

**Minutes of the Madison Area Metropolitan Planning Organization
Citizen Advisory Committee**

May 15, 2007

Madison Municipal Bldg., Rm. LL-110

5:00 p.m.

1. Roll Call

Members Present: J. Rider, R. Williams, R. Ferrell, D. Phillips, J. Guo

Members Absent: G. Banks, C. Wittke, C. Threinen

Staff Present: B. McDonald, B. Schaefer

2. Presentation on Design Concept for CTH M (Cross Country Rd. to Mineral Point Rd.)

McDonald provided a power point presentation that was given to public officials at a recent meeting held in Verona. The purpose of the meeting was to confirm there is public official support for pursuing improvements and to begin to develop an overall design concept for the corridor to ensure consistency. The City of Madison has two projects programmed on the north end of the corridor and the City of Verona is considering a project on the south end. The presentation included information on traffic trends, potential cross-sections for different segments and intersections, pedestrian/bicycle/transit improvements, and potential phasing, costs, and funding sources. Regarding the phasing, Ferrell questioned why the segment of CTH M between Valley View Road and Watts Road was last even though the CTH M/Junction Road and CTH S interchange project was planned for Phase 2. McDonald said that this segment was seen as less critical due to the availability of a parallel route with the extension of Pleasant View Road down to Valley View Road. However, it is quite possible that the segment would be constructed earlier. The short two-lane segment would create a bottleneck in the CTH M corridor.

3. Review of Project Selection Criteria for Surface Transportation Program (STP) – Urban Transportation Projects

Schaefer said that as a large MPO (over 200,000 population) the Madison Area MPO receives a direct allocation of STP – Urban funds each year. Local units of government and the county may apply for use of these funds. The funding is flexible and can be used for most any transportation project within the Madison Urban Area. For roadway projects, the roadway must be functionally classified as either a regional arterial or collector. The MPO prioritizes the projects for funding based upon adopted criteria. Schaefer reviewed the STP-Urban project selection process paper, explaining the criteria and how they are applied. Schaefer said it was important to keep in mind that the scoring of projects based upon the criteria is just a tool for decision making. There is considerable professional judgment involved in applying the criteria, particularly when specific data is not available (e.g., # of crashes, # of bicyclists using a roadway). Guo asked if the regional travel model was used to estimate the impacts of proposed projects. McDonald said that modeling is not done solely for purposes of scoring projects, but that staff makes use of modeling results from the regional transportation plan and other studies. McDonald added that the highest scoring projects are not always the ones funded. For example, the MPO has agreed to annually fund part of the City of Madison Bicycle/Pedestrian Safety Coordinator position regardless of how well it scores relative to other projects. Schaefer pointed out that the scoring criteria favors TDM and alternative transportation projects. Most of the major projects funded have been roadway projects not because of the criteria, but because those are the projects communities have submitted for funding. The MPO does not initiate projects. Williams asked why the airport projects are not listed in the Transportation Improvement Program (TIP). McDonald said only projects using Federal surface transportation funds are required to be in the MPO's TIP. The airport projects are funded with Federal aviation funds. The airport is an independent entity and the MPO has no authority over transportation projects on their property.

4. Status Report on City of Madison Streetcar Study

McDonald reviewed with the committee a power point presentation from the most recent study committee meeting that shows the Phase 1 project the committee is considering and the cost estimate and potential development and economic impacts of the project. The Phase 1 starter system segment would travel between Park Street and the Capitol Square with a total estimated cost of around \$58 million or \$15 million per track mile. The project could yield \$25-50 million per track mile in increased property value over five years after construction and an additional \$100 million per track mile over the following 20 years. McDonald said ridership estimates hadn't been generated yet. He said the primary argument for the streetcar is the development and economic impacts, not increased transit ridership.

5. Committee Member Reports

Item deferred.

6. Staff Reports

McDonald reported that the Governor had signed the agreement redesignating the MPO and restructuring the Policy Board. The new name of the MPO is the Madison Area Transportation Planning Board – An MPO. New appointments now must be made. He also referred to the list of future agenda items.

7. Next Meeting Dates

The next two meetings will be July 17 and September 18, 2007.

8. Adjournment

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

Minutes recorded by Bill Schaefer