

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

February 22, 2017

Fitchburg Community Center, Prairie View Room

2:00 p.m.

1. Roll Call

Members Present: Anderson Schweppe, Hall, Coville, Scheel, Stauske, Larson, Stephany, Horton, Sellner (for Beck), Tao (for Dryer), Phillips, Martin (for Trowbridge), Dunphy, Paoni, Koprowski, Batuzich

Members Absent: Even, Sayre, Kugler, Violante, Wheeler

Others Present: W. Schaefer, C. Hoesly, E. Frost

2. Approval of September 28, 2016 Meeting Minutes

Stauske moved, Dunphy seconded, to approve the September 28, 2016 meeting minutes. Motion carried.

3. Recommendation Regarding Modification to Membership and Voting Structure of the MPO Technical Coordinating Committee

Schaefer presented an overview of the two draft options for modifying the structure of the committee. Option 1 would maintain the pairing of communities with one being the primary representative and the other an alternate. Option 2 would create a hierarchy of five alternates who could vote when voting member(s) are absent. The representatives who were primary or alternates could rotate on an annual basis.

Stephany stated that he was not opposed to Option 2 so long as the members designated as primary and alternate rotated each year to make it fair. Philips noted that if Option 2 was chosen an email should be sent to each of the alternates prior to the switch to see if there was a preference for who should be the primary member, as some may not be interested. Stauske commented that Option 2 made the most sense. Philips asked Schaefer to clarify that a final decision would be made by the MPO Policy Board, and Schaefer confirmed that was the case. Scheel asked if the switch in members designated as primary and alternate would be made at the beginning of the year, and Schaefer said that made sense.

Scheel moved, Stephany seconded, to recommend Option 2 for the committee restructuring, with the condition that the members designated as primary and alternates be rotated on an annual basis so long as the representative to be primary be a member in good standing. Motion carried.

4. Review Draft Facility Plan Maps and Recommendations for the Regional Transportation Plan (RTP) 2050

Schaefer gave an overview of the Major Roadway and Highway Capacity Transit Improvements and Studies Map and Future Functional Classification Map, and passed around tables of the Recommended Projects and Recommendations and Supporting Actions.

Schaefer noted the Major Studies included on the map, and stated that the Plan recommends implementation of the preferred alternatives that come out of each of the studies. These major projects would either be added as part of the next regular RTP update or by amendment depending upon the schedule for completion of the studies. The projects are not included in the plan now because of the uncertainty in scope of improvements and availability of funding. The North Mendota Parkway (full concept, including STH 19 to Sun Prairie) is identified as a

future major corridor study, although the segment of CTH M east of CTH K is included as a recommended project. He said the starter bus rapid transit (BRT) project identified in the next phase of BRT study will be included in the plan as an amendment at the conclusion of the study, assuming funding of the satellite bus garage is addressed. Schaefer also briefly discussed the Future Functional Classification Map, explaining that the purpose is to identify the potential future arterial and collector network, based upon a review of comprehensive plans.

Schaefer mentioned the upcoming public meetings on the draft plan and said adoption by the MPO Board was anticipated at the April meeting. The draft plan was available on the RTP website, and he encouraged members to review and provide any comments.

5. Review Financial Capacity Analysis for the RTP 2050

Schaefer reviewed the Financial Capacity Analysis for the RTP, which federal transportation planning rules require to demonstrate that the plan is fiscally constrained. The financial capacity analysis takes into account recent trends in amount, sources, and uses of funds and estimates the ability of funding sources to meet the maintenance, preservation, and capacity expansion needs of the transportation system. Estimated project costs and funding must be in year-of-expenditure dollars reflecting an assumed inflationary factor. An inflationary factor of 2.0% for both project costs and program funding was assumed in accordance with WisDOT and FHWA guidance, which Schaefer noted was optimistic at least in terms of project costs. The financial analysis indicates that projected revenues will be sufficient to implement the state and local arterial roadway capacity expansion projects. However, additional funding would be required to fund all of the major projects that are currently being studied. There is insufficient funding to implement the recommended regional transit system. Projected funding could cover less than one-half of the estimated operating costs and none of the major capital costs, estimated at around \$300 million.

Schaefer said a list of local arterial roadways that will likely need to be reconstructed was put together based on pavement condition data and, for City of Madison projects, the year the roadway was initially constructed. The estimated STBG-Urban funding over the planning period could cover 90% of the local arterial preservation and capacity expansion projects. Given that a fair number of these will be locally funded, the plan is financially constrained in terms of local roadway projects.

Coville, Phillips, and Stauske briefly noted how their municipalities calculate future roadway preservation needs and funding, which included looking at past trends and setting roadway condition targets. Stauske noted that Middleton sets the capital budget at \$2 million annually.

6. Brief Review of Draft Scope of Work Outline for the Next Phase of Study of Bus Rapid Transit

Schaefer reported that the next study phase of the BRT will soon be underway. A consultant will be hired to assist with the study to identify a starter project. Selection criteria will be developed and used for this, and there will be a significant public involvement process. Three corridors will be investigated – East Washington Ave., University Ave., and Park Street. The consultant will also conduct a traffic analysis to quantify any traffic impacts to the selected corridor from transit priority measures or treatments. Some environmental analysis will be done. It is anticipated that the project would receive a categorical exclusion

since it involves use of existing corridors. The study should take approximately 9 months to complete. An application will then be submitted to the FTA for approval to enter into project design. Initial service could be operational by 2021-'22.

Tao asked if there was any preference for a corridor identified yet. Schaefer replied that initially University Ave, perhaps including a portion of East Washington Ave, looks most promising, although Park Street would be more beneficial for more disadvantaged riders. Koprowski asked if an advisory committee would be formed, and Schaefer responded yes, they are currently working on the makeup of the committee.

7. Committee Member Reports

Stauske said that the City was coordinating with the County regarding the planned work on University Avenue.

Koprowski reported that Phase 1 of the Verona Road project, including the interchange, was complete. Phase 2 is still on schedule to be completed in 2020.

Horton reported that work on Lacy Road will likely commence in the next 3-4 weeks, starting with utilities. Lacy will be open to local traffic only for the duration of construction. Construction is anticipated to be completed by fall.

Larson reported that work on CTH BB in Cottage Grove has been advanced to 2019.

Dunphy mentioned that the county sent out the letter to municipalities asking for requests for work on county highways. Responses are due back in April.

Coville reported that Hoelscher Road will be reconstructed this year and CTH MN will be resurfaced.

Scheel said that Stoughton will have several local road projects this year.

Hall reported that DeForest is working with the County on CTH CV with construction to begin after July 4th.

Batuzich reported that the rollout of the performance measure rules is still unknown. He has been pushing for WisDOT to meet with the MPOs about setting targets for the safety rule, which must be submitted this year.

Tao reported on ITS projects the City is working on. They will be installing an adaptive traffic signal system along University Ave, which should be done in 2018. They are also working on a pilot connected vehicle project in the Park Street corridor, with an anticipated 5 years for implementation. He emphasized that driverless technology is coming, and it will significantly change the transportation network in the future.

Phillips reported that CTH PD (Meriter Way to Maple Grove Rd) is out for bid right now with March 14 let date and construction through October. The EA and DSR for CTH M project is signed, the plat is recorded, and land acquisitions are ongoing. It is scheduled for May PSE and August let with construction from October 2017 through October 2019. The environmental document for Buckeye Rd. project is signed. They are currently working on the DSR, with construction in 2019. The City will be submitting the environmental document for E. Johnson St. in April, with construction in 2019. The environmental document for Cottage Grove Rd. was been submitted, with construction in 2020. Preliminary design has begun in house for Mineral Point Rd (USH 12 to High Point Rd), with construction in 2020. A contract has been signed and preliminary design started for the Gammon Rd underpass and West Towne path. A consultant has been selected and contract

will be signed shortly for the planned Pleasant View Rd. (US 14 to Mineral Point Rd) project. An RFP will be issued for planned work on University Ave (Shorewood Blvd to U. Bay Dr.).

8. Staff Reports

The MPO board approved Amendment #1 to the 2017-2021 TIP. The amendment included the addition of 5 WisDOT safety projects (installed median guardrails) and a pavement replacement project in downtown Stoughton. The amendment also moved the extra STBG Urban funds from Lacy Road to CTH PD, rather than CTH M, because it was scheduled for the same fiscal year. Both are city/county projects.

Schaefer mentioned the upcoming STBG Urban application cycle this year. Applications will be due in early June. The main application form has been posted on the WisDOT website. The MPO uses the WisDOT application plus a supplemental form with additional questions related to the MPO scoring criteria.

The City of Madison and MPO are working with the UW Survey Center to conduct a supplemental household travel survey to the national survey. The national survey will yield around 900 responses while the supplemental mail survey being done is anticipated to yield well over 1,000 more surveys. The survey data is used to calibrate the travel demand model and for other planning purposes.

MPO staff has begun to review origin-destination data purchased from AirSage, which will supplement the household survey data.

Schaefer mentioned that the MPO and City of Madison Traffic Engineering staff are working with a consultant to implement a traffic count management software system. It is the same one WisDOT uses and the two databases will be integrated. All municipal staff will be able to access the system and MPO staff will enter into the system counts taken by other municipalities. Ethan Frost commented that turning movement counts will be included as well, and encouraged municipalities to share any turning movement counts that they might have as well.

Schaefer announced that Mike Cechvala had taken a position with Metro Transit. The MPO recently hired two new planners, Bill Holloway and Colleen Hoesly. Holloway comes from the State Smart Transportation Initiative (SSTI) at UW and Hoesly comes from WisDOT SW Region.

9. Next Meeting Dates

The next scheduled meeting dates are March 22 and April 26.

10. Adjournment

Scheel moved, Tao seconded, to adjourn at 3:30.

Minutes recorded by Bill Schaefer and Colleen Hoesly