

Madison Area Metropolitan Planning Organization (MPO)
September 1, 2004 Meeting Minutes

1. Roll Call

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

2. Approval of August 4, 2004 Meeting Minutes

Moved by Matano, seconded by Euclide, to approve meeting minutes of August 4. Motion carried.

3. Communications

- Letter from Frank J. Busalacchi, WisDOT Secretary, to FHWA and FTA, copied to McDonald, approving Amendment #3 to the 2004-2008 Transportation Improvement Program, and including it in the 2004-2006 Statewide Transportation Improvement Program (STIP).
- Letter from Dwight S. Brass, 400 E. Richardson Springs Road, Edgerton, to the MPO, regarding the proposed trolley project.
- Letter from City of Stoughton Mayor Helen J. Johnson to McDonald, regarding possible changes in the structure of representation on the Madison Area MPO board, reporting that the City's Plan Commission and Common Council voted to endorse Scenario #3.
- E-mail from David Trowbridge to McDonald indicating that the City of Madison Long-Range Transportation Planning Commission had voted 8-0 to approve a motion commending the MPO on its draft comments to WisDOT regarding the Verona Road/West Beltline DEIS.
- E-mail from Euclide to McDonald regarding the draft Verona Road/West Beltline DEIS comments.
- Letter from Phetteplace, WisDOT District 1 Director, extending the comment period on the Verona Road/West Beltline DEIS to September 30, 2004.
- Letter from Sandy Beaupre, WisDOT Bureau of Planning Director, to MPO Directors, regarding things to be considered in development of 2005 work programs.

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

None

5. Public Hearing on Draft 2005-2009 Transportation Improvement Program (TIP) for the Dane County Area

Schaefer reviewed the projects proposed for STP-Urban funding and then highlighted some of the other significant roadway projects in the Madison Metropolitan Planning Area. He then reviewed the major pedestrian/bicycle enhancement projects. Discussion followed regarding a few of the projects and their funding.

Golden opened the public hearing. The following persons provided oral comments or filled out a registration form on the item:

- Scott Kugler, City Planner for the City of Sun Prairie spoke in support of the TIP as drafted, including in particular the USH 151 freeway conversion project and the associated new interchange at CTH C/Reiner Road. He reviewed the progress to date of efforts to implement the West Side Neighborhood Plan. These included planning for an extension of W. Main Street, development of a traffic impact fee ordinance, creation of design guidelines, and actions on proposed private developments. He said the city had denied one proposed development that was not consistent with the plan. He said the city was committed to the plan and the interchange was an integral part of the plan.
- Patrick Cannon, City of Sun Prairie Administrator, registered in support of the draft TIP, including the USH 151/CTH C interchange project.

- Daryl Severson, City of Sun Prairie Engineer, registered in support of the draft TIP, including the USH 151/CTH C interchange project.
- David Hanneman, City of Sun Prairie Mayor, registered in support of the draft TIP, including the USH 151/CTH C interchange project.
- Ronald G. Fedler, 2379 University Ave., Madison, and Jerry Connery, 411 Kelvington Dr., Sun Prairie, both representing F.C. Land, registered in support of the draft TIP, including the USH 151/CTH C interchange project.
- John Bogle, 708 Musket Ridge, Sun Prairie, representing the City of Sun Prairie, registered in support of the draft TIP, including the USH 151/CTH C interchange project.
- Paul Evert, City of Sun Prairie Attorney, spoke in support of draft TIP, including the USH 151/CTH C interchange project. He commented on the safety issue with the current at-grade intersections of CTH C and Reiner Road and USH 151. He provided two traffic crash reports as examples, and said the City had stepped up traffic enforcement in this area.
- Don Esposito, 1180 Carriage Drive, Sun Prairie, representing Veridian Homes, registered in support of the draft TIP, including the USH 151 interchange project.

McDonald said an addition/correction sheet would be presented at the October meeting, and added that most of the comments received thus far have been editorial in nature.

6. 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)

The board reviewed the revised draft letter of comment, which included the edits discussed at the August meeting, and the further edits suggested by MacKinnon, and agreed to these changes. Golden provided some further editing suggestions, which the board agreed to. These included adding an additional recommendation #8 on page 3 that “WisDOT work with private sector employers to promote TDM.” Euclide then reviewed her additional suggested edits, which included deleting the first paragraph under USH 151/Verona Road (CTH PD to USH 12/14) on page 2 and the last paragraph on page 4. The board agreed with these edits as well.

Matano moved, MacKinnon seconded, to approve the 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), as amended. Motion carried with Phetteplace abstaining.

7. Review and Recommendation of Proposed Draft 2005 MPO Budget

McDonald reported that the 2005 budget was basically the same as 2004 with the exception of higher staff costs due to cost of living and “step” increases and an increase in rent. He referred to the table comparing the 2004 and 2005 budgets. He said that federal and state funding is expected to remain the same as 2004. Golden mentioned that he was successful in getting funding included in the City of Madison’s 2005 budget for TDM. Originally, they were thinking of hiring a TDM coordinator to be housed in the Parking Utility. Now they are talking about providing funding to the MPO for incentives and marketing. As part of this discussion, McDonald pointed out that the city does not contract with the MPO as the county does with the RPC. Rather, by agreement the city provides the staffing and other support as the administrative agent for the MPO. All MPO contracts, purchasing, etc. go through the city and the city’s procedures are followed. Euclide asked, if the city attorney’s office performed a legal review for the MPO, could it charge the MPO? McDonald said yes, but that hasn’t been done. It doesn’t make sense, because it just increases the MPO’s indirect costs without any increased revenue. Golden asked if the MPO could charge the city for services it provides, and McDonald said yes. Euclide said it is an administrative convenience for both the city and the MPO. McDonald pointed out the table that presents the allocation of staff person months and funding by work program element. He said he would be reviewing this as part of the work program next month. He said this is the area where the board has authority to make changes.

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

- **Transport 2020 Implementation Task Force:** Golden said there was a presentation made by Scott McDonnell on a county proposal for modifying the locally preferred alternative to utilize rail technology that could run on the street instead of just the rail corridor. The proposed conceptual route runs on the street through the downtown area and doesn't go as far east as the approved minimum operating segment of the locally preferred alternative. This is because of the high cost of improving the tracks on the east side. The proposal was presented to the transit operations subcommittee of the task force. The subcommittee recommended that the proposal be presented to the full task force at its September 27th meeting. At a subsequent meeting of the management committee, it was decided to create an opportunity for any additional proposals for alternatives to be considered as part of the NEPA/PE process to be presented. A staff analysis would be done and the transit operations subcommittee would then review the proposals and any other alternatives and make a recommendation to the full task force. Golden said Madison Mayor Cieslewicz is working on a proposal and he would urge him to present it to the task force in the near future even if it needed further refinement. McDonald said that with all the proposals coming forward, there was a concern that we don't deviate too far from the locally preferred alternative, because this is what the City Council, the County Board, and the MPO adopted for the task force to implement. Golden said it was recognized that the regional and local bus and park-and-ride components of the preferred alternative needed to be fleshed out further.

- **USH 51 Corridor Studies:** McDonald said there were two studies. The first one is for the north segment, which runs from USH 12/18 north to the Interstate. The technical committee has met to evaluate different alternatives segment by segment throughout the corridor. There are some distinct differences as to what can be done at particular intersections. An evaluation was done to identify those alternatives for which additional technical analyses should be conducted and those that should be discarded. The second segment is from USH 12/18 south to Stoughton. The needs study portion of the study has been completed and the final report has been prepared. McDonald said WisDOT was probably going to divide the project into two pieces: one to look at safety improvements on USH 51, and a second to evaluate regional solutions that would address possible long-range needs, such as a potential bypass of Stoughton. One of the issues is whether to focus on the STH 138 and USH 14 corridor, where there is existing capacity, rather than forcing an early improvement on USH 51 and creating a bottleneck on the South Beltline at the Yahara River. The study will look at the traffic distribution impacts of the different alternatives, using the MPO travel model. We'll be doing some of the system-level analysis as part of the long-range plan update. An operations analysis would then need to be done. This second part of the study will probably be put on hold until after the long-range plan is completed.

9. Discussion of Future Work Items

- **Possible Alternative Structures of MPO Board**
- **RTP Update Materials**
- **2005 Unified Planning Work Program**
- **Roadway Functional Class Update**

10. Adjournment

Meeting adjourned by Golden at 7:30 p.m.