

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

July 28, 2010

Fitchburg City Hall Conference Room

2:00 p.m.

1. Roll Call

Members Present: Beaupre, Sobota (for Beck), Dryer, Dunphy, Hoelker, Kennedy, Jolicoeur, Murphy, Phillips, Stauske, Vela, Andros (for Violante), VanderWegen (for Woodard)

Members Absent: R. Clark, Coville, Even, Kirchner, Kugler, Scheel, Sylvester, Wheeler

Others Present: Schaefer

2. Approval of May 26, 2010 Meeting Minutes

Dryer moved, VanderWegen seconded, to approve the May 26, 2010 meeting minutes. Motion carried.

3. Review of Preliminary Draft Listing and Ranking of Candidate Projects for STP Urban Funding for 2011-2015

Schaefer reviewed the preliminary draft priority listings. He said the listings reflected discussion at an interagency meeting and by the MPO Board at its last meeting. He said that the cost estimates for the University Avenue (Segoe to Allen Blvd.) reconstruction project currently scheduled for 2011 and the CTH M (Cross Country to CTH PD) reconstruction and expansion project currently scheduled for 2013 had increased substantially. This has created a funding shortfall. As a result, there is interest in delaying some projects in order to get closer to full 50% funding of these two projects. He said the current proposal is to delay the Fish Hatchery Road (Emil to Wingra Dr.) pavement replacement project from 2012 to 2014 and delay the E. Johnson Street (N. Butler to First St.) reconstruction project from 2014 to 2015. The Cottage Grove Road (Interstate to Sprecher Rd.) project would need to be pushed back from 2015 to 2016. There would be sufficient funding for the McKee Road/CTH PD (Maple Grove to CTH M) reconstruction and expansion and the Allen Boulevard/CTH Q (University to Lake St.) resurfacing projects in 2015. The Allen Blvd. project could actually be done in 2014. He reviewed the listings for each year and noted that the MPO's allocation for 2013-2015 was uncertain at this time. The actual allocation might not be known until the fall, perhaps after the TIP is adopted. For now, it is assumed that the allocation will stay the same, but it could decrease some.

Schaefer said that the annual interagency staff project coordination meeting for the TIP had just been held earlier in the day. He said county staff had questioned whether the CTH M (Cross Country to CTH PD) project could be done in 2013 due to environmental and real estate acquisition issues. Moving that project back a year would push back the last segment of CTH M and CTH PD a year as well, but would allow fully funding the University Avenue and CTH M projects. City of Madison staff believes the CTH M project can be done in 2013 and the city is not interested in changing the schedule at this early date. Schaefer said he assumed the City of Verona would like to see the project done in 2013 as well. Schaefer said there was some discussion amongst staff regarding the timing of various projects on the southwest and south sides, including most importantly the Verona Road/West Beltline interchange project scheduled for 2014. Alternative routes need to be kept open to the extent possible. Stauske said he had just received a letter indicating the University Avenue project would need to be delayed until 2012. Phillips and Dunphy agreed it was unlikely to be ready in 2011. Schaefer said if that was the case a final decision on how much funding to allocate for the project could be postponed. Next year if it appears that CTH M does need to be delayed, additional funding could then be allocated. Schaefer said the item was just for discussion and that MPO staff would seek a recommendation from the TCC as part of action on the draft TIP at the September meeting. In the meantime, additional discussions could take place regarding the timing of the different projects.

4. Discussion Regarding Formalizing Requirements for STP-Urban Projects, including Minimum Total Project Cost and Eligible Project Costs

Schaefer said that the MPO has had some informal, unwritten policies regarding STP-Urban projects. One of these policies relates to the minimum project cost. Due to the extra time and money involved in planning and designing projects with federal funds, the MPO has encouraged higher cost projects, but hasn't set an actual minimum amount. The other issue is the eligible costs for roadway projects and the maximum amount that should be allowed for items such as streetscaping and landscaping. He said the MPO might want to adopt a policy limiting some items to a certain percentage of the total project cost or a cost per linear foot. Schaefer distributed a handout with some information on STP-Urban requirements, including eligible projects under Federal law and eligible cost items. He included some proposed minimum project costs (\$500,000 for street reconstruction, \$250,000 for street resurfacing and other projects) for purposes of discussion. He noted that the minimum project cost for Transportation Enhancement projects was \$200,000, including design work. He thought the \$500,000 and \$250,000 cost numbers were low and could even be higher, but MPO staff wanted to get feedback from the committee. Schaefer said that if the MPO set specific policies on the minimum project cost and/or maximum cost for certain items, the policies would be included in the information on the STP Urban project selection process included in Appendix A of the TIP. He said any new policies would not be effective until the next application cycle so there was time for further discussion. He asked whether the committee thought adoption of such policies would be beneficial. Stauske said that having a "bright line" is also helpful.

5. Review of Draft 2011-2015 Transportation Improvement Program (TIP) Projects

Schaefer reviewed a map of all of the major street/roadway projects in the draft TIP, pointing out new projects and those with changed schedules. Discussion ensued on some of the projects.

6. Update on the Milwaukee-Madison Intercity Passenger Rail Service Project and the Madison Station

Phillips, who is heading the city staff team on the project, reported that the consultants for both the stations and the corridor have been hired and have started work. Corridor issues include street closures and crossing protection and fencing. The goal was to be ready for PS&E by April 2011. The Madison station issues included the interface with other transportation modes, including intercity bus, commuter rail (if implemented in the future), pedestrians and bicyclists, and the parking. Kennedy asked about the plans for redevelopment of the Government East ramp, and Phillips said the plans currently include 1,200 parking spaces underground under the existing ramp block and MMB block, a bike station, hotel, and space for intercity buses. Schaefer asked about any discussions regarding what components the state would be funding and Phillips said it was too early. Murphy added that some preliminary renderings for the station design have been made public.

7. Update on the Regional Transit Authority (RTA)

Schaefer said the RTA Board had created three committees. One was charged with development of the plan for improved transit services. A second was developing bylaws and addressing other related organizational issues. Both of these committees were meeting regularly. A third citizen advisory committee was created, but the members haven't been appointed. The RTA Board is still in the process of gathering information with presentations being given to the Board and Plan for Transit Committee on various topics. The MPO's TDP committee was continuing to work on potential bus service improvements for the RTA. Metro and MPO staff have been meeting with staff and officials of some communities to get feedback on desired transit improvements.

8. Committee Member Reports

Kennedy reported that the Langdon Street project should be by September, but there have been complications with the east campus utility project on Observatory Drive and the work may not be completed before fall semester starts.

Vela said that work had shifted to do the east side of the roadway and was on schedule. In response to a question from Schaefer, he said that about 1/3 of the driveways had been closed as part of the project.

Beaupre reported that WisDOT hoped to have the draft State Rail Plan completed in September.

Phillips reported that work on most of the City of Madison's major street construction projects had started. Work on Sherman Avenue would start in August.

Sobota said that Metro would soon be receiving the 14 new hybrid buses partially funded with economic stimulus funds.

Dunphy noted that the work on CTH K, a stimulus project, was finished and that traffic had tripled since it was done.

VanderWegen reported that the paving of McCoy Road was finished and the work almost completed. Surfacing of the Badger State Trail would hopefully be started by Labor Day.

9. Staff Reports

Schaefer reported that the applications for Statewide Multi-Modal Improvement Program projects were due August 2. MPO staff would be scoring and ranking the projects and reviewing the project rankings with the MPO Board at its September 1 meeting. MPO staff would need to review the rankings with the TCC at the August 25 to get a recommendation from the committee. However, that might be the only item on the agenda unless WisDOT was ready to make a presentation on the draft State Rail Plan.

Schaefer asked if members wanted to hold a meeting just to go over the SMIP project rankings. Alternatively, MPO staff could send out the draft rankings and get feedback from individual members to pass on to the MPO Board. The consensus seemed to be that it wasn't worth holding a meeting just to review and get a recommendation on the SMIP project rankings.

10. Next Meeting Dates

The next meeting dates are August 25 and September 22.

11. Adjournment

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

Minutes recorded by Bill Schaefer