

**Minutes of the Madison Area Transportation Planning Board
Citizen Advisory Committee**

May 19, 2009

Madison Municipal Building, Room LL-110

5:00 p.m.

1. Roll Call

Members Present: R. Ferrell, J. Guo, S. Hiniker, J. Rider, R. Williams, E. Sundquist, C. Gjerde

Members Absent: F. Bartol, G. Hull, D. Phillips, T. Stoebig,

Staff Present: R. McDonald, B. Schaefer

2. Approval of April 15 Meeting Minutes

Sundquist moved, Hiniker seconded, to approve the April 15 meeting minutes. Motion carried.

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

McDonald noted that the MPO Board would be approving the priority ranking of projects at a specially scheduled meeting on May 21, and staff would be sending that information to WisDOT on May 22. The MPO must approve the projects for funding by the 22nd. The reason is that the Joint Finance Committee of the Legislature wants to see the entire list of projects to be funded—both those to be constructed in 2009 and those for 2010—because there may be some geographic equity issues the committee wants to address for projects outside the MPO's urbanized areas. Schaefer briefly reviewed the list of ten projects. He said eight other projects were screened out either because WisDOT determined they weren't eligible for STP-Urban funding or that it was unlikely they could meet the required timelines. He 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 the same 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. McDonald added that WisDOT has indicated some additional federal funding may be available if there is a shortfall, but a 20% local match would be required.

Sundquist asked why all of the STP-Urban projects were roadway construction or reconstruction projects. He said the STP-Urban funding could be used for a wide variety of transportation projects. McDonald said those were the projects that were submitted by local communities for funding. There is no other alternative federal funding source for large local arterial or collector roadway projects. He noted that the STP-Urban funding was used to purchase buses one year in the 1980s. In addition, all of the roadway projects include ped/bike facilities. McDonald noted the extensive ped/bike network to be constructed as part of the Mineral Point Rd./CTH M/Junction Rd. intersection project. Schaefer added that the cost of bike lanes is significant. He also noted that the CTH M/Valley View Rd./Pleasant View Rd. extended project recommended for ARRA funding includes underpasses of both CTH M and Pleasant View Road extended. McDonald said the MPO doesn't generate projects.

Sundquist commented that he didn't think many local policymakers knew that STP-Urban funds could be used for transit or independent ped/bike projects, and this discussion needed to happen at the front end of the process. He said the MPO Board could institute a policy to use a certain percentage of the funding for non-roadway projects. Hiniker asked if MPO staff briefed new alders on the process. McDonald said an orientation is provided to new MPO Board members. Ferrell pointed out the difficulty in briefing new alders of all local jurisdictions in the MPO area and county supervisors. McDonald said the MPO holds two public information meetings on the TIP every year where local officials and staff can ask questions about the process. He also said the MPO requires that projects seeking STP-Urban funding have undergone a local public participation process. Schaefer added that the various types of projects eligible for STP-Urban funding is mentioned in the letter that goes out to local governments and in the project selection process included in the draft and final TIP every year. Williams said he felt the City of Madison didn't take a very multi-modal approach to generating projects for STP-Urban funding.

Sundquist mentioned that the intercity bus terminal was a project that could be funded with STP-Urban funding. McDonald said an unresolved issue with the bus terminal is who would manage it. He recalled the study done on a site for an expanded terminal in 1985. A site was selected and concept plans developed, but the project never happened because of mistrust among the bus companies. He noted that de-regulation of the industry, which has made it difficult to plan for service and facilities such as this. The issue was discussed at the most recent MPO Board meeting. One member suggested requiring companies to use a terminal in order to stop on city streets. He said the potential ARRA funding of high-speed intercity rail service between Madison and Milwaukee was an opportunity to get an inter-modal facility at the airport with a downtown/campus area facility to hopefully follow.

Sundquist moved, Hiniker seconded, to recommend that (1) the MPO be more aggressive in pursuing multi-modal options for STP-Urban funding; (2) staff provide MPO Board members a list of the eligible STP projects; and (3) consider funding of independent bicycle projects. Motion carried.

Sundquist said he didn't think STP-Urban ARRA funding should be used for capacity expansion projects, but that a fix it first policy should be adopted. Ferrell said the Pleasant View Road extension and Mineral Point Road and CTH M intersection projects were badly needed and overdue. They will address congestion and safety problems and improve bicycle access. They also support development of the new UW Research Park, which will create jobs—the primary purpose of ARRA. Hiniker said he agreed with the general policy idea, but in this case the neighborhood development plans on the west side have already been approved and the development necessitating the roadway capacity is already occurring. He said bad land use planning has created the problem. He mentioned the East Washington Avenue corridor as an ideal location for the research park and other similar employment. Ferrell said the corridor isn't conducive to a research park. Rider commented that if the ARRA funds were used for other projects, those projects would create jobs as well.

Ferrell moved, Guo seconded, to recommend approval of the staff's draft scoring and ranking and priority listing of candidate projects for STP-Urban funding under ARRA.

Sundquist moved to amend the motion, Hiniker seconded for discussion purposes, to not fund the top two ranked projects (Mineral Point Rd. and CTH M intersections with Pleasant View Rd. extensions), move the other projects up, and fund the top ranked TE projects with any remaining funding. Motion on the amendment failed.

The main motion to recommend approval of the draft scoring and ranking and priority listing of candidate projects for STP-Urban funding under ARRA then carried.

4. Review and Recommendation on Resolution TPB No. 27 Regarding Amendment #5 to the 2009-2013 Transportation Improvement Program (TIP)

McDonald said the TIP amendment implements the recommendation the committee just made on the priority listing of ARRA STP-Urban projects. It amends the TIP to provide ARRA funding for the top five projects.

Moved by Rider, seconded by Guo, to recommend approval of Resolution TPB No. 27, Amendment #5 to the 2009-2013 TIP. Motion carried.

5. Review and Recommendation on Scoring and Ranking of Candidate Madison Area Projects Submitted for ARRA Funding Under the Transportation Enhancements (TE) Program

McDonald said that the MPO's scoring and priority ranking of TE would be submitted to WisDOT for consideration by the committee set up to decide which projects will receive funding statewide. Schaefer noted that because the City of Madison's project to construct a ped/bike overpass of Aberg Avenue for the Starkweather Creek path was funded as part of the Stage 1 project solicitation process, it is possible that the Madison area won't get another project or only a low cost project. Therefore, it is important that the committee feel comfortable with all of the project rankings and not just those for the larger highest ranked projects. Sundquist commented that it might be a good strategy to move one of the smaller projects up in the rankings. Schaefer responded that in the past lower ranked projects did get funded if there was only a small amount of funding available so he didn't think this was necessary. Gjerde asked about the existing funding for the Badger State Trail, and Schaefer said it was already funded at 80%. The City of Fitchburg is providing the upfront funding, but will be reimbursed by WisDNR. ARRA funding would provide 100% funding and move the project up from 2011 to 2010. There was general consensus that the ped/bike overpass of the Beltline for the Cannonball Trail was the top priority. Sundquist said he was told that Madison and Fitchburg could afford to pave the path, but the overpass was the key to the project.

Moved by Rider, seconded by Gjerde, to recommend approval of the draft scoring and priority ranking of projects seeking ARRA TE funding. Motion carried.

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

Item deferred.

7. Committee Member Reports

Item deferred.

8. Staff Reports and Announcements

Item deferred.

9. Next Meeting Dates

Wednesday, July 22, and September 16, 2009

10. Adjournment

The meeting was adjourned at 6:20 p.m.

Minutes recorded by Bill Schaefer