1. Roll Call

*Members Present:* Paoni (for Beaupre), K. Clark, Dryer, Dunphy, Stauske (for Ginder), Hoelker, Kennedy, Pena (for McComb), Nelson, Persich, Sylvester, Vela, Andros (for Violante), Woodard

*Members Absent:* R. Clark, Coville, Even, Kirchner, Kugler, Murphy, Scheel, Simon

*Others Present:* McDonald, Schaefer, D. Jolicoeur

2. Approval of July 23, 2008 Meeting Minutes

Moved by Woodard, seconded by Sylvester, to approve the July 2008 meeting minutes. Motion carried.

3. Review and Recommendation on Resolution TPB No. 19 Regarding the 2009-2013 Transportation Improvement Program (TIP)

Schaefer said that no changes were proposed to the STP-Urban Priority Project listings. He reviewed the proposed changes to the draft TIP listed in the revised Addition/Correction Sheet dated 9/24/08. He said the changes were relatively minor, including small changes in estimated project costs or moving a project up or back one year. He reviewed some of the more significant changes. The listings for the Badger State Trail resurfacing and West Branch Starkweather Creek Path Phase II projects will be revised to reflect that the Federal funding is now programmed. He said the official announcement for the SMIP/TE projects is expected this week. Two bicycle projects, construction of which has been delayed, need to be added back to the TIP. These are the Ice Age Trail and Pheasant Branch (Main) Creek Trail enhancements projects. Three transit projects are being added. They are projects for which New Freedom funding is being requested. The application deadline just passed. Two are projects sponsored by the Dane County Department of Human Resources – a Mobility Management Program and a Mobility Trainer Program. These will likely be funded. The other is a project by Independent Living for additional transportation service for elderly/disabled persons in south central Dane County. The S. High Point Road Bridge (over the Beltline) project is being pushed back a year from 2012 to 2013. Three preservation projects on Interstate 39/90/94—replacement of a culvert and two bridge deck replacements—are being added. The STH 113 resurfacing project is also being delayed from 2012 to 2013. The City of Madison has added a locally funded project to reconstruct S. Point Road (Valley View to Mineral Point Rd.) in 2013. It will be an important future north-south collector street on the west side.

Moved by Sylvester, seconded by Kennedy, to recommend approval of Resolution TPB No. 19 with the changes in the Addition/Correction sheet dated 9/24/08. Motion carried.

4. Presentation on the Rails-to-Trails Conservancy (RTC) 2010 Active Transportation Campaign and the Madison Area Case Statement

Schaefer provided some background information on the campaign. He said the Rails-To-Trails Conservancy (RTC) is a national organization promoting trail projects and bicycling and walking in general. RTC helped get the Local Transportation Enhancements Program created as part of the landmark ISTEA legislation adopted in 1991. In the most recent federal surface transportation reauthorization bill, SAFETEA-LU, RTC was able to get included a Non-Motorized Pilot Program that has provided four areas, including Sheboygan, with $25 million for pedestrian/bicycle projects. RTC is interested in expanding this program in the next reauthorization bill in 2010 to include funding for up to fifty metropolitan areas. Their goal is to get $50 million for each area. The purpose
of the program is to demonstrate the impact of such a targeted, major investment in bicycle/pedestrian projects and programs on mode share for walking and bicycling. RTC has approached these fifty areas and asked each to put together a “case statement” that shows how the $50 million would be spent and the expected benefits of such an investment. RTC is compiling these case statements into a national case statement that will be used to advocate for the program. That national case statement is being released on October 20. Schaefer said it was probably a long shot that the program would be included in the next reauthorization bill, at least at the funding level RTC is hoping for. However, staff felt like this was an opportunity we couldn’t pass on. The Policy Board agreed and endorsed the MPO’s participation in the campaign. McDonald said because of the timing of the meetings, staff didn’t get a chance to review this first with the technical committee.

Schaefer reviewed the bikeway plan map in the case statement, which highlights key missing segments. He said the case statement includes a table that lists, prioritizes (1,2,3), and has a cost estimate for the higher priority projects. He reviewed the eight projects that are highlighted as candidates for funding in the first two years. These are projects for which some initial engineering analysis has been done and which could be ready for construction right away if we received the funding. He emphasized that should the Madison area receive funding, the MPO would go through a process similar to the one now for TE/SMIP projects where they are scored and ranked. Schaefer then reviewed the draft case statement for the Madison area that MPO staff had put together. He said the case statement is a useful document for planning purposes and for making the case for increased investment in bicycle/pedestrian projects and programs even if the campaign doesn’t go anywhere.

Woodard asked what area was that we were talking about for the campaign. Schaefer said the RTC is leaving it up to each area it is working with to decide on the geographic scope. For Madison, it had been decided to include the entire metropolitan area, not just the City of Madison. Woodard said he thought more support could be generated if the campaign covered a larger area. He suggested editing the case statement to make more references to other communities besides Madison. Schaefer agreed, and said the Policy Board had the same comment. The Board also suggested adding some language about the need for more school-based education programs, which staff will do. Schaefer said an informal committee had been set up for the campaign. If anyone wanted to be on the email list to receive updates on the campaign, they should let him know.

5. Review of Draft 2009 Unified Planning Work Program (UPWP) and the 2009-2011 Overall Program Design Report

McDonald said that staff had upgraded the graphics and layout of the 2009 work plan to make it more interesting and readable. This included, for example, aerial photos of roadway corridors being studied. He reviewed the summary of activities on pages 1-2. Much of the planned work is a continuation of current projects such as providing assistance on ongoing corridor studies, which he mentioned. Activities related to the long-range plan include tracking implementation, monitoring certain performance measures, and further developing the MPO’s Congestion Management process. Staff will be working to update its traffic analysis zone boundaries in anticipation of the next decennial Census. ITS related work includes providing assistance on WisDOT’s update of the Southwest Region ITS Plan and serving a coordination function for the different agencies involved in implementing ITS projects. The updated transit development plan would be completed next year. U.S. DOT would be conducting its certification review of the MPO next year. Staff will continue to provide assistance in implementing the bicycle transportation plan. Staff will also continue to provide assistance to CARPC, including conducting transportation analyses for urban service area amendment applications. Schaefer said the specialized transportation work would include assisting the county in implementing the new Public Transit – Human Service Transportation Coordination Plan that MPO staff just prepared with assistance from the county and staffing the new coordination team. The plan is required by SAFETEA-LU. Staff would also continue to work with WisDOT in administering the New Freedom and Job Access Reverse Commute (JARC) Programs.
Nelson requested that staff include an item in the section on bicycle transportation for MPO staff to take a lead role in coordinating planning efforts for the planned Wisconsin River Trail path in the University Avenue corridor. McDonald agreed to add that as a work item for the later part of the year. Hoelker said a reference to the two USH 14 (West and South) corridor studies should be added.

6. Committee Member Reports

Persich reported that Metro’s fixed-route ridership was up over 8% through August. She said service changes with additional hours would be going into effect on October 5. Last year, Metro utilized 40 extra non-scheduled buses for routes where overloads occur primarily due to the UW and the high schools. This year, Metro is using 60 extra buses. She said fares would likely be raised next year to address the budget shortfall due to high fuel prices and state funding not keeping pace with inflationary cost increases.

Woodard reported that a public information meeting was scheduled for October 8 on the environmental assessment for the USH 14 interchange project. In response to a question, he said the overpass of Fish Hatchery Road for the Capital City Trail would be completed next spring.

Vela reported on the status of the Monona Drive project. Right of way acquisition was underway for phase one, which would be started next fall and finished in 2010. Design would be starting soon on phase two.

Hoelker said that almost all of the Beltline ramp work had been started. He also said that WisDOT SW Region is working with the City of Madison to examine potential expansion of the Dutch Mill Park-and-Ride (PNR) lot. WisDOT is also working with other communities on other potential PNR locations.

Kennedy said the street work on the West campus was almost complete. When finished, the extension of Observatory Drive to Highland Avenue will provide a direct east-west route through the campus.

Nelson reported on the City of Madison’s Board of Estimates meeting at which there was an attempt to drop the roadway capacity expansion projects on CTH M from the capital budget. The motion failed. He said the projects were needed to provide infrastructure for the plans and developments that had been approved on the west side. He noted it was interesting how many developments had been approved, but the construction had not yet been started due to the current economy.

7. Staff Reports

Schaefer said he had already mentioned the approval of the two SMIP/TE projects, the new coordinated Public Transit – Human Services Transportation Plan, and the current application cycles for the New Freedom and WETAP/JARC programs.

8. Next Meeting Dates

The next meeting dates are Wednesday, October 22, and possibly Wednesday, November 19, which is the third versus the fourth Wednesday.

9. Adjournment

The meeting was adjourned at 3:15 p.m.

Minutes recorded by Bill Schaefer