

**Minutes of the
Madison Area Transportation Planning Board
Technical Coordinating Committee**

May 28, 2008

Fitchburg City Hall

2:00 p.m.

1. Roll Call

Members Present: Paoni (for Beaupre), Dunphy, Dryer, Stauske (for Ginder), Hoelker, Murphy, Nelson, Sobota (for Persich), Sylvester, Vela, Woodard

Members Absent: K. Clark, R. Clark, Coville, Even, Kennedy, Kirchner, Kugler, McComb, Scheel, Simon, Violante

Others Present: McDonald, Schaefer, R. Anderson

2. Approval of March 26, 2008 Meeting Minutes

Moved by Woodard, seconded by Sobota, to approve the March 2008 meeting minutes. Motion carried.

3. Review and Recommendation on Draft Scoring and Ranking of Candidate Statewide Multimodal Improvement Program (SMIP)/Transportation Enhancement (TE) Projects for FYs 2010-'11

Schaefer said that the SMIP program includes funding from the TE program and other Federal funding that has been allocated for a new Bicycle and Pedestrian Facilities Program. A total of \$18 million is available statewide for FYs 2010-'11. WisDOT asks that MPOs prioritize projects within their areas. The MPO project rankings are considered by the WisDOT SMIP committee, which makes the final decision on which projects get funded. The committee has generally following the Madison MPO's project rankings. Schaefer briefly reviewed the criteria the MPO uses to score and rank the projects, and then reviewed the eleven candidate projects in the Madison area. He said MPO staff had scored and ranked the Starkweather Creek path project #1 with the Badger State Trail and Lower Yahara River Trail projects a close second. The Starkweather Creek path project is the final phase of a path linking residential neighborhoods to MATC, the Truax business park, shopping, Olbrich Park, and to the Capital City Trail and downtown. It will be pretty heavily used, mostly for transportation versus strictly recreational purposes. The city has already invested a significant amount of funding and is proposing a 50% match. The Badger State Trail and Lower Yahara River Trail projects scored the same, but staff ranked the Badger State Trail #2 largely because of the uncertainty over whether the Lower Yahara River Trail project will actually be able to go forward. The feasibility study won't be completed until the end of the summer, and the cost sharing plan and an agreement with Wisconsin & Southern Railroad still need to be worked out.

Woodard asked why the county was proposing the Lower Yahara River Trail project versus other potential projects. Nelson said that project would provide a nice connection from McFarland into the Madison area. A path along the Beltline had been considered, but isn't feasible due to wetlands. Schaefer added that the path is in the county's park and open space plan and connects to the Lake Farm County Park and will eventually connect to Lake Kegonsa Park and the City of Stoughton. Nelson asked if there were any possibility of WisDOT coordinating on any of the projects, and Hoelker said no. Nelson commented that the emphasis of the MPO's criteria on transportation versus recreation was appropriate. Woodard asked how much money or how many projects the Madison area might receive funding for. Schaefer said he thought there was a good chance that the first two projects, which total around \$2 million in Federal funding, would get funded. Woodard commented that it might be appropriate to give credit to projects where the sponsor is proposing more than a 20% match. It was agreed to bring up that issue to the committee prior to the next funding cycle.

Moved by Woodard, seconded by Sylvester, to accept the staff's recommended SMIP project rankings. Motion carried.

4. Review and Recommendation on Draft Amendment #2 to the 2008-2012 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Schaefer said the TIP amendment was needed to add two projects to be funded under the Job Access & Reverse Commute (JARC) program. The Madison area now receives a direct allocation of funding under the program. WisDOT has agreed to continue to administer the program, but involve the MPO in project selection. A request for project applications late last fall didn't result in any applications. Since then, WisDOT and MPO staff identified these two projects for funding this year. A new application cycle will be conducted for next year. The two projects are continued funding of Metro's commuter bus service to Verona and the Epic Systems campus and an auto loan program for low-income persons who need a car to get to work. Murphy asked about the terms of the loans, and Schaefer said it was no interest for two years with a maximum of \$4,000. Sylvester commented that ridership for the Verona commuter route continues to grow. Sobota said Metro was considering modifying the route so that it always goes through Verona on Verona Avenue rather than using the bypass.

Moved by Sylvester, seconded by Woodard, to recommend approval of Amendment #2 to the 2008-2012 TIP. Motion carried.

5. Review and Recommendation on Draft Letter of Preliminary Comment by the MPO on the USH 14/Lacy Road Interchange Project

McDonald explained that WisDOT had asked the MPO for preliminary comments on the planned Lacy Road interchange. He reviewed the plans for how relocated Lacy Road would connect to USH 14, E. Cheryl Parkway, and CTH MM. He said the project would also involve taking out the southern two ramps of the McCoy Road interchange, because it is too close to the new one to allow a safe distance for weaving movements. He said the project would be locally funded with city (TIF) and developer funds. Woodard said the cost is around \$6.5 million. WisDOT is paying a small amount of funding for additional width of the interchange abutments in case USH 14 ever needed to be widened. The project is in the regional transportation plan and the TIP.

Dunphy asked about the timing and nature of the CTH MM intersection improvements. Woodard said the agreement with WisDOT requires that all of Lacy Road, including the connection to CTH MM, be constructed before the interchange is built. Turn lanes would be added and conduit installed for a future traffic signal. Murphy noted that the interchange would increase traffic on CTH MM and result in some indirection for persons traveling to the businesses off Syene Road south of the Beltline. Sobota asked if the city had considered park-and-ride lot opportunities in the vicinity of the new interchange. Woodard said they would look at that. Hoelker said WisDOT was interested in a park-and-ride facility too. Two park-and-ride locations had been identified in Oregon.

Moved by Sylvester, seconded by Woodard, to recommend the letter of preliminary comment by the MPO on the project.

6. Committee Member Reports

Sobota said the City of Madison Transit & Parking Commission (TPC) had approved a set of route and schedule changes for this fall. It includes changes to Route 6 to allow it to stay on schedule, expansion of service to the Sprecher neighborhood, and changes to Route 13. The TPC voted for an alternate plan for Route 13 that maintains service to the Koster Street loop, but eliminates service to the Capitol Square. However, there is an unresolved funding issue.

Dunphy mentioned the ongoing North Mendota Parkway study and said she would provide a presentation at a future meeting.

Sylvester reported that the eastern segment of Verona Avenue was under construction and the project includes a new underpass for the Ice Age Trail.

Nelson reported that the City of Madison had finalized an agreement with the WisDNR regarding encapsulating the arsenic, an herbicide used by the railroad, along the rail corridor in which the Cannonball Trail is planned.

Murphy mentioned that the Madison Plan Commission had recommended approval of the Stoughton Road Revitalization Plan. The resolution approving the plan includes comments opposing the flyover ramp at USH 51 and the Beltline and the “texas u-turns” and supporting the additional street crossings between Pflaum and Buckeye Roads. The resolution now goes to the Common Council where there will be an effort to drop the comments on the roadway project and wait until the EIS is completed before commenting on the roadway improvement recommendations. Nelson mentioned that was a $\frac{3}{4}$ acre lot available from the Dutch Mill Park-and-Ride Lot that might be used to expand the lot. Hoelker said a consultant was being hired to develop a plan for expanding the lot. Sobota asked about the flyover and the impact on the Broadway access to USH 51. Hoelker said the Broadway access could be maintained with the flyover since it would draw a large share of the traffic away from the intersection.

7. Staff Reports

McDonald reported that half of the MPO Board appointments are up. The three City of Madison representatives have been re-appointed. He said it has been difficult to complete the voting for the small cities/villages representative. A vote from a majority of the officials is required and some of the village representatives have not voted. The Dane County Executive has not yet made her appointments, but he expects that to be done next month. He also reminded members that project submissions for the TIP, including STP-Urban project funding applications, are due June 9. Electronic versions of the forms are available on the MPO’s Web site under “Plans and Projects.”

8. Next Meeting Dates

The next meeting dates are Wednesday, June 25, and Wednesday, July 23.

9. Adjournment

The meeting was adjourned at 3:30 p.m.

Minutes recorded by Bill Schaefer