

Memorandum

To: Madison Area Transportation Planning Board Members

From: Bob McDonald, Transportation Planning Manager

Date: June 20, 2008

Re: Wednesday, July 2, 2008 Madison Area Transportation Planning Board Meeting

Enclosed are an agenda and materials for the next Madison Area Transportation Planning Board meeting, to be held **Wednesday, July 2, at 7 p.m. at the Madison Water Utility, 119 E. Olin Ave. Conference Room A-B.** Please mark your calendars accordingly. If you have any questions, please call me at 266-4518 or send me an e-mail at rmcdonald@cityofmadison.com.

Enclosures

MEETING ANNOUNCEMENT
Madison Area Transportation Planning Board
A Metropolitan Planning Organization (MPO)

July 2, 2008

Madison Water Utility
119 E Olin Ave, Room A-B

7 p.m.

AGENDA

1. Roll Call
 2. Approval of June 4, 2008 Meeting Minutes
 3. Communications
 4. Public Comment (for items *not* on MPO Agenda)
 5. Presentation on the Dane County Clean Air Coalition by Dave Merritt Project Coordinator
 6. Consideration of Resolution TPB No. 15, Regarding Amendment #3 of the 2008-2012 Transportation Improvement Program (TIP) for the Dane County Area
 - Add intersection improvement to USH 18/151 and CTH PD adding left turn capacity
 - Add emergency pavement repairs to I-94 from Sprecher Road to Co. Line
 - Add bridge deck replacement project for USH 51 southbound bridge at Cottage Grove Road
 7. Review of Preliminary Draft Listing and Scoring and Ranking of Candidate Projects for STP Urban Funding for 2009-2013
 8. Status Report by TPB Board Members on Projects Potentially Involving the TPB:
 - Transport 2020 Implementation Task Force
 - USH 51 (USH 12/18 to I 90/94/39) Corridor Study
 - North Mendota Parkway Implementation Oversight Committee
 - USH 51 (McFarland to Stoughton)
 9. Discussion of Future Work Items:
 - Draft of 2009-2013 Transportation Improvement Program (TIP)
 - Draft 2009 Unified Planning Work Program
 - Verona Road/West Beltline Interim Improvements
 - Ped/Bike Safety Education Program
 10. Announcements and Schedule of Future Meetings
 11. Adjournment
-

Next MPO Meeting:

Wednesday, August 6 at 7 p.m.

Madison Water Utility, 119 E. Olin Ave., Room A-B

If you need an interpreter, materials in alternate formats, or other accommodations to access this meeting, contact the Planning & Development Dept. at (608) 266-4635 or TTY/TEXTNET (866) 704-2318.

Please do so at least 48 hours prior to the meeting so that proper arrangements can be made.

Si Ud. necesita un intérprete, materiales en formatos alternos, o acomodaciones para poder venir a esta reunión, por favor haga contacto con el Department of Planning & Development (el departamento de planificación y desarrollo) al (608)-266-4635, o TTY/TEXTNET (866)-704-2318.

Por favor avísenos por lo menos 48 horas antes de esta reunión, así que se puedan hacer los arreglos necesarios.

**Madison Area Transportation Planning Board (an MPO)
June 4, 2008 Meeting Minutes**

1. Roll Call

Members present: Tom Clauder, Joe Clausius, Ken Harwood, Jerry Mandli, Al Matano, Paul Skidmore, Satya Rhodes-Conway, John Vesperman, Robbie Webber, Eileen Bruskevitz (arrived at Item #7), Mark Opitz (arrived at Item #9)

Members absent: Chuck Kamp, Brett Hulseley, Duane Hinz

Staff present: Bob McDonald, Bill Schaefer, Bob Pike

2. Approval of April 2, 2008 Meeting Minutes

Moved by Webber, seconded by Rhodes-Conway. Motion carried.

3. Communications

McDonald said there was only one, which will be taken up with Item #7.

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

None

5. Consideration of Citizen Appointment to the Madison Area TPB Citizen Advisory Committee

Schaefer said staff was proposing to add one more member to the committee. His name is Greg Hull, and he is a graduate student at UW-Madison and also a realtor. He has attended the previous two CAC MPO meetings and is interested in transportation issues. Schaefer said staff thought it would be good to have a realtor on the committee as a 14th member [Ed. note: Mr. Hull would actually be the 12th member.]. Webber said she didn't have a comment about Mr. Hull, but asked if there were specific criteria for selecting members and the size of the committee. McDonald said there are general criteria identifying the types of groups and interests that should ideally be represented. These were identified when the committee was created. The goal is to have some balance in the types of advocacy groups and to have some general citizens. Webber asked if there are particular slots or if the number of committee members is specified. McDonald said there aren't specific slots per se nor is there a set number for the committee, but the size should be kept manageable, probably not more than fifteen.

Moved by Harwood, seconded by Clausius, to approve Hull as a member of the committee. Motion carried.

6. Consideration of Resolution TPB No. 14, Regarding Amendment #2 of the 2008-2012 Transportation Improvement Program (TIP) for the Dane County Area

Schaefer said that the Madison area now receives a direct allocation of funding under the Job Access & Reverse Commute Program. WisDOT has agreed to continue to administer the program with input from the MPO on project selection. WisDOT requested applications for grant projects under the program last fall, but no applications were submitted for projects in Dane County. Since that time, MPO staff worked with WisDOT staff to identify projects for this year. The FY 2006 funding allocated under SAFETEA-LU will lapse and be lost if it isn't spent by fall of this year. The two projects proposed for funding this year are the Metro bus service to Verona and Epic Systems, which has been funded the past two years, and an auto loan program for low-income persons. The auto loan program would not have been the first choice of staff, but it is a program that has been successfully implemented in many other counties in the state with WisDOT funding and is certainly appropriate in areas without transit service. Because the funds will lapse if not spent this year, we were limited with respect to projects as we needed projects that could be implemented quickly. The maximum loan per person is \$4,000 for two years with no interest.

Webber expressed concern about the auto loan program. She said \$4,000 doesn't necessarily buy a person a dependable car and the cost of maintenance is high. She said she was sympathetic to the fact that many jobs can't be reached by transit and she thinks this is going to be a problem for employers. However, there are better ways to spend the money and we need to find other ways to get low-income persons to jobs. While she understands the situation with the funds lapsing, she would not be in favor of this being a continuing program. Rhodes-Conway asked about the geographic area of the auto loan program, and Schaefer said it is countywide, but either the job or the person's residence must be within the urban area. Clauder said a person can get a dependable car for \$4,000 and he supported the program, which will help people get to jobs. Webber asked the income limit and Schaefer said he thought it was 150% of the Federal poverty level. Clausius asked if the program was annual or for two years, and Schaefer said the funding was just for this year. Webber asked if all of the funding could go towards expanded transit service, and Schaefer said yes if there is a project sponsor. MPO staff has had discussions with Metro and the City of Sun Prairie about possible projects. Harwood said it sounds like the Board would like staff to market the grant program to try to get some better projects for next year. He added that Verona appreciates the support for the bus service to Verona and Epic Systems, which has been successful with ridership continuing to grow.

Moved by Mandli, seconded by Webber, to approve TPB Resolution No. 14 regarding Amendment #2 of the 2008-2012 Transportation Improvement Program (TIP). Motion carried.

7. Consideration of Letter of Comment to WisDOT Regarding Proposed Interchange on USH 14 With a Relocated Lacy Road and Other Associated Roadway Improvements

McDonald explained that WisDOT has asked the MPO to provide some preliminary comments on the proposed interchange on USH 14 at relocated Lacy Road. He reviewed a map of the location of the proposed interchange, street connections, and area neighborhood plans. He said the interchange would relieve a serious safety problem at McCoy Road interchange. In the morning traffic backs up on the northbound exit ramp onto USH 14 because the ramp is so close to the CTH MM intersection, which is not signalized. When the Lacy Road interchange is built, the two southern ramps of the McCoy Road interchange will be removed. This solves the safety problem, but still provides access to the Greenway Cross industrial area. He said the interchange will result in increased traffic on CTH MM and Rimrock Road. The interchange is in the regional transportation plan and also in the TIP as a locally funded project. Staff has prepared a draft letter of comment, which notes that the MPO reserves the right to comment further once the draft environmental document is completed.

Webber asked if WisDOT was asking the MPO to comment now on the interchange design and the impact on other roadways, including Lacy Road. McDonald said those issues would be addressed later when the environmental document is completed. He added that traffic on Lacy Road would increase regardless of whether the interchange is built, because of the high density mixed use development planned. Lacy Road will need to be reconstructed to an urban cross-section with bike lanes. The project will be locally funded except for a small amount of state money to move the bridge abutments back far enough to allow USH 14 to be expanded if that was ever needed in the next fifty years. Paul Woodard, City of Fitchburg Engineer, was present. He added that Lacy Road did have paved shoulders west of Syene Road. A segment of Lacy Road from the City Hall property east to Fahey Glen is planned for reconstruction to an urban section with bike lanes and a side path as well. The interchange is planned for north of the existing Lacy Road Bridge over USH 14 in order to avoid all of the wetlands in that area. Harwood said he uses Lacy Road every day. It is a nice corridor, which provides an alternative to the Beltline, and an interchange at USH 14 makes sense. The existing McCoy Road interchange is problematic. Clauder added that the City has been working on the project for a number of years. Matano liked the fact that the existing Lacy Road Bridge would be maintained, and also liked the City's plans to develop the area as an urban center.

Moved by Harwood, seconded by Clauder, to approve the letter of comment to WisDOT regarding the USH 14 interchange. Motion carried.

8. Consideration of Scoring and Ranking of Candidate Statewide Multi-modal Improvement Program (SMIP)/Transportation Enhancement (TE) Projects for FY 2010-2011

Prior to the staff presentation, Mandli asked how many projects could possibly be approved for funding. Schaefer said probably two, but perhaps more if one or more smaller projects were funded. The top two projects are seeking around \$2 million in Federal funding and there is around \$18 million available statewide. Mandli then suggested reviewing just the top few scoring projects rather than all eleven, and McDonald said that was fine. Schaefer explained that SMIP is a statewide discretionary grant program. Most of the funds come from the Federal Transportation Enhancements (TE) Program, which is funded through a 10% set aside of the total Surface Transportation Program (STP) funds allocated to the state. There are fourteen categories of projects that are eligible for funding under the TE Program, but bicycle and pedestrian facilities make up the vast majority of projects funded. Other eligible categories include historic preservation and streetscape enhancements. WisDOT creates a statewide committee to review and rank projects for funding. However, for projects within the larger urban areas WisDOT has the MPOs rank the projects first. The MPO rankings are then considered by the statewide committee. In the past, the committee has closely followed the Madison MPO's ranking of projects. Schaefer then briefly reviewed the criteria the MPO uses to score and rank candidate SMIP projects, and pointed out the two tables that were provided to the Board.

Schaefer then reviewed the highest scoring projects, referring to a map of the projects and how they relate to the existing path network. The project that scored the highest is the final phase of the Starkweather Creek path project. The first two phases of the project are under construction now, including the overpass of East Washington Avenue for which the City of Madison received a Federal earmark of funding. This work will connect the path to the Isthmus portion of the Capital City Trail and extend it north to Commercial Avenue. The final phase provides the missing segment, connecting the path to the existing path to the MATC Truax campus, including an overpass of Aberg Avenue. The project would connect low and moderate income residential neighborhoods north and south of East Washington Avenue to Olbrich, MATC and the Truax Business Park, shopping, and the Capital City Trail. Two projects—the Badger State Trail and the first phase of the Lower Yahara River Trail—had the second highest score, but staff ranked the Badger State Trail second. The project involves paving of the northern segment from Purcell Road to the Capital City Trail. It is a joint City of Fitchburg and WisDNR project. Fitchburg is doing the design work and will provide the up front local share funding and then WisDNR will reimburse the city. The southern segment to Belleville, which is crushed stone, was completed last year. The trail extends to the county line 32 miles to the state line and then into Illinois for a considerable distance. Thus, it will be a great recreational facility and will also be used by Verona and Fitchburg commuters who now must use Seminole Highway, which has heavy traffic during commute times.

The third ranked project is the Lower Yahara River Trail, which would extend in the rail corridor from McFarland to Lake Farm County Park and connect to the Capital City Trail. The trail is planned to eventually extend south to Lake Kegonsa State Park and to the City of Stoughton. There are some difficult issues with the project, including the planned bridge crossing Lower Mud Lake. An intergovernmental staff committee has been set up, which also includes a representative from Wisconsin & Southern Railroad. The railroad is interested in reconstructing and expanding the rail bridge and there are water quality and navigation benefits from doing this as well. Because of wetlands in the corridor, the trail would consist of boardwalk. A feasibility study is underway and will be completed this summer. The trail would provide a great connection from McFarland into the Madison area and the Capital City Trail. However, because of the uncertainty of the project due to the issues that still need to be resolved, staff ranked it third. The fourth ranked project is the first two phases of the Cannonball Trail from the Beltline to the Capital City Trail in the abandoned rail corridor that the Cities of Madison and Fitchburg just purchased with a WisDNR grant.

Webber commented that she was surprised staff ranked the Lower River Yahara Trail over the Canonball Trail due to the uncertainty over the project and the connection on the western end. Schaefer said there is an access road that is part of the Lake Farm Park, but County Parks staff indicated they would construct a

paved path connection to the Capital City Trail along Lake Farm Road if they received Federal funding. The trail could be constructed outside of the rail right of way, but if the railroad wants to upgrade the bridge it would make sense to incorporate the bike bridge into the larger project. Part of the reason the Lower Yahara River Trail was ranked higher is that the biggest benefits of the Cannonball Trail won't come until later when the Beltline overpass is completed. The first phases don't provide significant mobility benefits since there are existing local streets roughly paralleling the path. McDonald said that staff reviewed the project rankings with the MPO Citizen Advisory Committee and Technical Coordinating Committee (TCC) and both recommended approval of the staff's rankings. Schaefer added that there was a clear consensus that the Starkweather Creek path and Badger State Trail were the top two projects. He noted that the City of Madison was proposing a 50% vs. 20% local match for the Starkweather Creek path. The TCC discussed adding a criterion for the next round of applications to account for local funding leverage. If communities provided a higher match, more local projects could be funded. Harwood expressed support for adding a criterion for cost sharing. Matano asked about the Junction Ridge Overpass project. Schaefer said the City of Madison didn't apply for funding for that project this time. The City also didn't apply for funding for the Sherman Flyer path project—our #1 ranked project last time—because the Union Pacific Railroad is not cooperating. The City is hoping that UP will sell the railroad to Wisconsin & Southern, which has been more willing to work with the City.

Matano said he supported ranking the Lower Yahara River Trail project over the Cannonball Trail because of the greater mobility benefits. Webber said one can still get across the Beltline at Todd Drive even without the overpass. Clauder asked about the Monona Drive streetscape improvements project. McDonald said it was ranked #9. Schaefer said because it is a small project, there is still a possibility it could be funded despite the lower ranking. There was some discussion by our CAC that the streetscape/pedestrian enhancement projects tend to not score as well under the MPO's criteria. One of the things to keep in mind is that there are typically alternative funding sources for streetscape projects. In fact, these improvements are typically made as part of the street reconstruction project. The City of Monona is already receiving Federal safety and STP-Urban funding for the Monona Drive project. The criteria focus on mobility and level of use and bike facilities by their nature score well under these criteria.

Moved by Harwood, seconded by Bruskewitz, to approve the staff's scoring and ranking of the candidate SMIP projects for FYs 2010-2011. Motion carried.

9. Continued Review and Discussion on the Selection Process for Surface Transportation Program (STP) – Urban Transportation Projects

McDonald said staff had reviewed the STP-Urban projection selection process paper with the Board at the last meeting to explain the criteria and how they are applied to different kinds of projects. Staff could review the scoring for a few projects with the Board to show why they were given a particular score for each applicable criterion. Alternatively, project scores could be reviewed for the new draft listings for the 2009-2013 TIP at the next meeting. Webber expressed interest in reviewing a few of the projects. Schaefer then reviewed the scoring for the first phase of the Monona Drive reconstruction, Mineral Point Road/CTH S (CTH M/Junction Rd.) intersection, and University Avenue (Allen Blvd. to Segoe Rd.) reconstruction projects. He also reviewed the scoring for the pedestrian/bicycle safety education program to show how the criteria are applied to a non-roadway project.

Webber questioned why two criteria award points for capacity expansion projects, while another awards points for preservation projects. McDonald said the criteria attempt to balance the benefits of both types of projects. Schaefer said that a needed capacity expansion project would score higher than a preservation project under these criteria, but not a premature capacity expansion project. These are only three of the many criteria, however. In response to a question regarding the criterion concerning project complexity, Schaefer said projects with difficult engineering issues, involving multiple jurisdictions, or other complicating factors receive more points. Rhodes-Conway asked if it is possible to get a 0 score for a criterion, and Schaefer said that if the criterion is applicable, the lowest score is a 2. The exception is the "external impacts" criteria where a project wouldn't be awarded a 2 if the impacts are very minimal.

Mandli asked what role level of service (LOS) played in the score for congestion reduction. Schaefer said the criteria in question looked at longer term impacts, and we'd rely on traffic modeling to assess the impacts. McDonald added that for a project to receive 6 points it would probably need to result in LOS C or D for a long time. Rhodes-Conway said so it is both the degree of congestion relief and how long that relief will last that are factored in, and McDonald said yes. Mandli asked if FWHA reviews the MPO criteria. McDonald said not officially, but FWHA is on the MPO's Technical Coordinating Committee. FHWA allows MPOs to develop their own criteria as long as they are reasonable.

10. Status Report by TPB Board Members on Projects Potentially Involving the TPB:

- **Transport 2020 Implementation Task Force**

Matano reported that a new subcommittee of the Finance/Governance committee had been formed with additional representatives from suburban communities, business, etc. The idea for the new subcommittee came out of some meetings of the regional economic development group, Thrive. At the first meeting, it was clear that some of the new members wanted to revisit the past work and recommendations. At the next meeting, McDonald is going to provide a presentation on the MPO. McDonald added that he will explain the MPO's governance structure, responsibilities, etc. and the relationship between the MPO and Transport 2020. Specifically, the MPO must endorse the project and include it in the regional transportation plan and TIP.

- **USH 51 (USH 12/18 to I 90/94/39) Corridor Study**

McDonald said there has only been one technical committee meeting, because they are in the process of preparing the draft EIS. Vesperman said that for both USH 51 studies WisDOT was working through the agency consultation process required under SAFETEA-LU, including the methodology for analyzing cumulative impacts.

- **North Mendota Parkway Implementation Oversight Committee**

Bruskewitz reported that at the last meeting the committee identified the E-Way boundaries and reviewed alternative roadway alignments. Meetings are being set up with property owners. Another meeting is scheduled for later in the month. McDonald added that one of the major issues to resolve with the roadway alignment is the western terminus and connection to USH 12. WisDOT is conducting a freeway conversion study on USH 12 and planning an interchange in the area of CTH K. Opitz asked Bruskewitz about the Town of Springfield's position, and she said the town preferred an alignment south of CTH K because of the concern about development impacts. However, she said Middleton and Springfield have an intergovernmental agreement in place and she thinks an agreement can be reached on the issue. Opitz asked about the timing of the USH 12 freeway conversion study, and Vesperman said he didn't know when they would finish, but they have developed some initial options.

- **USH 51 (McFarland to Stoughton)**

There was no further discussion on this study.

11. Discussion of Future Work Items

- **Continued Discussion of Selection Process for STP Urban Projects**

McDonald said that after the discussion tonight he didn't plan to have this issue on the agenda again unless it comes up again as part of review of the new priority listings for the 2009-2013 TIP.

- **Verona Road/West Beltline Interim Improvements**

McDonald said that WisDOT was moving forward with a supplemental EIS focusing on improvements to Verona Road. One of the last issues to work out is what to do at Williamsburg Way and CTH PD. When all the issues have been resolved, a presentation will be made to the Board.

- **Dane County Clean Air Coalition**

McDonald said he planned to have the coordinator provide a presentation to the Board on the group and its activities.

- **Restructure of the Citizen Advisory Committee**
McDonald said staff would consider whether to develop some criteria for the type of citizens or interests/groups to be represented so that it is more structured.
- **Ped/Bike Safety Education Program**
Staff plans to bring in the coordinator or provide a presentation on the program.

12. Announcements and Schedule of Future Meetings

Bruskewitz mentioned that some bus rapid transit consultants had provided a presentation at the UW-Madison Engineering School as part of National Transportation Week. The possibility was discussed of having them give a presentation to the MPO Board if they were in town again, perhaps next year.

Opitz announced that the report of Madison's Ad Hoc Long Range Transit Planning Committee had been finalized, and the possibility of having a presentation on that by Metro staff was mentioned.

Harwood extended an invitation to all Board members to participate in a bus trip on June 18th to Milwaukee to look at economic development projects there.

The next meeting is scheduled for Wednesday, July 2.

13. Adjournment

Moved by Bruskewitz, seconded by Opitz, to adjourn. Motion carried.

TPB (MPO) Agenda Cover Sheet
July 2, 2008

Item No. 6

Re:

Consideration of Resolution TPB No. 15 Regarding Amendment #3 to the *2008-2012 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County Area*.

Staff Comments on Item:

WisDOT Southwest Region has requested this TIP amendment to add three new roadway projects. The amendment is needed to allow design work to begin this year for two projects. The first involves the addition of left-turn capacity at the CTH PD (McKee Road) intersection of USH 18/151 (Verona Road). This interim improvement project came out of the currently ongoing Verona Road/West Beltline Supplemental EIS Study. The second project involves replacement of the bridge deck of the USH 51 (Stoughton Road) Southbound Bridge over Cottage Grove Road. Construction is programmed for 2011 for both of these projects. The third project being added with the TIP amendment is emergency pavement repair on Interstate 94 from Sprecher Road east to the county line, which must be done this year. The project cost includes work in Jefferson County as well as Dane County.

Materials Presented on Item:

Resolution TPB No. 15

Staff Recommendation/Rationale:

Staff recommends adoption of Resolution TPB No. 15.

Resolution TPB No. 15

Amendment #3 to the 2008–2012 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

WHEREAS, the Madison Area Transportation Planning Board (TPB) – A Metropolitan Planning Organization (MPO) approved the *2008–2012 Transportation Improvement Program for the Madison Metropolitan Area & Dane County* on November 7, 2007; and

WHEREAS, the Madison Area TPB approved Amendment #1 to the *2008–2012 Transportation Improvement Program for the Madison Metropolitan Area & Dane County* on March 5, 2008; and

WHEREAS, the Madison Area TPB approved Amendment #2 to the *2008–2012 Transportation Improvement Program for the Madison Metropolitan Area & Dane County* on June 4, 2008; and

WHEREAS, the Madison Metropolitan Planning Area transportation projects and some transportation planning activities to be undertaken using Federal funding in 2008–2011 must be included in the *2008–2012 Transportation Improvement Program (TIP)*; and

WHEREAS, the Wisconsin Department of Transportation (WisDOT) Southwest Region has requested another TIP amendment to add three new projects, which include: emergency pavement repairs to Interstate 94; replacement of the bridge deck on the USH 51 (Stoughton Road) Southbound Bridge over Cottage Grove Road; and the addition of left-turn capacity to the CTH PD (McKee Road) intersection of USH 18/151 (Verona Road); and

WHEREAS, the USH 18/151 and CTH PD intersection project is an interim improvement that came out of the Verona Road/West Beltline Supplemental EIS Study and the TIP amendment is necessary to allow design work to begin this year on that project as well as the USH 51 bridge project; and

WHEREAS, all three new projects are consistent with the *Regional Transportation Plan 2030 for the Madison Metropolitan Area and Dane County*, the adopted long-range regional transportation plan for the Madison Metropolitan Planning Area;

NOW, THEREFORE, BE IT RESOLVED that the Madison Area TPB approves Amendment #3 to the *2008–2012 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, adding the following three WisDOT roadway projects (with costs in \$000s):

1. Add the following Interstate 94 project on page 33:
I-94, Sprecher Road County Line; Emergency Pavement Repairs; \$2,700 (Const., State), \$2,700 (Total) in 2008; WisDOT Project ID #1066-03-63; and
2. Add the following USH 18/151 (Verona Road) project on page 34:
USH 18/151, CTH PD (McKee Road) Intersection; Intersection Improvements; \$104 (PE, Fed-NHS), \$26 (PE, State), \$130 (Total) in 2008; \$1,040 (Const., Fed-NHS), \$260 (Const., State), \$1,300 (Total) in 2001; TIP Project ID #111-08-026; WisDOT Project ID #s 1206-07-07 and 1206-07-79; and

3. Add the following USH 51 (Stoughton Rd.) project to page 34:
USH 51 (Stoughton Rd.), Cottage Grove Road Southbound Bridge (B-13-210); Replace Bridge Deck; \$174 (PE, Fed-BR), \$44 (PE, State), \$218 (Total) in 2008; \$1,160 (Const., Fed-BR), \$290 (Const., State), \$1,450 (Total) in 2011; TIP Project ID #111-08-027; WisDOT Project ID #s 5411-02-04 and 5411-02-74.

Date Adopted

Al Matano, Chair
Madison Area Transportation Planning Board

TPB (MPO) Agenda Cover Sheet
July 2, 2008

Item No. 7

Re:

Review of Preliminary Draft Listing and Ranking of Candidate Projects for STP-Urban Funding for 2009-2013

Staff Comments on Item:

Each year, as part of the annual process to update the Transportation Improvement Program (TIP), it is the responsibility of the MPO to score, rank, and prioritize candidate projects for Federal Surface Transportation Program (STP) - Urban funding.

An interagency staff meeting is being scheduled to review the STP-Urban and other TIP project submittals and resolve any discrepancies in the cost, cost sharing, and timing of the projects. Following that meeting, staff will then review the preliminary draft STP-Urban priority listings with the Technical Coordinating Committee at its July 23 meeting. A final draft version will then be reviewed with the MPO Board at its August meeting prior to release of the Draft 209-2013 TIP.

A public hearing regarding the draft STP-Urban priority listings, as well as the Draft 2009-2013 TIP, is scheduled for the September MPO meeting. MPO Board approval of the listings, along with the 2009-2013 TIP, is anticipated for the October meeting.

Materials Presented on Item:

1. Draft 2009-2013 Priority STP-Urban Project Listings for the Madison Urban Area
2. Draft STP-Urban Projects Scoring and Ranking Table

Staff Recommendation/Rationale:

For information and discussion only at this time.

**2008 Priority Project Listings
Madison Urban Area STP Urban Funds
(all dollars in \$000s)**

| | | |
|--------------------------------------|----------------|----------------------------|
| A. Carryover from 2007 (est.) | \$2,531 | |
| 2008 STP Urban Allocation | <u>\$5,242</u> | \$107 less than estimated. |
| Available for 2008 | <u>\$7,773</u> | |

| B. 2008 Priority Projects | Improvement | Total Cost | STP Urban 80% | Preliminary Evaluation Score ¹ | WisDOT Project ID | Comments |
|---|-------------|------------|----------------|---|-------------------|----------|
| 1. Planning 2008 | -- | \$153 | \$122 | 54 | 5992-01-80 | |
| 2. Rideshare 2008 | -- | \$81 | \$65 | 52 | 5992-03-88 | |
| 3. Madison Ped/Bike Safety Education Program 2008 | Ped/Bike | \$70 | \$56 | 32 | 5992-06-88 | |
| TOTAL STP Urban | | | \$243 | | | |
| Carryover to 2009 | | | \$7,530 | | | |

¹ Note: Evaluation Score from Attachment A page A-13.

** Potential Capacity Improvement Project.

**2009 Priority Project Listings
Madison Urban Area STP Urban Funds
(all dollars in \$000s)**

| | |
|--------------------------------------|-----------------|
| A. Carryover from 2008 (est.) | \$7,530 |
| 2009 STP Urban Allocation | <u>\$5,242</u> |
| Available for 2009 | <u>\$12,771</u> |

| B. 2009 Priority Projects | Improvement | Total Cost | STP Urban 80% | Preliminary Evaluation Score ¹ | WisDOT Project ID | Comments |
|--|-----------------------|------------|-----------------|---|----------------------|---|
| 1. Planning 2009 | -- | \$153 | \$122 | 54 | 5992-01-81 | |
| 2. Rideshare 2009 | -- | \$83 | \$66 | 52 | 5992-03-89 | |
| 3. E. Washington Ave. Segment 4 (Marquette to Melvin Ct.) | Reconstruct w/Bike | \$16,460 | \$7,138 | 48 | 5992-06-40, 07-80 | City of Madison contribution of \$1,092 required. Includes reconstruction of STH 30 east to Fair Oaks, which is not eligible for STP-U funding. Cost under review. Extra local funding share contribution (beyond 20%) of \$232 required. Total cost includes Federal HSIP funding of \$826 plus local match. Construction in 2009-'10. |
| 4. Monona Dr. Segment 1 (Broadway to Pflaum) | Reconstruct w/Bike | \$7,940 | \$5,386 | 40 | 5994-00-70 | |
| 5. Madison Ped/Bike Safety Education Program 2009 | Ped/Bike | \$72 | \$58 | 32 | 5992-06-89 | |
| TOTAL STP Urban | | | \$12,770 | | | |
| Carryover to 2010 | | | \$1 | | | |

**C. Candidate Projects if Further Funding:
STP Urban Supplemental**

| | | | | | | |
|--|-------------------------|---------|--|----|--|---|
| 6. CTH D/Fish Hatchery Rd. (Lacy Rd. to Irish Lane) | Reconstruct** w/Bike | \$2,500 | | 32 | | Move to 2013. |
| 7. CTH N (CTH BB to Rail Line) | Reconstruct w/Bike | \$550 | | 30 | | Joint County and Village project. Agreement needed on local share funding. Move to 2013. |
| 8. CTH BB/Cottage Grove Rd. (CTH N Intersection) | Reconstruct w/Bike | \$600 | | 28 | | Involves installation of roundabout. Joint County and Village project. Move to 2013. |
| 9. CTH N (Clark St. Intersection) | Reconstruct w/Bike | \$360 | | 26 | | Involves realignment of intersection. Agreement is needed on local share funding. Move to 2013. |

¹ Note: Evaluation Score from Attachment A page A-13.

** Potential Capacity Improvement Project.

**2010 Priority Project Listings
Madison Urban Area STP Urban Funds
(all dollars in \$000s)**

A. Carryover from 2009 (est.)
2010 STP Urban Allocation
Available for 2010

\$1
\$6,338
\$6,339

| B. 2010 Priority Projects | Improvement | Total Cost | STP Urban 50% ¹ | Preliminary Evaluation Score ² | WisDOT Project ID | Comments |
|--|-------------------------|------------|----------------------------|---|-------------------|--|
| 1. Planning 2010 | -- | \$153 | \$122 | 54 | | Coordinate w/ Pleasant View Road extension. Need agreement on local share funding. |
| 2. Rideshare 2010 | -- | \$85 | \$68 | 52 | | |
| 3. CTH M (Valley View/Pl. View Ext. Intersection) | Reconstruct** w/Bike | \$1,860 | \$1,488 | 40 | | |
| 4. Madison Ped/Bike Safety Education Program 2010 | Ped/Bike | \$74 | \$59 | 32 | | |
| TOTAL STP Urban | | | \$1,738 | | | |
| Carryover to 2011 | | | \$4,601 | | | |

**C. Candidate Projects if Further Funding:
STP Urban Supplemental**

| | | | | | | |
|--|-----------------------|-------|--|----|--|---------------|
| 5. Park Street (Park Lawn Pl. to Century Ave.) | Reconstruct w/Bike | \$339 | | 30 | | Move to 2013. |
| 6. Old Middleton Road (Countryside Rd. to Stonefield Rd.) | Reconstruct w/Bike | \$385 | | 26 | | Move to 2013. |
| 7. Mendota Avenue (University Ave. to Allen Blvd.) | Reconstruct | \$228 | | 26 | | Move to 2013. |

¹ 50% cost share for new major projects. New policy starting in 2010. Does not apply to CTH M (Valley View Intersection) because funding for the project was committed in 2009, but the project was delayed a year.

² Note: Evaluation Score from Attachment A page A-13.

** Potential Capacity Improvement Project.

**2011 Priority Project Listings
Madison Urban Area STP Urban Funds
(all dollars in \$000s)**

| | |
|--------------------------------------|-----------------|
| A. Carryover from 2010 (est.) | \$4,601 |
| 2011 STP Urban Allocation | <u>\$6,338</u> |
| Available for 2011 | <u>\$10,939</u> |

| B. 2011 Priority Projects | Improvement | Total Cost | STP Urban 50% ¹ | Preliminary Evaluation Score ² | WisDOT Project ID | Comments |
|---|-------------------------|------------|----------------------------|---|-------------------|--|
| 1. Planning 2011 | -- | \$153 | \$122 | 54 | | |
| 2. Rideshare 2011 | -- | \$88 | \$70 | 52 | | |
| 3. CTH S/Mineral Point Rd. (CTH M/Junction Intersection) Phase 1 | Reconstruct** w/Bike | \$9,726 | \$4,863 | 48 | 5992-08-07,-77 | Need agreement on local share funding. Total cost inc. \$2,520 from previous est. Need agreement on local share funding. Cost under review. |
| 4. University Ave./CTH MS (Allen Blvd. To Segoe Rd.) | Reconstruct w/Bike | \$7,320 | \$3,660 | 44 | | |
| 5. Monona Dr. Segment 2 (Winnequah Dr. to Cottage Grove Rd.) | Reconstruct w/Bike | \$3,628 | \$1,814 | 40 | | |
| 6. Madison Ped/Bike Safety Education Program 2011 | Ped/Bike | \$76 | \$61 | 32 | | |
| TOTAL STP Urban | | | \$10,591 | | | |
| Carryover to 2012 | | | \$349 | | | |

**C. Candidate Projects if Further Funding:
STP Urban Supplemental**

| | | | | | | |
|---|-----------------------|------|--|----|--|---------------|
| 7. N. High Point Road (Meadow Ct. to Elmwood Ave.) | Reconstruct w/Bike | \$87 | | 30 | | Move to 2013. |
|---|-----------------------|------|--|----|--|---------------|

¹ 50% cost share for major projects. New policy starting in 2010.

² Note: Evaluation Score from Attachment A page A-13.

** Potential Capacity Improvement Project.

**2012 Priority Project Listings
Madison Urban Area STP Urban Funds
(all dollars in \$000s)**

| | |
|--------------------------------------|----------------|
| A. Carryover from 2011 (est.) | \$349 |
| 2012 STP Urban Allocation | <u>\$6,338</u> |
| Available for 2012 | <u>\$6,687</u> |

| B. 2012 Priority Projects | Improvement | Total Cost | STP Urban 50% ¹ | Preliminary Evaluation Score ² | WisDOT Project ID | Comments |
|---|---------------|------------|----------------------------|---|-------------------|--|
| 1. Planning 2012 | -- | \$153 | \$122 | 54 | | |
| 2. Rideshare 2012 | -- | \$90 | \$72 | 52 | | |
| 3. CTH S/Mineral Point Rd. (CTH M/Junction Intersection) Phase 2 | Reconstruct** | \$6,484 | \$3,242 | 48 | 5992-08-07,-77 | Need agreement on local share funding. |
| | w/Bike | | | | | |
| 4. Madison Ped/Bike Safety Education Program 2012 | Ped/Bike | \$78 | \$62 | 32 | | |
| | | | | | | |
| TOTAL STP Urban | | | \$3,499 | | | |
| Carryover to 2013 | | | \$3,188 | | | |

**C. Candidate Projects if Further Funding:
STP Urban Supplemental**

| | | | | | | |
|---|----------------------------|---------|--|----|--|---|
| 5. West Main Street (USH 151 Ramps to Clarmar Dr.) | Reconstruct w/Side Path | \$3,200 | | 34 | | Includes USH 151 ramp improvements, which is not eligible for STP-U funding. Agreement needed w/ WisDOT on design & cost sharing. Move to 2013. |
| 6. Pleasant View Road (University Green to City Limit) | Reconstruct** | \$2,551 | | 34 | | |
| 7. Lacy Road (City Hall to Fahey Glen) | Reconstruct w/Bike | \$1,500 | | 30 | | |

¹ 50% cost share for major projects. New policy starting in 2010.

² Note: Evaluation Score from Attachment A page A-13.

** Potential Capacity Improvement Project.

**2013 Priority Project Listings
Madison Urban Area STP Urban Funds
(all dollars in \$000s)**

| | |
|--------------------------------------|----------------|
| A. Carryover from 2012 (est.) | \$3,188 |
| 2013 STP Urban Allocation | <u>\$6,338</u> |
| Available for 2013 | <u>\$9,527</u> |

| B. 2013 Priority Projects | Improvement | Total Cost | STP Urban 50% ¹ | Preliminary Evaluation Score ² | WisDOT Project ID | Comments |
|--|-------------------------|------------|----------------------------|---|-------------------|---|
| 1. Planning 2013 | -- | \$153 | \$122 | 54 | | |
| 2. Rideshare 2013 | -- | \$93 | \$74 | 52 | | |
| 3. CTH M (Cross Country Rd. to CTH PD) | Reconstruct** w/Bike | \$7,230 | \$3,615 | 42 | | Joint City of Verona and Madison project. Cost sharing agreement needed. Cost under review. |
| 4. Monona Drive Segment 3 (Pflaum Rd. to Winnequah Dr.) | Reconstruct w/Bike | \$7,092 | \$3,546 | 40 | | |
| 5. E. Johnson St. (N. Butler St. to First St.) | Reconstruct w/Bike | \$4,730 | \$2,105 | 40 | | Extra local funding share contribution (beyond 50%) of \$260 required or project must be delayed. |
| 6. Madison Ped/Bike Safety Education Program 2013 | Ped/Bike | \$80 | \$64 | 32 | | |
| TOTAL STP Urban | | | \$9,527 | | | |
| Carryover to 2014 | | | \$0 | | | |

**C. Candidate Projects if Further Funding:
STP Urban Supplemental**

| | | | | | | |
|---|----------------------------|---------|--|----|--|--|
| 7. Cottage Grove Rd./CTH BB (I-39/90/94 to Relocated Sprecher Rd.) | Reconstruct** w/Bike | \$2,950 | | 36 | | |
| 8. West Main St. (USH 151 Ramps to Clarmar Dr.) | Reconstruct w/Side Path | \$3,200 | | 34 | | Includes USH 151 ramp improvements, which is not eligible for STP-U funding. Agreement needed w/ WisDOT on design & cost sharing. Moved from 2012. |
| 9. Pleasant View Road (University Green to City Limit) | Reconstruct** w/Bike | \$2,551 | | 34 | | |
| 10. CTH D/Fish Hatchery Rd. (Lacy Rd. to Irish Lane) | Reconstruct** w/Bike | \$2,500 | | 32 | | Moved from 2009. |
| 11. CTH BB/Cottage Grove Rd. (CTH N Intersection) | Reconstruct w/Bike | \$600 | | 30 | | Involves installation of roundabout. Joint County and Village project. |
| 12. Lacy Rd. (City Hall to Fahey Glen) | Reconstruct w/Bike | \$1,500 | | 30 | | |
| 13. CTH N (CTH BB to Rail Line) | Reconstruct w/Bike | \$550 | | 30 | | Joint County and Village project. Agreement needed on local share funding. Moved from 2009. |
| 14. Fitchrona Road (Nesbitt Rd. to Lacy Rd.) | Reconstruct w/Bike | \$1,000 | | 30 | | |
| 15. Park Street (Park Lawn Pl. to Century Ave.) | Reconstruct w/Bike | \$339 | | 30 | | Moved from 2010. |
| 16. N. High Point Road (Meadow Ct. to Elmwood Ave.) | Reconstruct w/Bike | \$87 | | 30 | | Moved from 2011. |
| 17. CTH N (Clark St. Intersection) | Reconstruct w/Bike | \$360 | | 26 | | Project involves realignment of CTH N. Agreement is needed on local share funding. Moved from 2009. |
| 18. Old Middleton Road (Countryside Rd. to Stonefield Rd.) | Reconstruct w/Bike | \$385 | | 26 | | |
| 19. Mendota Avenue (University Ave. to Allen Blvd.) | Reconstruct | \$228 | | 26 | | Moved from 2010. |

¹ 50% cost share for major projects. New policy starting in 2010.

² Note: Evaluation Score from Attachment A page A-13.

** Potential Capacity Improvement Project.

A-13

| 2009-2013 TIP/STP-URBAN PROJECTS SCORING | | | | Jun-07 | 2009 | | | | | | | 2010 | | | | | | 2011 | | | | | | | |
|---|--|--|--|--------|---|-----------------------------|--------------------------------|---|---|--|-------------------------|------------------|---------------|--|---|--|---|-------------------------|------------------|---------------|--|---|---|---|-------------------------|
| | | | | | Roadway | | | | | | | Ped/Bike | Other | Roadway | | | Ped/Bike | Other | Roadway | | | Ped/Bike | Other | | |
| | | | | | CTH BB/Cottage Grove Rd. (CTH N Intersection) | CTH N (CTH BB to Rail Line) | CTH N (Clark St. Intersection) | CTH D/Fish Hatchery Rd. (Lacy Rd. to Irish Ln.) | Monona Drive Segment 1 (Broadway to Pflaum) | East Washington Ave. Segment 4 (Marquette to Melvin Ct.) | Madison Ped/Bike Safety | Ridesharing 2009 | Planning 2009 | CTH M (Valley View/Pleasant View Extension Intersection) | Mendota Avenue (University Ave. to Allen Blvd.) | Old Middleton Road (Countryside Ln. to Stonefield Rd.) | Park Street (Park Lawn Pl. to Century Ave.) | Madison Ped/Bike Safety | Ridesharing 2010 | Planning 2010 | CTH S/Mineral Pt. Rd (CTH M/Junction Intersection) Phase 1 | N. High Point Road (Meadow Ct. to Elmwood Ave.) | Monona Dr. Segment 2 (Winnequah to Cottage Grove Rd.) | University Ave./CTH MS (Allen Blvd. To Segoe Rd.) | Madison Ped/Bike Safety |
| I. Consistency | | | | | | | | | | | | | | | | | | | | | | | | | |
| A. Must Be Based On Management Systems, Plans, TDP, RTP, Etc. | | | | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| B. Prevents System Breakdown or Key System Element (High=6, Med=4, Low=2) | | | | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 2 | | | | 2 | 2 | | 6 | 2 | 4 | 6 | 2 | | 2 | 2 |
| II. Improve Efficiency and Effectiveness of Reg. Transp. Sys. | | | | | | | | | | | | | | | | | | | | | | | | | |
| A. Safety and Security (High=6, Med=4, Low=2) | | | | 2 | 2 | 4 | 2 | 6 | 6 | 6 | | 2 | 6 | | 2 | 6 | | 6 | 2 | 6 | 2 | 6 | | 2 | 6 |
| B. Congestion Relief (High=6, Med=4, Low=2) | | | | 4 | 2 | 2 | 4 | 2 | 2 | 2 | | 4 | 2 | | 4 | 2 | | 6 | 2 | 2 | 2 | 2 | | 4 | 2 |
| C. Congestion Prevention (High=6, Med=4, Low=2) | | | | | | | | | | 2 | | 4 | 2 | | 4 | 2 | | | | | 2 | | 4 | 2 | |
| D. Cost Effective/Life Cycle Cost: Cost/# of people affected daily, then normalize (0-6) | | | | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | | 6 | 6 | | 4 | 4 | 4 | 6 | 6 | 6 | | 6 | 6 |
| E. Multi-modal (>two modes=6, two modes=4, one mode=2) | | | | 4 | 4 | 4 | 4 | 6 | 6 | 2 | | 2 | 6 | | 2 | 6 | | 6 | 6 | 6 | 6 | 2 | | 2 | 6 |
| F. Degree of Multi-modal Use (High=6, Med=4, Low=2) | | | | 2 | 2 | 2 | 2 | 4 | 6 | 2 | | 6 | | 6 | | 6 | | 2 | 2 | 4 | 6 | 2 | | 6 | 6 |
| G. Preserves Existing System (6 points if applicable) | | | | | 6 | | | 6 | 6 | | | | | | 6 | | | | 6 | 6 | 6 | | | 6 | |
| III. System Expansion | | | | | | | | | | | | | | | | | | | | | | | | | |
| A. Demand: examples include volumes, load factors, etc. (High=6, Med=4, Low=2) | | | | 4 | 2 | 2 | 4 | 2 | 4 | | | | | 2 | | | | 6 | 2 | 2 | 2 | | | 2 | |
| B. Transp. Corridor Preservation ROW (endangered=6, major=4, minor=2) | | | | | | | | | | | | | | | | | | | | | | | | | |
| IV. External Impacts | | | | | | | | | | | | | | | | | | | | | | | | | |
| A. Federal and State TCM Effectiveness (High=6, Med=4, Low=2) | | | | | | | | | | | | | | | 6 | 6 | | | | | | | | 6 | 6 |
| B. Supports Land Use: 1. Promotes increased density around transit stations; 2. Promotes more efficient land use; 3. Reduces auto dependence (all three=6, two=4, one=2) | | | | | | | | | | | | | | | | 2 | 6 | | | | | | | 2 | 6 |
| C. Energy Conservation/Modal Shift: Directly promotes shift from SOV (rail, bus, HOV, or ped/bike)=6; indirect shift (park&ride lots, signal intercon., etc.)=4; low impact=2 | | | | | | | | | | 2 | | 6 | | | 2 | 6 | | | | | 2 | | 6 | | |
| D. Air pollution reduction (High=6, Med=4, Low=2) | | | | | | | | | | 2 | | 4 | | | 4 | | | | | | 2 | | 4 | | |
| E. Noise Reduction (High=6, Med=4, Low=2) | | | | | | | | | | 2 | | 2 | | | 2 | | | | | | 2 | | 2 | | |
| V. Complexity of Project Preparation | | | | | | | | | | | | | | | | | | | | | | | | | |
| High=6, Medium=4, Low=2 | | | | 2 | 2 | 2 | 4 | 4 | 6 | 2 | | 2 | 6 | | 2 | 6 | | 6 | 2 | 4 | 4 | 2 | | 2 | 6 |
| VI. Land Use and Transportation System Change Interrelationship | | | | | | | | | | | | | | | | | | | | | | | | | |
| High=6, Medium=4, Low=2 | | | | 4 | 2 | 4 | 4 | 2 | 2 | 2 | | 2 | 6 | | 2 | 6 | | 6 | 2 | 2 | 4 | 2 | | 2 | 6 |
| VII. Intermodal Connectivity | | | | | | | | | | | | | | | | | | | | | | | | | |
| > 3 modes=6, 3 modes=4, 2 modes=2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL POINTS | | | | 30 | 30 | 28 | 32 | 40 | 48 | 32 | | 52 | 54 | | 40 | 26 | 26 | 30 | 32 | | 52 | 54 | | 48 | 30 |
| RANK | | | | 7 | 8 | 9 | 6 | 4 | 3 | 5 | | 2 | 1 | | 3 | 7 | 6 | 5 | 4 | | 2 | 1 | | 3 | 7 |

Note: Shaded columns are projects seeking STP-Urban supplemental funding, NHS-Local Funding, or additional funding under these programs should it become available.

