff is in the process of negotiating a final work plan and budget with a consultant to conduct the on-board survey of Metro passengers. The survey would be administered this winter between late January and early March. Bicycle plan advisory committee meetings will be scheduled in the next month or so. A presentation will be provided to the board at the next meeting.

13. **Announcements and Schedule of Future Meetings**

The next meeting will be held Wednesday, November 5, 2014 at 6:30 p.m. at the Madison Water Utility Building, 119 E. Olin Ave., Room A-B.

14. **Adjournment**

Moved by King, seconded by Opitz, to adjourn. Motion carried. The meeting adjourned at 8:24 PM.