

**Madison Area Metropolitan Planning Organization (MPO)**  
**August 4, 2004 Meeting Minutes**

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**1. Roll Call**

Members present: Bob Dye, Kris Euclide, Eileen Bruskewitz, Al Matano, Robbie Webber  
Ken Golden, Lisa MacKinnon, John Volker, Rose Phetteplace  
Members absent: Laura Rose  
Staff present: Bob McDonald, Bill Schaefer, Bob Pike, Deb DeDecker

**2. Approval of July 7, 2004 Meeting Minutes**

Moved by Webber, seconded by Dye, to approve July 7, 2004 meeting minutes. Motion carried.

**3. Communications**

- Letter from Governor Jim Doyle to Sun Prairie Mayor David D. Hanneman regarding the expansion of the MPO planning area and possibility for board membership changes.
- Letter from Sandy Beaupre, WisDOT Bureau of Planning Director to McDonald, indicating approval of the 2004 MPO work program and authorizing work to proceed with the transit activities designated for FTA Section 5303 and 5307 funding.
- Letter from Mark J. Wolfgram, WisDOT Division of Transportation Investment Management Administrator, to McDonald notifying the MPO that WisDOT's Division of Transportation Investment Management is changing staff responsibilities for developing the annual State Transportation Improvement Program (STIP) and approving amendments to it. Effective August 1, primary responsibilities will be moved from the Bureau of Transit and Local Roads to the Bureau of Planning-Urban Planning Section.
- Memo from Michael P. May, City of Madison Attorney to Alder Brenda Konkel, Common Council President regarding Negative Quorums, E-mail, and the Open Meetings Law.

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

None

**5. Election of Officers**

Moved by Bruskewitz, seconded by Webber, to nominate Golden as Chair and Euclide as Vice Chair. Moved by Bruskewitz, seconded by Webber, to close nominations and cast a unanimous ballot for Golden as Chair and Euclide as Vice Chair of the MPO Board. Motion carried.

**6. Consideration of Resolution MPO No. 40 Regarding Amendment #3 to the 2004-2008 Transportation Improvement Program (TIP) for the Dane Co. Area**

• **Design Work on USH 18/151 Verona Bypass Bridge Replacement Project**

Schaefer said the purpose of the TIP amendment was to allow design work to proceed this year on a project to replace the USH 18/151 Verona Bypass bridge over the Badger Mill Creek tributary. The project is scheduled for construction in 2005 with NHS funds.

Matano moved, Bruskewitz seconded, to approve Resolution MPO No. 40 Regarding Amendment #3 to the 2004-2008 Transportation Improvement Program (TIP) for the Dane Co. Area. Motion carried.

**7. Review of Preliminary Listing and Ranking of Candidate Projects for STP-Urban Funding for 2005-2009**

Schaefer reviewed the draft listings. He said a lower than estimated cost and a \$2 million federal earmark of funds for Segment 1 of East Washington Avenue resulted in the city not having to contribute additional local funds beyond the local match for enhancement portion of the project. Along with a lower cost for the Nesbitt Road/Cross Country Road project, this provides a \$1.4 million carryover to 2005, which provides sufficient funds to cover the non-state share of Segment 5

of East Washington Avenue. The two major projects in 2006 are Segment 2 of the East Washington Avenue project and CTH CV (Tennyson to the CP Rail Line). The first project below the funding cutoff line is South Park Street (Regent to West Washington). There is enough funding in 2007 to cover Park Street and Segment 3 of East Washington Avenue. The first project below the funding line is CTH M North Phase 3 (CTH Q to Signature Drive). The scope of the CTH M project was changed to eliminate the expansion to four lanes. Median islands will be constructed at the intersections to improve safety. There is a break in the East Washington Avenue project in 2008, which allows funding of Segment 1 of Monona Drive (Broadway to Pflaum) and CTH M. For the first segment of Monona Drive, there is sufficient right-of-way to add a median between the four lanes to improve safety. The City of Monona is also receiving safety funds to supplement the STP-Urban funds. With the \$1.9 million carryover, there is almost enough funding to cover the non-state share of the last segment of East Washington Avenue. As the costs come in for the East Washington Avenue segments, the funding picture may change. An additional earmark of \$7 million has been requested for the East Washington Avenue project as part of the TEA-21 reauthorization bill. If additional funding were approved, the first priority for use of the funds is ped/bike enhancements for the last two segments (3 and 4), including the Starkweather Creek overpass. State enhancement funding is being used for the first three segments, but there is no more funding for that program. In response to a question from Bruskewitz, McDonald explained that the rideshare funding covers part of the cost for the MPO's rideshare coordinator and the increases in funding were to cover cost of living increases. In response to a follow-up question, McDonald indicated 2000 Census data showed a reduction in commuters carpooling to work over the last ten years.

**8. Consideration of Release of Draft 2005-2009 Transportation Improvement Program (TIP) for the Dane Co. Area for Public Review and Comment**

Bruskewitz moved, Volker seconded, to approve the release of Draft 2005-2009 Transportation Improvement Program (TIP) for the Dane Co. Area for public review and comment. Motion carried.

**9. Consideration of Process and Alternative Scenarios for Receiving Public Comment Regarding Possible Changes to Representation on the Madison Area MPO Board.**

McDonald presented the letter and attachment that was sent to chief elected officials in the MPO planning area and others regarding the issue. The only community that has responded to date is the Town of Westport, which requested the packet of information distributed to the board last month. MacKinnon said it appeared as though the process was initiated in response to a complaint by Sun Prairie and was concerned about this setting a precedent. Golden responded that Stoughton also raised the issue, but that it has been on the table ever since the MPO boundaries changed. Golden then discussed the origins of the MPO and the representation based upon the City of Madison, other cities and villages, the towns, and the county. The City of Madison initiated the redesignation of the MPO because the city's representation on the RPC did not reflect its population share within the MPO planning area. McDonald said that the Federal Highway Administration (FHWA) also directed the MPO to consider changes to Policy Board and technical committee representation to reflect the new planning area during the last certification review, and has indicated it will follow up to see that the issue has been considered. Bruskewitz said that Village of Waunakee officials and others had previously contacted her regarding the issue. Euclide said she had procedural and substantive concerns about the issue. She mentioned her involvement in negotiating the current agreement with the Governor, and said there aren't any specific rules regarding the composition of the board. She said the board needed to think carefully about setting up a process for reviewing the representation issue and standards for when the issue will be revisited again before we start doing it. She said that while population is a consideration, the MPO is a regional entity and other aspects should also be considered. These include the major transit operator and minority population, because of the need to address environmental justice issues. She asked McDonald to share with the board what FHWA said about the issue as part of the recertification review. Golden said Euclide's comments enlarged the framework for thinking about the issue versus focusing strictly on population percentages. He said he didn't think we were too far in the process to address the issue from a broader perspective, but

thought the board might want to communicate again to everyone so that it doesn't look like the rules have been changed or the board is stalling. It was discussed that one of the standards would be to review the representation issue following the census if there was a significant expansion of the MPO planning area.

Volker said the MPO Board representation issue had been on the agenda of the Dane County Cities & Villages Association for some time. He said it was important to have fair representation for all communities because of the regional nature of transportation issues. Golden pointed out that who appoints the representative and who gets appointed are two different issues, and we had not been thinking about the latter issue. For example, it might be required that one of Madison's appointments reside in a low-income neighborhood. Volker said the Cities & Villages Association has been saying that representatives should be elected officials, so there is accountability. Euclide said she wanted to look at the regulations again and get a legal opinion, because she feared that changing the board representation might necessitate a redesignation, which could complicate things. Golden suggested creation of a subcommittee to investigate the issue and report back to the board, and it was agreed to do so. Golden, Euclide, Bruskewitz, and Volker were appointed to the subcommittee, representing the four board appointment groups. McDonald suggested starting in September and having noon meetings. Bruskewitz suggested McDonald e-mail everyone to work out a date. Euclide suggested background information be pulled together in the interim.

**10. Consideration of Draft Letter of Comment on Draft Environmental Impact Statement (DEIS) for the Verona Road/West Beltline Project between Todd Drive and USH 14 (Middleton) and between Nakoma Road and CTH PD (Madison/Fitchburg)**

McDonald said he had made revisions to the draft letter in response to the discussion at the last meeting. In the meantime, the technical coordinating committee discussed the DEIS and supported staff's letter of comment, including putting the additional lanes on the inside of the Beltline. However, they tied that recommendation with one to study the "downstream" impacts. It was their feeling that with all of the West side development and efforts to direct more traffic onto the Beltline to address congestion on Mineral Point Road, additional capacity would be needed in the future. The revised letter still reflects the comments made at the last meeting that the board does not support the inside lanes to the Beltline at this time until a study is done to look at the downstream impacts. Other changes include the addition of a request to construct a ped/bike overpass of the Beltline just south of Old Sauk Road and a recommendation that WisDOT participate in and fund an area-wide long-range regional study of the Mineral Point/West Beltline interchange area, which could be included as part of the larger study to look at the downstream impacts of adding capacity to the Beltline.

Golden suggested possibly adding a recommendation that WisDOT and other state agencies initiate an aggressive transportation demand management program. It was agreed that this was a good idea to include in the comments. Webber said she didn't think transit and TDM alternatives had been adequately considered and therefore couldn't support recommending the freeway alternative. She said the project is primarily addressing traffic within the metro area, not regional through traffic, and therefore we should be looking at local alternatives. Discussion followed on the issue of local vs. metropolitan vs. regional traffic. McDonald said the O/D survey data showed that 23% of the traffic coming into the county from the southwest was traveling through the metro area and county, while 77% was destined for the metro area and rest of the county. Euclide said she thought it was premature for the board to be recommending particular alternatives presented in the DEIS. Generally, decision-making doesn't occur until after the final EIS when all of the information has been presented and the issues fleshed out. She said the EIS needed to look at other alternatives and better explain where the traffic is coming from and going. Golden said Euclide provided an alternative perspective, saying we should just be critiquing the DEIS. However, he said the board could still comment on things it liked without recommending particular alternatives. Matano agreed with Euclide, saying that he wanted to take out the preference statement for the freeway alternative. MacKinnon also agreed and wants to just make the letter a series of comments, noting the issues that have been raised regarding TDM,

definitions of traffic, and preservation of transit corridors. She said the benefits of the freeway alternative could still be recognized. Golden said the comments should mention the things we do and don't like about the alternatives and the DEIS, which are two different things. Euclide said she thought the DEIS needs to further discuss the impact of the project on transit in a broader sense. Volker said a transit corridor should be preserved in the corridor. Following some further discussion, it was decided that McDonald would prepare a revised draft based on the comments and then board members could submit comments via e-mail on the revised draft for consideration at the next meeting.

**11. Consideration of Resolution MPO No. 41 Adopting the Recommendations of the 2004-2008 Transit Development Program for the Madison Urban Area**

It was agreed that a staff presentation on the recommendations wasn't needed. Webber commented that she felt the points she raised in her memo were not fully covered by recommendation #3 under Fixed Routes. She said the recommendation mentions service penetrating the central UW campus, but her point was a connection was needed between the south and west sides that didn't use the Beltline. Schaefer responded that the recommendation does call for such service, which would run between the South and West Transfer Points through campus. McDonald said the issue could be further addressed as the recommendations are implemented.

Volker moved, Matano seconded, to approve Resolution MPO No. 41 Adopting the Recommendations of the 2004-2008 Transit Development Program for the Madison Urban Area. Motion carried.

**12. Status Report by MPO Board Members on Projects Potentially Involving the MPO**

- **Transport 2020 Implementation Task Force**

Item deferred.

**13. Discussion of Future Work Items**

- **Possible Alternative Structures of MPO Board**
- **RTP Update Materials**
- **TIP Update Status**
- **Dane County Clean Air Coalition**

Item deferred.

**14. Adjournment**

Golden adjourned the meeting at 7:50 p.m.