

**Minutes of the Madison Area Transportation Planning Board  
Citizen Advisory Committee**

**July 22, 2009**

**Madison Municipal Building, Room LL-110**

**5:00 p.m.**

**1. Roll Call**

*Members Present:* R. Ferrell, G. Hull, D. Phillips, J. Rider, T. Stoebig, E. Sundquist, J. Guo

*Members Absent:* F. Bartol, C. Gjerde, S. Hiniker, R. Williams

*Staff Present:* B. Schaefer

*Others Present:* A. Matano

**2. Approval of May 19 Meeting Minutes**

Phillips moved, Rider seconded, to approve the May 19 meeting minutes. Motion carried.

**3. Review of Preliminary Listing and Ranking of Candidate Projects for STP-Urban Funding for 2010-2014**

Schaefer reviewed the draft priority project listings. He noted a minor change that will be made. The \$72,000 balance shown in 2009 will be allocated proportionately to the E. Washington Avenue and Monona Drive projects. He reviewed the major projects in each year. He noted there are two new projects in 2012 in addition to the second phase of the Mineral Point Road intersection project. These are the reconstruction and expansion of CTH M to four lanes from Watts Road to Valley View Road and replacement of the pavement on Fish Hatchery Road from Wingra Drive to Emil Street just north of the Beltline. These new projects result in the E. Johnson Street (First to Butler St.) project being pushed back to 2014. The other major 2014 project is the final segment of the CTH M corridor from CTH PD to Valley View Road. There is a shortage of funding for the E. Johnson Street project of about \$160,000 based upon current cost estimates. These costs will undoubtedly change though. Another uncertainty is what the funding allocation will be for the Madison Urban Area following reauthorization of SAFETEA-LU, which expires this fall.

Schaefer pointed out an issue with the northern segment of the Monona Drive project is the bike accommodations will stop at Cottage Grove Road. The street would need to be reconstructed to add bike lanes and there may not be room to extend the planned 8-foot sidewalk on the west side. Stoebig said he had attended recent meetings on the design for that segment of Monona Drive. There is some opposition to the extra wide sidewalk because the right of way would need to be taken from the east (City of Madison) side, which further impacts parking of the businesses on that side. Also, the City of Monona wants to provide for a left turn to Ferdinand Place where the new condo project was just completed. This creates some traffic issues because it is so close to the Cottage Grove Road intersection.

**4. Review of Draft 2010-2014 Transportation Improvement Program (TIP) Projects**

Schaefer reviewed maps of the complete list of major TIP projects in the metropolitan planning area and the outer area. Among the projects Schaefer mentioned was the reconstruction of the West Beltline/Verona Road interchange and the Summit Road intersection on Verona Road scheduled for construction in 2014. He said an amendment to the regional transportation plan is required for this project, and a hearing on this plan amendment is scheduled for the September Board meeting. The hearing for the TIP is also scheduled for the same meeting. Schaefer noted there were some coordination issues that will need to be worked out regarding the timing of projects. For example, Fitchburg has programmed reconstruction of Seminole Highway for 2012 and 2014, the same years that work is now scheduled for Verona Road and the interchange.

**5. Review and Recommendation on Madison Area TPB Resolution No. 28 Regarding Intercity Bus Transportation and the Badger Bus Terminal in the City of Madison**

Schaefer said the existing intercity bus terminal owned by Badger Bus Company would be closing in the next few weeks. A redevelopment project has been approved for the site. Many people are concerned about the loss of the terminal. MPO Board Chair Al Matano handed out a letter he drafted on the topic at the last meeting, and Board directed staff to prepare a resolution based on this letter. The resolution notes the importance of finding a short-term and long-term solution to the problem and offers the MPO's assistance. He said some progress had already been made in regards to a short-term solution. A meeting was held yesterday with Greyhound Bus Company officials to identify possible locations for an interim facility with the goal of finding one by September. Greyhound has a different clientele than Badger and wants a terminal. Discussion followed. Rider noted that the Dutch Mill PnR Lot has limited bus service.

In response to a question about what role the MPO could play, Matano said there were two reasons he suggested the MPO take some type of action. First, it would demonstrate the MPO did think this was an important issue and was concerned. Second, he wanted the MPO to offer its expertise and ability to coordinate among the different stakeholders. He said the City of Madison is in a position to better address a short-term solution, but the MPO could assist in planning for an intermodal facility. He suggested a change to the second to last whereas clause to downplay or eliminate the reference to the airport as a potential intermodal facility. He said there is a desire to locate such a facility closer to downtown if possible.

Moved by Stoebig, seconded by Rider, to recommend approval of TPB Resolution No. 28 with the editing change suggested by Matano. Motion carried.

**6. Review and Recommendation on Resolution TPB No. 29 Regarding Amendment #6 to the 2009-2013 Transportation Improvement Program (TIP)**

Schaefer said the amendment is for two projects. The first is a resurfacing project on CTH K from CTH M to CTH K. This project was selected for ARRA funding by WisDOT under the STP – Rural Program. It is located outside the urban area boundary and thus not eligible for STP – Urban funding, but it is within the metropolitan planning area. The amendment is needed to show the Federal ARRA funding. The second project is the Woodland Drive street reconstruction and path project. The Village of Waunakee secured a Federal earmark of funding for the project in SAFETEA-LU. The limits of the project have been shortened because of insufficient funding and don't match the environmental document. It now extends only to Cobblestone Lane rather than to CTH M. Also, the Federal funding for the project needs to be changed from Enhancements to STP – Urban because street reconstruction isn't an eligible activity under the Enhancements program. WisDOT has indicated this will not affect the funding allocation balance for the Madison area.

Phillips moved, Rider seconded, to recommend approval of TPB Resolution No. 29. Motion carried.

**7. Report on new Regional Transit Authority (RTA) Enabling Legislation**

Schaefer said the legislative language was included in the packet. It indicates that the RTA in Dane County is created if the Dane County Board adopts a resolution creating it. He showed a map staff had created illustrating the RTA jurisdictional area, which includes any municipality located in whole or part within the MPO planning area as of 2003. The language requiring a referendum to implement an additional sales tax to fund the RTA was vetoed, but the county has committed to holding a referendum. The earliest the referendum would probably be held is fall of 2010. Stoebig commented that some wanted to hold the referendum sooner. Schaefer said some people are upset about the governance structure. The City of Madison only has two of nine representatives. Schaefer said a bill

may be introduced in the fall to address some issues with the Southeast Wisconsin RTA, and that could be an opportunity to make some changes to the Dane County RTA provisions.

Hull asked how the relationship between the RTA and MPO would work. Schaefer said it would probably be similar to the relationship the MPO has now with Metro Transit, which is outlined in a memo of understanding. The MPO would continue to do the long-range multi-modal transportation planning and perhaps the mid-range transit planning such as the TDP. The RTA would do the short-range transit planning. Matano raised the question of who would staff the RTA after it was created, but prior to the sales tax being implemented. He said the MPO might be able to assist with the transition.

**8. Status Report on the Transit Development Plan Update**

Schaefer noted that a document listing potential issues to be addressed in the TDP had been included in the packet. He said this was a laundry list that included some major issues and other more minor issues. It was the consensus of the review group overseeing preparation of the TDP that a major focus should be developing a service and financial plan for expanded transit services should an RTA be created and additional funding made available through the additional sales tax. There are a number of related issues such as how to prioritize the potential new services. Another issue that will be addressed in more detail as part of the Transport 2020 project, but which will probably be addressed to some extent is the need to restructure the bus service if the starter rail system was implemented. Some significant changes would be needed since none of the transfer points are on the rail line. Schaefer said the review group is going to be expanded to include representatives from a number of the area communities.

**9. Committee Member Reports**

None.

**10. Staff Reports**

Schaefer mentioned that the certification review of the MPO had been completed and that FHWA and FTA would be preparing a report to present to the MPO Board in September or October. He said the necessary plan amendment for the Verona Road/Beltline interchange improvements had already been mentioned. Future agenda items were listed on the agenda.

**11. Next Meeting Dates**

Wednesday, September 16 and Wednesday, November 18, 2009

**12. Adjournment**

The meeting was adjourned at 6:50 p.m.

*Minutes recorded by Bill Schaefer*