1. **Roll Call**

   **Members Present:** Paoni (for Beaupre), Beck, K. Clark, Coville, Dryer, Dunphy, Ginder, Hoelker, Severson (for Kugler), Pena (for McComb), Murphy, Nelson, Sylvester, Vela, Woodard

   **Members Absent:** R. Clark, Even, Kennedy, Kirchner, Scheel, Wheeler, Violante

   **Others Present:** McDonald, Schaefer, R. Phillips, J. Berens, A. Cushman, K. Loddell, S. Cramer

2. **Approval of April 22, 2009 Meeting Minutes**

   Moved by Woodard, seconded by Vela, to approve the April 22 meeting minutes. Motion carried.


   McDonald said a special meeting of the Policy Board was scheduled for Thursday, May 21 to approve the list of STP-Urban (ARRA) projects and rankings for Transportation Enhancements (TE) (ARRA) projects, which must be provided to WisDOT by May 22. Staff will report to the Board the recommendation of this committee and the citizen advisory committee, which is meeting on May 19. He said it was suggested at the last meeting that the ARRA funding might be shared among projects with the same or similar scores, funding them at less than 100%. He stated that staff is recommending that the projects be funded at 100% because this has been the assumption for the ARRA funds. He also said projects might not go forward if funded at significantly less than 100%. Schaefer said the final screened list includes ten projects. Eight projects were screened out with WisDOT determining that they were either not eligible for funding or not likely to be able to meet the necessary timelines. He reviewed two Village of Shorewood projects that are in the final list for which applications were received after the last committee meeting. Schaefer pointed out that the City of Verona’s N. Nine Mound Road project—the last project above the funding cut-off line—and the Village of McFarland’s Holscher Road project have a score of 30. Staff ranked the N. Nine Mound Road project higher because it is more regional in nature, providing an important parallel roadway to CTH M. CTH M is very congested now and will continue to be in the future even with a capacity expansion. With a planned future realignment, Nine Mound Road will directly connect with Woods Road and other streets extending north to Valley View Road. The project also addresses some safety issues associated with the current sub-standard street design. Holscher Road is more local in nature serving just village residents. He pointed out one minor correction made on the updated version of the priority project listings that was handed out. The total STP-Urban cost for the University Avenue project should be $3,495 rather than $3,395. The federally funded design cost wasn’t included in the total in the earlier draft of the project listings as it should have been. That leaves a shortfall in ARRA funding of $82,000 for the Nine Mound Road project, which may need to be covered with local funds. Murphy suggested staff check the length of the northern segment of the Pleasant View Road extension project.

   Sylvester moved, K. Clark seconded, to approve the draft scoring and priority listing of projects seeking STP-Urban ARRA funding. Motion carried.

4. **Review and Recommendation on Resolution TPB No. 27, Amendment #5 to the 2009-2013 Transportation Improvement Program**

   McDonald said this is the draft resolution amending the TIP to implement the draft priority listing of projects the committee just recommended for approval. It revises the TIP to provide STP-Urban (ARRA) funding for the five projects recommended for funding. It does not include any of the
projects seeking TE (ARRA) funding because it is uncertain whether any of these will be funded. If any are approved for funding, another TIP amendment will be processed for them.

Sylvester moved, K. Clark seconded, to recommend approval of Resolution TPB No. 27, Amendment #5 to the 2009-2013 TIP. Motion carried.

5. Review and Recommendation on Madison Urban Area Projects Submitted for Economic Recovery (ARRA) Funding Under the Transportation Enhancements (TE) Program

McDonald said WisDOT asked MPOs to rank the projects in their planning areas, which will be considered by the committee WisDOT has set up to evaluate the projects. Schaefer reviewed one additional project application by the Village of Shorewood Hills that was received after the last committee meeting. The project is for streetscape improvements to Marshall Court, which will be reconstructed with parallel parking, sidewalk, and other amenities. In response to a question from Nelson, Schaefer said Marshall Court does now indirectly connect the Campus Drive bike path with another path that then connects to the path to the west along the rail corridor. However, the village plans to construct a path along the rail corridor in the future, making that the bike route. The proposed project doesn’t improve the conditions for bicyclists much and doesn’t have any long-term significance for the regional bikeway system, which is a big reason it doesn’t score better. Schaefer then reviewed the draft priority ranking of the thirteen projects. He said it was important the committee feel comfortable with the rankings of the smaller lower ranked projects as well as the top few projects because the Madison area may only get a small project approved for funding, if any. This is because the Aberg Avenue ped/bike overpass was already approved for funding as part of the Stage 1 process. Woodard asked about the process for approving the TE projects and the timeline. McDonald said the committee set up by WisDOT would rank the projects statewide and determine which get funded. The Joint Finance Committee would then have to give final approval of the projects. Therefore, it would likely be at least the end of June before the projects are approved for funding. Nelson said he was confident most of these projects would be done in the next few years.

K. Clark moved, Woodard seconded, to recommend approval of the scoring and priority ranking of the projects seeking TE (ARRA) funding. Motion carried.

6. Presentation on the Stoughton Road/USH 51 (Voges Road to STH 19) Corridor Study Alternatives Analysis

Kim Lobdell with KL Engineering provided a power point presentation on the study, which is nearing completion of a draft EIS. She reviewed the project purpose and need and summary of activities to date starting with a needs assessment completed in 2003. The last 1½ years have been largely spent meeting the new SAFETEA-LU interagency coordination requirements. She summarized the public input received to date, and then reviewed the three alternatives (TSM, Enhanced Expressway, Freeway) and the bicycle/pedestrian facilities. Schaefer asked if the listed ped/bike overpasses were alternatives or whether all of them would be constructed. Lobdell said all of them are planned, but WisDOT hasn’t made any commitments regarding funding them. In response to a question from Murphy, Lobdell said the facilities are coordinated with the different alternatives. She then reviewed the estimated relocations and other impacts for each of the alternatives. Wetland impacts are mostly around the Beltline and Rieder Road area. The parkland impact is associated with the proposed street connection from Anderson Street to E. Washington Avenue at Lien Road. A 4(f) evaluation needs to be done for that. She reviewed the estimated project costs and some short-term improvements completed or planned. She said no funding is currently programmed for improvements. Once an alternative is selected, WisDOT will prioritize the improvements and a logical order to implement. The final recommendation may be a combination of the different alternatives by segment. She then reviewed the schedule for project completion.

Pena asked if noise impacts were being evaluated, and Lobdell said yes. Murphy asked if noise walls were being considered. Scott Kramer with KL responded that the issue is the roadway already
exceeds the noise criteria. Depressing the roadway between Buckeye and Pflaum Road reduces the noise impacts. A decision about walls would likely be made during the design phase. Pena asked about the existing level of service, and Lobdell said all of the intersections operate at LOS D, E, or F. With the TSM alternative, the LOS isn’t acceptable with the future traffic forecasts. She said they are coordinating with the Beltline Study. Clark asked who makes the ultimate decision on the improvements, and Lobdell said WisDOT. Lobdell mentioned the other meetings scheduled over the next month to update local officials and other on the project before release of the draft EIS.

7. Committee Member Reports

Murphy reported that an interesting draft neighborhood development plan has been prepared for a large area on the Northeast side that the growth map in the Stoughton Road Study presentation showed a population increase of 21,000.

Beck reported that Metro Transit would be holding a public hearing on June 9 regarding proposed service improvements, including the return of Route 10 running between the East Isthmus and UW campus and increased service to MATC. The service improvements are made possible by the recent fare increase.

Woodard mentioned that Fish Hatchery Road between Lacy Road and CTM would be closed for construction starting in early June.

Nelson reported at a recent quarterly meeting with WisDOT staff the plans for Beltline frontage roads between Seminole Highway and Verona Road were discussed and they are coming together.

8. Staff Reports

McDonald reported that one-half of the appointments to the MPO Policy Board were up and as of today have all been filled. Mark Opitz was reappointed and City of Sun Prairie Mayor Joe Chase replaced former City of Fitchburg Mayor Clauder, who did not seek re-election, as small city/village representatives. Two new City of Madison alderpersons, Steve King and Chris Schmidt, replaced former alder Webber and alder Rhodes-Conway. Other City of Madison representatives Chuck Kamp and Duane Hinz were re-appointed, and John Vesperman was re-appointed as the WisDOT representative. He mentioned the STP-Urban application and TIP project submittal deadline and said electronic forms were on the MPO’s website. He also mentioned that the MPO Board discussed the issue of the proposed redevelopment of the Badger Bus depot at its last meeting. The Board Chair plans to draft a letter regarding the issue and the need to plan for a replacement facility for consideration by the Board at its next meeting. McDonald also reported that the federal certification review of the MPO is scheduled for this summer. A hearing is scheduled for June 30 and presentation by FHWA to the MPO Board at its July 1 meeting. The major issues from the last review, including the makeup of the policy board, have been addressed.

9. Announcements and Next Meeting Dates

Nelson suggested that the MPO put all of the information regarding the ARRA projects and process for selecting them in one place on its website because of the transparency requirements of the Act. McDonald agreed that would be a good idea.

The next meeting dates are June 24 and July 22. There is a possibility that the June meeting will be cancelled.

10. Adjournment

Clark moved, Woodard seconded, to adjourn at 3:30 p.m. Motion carried.

Minutes recorded by Bill Schaefer