

**Minutes of the
Madison Area Metropolitan Planning Organization
Technical Coordinating Committee**

June 16, 2006

Fitchburg City Hall

2:00 p.m.

1. Roll Call

Members Present: Beaupre, Debo, Ginder, Kennedy, Hickman (for McComb), Trowbridge (for Murphy), Nelson, Mandli, Woodard

Members Absent: Coville, K. Clark, R. Clark, Dryer, Ettinger, Hoelker, Kirchner, Schmale, Violante

Others Present: McDonald, Schaefer, Pike, D. Paoni

2. Approval of Meeting Minutes of April 21, 2006

Moved by Woodard, seconded by Ginder, to approve the April meeting minutes. Motion carried.

3. Review of Preliminary Draft Priority Listing and Scoring and Ranking of Candidate Projects for STP Urban Funding for 2007-2011

Schaefer said a revised draft of the project listings and scoring and ranking table was at members' places. MPO staff talked with Village of Cottage Grove staff to clarify the projects that are eligible for funding. These projects were scored and ranked. Also, a correction was made in the timing of the University Avenue reconstruction project, moving this project from 2010 to 2011. This allows the second segment of the Monona Drive project to be funded in 2010 as planned. Schaefer noted that there is sufficient funding in 2007 for the Lien Road/Thompson Drive intersection project, but it is shown below the funding cutoff line because funding it would create a shortfall in 2008. This would necessitate bumping a project for which a commitment has already been made. Nelson asked about the scope of the CTH CV project in 2008. Schaefer said it is a resurfacing. When it was first submitted for funding, it was a reconstruction and widening to four lanes. Nelson questioned the use of STP Urban funds for a resurfacing project. Nelson also suggested showing the higher total project for Monona Drive, including the amount anticipated to be funded with Federal safety funds. Schaefer noted that the allocation drops from \$6.2 to \$5.2 million in 2008. This is due to an accounting error made by WisDOT and the fact that Federal funding hasn't increased as anticipated. It is uncertain at this time whether our allocation will increase beginning in 2010, but we have been advised by WisDOT staff that it is probably best to assume no increase in funding for now. The only major project shown as being funded in 2011 is the University Avenue reconstruction project, however there is still no agreement on the local funding share for that project. The \$4.4 million remaining balance is not enough to fund the next highest rated project—a new project to reconstruct the Mineral Point Road/Junction Road intersection into an urban-style interchange. The next highest ranked projects are E. Johnson Street and McKee Road. McDonald noted there is enough funding for the McKee Road (Maple Grove to High Point) project.

Kennedy asked if the STP Urban program was a possible source of funding for the Transport 2020 project. Schaefer said it was an eligible cost along with buses and other capital projects. Mandli raised the issue of Federal earmarks of funding and the impact that this might have on available funding levels. Schaefer said that WisDOT District 1 staff had mentioned earmarks as one of the possible reasons that the STP Urban allocation might not be increased back up in 2010. The impact of earmarks on available area funding for STP Urban and other programs is uncertain, but MPO staff intend to bring in someone from WisDOT in the future to discuss this issue. McDonald said MPO staff also wants to discuss with the TCC the issue of eligible project costs for STP Urban projects as there appears to be

some confusion on this issue. McDonald indicated that MPO staff was not seeking any action by the TCC on the draft STP Urban project listings at this time, but would be at the next meeting. In the meantime, members should contact MPO staff with any comments or questions.

4. Review of Draft Regional Travel Demand Model Results for the Regional Transportation Plan (RTP) Update

McDonald reviewed the travel mode results, going over the traffic congestion maps for the different roadway scenarios. Small copies of the congestion maps were distributed to those interested in reviewing them further. The scenarios modeled included new collector roadway connections/extensions, local arterial capacity change projects in the current adopted plan, and the North Mendota Parkway. Both the arterial street and freeway versions of the Verona Road improvement with the added lane on the Beltline west of Verona Road have also been modeled, but congestion maps weren't yet available for these scenarios. The modeling results showed that expanding the capacity of the Beltline reduces traffic on parallel arterials on the West side, but doesn't increase traffic volumes much on the Beltline east of Verona Road because it is already operating at capacity (LOS F). Further modeling with an operations model is required in order to make any definitive conclusions about the impacts of the Verona Road/West Beltline improvements. This will be done as part of the planned Beltline study. The last scenario that will be modeled includes the USH 14 interchange at relocated Lacy Road. McDonald said this isn't likely to have any significant regional traffic impacts. Woodard asked about the congestion shown on Lacy Road. Schaefer said that it is probably due to the fact that E. Cheryl Parkway is not in the model network and that the network would be modified to reflect the presence of that parallel facility, which should eliminate the congestion on Lacy Road.

McDonald then reviewed a preliminary draft of the transportation plan map showing programmed and planned local arterial and freeway/expressway capacity changes, programmed bridge projects, potential interchanges and interchange studies, corridors for which recommendations on specific improvements are pending ongoing studies (Verona Road, Beltline, USH 51), and the transit corridors being studied. The only local arterial capacity changes shown are those in the current plan. One or more may be added (e.g., CTH CV) pending completion of the financial capacity analysis. Other capacity expansion needs will be identified as "illustrative" projects without funding. Schaefer noted that staff forgot to include the USH 14 (Middleton to Cross Plains) Corridor and that would probably be added as one for further study. He also said that a final model run with all planned projects would be completed and the remaining congested roadway segments will be included on the plan map and identified for implementation of congestion management strategies. McDonald said that MPO staff would be meeting soon with WisDOT staff to review the plan map with them.

5. Committee Member Reports

Trowbridge mentioned the Streetcar Opportunities Forum that is scheduled for next week. He said the study consultants had identified alternative alignments for the streetcar within the study area. Park Street was the likely alignment to the south.

Hickman reported that a draft of the proposed Federal planning rules under SAFETEA-LU was recently published. She said the rules stick pretty closely to the statute.

Debo reported that a series of service changes on the west and south sides will be implemented on August 27. The changes will result in a savings of \$500,000 due to efficiencies, but will also add a number of service improvements, which she listed. Metro will be receiving five hybrid diesel-electric buses within the next five months. A new park-and-ride facility should be completed at the East Transfer Point in the fall. The school district will be added to the new magnetic card system. She also

mentioned that the transit commission would be considering use of full bus wraps and advertising in shelters for revenue generation purposes. Ridership was up 5% last year and is up 6% this year thus far. She also noted that cameras have been installed in 15 buses and have already proved useful. Discussions are ongoing with several communities regarding possible service in 2008-'09.

Beaupre reported that Barb Feeney has left WisDOT District 1 to go work for the Department of Workforce Development, and that Eileen Switzer has been hired to replace Doug Dalton at the central office. Switzer has most recently worked with WisDOT's Southeast District office.

Woodard reported that it appears the City will approve extending weekday peak period bus service down to Lacy Road and the community center on Route 48. He also said that reconstruction of Lacy Road in front of the community center would begin next month.

Mandli reported that issues related to the intergovernmental agreement for the North Mendota Parkway project were still being resolved. McDonald said all of the issues had actually been resolved at the last implementation committee meeting, and that a subcommittee had been formed to review and approve a RFP for the environmental study.

Ginder stated that old USH 12, now called Parmenter Street, was under construction. He also said that the City's comprehensive Traffic Management Study Report was almost completed.

Kennedy reported on the progress on street construction on the UW campus. Linden Drive opens again next week and Observatory Drive will open in the fall. Work will shift to the west part of the campus. A new bus route is being added, a southeast circulator. Work on the Campus Drive bike path will start next spring. He also mentioned that the university will begin permitting of mopeds on campus.

6. Staff Reports

McDonald reported that the MPO Policy Board approved a new board structure. The size of the board has been increased to 14 with three representatives of the small cities and villages. Also, 2/3's of the board appointees by each appointing authority must be elected officials. Citizen members must be on a land use/transportation related board or commission. The restructuring of the board is a condition of the Federal MPO certification review. McDonald said a revised draft agreement is being prepared to send to local units of government and the Governor for signing. Another condition of the certification review is the restructuring of the TCC to add representatives from the suburban communities added to the urban area. FHWA staff presented the summary MPO certification review report to the MPO Board at its last meeting. The complete report is being finalized. The Madison Area MPO was re-certified. Schaefer added that the MPO Board made a couple of changes to the ranking of Enhancement projects that the TCC approved at its last meeting, but there was no change to the top three projects that are most likely to receive funding.

7. Next Meeting Dates

The next meeting dates are July 21 and August 18.

8. Adjournment

The meeting was adjourned at 3:45 p.m.

Minutes recorded by Bill Schaefer