

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

July 26, 2017

Fitchburg Community Center, Prairie View Room

2:00 p.m.

1. Roll Call

Members Present: Beck, Dryer, Phillips, Trowbridge, Dunphy, Violante, Koprowski, Paoni, Scheel, Anderson-Schweppe, Sayre, Coville, Hall

Members Absent: Horton, Kugler, Stauske, Stephany, Larson, Even, Batuzich, Wheeler

Others Present: W. Schaefer, C. Hoesly, C. Holt, U. Martin, C. Petykowski

2. Approval of March 22, 2017 Meeting Minutes

Dunphy moved, Violante seconded, to approve the March 22, 2017 meeting minutes. Motion carried.

3. Presentation on MATPB Policies and Project Evaluation Criteria for Surface Transportation Block Grant (STBG) (formerly STP)- Urban Projects

Schaefer gave a presentation on the MATPB's STBG-Urban program policies and scoring criteria adopted in May 2015 that were used to evaluate the most recent round of project applications. He asked for any input on the policies, which would be considered for any revisions for the next funding cycle in 2019. He mentioned that a board member had questioned why multi-use path reconstruction projects were not eligible for funding. There were no comments on the policies. Trowbridge asked where that health data came from that is used to evaluate health equity. Schaefer replied that it was obtained from UW-Madison. Violante asked what level of census geography is used for the environmental justice analysis. Schaefer replied that census block data is used for minority/Hispanic population and block group data is used for low income and autoless households.

Schaefer stated that only the City of Madison submitted project applications, although one was on behalf of the City of Middleton for the joint Pleasant View Road project. He asked if there were any particular reasons or challenges that kept others from applying. Scheel stated that coming up with the local match was an issue, but also stated that the timing was just not ideal as Stoughton just hired a new public works director. He said that Stoughton will be looking at identifying potential projects for future funding cycles. Schaefer encouraged members to start the process of identifying potential projects at least a year in advance of the next application period in order to fully scope the project and develop local support. Sayre reported that timing was a big issue for Verona as there has been a rush to get big projects done in a short amount of time that previously hadn't been identified. That makes use of STBG-Urban funding difficult due to the long lead time required.

4. Review of Draft Scoring of STBG-Urban Project Applications and Priority Listing of Projects for 2018-2022

Schaefer reviewed the project applications and the draft priority listing of projects. He also referenced the project scoring table. He said that two previously approved projects – Mineral Point Road and the first phase of Atwood Ave. – are proposed to be delayed in order to fund the Gammon Road reconstruction project in 2020. That project would be done in conjunction with the already approved Transportation Alternatives Program project to construct a ped/bike underpass of Gammon Road for the Beltline corridor path. Schaefer said the

University Avenue (Shorewood Blvd. to University Bay Dr.) reconstruction project is planned to be funded in 2022, but can't be programmed at this time because of the delay in the CTH M project. In order to calculate each MPO's funding allocation each cycle, the total funding available for the five years is calculated and then approved, but not completed projects are subtracted from that total. It is anticipated that in two years when the next funding cycle occurs, there will be \$23 million available for projects from 2020-2024. Based on current cost estimates, that would only be enough to fund University Avenue in 2022 and the first phase of Pleasant View Road in 2023, which had already been conditionally approved by the MATPB.

5. Review of Draft 2018-2022 Transportation Improvement Program (TIP) Projects

Schaefer reviewed maps of the major roadway and pedestrian/bicycle projects included in the draft 2018-2022 TIP, which is anticipated to be released in early August. Schaefer asked Petykowski about the status of Monroe Street, and Petykowski replied that a presentation on the final design will be held in August. He said it would be part reconstruction and part resurfacing. Phillips asked Dunphy what would be done on Fish Hatchery, and Dunphy replied it would consist of joint repairs. Phillips asked Koprowski if the Meier Road connection over USH 12/18 east of the Beltline/Interstate interchange would be built in 2020, and Koprowski responded yes.

6. Brief Report on Evaluation of MATPB Public Participation Plan

Schaefer reported that staff completed an evaluation of the Public Participation Plan and public involvement efforts during the Regional Transportation Plan process. The evaluation concluded that the project website and social media outreach were among the most effective outreach tools. Recommendations from the evaluation included considering renaming and branding MATPB, and identifying strategies to use the technical and citizen advisory committees more effectively. A survey to gather feedback about which recommendations to prioritize will be sent out to members of the Policy Board and Citizen Advisory Committee.

7. Committee Member Reports

Beck reported Metro will have some minor service changes occurring this fall, and that the next phase of the Bus Rapid Transit (BRT) study is anticipated to be underway in the next few months.

Sayre reported that that a referendum passed to build a new high school in Verona in 2020. The city of Verona is working with the school district to address access issues associated with the new school site.

Trowbridge said that staff hope to get the BRT study going in the near future. The local match funding to the federal funding for the study is secured. Staff has been discussing alignments for the initial project and how to make a decision on that. Metro still needs to build a new satellite maintenance garage regardless of BRT service. If the local capital funding budgeted had to be used for the garage there would be no match funding to build BRT for the foreseeable future.

Petykowski reported that County Trunk Highway (CTH) M was set to be let on August 8. CTH PD was 40% constructed and would be done this fall. Buckeye Road and E. Johnson are both on schedule at the 60% design stage. The University Avenue adaptive signals will be installed next year. The design for Cottage Grove Road is currently stalled at the 60% stage due to the termination of the I-39/90/94 study. The first public meeting on the Gammon Road project will take place in September.

Pam Dunphy reported that CTH MS (University Ave.) in Middleton from Park Street to CTH Q, is scheduled to be complete soon before Good Neighbor Festival.

Hall reported that CTH CV (Main St.) in DeForest is under construction and should be complete by the end of October.

Koprowski reported that the bridges on the West Beltline will be redecked, which will result in ramp closures and detours. The USH 12 Freeway Conversion EA has been completed and signed.

Alan Coville reported that CTH MN (Broadhead St.) and Holscher Road resurfacing should be complete by the beginning of September.

8. Staff Reports

Schaefer reported that the MPO's Certification Review would be held August 1-3. A public meeting is scheduled for August 2.

Staff is currently finishing up the draft 2016 Performance Report and a presentation will be provided on it at the next TCC meeting.

The UW Survey Center is finishing up the administering of a mail survey to supplement the National Household Travel Survey (NHTS). Over 1,000 responses have been received. The mail survey included a questionnaire identical to the NHTS and a travel log for two household members to record their trip information for a day. Violante asked if there are previous years to compare the responses to, and Schaefer replied the last one was done in 2001.

Staff is finishing up reviewing and categorizing bike and pedestrian crashes from the past five years in the metro area. An intern has been helping with the effort. Dryer stated that his staff reviews all crashes as well, and expressed caution that any study conclusions such as problem intersections should be consistent. Schaefer reported that staff was also currently working on a bike level of traffic stress analysis, which will identify a network that an average bicyclist would be comfortable on.

Schaefer also reported that staff was finishing up a scope of work for a study to hire a consultant to put together a multi-year plan to improve the MPO's travel model and other planning tools and the data to support the tools.

9. Next Meeting Dates

The next scheduled meeting dates are August 23rd and September 27th. Schaefer said the August meeting would likely be canceled.

10. Adjournment

Dunphy moved, Paoni seconded, to adjourn at 3:25 p.m. Motion carried.

Minutes recorded by Bill Schaefer and Colleen Hoesly