

**Minutes of the
Madison Area Transportation Planning Board
Technical Coordinating Committee**

July 22, 2009

Dane County Highway Office

2:00 p.m.

1. Roll Call

Members Present: Beaupre, Coville, Dryer, Petersen (for Dunphy), Ginder, Koprowski (for Hoelker), Severson (for Kugler), Pena (for McComb), Murphy, Bachmann (for Phillips), Scheel, Sylvester, Vela, Woodard

Members Absent: Beck, K. Clark, R. Clark, Even, Kennedy, Kirchner, Wheeler, Violante

Others Present: McDonald, Schaefer, D. Paoni, R. Anderson, A. Cushman, L. Gibbs

2. Approval of May 13, 2009 Meeting Minutes

Schaefer said someone pointed out that page two of the minutes was missing, so approval of the minutes was deferred until the next meeting.

3. Review of Preliminary Listing and Ranking of Candidate Projects for STP-Urban Funding for 2010-2014

Schaefer reviewed the draft priority project listings. He noted a minor change that will be made. The \$72,000 balance shown in 2009 will be allocated proportionately to the E. Washington Avenue and Monona Drive projects. The only major project in 2010 is the CTH M (Valley View Rd./Pleasant View Rd. extended) intersection and Pleasant View extension project. Part of the cost of this project is being funded with ARRA STP-Urban funds. He noted that the Mineral Point Rd./Pleasant View Rd. intersection and northern segment of the Pleasant View Rd. extension received ARRA STP-Urban funds and will also be done in 2010. The first of the three major projects in 2011 is the first phase of the Mineral Point Road (CTH M/Junction Rd. Intersection) project. This involves reconstruction of the intersection with a partial grade separation, additional travel lanes and a bus lane on Mineral Point Road, additional lanes on CTH M south to Watts Road, and bicycle/ pedestrian accommodations, including an overpass of Mineral Point Road and path system. The design was approved by the City of Madison's Pedestrian, Bicycle, Motor Vehicle Commission at its last meeting. The other two projects are the reconstruction of University Avenue from Segoe Road to Allen Boulevard and the second phase of Monona Drive. The major projects in 2012 are the second phase of the Mineral Point Road intersection project, reconstruction and expansion of CTH M to four lanes from Watts Road to Valley View Road, and replacement of the pavement on Fish Hatchery Road from Wingra Drive to Emil Street just north of the Beltline. The CTH M (Watts to Valley View Rd.) and Fish Hatchery Road projects are new. The major 2013 projects are reconstruction and expansion of CTH M from CTH PD to Cross Country Road and the final phase of Monona Drive. The two new projects pushed back the E. Johnson Street (First to Butler St.) project, which is now programmed for 2014. The other major 2014 project is the final segment of the CTH M corridor from CTH PD to Valley View Road. There is a shortage of funding for the E. Johnson Street project of about \$160,000 based upon current cost estimates. These costs will undoubtedly change though. Another uncertainty is what the funding allocation will be for the Madison Urban Area following reauthorization of SAFETEA-LU, which expires this fall.

Schaefer noted that the Allen Boulevard resurfacing and Cottage Grove Road (I-39/90 to Sprecher Rd.) reconstruction projects were the first two below the funding cutoff at this point. He asked Ginder if the Allen Boulevard project was a pavement replacement or overlay project and Ginder said overlay. McDonald said an issue that the committee needs to discuss is whether the policy should be to only fund pavement replacement or reconstruction projects since there are so many potential resurfacing projects that could be submitted for funding. Woodard commented on the score for the CTH M (Valley

View to Watts) project. He said he thought the Pleasant View Road extension project would reduce much of the traffic on that segment of CTH M. McDonald said the traffic volumes are forecast to remain high because there is so much latent demand in that corridor.

4. Review of Draft 2010-2014 Transportation Improvement Program (TIP) Projects

Schaefer reviewed maps of the complete list of major TIP projects in the metropolitan planning area and the outer area. Among the projects Schaefer mentioned was the reconstruction of the West Beltline/Verona Road interchange and the Summit Road intersection on Verona Road scheduled for construction in 2014. He said an amendment to the regional transportation plan is required for this project, and a hearing on this plan amendment is scheduled for the September Board meeting. The hearing for the TIP is also scheduled for the same meeting. McDonald said the Board could approve the plan amendment that same meeting. Schaefer noted there were some coordination issues that will need to be worked out regarding the timing of projects. For example, Fitchburg has programmed reconstruction of Seminole Highway for 2012 and 2014, the same years that work is now scheduled for Verona Road and the interchange. Woodard said the work on Seminole Highway could be moved back a year if necessary. Schaefer also mentioned that staff was going to revise the maps to use different color shadings for the project labels to highlight those that involve Federal funding. Only the Federally funded projects are required to be in the TIP, but state and locally funded projects on the regional system are shown as well for information purposes. He said staff will also be putting an interactive version of the TIP on the Internet using the Google Earth program.

5. Discussion Regarding Identification of Contingency Project(s) for ARRA (Economic Stimulus) STP-Urban Funding in 2010

McDonald said there is a possibility that some STP-Urban funding will be available for another project either because one of the five programmed projects isn't able to meet the December 1 PS&E deadline or more likely the bids for one or more of the projects comes in less than the final estimate. He said the MPO may want to identify one or more contingency projects that could be ready if there is funding available. Schaefer added that in order to be ready an environmental document would need to be prepared for the project(s) and the design would need to meet state standards. He said he spoke with Brenda Schoenfeld with WisDOT SW Region about the status of the five projects selected for funding. Schoenfeld said WisDOT is still getting them into its system and it is too early to tell if any of them might be delayed long enough to create a problem in meeting the deadline. Schaefer said he would be checking back with her in a month. McDonald said it is a risk for a municipality to spend the additional money to get a project ready, but the additional cost isn't that much. Woodard asked if some of the projects below the funding cutoff in the STP-Urban listings just reviewed could perhaps be moved up. McDonald said staff thought the projects for which applications for ARRA funding had been submitted should be considered first. The first project below the ARRA funding cutoff was Holscher Road. Schaefer said a municipality might need to decide whether to go forward with the project with partial versus 100% funding. Woodard commented that it would be difficult to get a project ready at this point in time in order to meet the December 1 deadline. Bachman agreed. She said the City of Madison was going forward with the design work on the Beltline overpass for Cannonball Trail just in case additional funding became available. She also mentioned that the most recent cost estimate for the University Avenue (Segoe to Shorewood Blvd.) project—one of the five funded—was \$1.5 million higher than the initial estimate. McDonald said if that was the case the issue may be moot.

6. Review and Recommendation on Madison Area TPB Resolution No. 28 Regarding Intercity Bus Transportation and the Badger Bus Terminal in the City of Madison

McDonald said the existing intercity bus terminal owned by Badger Bus Company would be closing in the next few weeks. A redevelopment project has been approved for the site. Many people are concerned about the loss of the terminal. MPO Board Chair Al Matano handed out a letter he drafted

on the topic at the last meeting, and Board directed staff to prepare a resolution based on this letter. The resolution notes the importance of finding a short-term and long-term solution to the problem and offers the MPO's assistance. He said some progress had already been made in regards to a short-term solution. A meeting was held yesterday with Greyhound Bus Company officials to identify possible locations for an interim facility with the goal of finding one by September. Greyhound has a different clientele than Badger and wants a terminal. Sylvester asked if there was any reason not to support the resolution, and McDonald said no. Ginder asked McDonald if the MPO had the staff to take on the issue. McDonald said that hadn't really been considered yet, but that the MPO would likely not be the lead agency. Murphy suggested a change to the second to last whereas clause to state that the potential intercity rail station at the airport could be evaluated for potential as a full intermodal terminal. He said there is a desire to locate such a facility closer to downtown if possible.

Moved by Sylvester, seconded by Ginder, to recommend approval of TPB Resolution No. 28 with the editing change suggested by Murphy. Motion carried.

7. Review and Recommendation on Madison Area TPB Resolution No. 29 Regarding Amendment #6 to the 2009-2013 TIP

Schaefer said the amendment is for two projects. The first is a resurfacing project on CTH K from CTH M to CTH K. This project was selected for ARRA funding by WisDOT under the STP – Rural Program. It is located outside the urban area boundary and thus not eligible for STP – Urban funding, but it is within the metropolitan planning area. The amendment is needed to show the Federal ARRA funding. The second project is the Woodland Drive street reconstruction and path project. The Village of Waunakee secured a Federal earmark of funding for the project in SAFETEA-LU. The limits of the project have been shortened because of insufficient funding and don't match the environmental document. It now extends only to Cobblestone Lane rather than to CTH M. Also, the Federal funding for the project needs to be changed from Enhancements to STP – Urban because street reconstruction isn't an eligible activity under the Enhancements program. WisDOT has indicated this will not affect the funding allocation balance for the Madison area.

Ginder moved, Vela seconded, to recommend approval of TPB Resolution No. 29. Motion carried.

8. Report on New Regional Transit Authority (RTA) Enabling Legislation

Schaefer said the legislative language was included in the packet. He said it indicates that the RTA in Dane County is created if the Dane County Board adopts a resolution creating it. He showed a map staff had created illustrating the RTA jurisdictional area, which includes any municipality located in whole or part within the MPO planning area as of 2003. The language requiring a referendum to implement an additional sales tax to fund the RTA was vetoed, but the county has committed to holding a referendum. The earliest the referendum would probably be held is fall of 2010. Schaefer reviewed the governance structure for the RTA Board. He said many people are upset that the City of Madison only has two of nine representatives. Beaupre said she has heard that a bill will be introduced in the fall to address some issues with the Southeast Wisconsin RTA and that could be an opportunity to make some changes to the Dane County RTA provisions if necessary.

9. Status Report on Transit Development Plan Update

Schaefer noted that a document listing potential issues to be addressed in the TDP had been included in the packet. He said this was a laundry list that included some major issues and other more minor issues. It was the consensus of the review group overseeing preparation of the TDP that a major focus should be developing a service and financial plan for expanded transit services should an RTA be created and additional funding made available through the additional sales tax. There are a number of related issues such as how to prioritize the potential new services. Another issue that will be addressed in more detail as part of the Transport 2020 project, but which will probably be addressed to some extent is the need

to restructure the bus service if the starter rail system was implemented. Some significant changes would be needed since none of the transfer points are on the rail line. Schaefer said the review group is going to be expanded to include representatives from a number of the area communities. He said additional updates would be provided to the committee in the future.

10. Committee Member Reports

Woodard reported that construction on Fish Hatchery Road and the ped/bike overpass for the Capital City Trail would probably be done by Labor Day.

Vela said work had started on the first phase of the Monona Drive reconstruction. The work is being done on the outside edges with the access points and parking lots. The road would revert back to four lanes for the winter and then the major utility and construction work would start in the spring. He said the bid came in about 15% lower than the final cost estimate.

Bachmann said construction on E. Washington Avenue would be done by November, and that work on the Aberg Avenue ped/bike overpass would be starting next week.

Beaupre reported that WisDOT is releasing the final draft of the Connections 2030 Plan and has scheduled final hearings on it.

Koprowski reported that all of WisDOT SW Region's projects are on schedule.

Severson reported that the City of Sun Prairie is looking at an October completion date for its \$8 million W. Main Street reconstruction project. A joint project with the City of Madison to reconstruct and expand Hoepker Road had just started and would be completed in October as well.

11. Staff Reports

McDonald mentioned that the certification review of the MPO had been completed and that FHWA and FTA would be preparing a report to present to the MPO Board in September or October. He said the necessary plan amendment for the Verona Road/Beltline interchange improvements had already been mentioned. He pointed out that the committee would need to select a new chair and that will be on the agenda for the next meeting.

12. Next Meeting Dates

The next meeting dates are August 26 and September 23.

13. Adjournment

The meeting was adjourned at 3:15 p.m.

Minutes recorded by Bill Schaefer