

Memorandum

To: Madison Area Transportation Planning Board Members

From: Bob McDonald, Transportation Planning Manager

Date: May 15, 2009

Re: Thursday, May 21, 2009 Special Madison Area Transportation Planning Board Meeting

Enclosed are an agenda and materials for a special Madison Area Transportation Planning Board meeting, to be held **Thursday, May 21, at 5 p.m. at the Madison Municipal Building, 215 Martin Luther King, Jr. Blvd., LL110**. 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

Please note change in time and location.

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

May 21, 2009

Madison Municipal Building, LL110
215 Martin Luther King, Jr. Blvd.

5:00 p.m.

AGENDA

**Note change in
location and time**

1. Roll Call
2. Approval of May 6, 2009 Meeting Minutes
3. Consideration of Scoring and Ranking of Candidate Madison Area Projects Submitted for American Recovery and Reinvestment Act (ARRA) Funding Under the STP-Urban Program
4. Consideration of Resolution TPB No. 27 Regarding Amendment #5 to the 2009-2013 Transportation Improvement Program for the Madison Metropolitan Area and Dane County
 - Mineral Point Road (CTH S)/Pleasant View Road intersection reconstruction and southerly extension of Pleasant View Road
 - CTH M (Valley View Rd./Pleasant View Rd. extended) intersection reconstruction and northerly extension of Pleasant View Road
 - University Avenue/CTH MS (Segoe Rd. to Shorewood Blvd.) pavement replacement
 - Allen Blvd./CTH Q (Lake St. to Century Ave./CTH M) intersection improvements
 - N. Nine Mound Road (Acadia Way to Meister Rd.) reconstruction
5. Consideration of Scoring and Ranking of Candidate Madison Area Projects Submitted for American Recovery and Reinvestment Act (ARRA) Funding Under the Transportation Enhancement Program
6. Adjournment

Next MPO Meeting:

Wednesday, June 3 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 (886)-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)
May 6, 2009 Meeting Minutes**

1. Roll Call

Members present: Eileen Bruskwitz, Joe Clausius, Ken Harwood, Duane Hinz, Robin Schmidt, Chuck Kamp, Jerry Mandli, Al Matano, Mark Opitz, Chris Schmidt (arrived late during agenda item #8), John Vesperman, Steve King

Members absent: Paul Skidmore

Staff present: Bob McDonald, Bill Schaefer, Bob Pike

2. Approval of March 4, 2009 and April 3, 2009 Meeting Minutes

Kamp moved, Schmidt seconded, to approve the March and special April meeting minutes. Motion carried.

3. Communications

The following were in the packet:

- Letter from WisDOT Secretary Busalacchi approving Amendment #3 to the 2009-2013 TIP.
- Email from citizen to the MPO requesting that federal stimulus funds be used for as many bicycle/pedestrian projects as possible.
- Letter from Kamran Mesbah, Deputy Director of CARPC, to WisDOT SW Region accepting invitation to become a participating agency in the environmental review process for the USH 18/151 (Verona Road) Corridor Study.
- Email from Madison Mayor Cieslewicz's Office indicating that his re-appointments of Kamp and Hinz to the MPO Board are scheduled for action by the Common Council on May 5. It was noted that both appointments were confirmed at the meeting.

Others handed out at the meeting:

- Newsletter from WisDOT regarding the USH 51 (Stoughton to McFarland) Study and the public meetings set for May 19 and 20.
McDonald noted that a presentation to the MPO Board on the USH 51/Stoughton Road (McFarland to STH 19) Study was scheduled for its June meeting. A presentation on this study would be made at a future meeting.
- Email to Rod Clark, WisDOT, regarding the deadline for the MPO to submit to WisDOT its priority ranking of ARRA projects.
McDonald said he had not heard back yet from WisDOT regarding the deadline and that a special meeting may be necessary.
- Newsletter from the Wisconsin Urban and Rural Transit Association.
- Letter from James Oberstar, Chairman of the U.S. House of Representatives Committee on Transportation and Infrastructure, indicating that MPOs do not need to report directly to the committee, but should coordinate with their Governor's office on reporting about implementation of ARRA (Economic Recovery Act).
- Letter from WisDOT Secretary Busalacchi reappointing Vesperman as the WisDOT representative to the Board.

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

None.

5. Consideration of Appointments (2) to the City of Madison's Long Range Transportation Planning Commission

McDonald said an email from Madison Mayor Cieslewicz recommending King and C. Schmidt, two new alderpersons, was included in the packet. Matano noted for the new members that the MPO Board

appoints members to a number of committees. He confirmed with King that he was interested in the appointment, and then suggested that King and C. Schmidt be appointed. He said if C. Schmidt (who hadn't arrived at the meeting yet) wasn't interested, the Board could change the appointment.

Clausius moved, Kamp seconded, to appoint King and C. Schmidt to the commission. Motion carried.

6. Consideration of Resolution TPB No. 26 Regarding Amendment #4 to the 2009-2013 Transportation Improvement Program for the Madison Metropolitan Area and Dane County

Schaefer reviewed the WisDOT projects for which the amendment was needed. He said they included two new projects on the Beltline: the addition of turn lanes on and extension of auxiliary lanes to the Gammon Road and Greenway Boulevard interchanges; and addition of auxiliary lanes between Old Sauk Road and Mineral Point Road. The TIP amendment is needed so design can be initiated this year for the projects. The other new project is the replacement of pavement on Stoughton Road/USH 51 between Pierstorff Street and Anderson Street. Revisions were needed to three other projects. In response to a question from Matano, Vesperman explained what an auxiliary lane was.

Mandli moved, Kamp seconded, to approve TPB No. 26, Amendment #4 to the 2009-2013 TIP. Motion carried.

7. Review of Draft List of Madison Area Projects Submitted for American Recovery and Reinvestment Act (ARRA) Funding Under the STP-Urban and Transportation Enhancement Programs

McDonald briefly explained the preliminary draft scoring of the projects submitted for STP-Urban and Transportation Enhancements (TE) funding. While the project scores indicate a priority, he said staff has not yet ranked the projects. Staff will assign draft rankings for the projects and review those with the MPO's Technical Coordinating Committee (TCC) and Citizen Advisory Committee. Staff will report on their recommendations at the next meeting. Schaefer added that the TCC might also make a recommendation related to the programming of funding for the projects. Schaefer reviewed the ten projects submitted for STP-Urban funding, which made it through WisDOT's screening process. WisDOT screened the projects both for whether they met the eligibility criteria and whether they were deemed likely to be able to meet the necessary timelines to allow construction in 2010. Some projects on the preliminary draft list sent out to the Board were screened out. There were three others that staff didn't score because it was believed they would not be eligible and they were in fact screened out. Opitz said he noticed a change in the scoring of at least one project and asked for an explanation. Schaefer said staff added two points to the safety criterion for the Allen Boulevard project after reviewing the recent crash history at that intersection. That was the only change. Schaefer then reviewed the TE projects. Opitz commented that he thought the Village of Shorewood Hills' project on Marshall Court might include improvements for bicyclists. If so, it is an important link in the planned bikeway in the University Avenue corridor. Schaefer said he thought it was just a streetscape improvement project, but would check on the project scope. He said that was the only project that he had yet to get a copy of the application from WisDOT.

8. Discussion of Issues Pertaining to Intercity Bus Transportation and the Badger Bus Terminal in the City of Madison

McDonald noted that the Board had asked that this issue be placed on the agenda as a discussion item. There was a significant amount of discussion during the Public Comment portion of the previous meeting. He said he included in the meeting packet the written comments submitted by David Knuti, who commented on the issue at the previous meeting, and a copy of the section of minutes from the City of Madison Long-Range Transportation Planning Commission (LRTPC) meeting at which the issue was discussed. He introduced Brad Murphy, City of Madison Planning Unit Director, and Bill Knobloch, Parking Operations Manager for the City of Madison Parking utility. They were available to answer questions.

R. Schmidt asked for an update on the status of the potential closure of the Badger Bus Terminal and clarification on the rules for using city streets for picking up and dropping off intercity bus passengers.

Knobeloch explained that City of Madison ordinances require that bus companies obtain approval of their intercity motor carriage routes and stops from the City's Transit and Parking Commission. He described the review process and cited examples from existing bus companies. Murphy then provided an update on the status of the redevelopment of the bus terminal site. He said an application for redevelopment of the bus depot had been submitted and referred to the Urban Design Commission, which gave it a favorable recommendation. It is scheduled for review by the Plan Commission on June 15th and could potentially be approved by the Common Council on July 7th. He then briefly described the project. Hinz asked if Badger Bus Co. had submitted a request for route changes or additional stops on city streets in conjunction with the redevelopment plan, and Knobeloch said no formal submission had been made yet. Murphy said discussion at the LRTPC meeting indicated the possibility of moving stops to downtown and UW campus locations. Approximately 90% of current ridership is UW students. In response to a question from Bruskevitz, Knobeloch said the current plan for the new Union South building would not accommodate intercity bus passenger loading/drop off. Bruskevitz questioned whether UW-Madison had any plans for accommodating these operations on campus, given that its students are the primary customers.

McDonald commented that WisDOT was seeking ARRA funding for intercity rail service to Madison with a stop at the airport. Accommodations could be made for an intermodal facility at the airport, including rail, intercity bus, and local bus. This would require a shuttle to downtown/campus where the market is or an additional downtown facility. Matano noted the lack of regulatory authority to mandate a bus depot, but wondered whether there are current plans by the City of Madison to attempt to replace the depot or try to find additional locations for one. Murphy responded that there is a desire to have a multimodal transportation terminal in the core of the city. Locations close to downtown are difficult to find, however. The area of the old depot near the intersection of W. Washington Avenue and Regent Street is clearly the best. It is a recommendation of the current draft downtown plan to find a location for such a facility. Knobeloch said the city doesn't currently have the authority to require use of a terminal and the trend is away from that. Those companies that don't use a terminal such as Megabus have a cost advantage.

Harwood commented that there are two major issues: the closure of the bus terminal, which is largely outside the purview of the MPO Board; and planning for a future intermodal facility in the Isthmus area. Bruskevitz agreed that there needed to be a short-term solution to address the temporary absence of a terminal and a long-term solution to plan for and develop a new facility. McDonald said a study had been done back in the 1980s on a site for an expanded transportation hub. The sites could be found, but the most problematic issue was the management of the facility. R. Schmidt suggested that perhaps the City of Madison could require intercity bus companies to use off-street stop locations. Knobeloch said the city's ordinance now allows intercity bus companies to use any existing Metro stop so long as Metro service isn't disrupted. Knobeloch said bus idling has been a problem and the city adopted a 15-minute idling ordinance in response. King said there have been issues at the Dutch Mill lot. Vesperman responded that WisDOT was expanding the lot and changing its operation. Knobeloch said that Lot 1 adjacent to the Memorial Union is planned to be eliminated when the final phase of the Murray Pedestrian Mall is completed. This creates a problem for pick up/drop off at this location since this is where people get dropped off to unload their luggage.

Matano offered to draft a letter regarding the need for a multi-modal transportation hub in the downtown/campus area for consideration at the next meeting. McDonald questioned to whom it should be sent. McDonald suggested sending the letter to Rod Clark with WisDOT asking that the MPO and broader community be involved in the development of a high-speed rail station with intermodal facilities, since the State is likely to receive ARRA funding for high-speed rail service. Bruskevitz suggested involving UW-Madison to address the short-term issue. Matano said he'd coordinate with staff in putting together a draft letter for review at the next meeting.

9. Consideration of Recommended Changes to the Charge of the MPO Citizen Advisory Committee and Interaction With the MPO Board

Schaefer said that some board members had raised the issue of the lack of interaction of the citizen advisory committee with the board and one of the committee members had suggested changes to the charge of the committee. The issue was discussed at a board meeting and several committee meetings, and

at the last committee meeting the revised document in the packet was recommended for approval by the board. Schaefer reviewed the major changes, which include a new section on the committee's interaction with the board. The committee can present an oral or written report to the board on an issue if it wishes. Also, the board may select a member to serve as a liaison to the committee. He said Matano had agreed to serve in this capacity, and Matano agreed. Bruskevitz said she thought a freight transportation representative was going to be added to the committee. McDonald said staff has tried, but been unsuccessful, and she said she would try to find someone. Hinz suggested talking with Knobloch who previously worked in the industry.

Harwood moved, Bruskevitz seconded, to approve the revised charge of the MPO Citizen Advisory Committee and interaction with the board. Motion Carried.

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

- **Transport 2020 Implementation Task Force (reported by Kamp)**
Kamp reported that the Joint Finance Committee approved the provision in the Governor's Budget Bill providing for the creation of a regional transit authority (RTA) in Dane County and Southeast Wisconsin with some changes, including to the makeup of the RTA Board. The Dane County RTA would be coterminous with the MPO planning boundary. There still may be some changes to the legislation as conversations continue on various aspects of the bill.
- **USH 51 (USH 12/18 to I 90/94/39) Corridor Study**
McDonald reported that a presentation would be provided to the board on this study at the board's next meeting, and provided a timeline for the project.
- **USH 51 (McFarland to Stoughton)**
McDonald noted that a newsletter on the study was distributed, which announced public meetings on May 19-20.
- **North Mendota Parkway Implementation Oversight Committee (reported by Bruskevitz)**
Bruskevitz reported that the committee had narrowed down the alternative roadway alignments to three. At the next meeting in June, the committee will evaluate the routes against criteria that were established. Opitz said there are really three options (north, south, middle) for both the east and west segments.

11. Discussion of Future Work Items:

- **2009-2013 Transit Development Plan (TDP)**
McDonald said progress was being made and a presentation would be provided at a future meeting.
- **2009 Federal Certification Review of MPO**
McDonald said a public hearing was scheduled for Tuesday, June 30 and a presentation from FHWA to the board at its July 1 meeting.
- **Congestion Management Plan**
McDonald said staff has begun work on this and will be bringing information to the Board at a future meeting. He said it is a federal requirement to have a congestion management process.

12. Announcements and Schedule of Future Meetings

Matano mentioned the issue of election of officers, and McDonald said that is typically done at the July meeting. Bruskevitz mentioned that WSOR is improving the tracks south of Stoughton and wondered if that might facilitate implementation of passenger rail. McDonald said the high-speed rail service will use a different line that goes to Milwaukee.

The next MPO Board meeting is scheduled for Wednesday, June 3 at 7 p.m. at the Madison Water Utility.

13. Adjournment

R. Schmidt moved, Bruskevitz seconded, to adjourn at 9:10 p.m. Motion carried.

TPB (MPO) Agenda Cover Sheet

May 21, 2009

Item No. 3

Re:

Consideration of Scoring and Ranking of Candidate Madison Area Projects Submitted for American Recovery and Reinvestment Act (ARRA) Funding Under the STP-Urban Program

Staff Comments on Item:

Staff reviewed the list of ten candidate projects submitted for ARRA funding under the STP-Urban Program at the Board's last meeting. An additional eight projects were submitted for funding, but did not make it through WisDOT's screening process. WisDOT determined that these projects either did not meet the eligibility requirements or were unlikely to be able to meet the necessary timelines for letting and construction in 2010. Staff also reviewed a preliminary draft of the scoring of the ten candidate projects. Since then, staff has ranked the projects and prepared a final draft project scoring and ranking table and priority listing of the projects. There is almost enough funding for 100% of the estimated cost of the five highest ranked projects. Based upon the initial cost estimates, there is a shortfall of \$82,000 for the 5th ranked project, N. Nine Mound Road, and a local share of that amount may be required for that project.

You will note that the Holscher Road reconstruction project received the same score (30) as N. Nine Mound Road. Staff ranked N. Nine Mound higher because it is more regional in nature, providing an important parallel roadway to CTH M, which is very congested now and will continue to be in the future even with the planned 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, on the other hand, is more local in nature.

Staff reviewed the draft scoring and ranking of projects with the Technical Coordinating Committee (TCC) at a specially scheduled meeting on May 13, and the TCC recommended approval. Staff will be reviewing the scoring and ranking of projects with the Citizen Advisory Committee at its meeting on May 19 and will report on its recommendation at the meeting.

Materials Presented on Item:

1. Draft Priority Listing of Candidate Projects Seeking ARRA Funding Under the STP-Urban Program
2. Draft Scoring and Ranking Table for Candidate Projects Seeking ARRA Funding Under the STP-Urban Program

Staff Recommendation/Rationale:

Staff recommends approval of the scoring and ranking of candidate projects for ARRA funding under the STP-Urban Program.

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

A. STP Urban (ARRA) Allocation

\$9,752

B. 2010 Priority ARRA Projects	Improvement	Federal Design Cost	Federal Const. Cost	Total STP Urban Cost ¹	Evaluation Score	Comments
1. Mineral Pt. Rd. (CTH S)/Pleasant View Rd. Intersection & Pleasant View Rd.	Reconstruct Intersection & Construct New Street**	\$0	\$2,500	\$3,075	42	Project will construct roundabout and southerly extension of Pleasant View Rd.
2. CTH M (Valley View/Pleasant View Ext. Intersection) & Pleasant View Rd.	Reconstruct Intersection & Construct New Street**	\$0	\$1,636	\$2,012	42	Project will construct roundabout and northerly extension of Pleasant View Rd. Also includes two ped/bike underpasses. Expands already funded intersection project.
3. University Ave./CTH MS (Segoe Rd. to Shorewood Blvd.)	Replace Pavement	\$100	\$2,760	\$3,495	38	
4. Allen Blvd./CTH Q (Lake St. to Century Ave./CTH M)	Improve Intersection Area	\$0	\$228	\$280	36	Project will re-align south approach lanes to shorten queues, improve side street access & widen median.
5. N. Nine Mound Road (Acadia Way to Meister Rd.)	Reconstruct w/Bike	\$37	\$760	\$890	30	Conversion to urban cross-section w/ sidewalk; addresses clear zones and site stopping distance. \$82 in local matching funds may be required.
TOTAL STP Urban				\$9,752		
Funding Balance				\$0		

C. Candidate Projects if Further Funding Becomes Available:

6. Holscher Road (Broadhead St/CTH MN to Siggelkow)	Reconstruct w/Bike	\$81	\$920	\$1,213	30	
7. CTH N (Main St.) (Progress Dr. to West Oak St.)	Reconstruct w/Bike	\$114	\$2,460	\$3,140	28	Includes path on east side and ped. crossing and site distance improvements
8. Portage Road (Hanson Rd. to Diloreto Ave.)	Resurfacing w/Bike	\$0	\$350	\$431	26	
9. University Bay Drive (Colgate Rd. to Oxford Rd.)	Reconstruct	\$0	\$335	\$412	24	Part of project funded under the Safe Routes to School Program
10. Oxford Road (Bowdoin Rd. to University Bay Dr.)	Reconstruct	\$0	\$365	\$449	24	

¹ Total STP Urban cost includes an additional 23% of construction cost, which includes project delivery (15%) and a reserve (8%) for change orders.

** Potential Capacity Improvement Project.

STP-URBAN (ARRA FUNDS) PROJECTS SCORING	May-09									
	2010									
	Roadway									
	Allen Boulevard/CTH Q (Lake St. to Century Ave./CTH M)	CTH M (Valley View/Pl. View Intersection) & Pleasant View Rd.	CTH N (Progress Dr. to West Oak St.)	Holscher Road (CTH MN/Brodhead St. to Siggelkow Rd.)	Mineral Pt. Rd. (CTH S)/Pl. View Rd. Intersection & Pleasant View Rd.	N. Nine Mound Road (Acadia Way to Meister Rd.)	Oxford Road (Bowdoin Rd. to University Ave.)	Portage Road (Hanson Rd. to Diloreto Ave.)	University Ave./CTH MS (Segoe Rd. to Shorewood Blvd.)	University Bay Drive (Colgate Rd. to Oxford Rd.)
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)	6	6	4	2	6	2	2	2	6	2
II. Improve Efficiency and Effectiveness of Reg. Transp. Sys.										
A. Safety and Security (High=6, Med=4, Low=2)	4	4	2	2	4	4	2	2	2	2
B. Congestion Relief (High=6, Med=4, Low=2)	2	6	2	2	6	2	2	2	2	2
C. Congestion Prevention (High=6, Med=4, Low=2)										
D. Cost Effective/Life Cycle Cost: Cost/# of people affected daily, then normalize (0-6)	4	4	2	2	4	2	2	2	6	2
E. Multi-modal (>two modes=6, two modes=4, one mode=2)	6	4	4	4	4	4	2	4	4	2
F. Degree of Multi-modal Use (High=6, Med=4, Low=2)	2	2	2	2	2	2	2	2	6	2
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)	2	6	2	2	6	2	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)										
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)										
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										
D. Air pollution reduction (High=6, Med=4, Low=2)										
E. Noise Reduction (High=6, Med=4, Low=2)										
V. Complexity of Project Preparation										
High=6, Medium=4, Low=2	2	4	2	2	4	4	2	2	2	2
VI. Land Use and Transportation System Change Interrelationship										
High=6, Medium=4, Low=2	2	6	2	6	6	2	2	2	2	2
VII. Intermodal Connectivity										
> 3 modes=6, 3 modes=4, 2 modes=2										
TOTAL POINTS	36	42	28	30	42	30	24	26	38	24
RANK	4	2	7	6	1	5	10	8	3	9

Note: Shaded columns are projects seeking redistributed STP-Urban ARRA funding should it become available.

TPB (MPO) Agenda Cover Sheet
May 21, 2009

Item No. 4

Re:

Consideration of Resolution TPB No. 27 Regarding Amendment #5 to the 2009-2013 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County Area.

Staff Comments on Item:

This amendment revises the TIP to provide STP-Urban (ARRA) funding for the five projects prioritized for funding. They are: (1) Reconstruction of the Mineral Point Road (CTH S)/Pleasant View Road intersection and southerly extension of Pleasant View Road; (2) Reconstruction of the CTH M (Valley View Rd./Pleasant View Rd. extended) intersection and northerly extension of Pleasant View Road; (3) University Avenue/CTH MS (Segoe Rd. to Shorewood Blvd.) pavement replacement; (4) Improvements to the intersection of Allen Blvd./CTH Q (Lake St. to Century Ave./CTH M); and (5) Reconstruction of N. Nine Mound Road (Acadia Way to Meister Rd.). Three of the projects are new and need to be added to the TIP while two are already in the TIP, but the listings must be changed to reflect the ARRA funding and make changes in the cost and timing of the projects.

The TIP amendment does not include any of the projects seeking ARRA funding under the Transportation Enhancements program 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.

Materials Presented on Item:

Resolution TPB No. 27

Staff Recommendation/Rationale:

Staff recommends adoption of Resolution TPB No. 27.

Resolution TPB No. 27

Amendment #5 to the 2009–2013 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 *2009–2013 Transportation Improvement Program for the Madison Metropolitan Area & Dane County* on October 1, 2008; and

WHEREAS, the Madison Area TPB has approved four previous amendments to the *2009–2013 Transportation Improvement Program for the Madison Metropolitan Area & Dane County* on January 7, March 4, April 3, and May 6, 2009; and

WHEREAS, the Madison Metropolitan Planning Area transportation projects and some transportation planning activities to be undertaken using Federal funding in 2009–2012 must be included in the *2009–2013 Transportation Improvement Program (TIP)*; and

WHEREAS, the American Recovery and Reinvestment Act of 2009 (ARRA) was passed on February 17, 2009, providing additional transportation funds under existing Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) programs for projects to be constructed in 2009 and 2010 to help promote multi-pronged efforts to stimulate the economy with additional goals, including improving the environment; and

WHEREAS, the Wisconsin Department of Transportation (WisDOT), which is responsible for implementing the Act, conducted a Stage 1 solicitation for local ARRA projects that can be constructed in 2009 and selected an initial list of local and State projects, and Amendment #3 to the 2009-2013 TIP was approved revising the listings for these projects (which were already in the TIP) and adding two projects for Metro Transit (City of Madison) funded with FTA ARRA funds; and

WHEREAS, WisDOT conducted a Stage 2 solicitation for local ARRA projects that can be ready for bidding by December 1 and constructed in 2010, and are eligible for funding under FHWA programs, including the Surface Transportation Program (STP) – Urban and Transportation Enhancements (TE); and

WHEREAS, the Madison Area TPB has reviewed, scored, and ranked the local projects seeking STP-Urban ARRA funds according to its established criteria, and selected five projects for funding with the funds allocated to the Madison Urbanized Area, and another amendment to the 2009-2013 TIP is necessary to revise the listings for those projects already in the TIP and add those not in the TIP; and

WHEREAS, the Madison Area TPB has also reviewed, scored, and ranked the local projects seeking TE ARRA funds, and will approve another TIP amendment for any of these projects should they be selected for funding by the TE committee set up by WisDOT; and

WHEREAS, the MPO's public participation procedures for minor TIP amendments such as this have been followed, including listing the amendments on the Madison Area TPB agenda; and

WHEREAS, the 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 #5 to the 2009–2013 Transportation Improvement Program for the Madison Metropolitan Area & Dane County, revising and adding the following projects (with costs in \$000s):

1. **REVISE** the listing for the CTH M (Valley View Road Area) project (TIP #111-06-007) in the Streets/Roadways section on page 38 as follows:
Revise the project description to state “Valley View Rd./Pleasant View Rd. ext. Intersection and Pleasant View Road extended, Construct roundabout at intersection and extend Pleasant View Rd. north from intersection 0.5 miles. Also construct two ped/bike underpasses of CTH M and Pleasant View Rd. extended”; and revise the 2010 funding as follows: \$750 (ROW, Local), ~~\$1,488~~ \$3,500 (Const., Fed-STP-U/STP-U (ARRA)), \$372 (Const., Local), ~~\$1,860~~ \$3,872, (Const., Total), ~~\$2,640~~ \$4,622 (Project Total) in 2010; Add note in comments column “Federal funding is \$2,012 is STP-U (ARRA) and \$1,488 STP-U.”
2. **ADD** the following City of Madison project to the Streets/Roadways section on page 41: Mineral Point Road/CTH S, Pleasant View Rd. Intersection and Pleasant View Rd. extended, Construct roundabout at intersection and extend Pleasant View Rd. south from intersection 0.7 miles”; \$3,075 (Const., Fed-STP-U (ARRA)) in 2010; TIP Project #111-09-019.
3. **DELETE** the City of Madison’s stand-alone locally funded Pleasant View Road Extended project in the Streets/Roadways section on page 42.
4. **REVISE** the listing for the University Avenue/CTH MS (Segoe Road to Shorewood Blvd.) Pavement Replacement project in the Streets/Roadways section on page 44, revising the cost, funding, and construction year as follows: ~~\$100 (PE, Fed-STP-U (ARRA)), \$200 (PE, Local), \$3,395 (Const., Fed-STP-U (ARRA)), \$1,980 (Const., Local), \$1,980~~ \$3,395 (Const., Total), ~~\$2,180~~ \$3,495 (Project Total) in ~~2011~~ 2010; TIP Project #111-09-020.
5. **ADD** the following City of Middleton project to the Streets/Roadways section on page 44: Allen Boulevard/CTH Q (Lake St. to Century Ave./CTH M), Improve intersection area, realigning lanes and widening median; \$280 (Const., Fed-STP-U (ARRA)) in 2010; TIP Project #111-09-021.
6. **ADD** the following City of Verona project to the Streets/Roadways section on page 49: N. Nine Mound Road (Acadia Way to Meister Rd.), Reconstruct street to urban cross-section with bike lanes; \$37 (PE, Fed-STP-U (ARRA)) in 2009, \$853 (Const., Fed-STP-U (ARRA)), \$82 (Const., Local), \$935 (Const., Total) in 2010; TIP Project #111-09-022.

Date Adopted

Al Matano, Chair
Madison Area Transportation Planning Board

TPB (MPO) Agenda Cover Sheet
May 21, 2009

Item No. 5

Re:

Consideration of Scoring and Ranking of Candidate Madison Area Projects Submitted for American Recovery and Reinvestment Act (ARRA) Funding Under the Transportation Enhancements Program

Staff Comments on Item:

Staff reviewed the list of thirteen candidate projects submitted for ARRA funding under the TE Program at the Board's last meeting. Staff also reviewed a preliminary draft of the scoring of the candidate projects. Since then, staff has ranked the projects and prepared a final draft project scoring and ranking table and priority listing of the projects. It is important that the Board feel comfortable with the ranking of the smaller lower ranked projects as well as the larger highest ranked projects. It is possible that the Madison area may only receive funding for a lower cost project, if any, because the Aberg Avenue ped/bike overpass has already received TE funding as part of the Stage 1 project solicitation process.

A question was raised at the last meeting regarding the scope of the Marshall Court project in the Village of Shorewood Hills. The project is for streetscape improvements to Marshall Court, which will be reconstructed with parallel parking, sidewalk, and other amenities. Marshall Court does currently 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 the main reason it doesn't score better.

Staff reviewed the draft scoring and ranking of TE projects with the Technical Coordinating Committee (TCC) at a specially scheduled meeting on May 13, and the TCC recommended approval. Staff will be reviewing the scoring and ranking of projects with the Citizen Advisory Committee at its meeting on May 19 and will report on its recommendation at the meeting.

Materials Presented on Item:

1. Draft Priority Listing of Candidate Projects Seeking ARRA Funding Under the TE Program
2. Draft Scoring and Ranking Table for Candidate Projects Seeking ARRA Funding Under the TE Program

Staff Recommendation/Rationale:

Staff recommends approval of the scoring and priority ranking of candidate projects for ARRA funding under the TE Program.

**Madison Area Transportation Planning Board - An MPO
Scoring and Ranking of Candidate Transportation Enhancement (ARRA Funding) Projects**

Project Description UA = Madison Urban Area	FY 2010 Project Cost (Eng., Const.) (\$000s)*	Enhances Mobility/Safety	Impact - Lg. # People	Improv. Env. Qual. Life	Key System/Site	Prob. Proj. Proceeding	Local Ranking	Total Score	Rank	Priority	Comments
City of Fitchburg UA 1 Badger State Trail - Paving of Northern Segment	\$1,292	4	4	6	6	6	6	32	2	2	Completes construction of northern 6 miles of trail, paving 10-ft. wide path from Purcell Rd north to Lovell Ln., connecting to SW Path, Capital City Trail (CCT), and planned Cannonball Trail. Already funded at 80%. ARRA funding would move up project construction from 2011 to 2010.
UA 2 Cannonball Trail - Southern Path Segment (Military Ridge Trail Extension)	\$464	4	4	6	6	6	4	30	3	5	Southern 2.3 mile segment of planned path to be located primarily within former rail corridor. This segment runs from USH 18/151 & McKee Rd. intersection to connector path to CCT.
UA 3 Fitchburg Bicycle Hub (Trailhead Facility)	\$269	2	4	6	4	6	2	24	5	8	Facility to be located in Dawley Conservancy Park off Seminole Hwy. w/ connection to CCT; Includes expanding parking lot, shelter w/ tables, restroom, racks, kiosk.
City of Madison UA 4 Beltline Ped/Bike Overpass for Cannonball Trail (Military Ridge Trail Extension)	\$1,898	6	4	6	6	6	6	34	1	1	Overpass located at former rail crossing of the Beltline and will extend from Greenway View to 1,000' north of Beltline ROW. Key part of planned Cannonball Trail connecting Military Ridge Trail to bike lanes on Fish Hatchery Rd. Will connect Arbor Hills, Fitchburg neighborhoods to commercial development north of Beltline.
UA 5 Cannonball Trail - Northern Path Segment (Military Ridge Trail Extension)	\$895	4	4	6	6	6	4	30	3	4	Northern 1.1 mile segment of planned path to be located in former rail corridor connecting Military Ridge Trail to CCT and bike lanes on Fish Hatchery Rd. This segment runs from CCT connector path to Greenway View. Provides safe route to Leopold Elementary School.
UA 6 Path to Chavez Elementary School	\$443	6	2	6	2	6	2	24	5	9	Construction of path thru Country Grove Park and other public lands connecting Chavez Elementary School w/ much of its attendance area. Includes bridge over Badger Mill Creek. Provides safe route to school.
City of Sun Prairie UA 7 STH 19 Corridor Path	\$363	6	2	4	2	6	6	26	4	6	Construction of 2,000 foot path that fills gap in path south of STH 19. Connects schools on both ends of path segment. Also connects residential neighborhoods and commercial development in the corridor. Path segment located on school-owned property that may be site of second high school in the future.

**Madison Area Transportation Planning Board - An MPO
Scoring and Ranking of Candidate Transportation Enhancement (ARRA Funding) Projects**

Project Description UA = Madison Urban Area	FY 2010 Project Cost (Eng., Const.) (\$000s)*	Enhances Mobility/Safety	Impact - Lg. # People	Improv. Env. Qual. Life	Key System/Site	Prob. Proj. Proceeding	Local Ranking	Total Score	Rank	Priority	Comments
City of Sun Prairie (cont.) UA 8 SW Sun Prairie - Madison Connector Path	\$258	4	2	4	6	6	4	26	4	7	Construction of path from existing USH 151 underpass north to Hoepker Road, connecting Sun Prairie to the Madison bikeway system. Will also serve planned commercial development in the area.
UA 9 NW Koshkonong Stormwater Basin*	\$1,228	2	2	6	2	6	2	20	7	13	Construction of stormwater management facility that will treat stormwater runoff from 100 acres of USH 151 and STH 19 ROW. Facility will also serve as a habitat for wildlife.
Village of Shorewood Hills UA 10 Marshall Court Streetscape Improvements	\$406	2	2	4	2	6	6	22	6	12	Construction of sidewalk and streetscape improvements as part of street reconstruction. Parking will be converted to parallel parking and ped/bike amenities will be added.
Dane County Parks UA 11 Lower Yahara River Trail (Phase I)	\$4,588	6	4	6	6	4	6	32	2	3	Project involves construction of 1 mile trail adjacent to rail line from McDaniel Park in McFarland to the CCT at the Lussier Center in the Capital Springs State Rec. Area. Trail includes boardwalk and bridge the Yahara River. Bridge and boardwalk will be designed to accommodate snow removal. Will eventually extend to Stoughton.
UA 12 Baxter Park Connector Path to Capital City Trail	\$283	4	2	6	2	6	4	24	5	10	Project involves construction of 1 mile paved path from the CCT at Clayton Rd. through the Nine Springs E-way to Baxter Park in the City of Madison. A previously constructed ped/bike bridge over Nine Springs Creek and 300' of boardwalk will be utilized by path.
UA 13 Ped. Walkway Under USH 51 at Babcock Park (in McFarland)	\$326	6	2	6	2	6	2	24	5	11	Project involves construction of 5 ft. wide path under USH 51 bridge over Yahara River, providing safe crossing of highway for walkers and boaters.

Score: High = 6 Medium = 4 Low = 2

* Project cost includes an additional 23% of construction cost, which includes project delivery (15%) and a reserve (8%) for change orders.

** Note: Non-transportation facility projects do not score well because of the MPO criteria's emphasis on mobility, but this does not mean these projects are not important.

**Madison Area Transportation Planning Board - An MPO
 Priority Ranking of Candidate Transportation Enhancement (ARRA) Projects
 in the Madison Metropolitan Planning Area
 Running Total of Costs by Priority
 (Costs in 000's)**

Project Priority	Project/Description (UA = Madison Urban Area)	2010	
		Project Cost	Runnning Total
1	UA 4 Beltline Ped/Bike Overpass for Cannonball Trail	1,898	1,898
2	UA 1 Badger State Trail - Paving of Northern Segment	1,292	3,190
3	UA 11 Lower Yahara River Trail (Phase I)	4,588	7,778
4	UA 5 Cannonball Trail - Northern Path Segment	895	8,673
5	UA 2 Cannonball Trail - Southern Path Segment	464	9,137
6	UA 7 STH 19 Corridor Path	363	9,500
7	UA 8 SW Sun Prairie - Madison Connector Path	258	9,758
8	UA 3 Fitchburg Bicycle Hub	269	10,027
9	UA 6 Path to Chavez Elementary School	443	10,470
10	UA 12 Baxter Park Connector Path to Capital City Trail	283	10,753
11	UA 13 Pedestrian Walkway under USH 51 @ Babcock Park	326	11,079
12	UA 10 Marshall Court Streetscape Improvements	406	11,485
13	UA 9 NW Koshkonong Stormwater Basin	1,228	12,713

Note: A total of \$15.9 million (minus the cost of projects approved for construction in 2009 as part of the Stage 1 solicitation) is available statewide.