

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

**May 26, 2010**

**Fitchburg City Hall Conference Room**

**2:00 p.m.**

**1. Roll Call**

*Members Present:* Paoni (for Beaupre), Dryer, Dunphy, Hoelker, Pena, Murphy, Phillips, Stauske, Sylvester, Vela, Andros (for Violante), Woodard

*Members Absent:* Beck, R. Clark, Coville, Even, Kennedy, Kirchner, Kugler, Scheel, Wheeler

*Others Present:* Schaefer, M. Erickson, J. Siegfried

**2. Approval of March 24, 2010 Meeting Minutes**

Sylvester moved, Vela seconded, to approve the March 24, 2010 meeting minutes. Motion carried.

**3. Status Report on Economic Stimulus (ARRA) Projects in the Madison Area**

Michael Erickson, WisDOT Southwest Region Local Program Manager, distributed handouts with information on both the state and local ARRA projects. Four of the five state projects were completed in 2009. The large Interstate 94 project won't be completed until 2011. For the local projects, including those funded with STP-Urban funds, Erickson provided information on the original cost estimate, award amount, and status of construction. All of the projects are either under construction or scheduled to start construction in June. He said at this point it appears there will be about \$200,000 in savings from the STP-Urban projects, most from the Verona project. However, the projects aren't completed. He said that savings from the ARRA projects would probably be funneled back to state projects because an additional \$50 million (\$208 million total) had been allocated to local projects due to a disagreement between FHWA and WisDOT regarding the counties considered "disadvantaged." He said it was possible that the savings, if any, from the STP-Urban projects might be able to be used for other STP-Urban projects. Woodard said he recalled that states that used all of their ARRA funding might receive funding from other states that didn't and wondered if Wisconsin might receive any additional funding. Erickson said WisDOT would use of its allocation, but said it was too early to say whether Wisconsin would receive any additional funding and that central office staff would have that information. Schaefer mentioned that the ped/bike overpass of Aberg Avenue was another stimulus project. He asked Phillips if the City of Madison would be able to transfer the funding earmark for that project to another project. Phillips said the city was attempting to transfer it to the Cannonball Trail project, but didn't know yet if that would be approved.

**4. Presentation and Discussion on New Policies and Procedures in WisDOT's 2011-2014 Local Program Guidelines**

Erickson said WisDOT had adopted some new policies and procedures for the local program to provide statewide consistency and address some problems that had occurred in some areas. For example, the scope of projects had changed after approval. FHWA has been reviewing the local program and that has spurred some of the changes. One of the new policies is that WisDOT is requiring all applicants for STP-Urban funding to fill out a state application if the project is approved for funding. He explained that WisDOT is using the new application to replace the Concept Definition Report (CDR). The application and CDR used to be different. The new application is required for Bridge and STP-Rural Program projects as well. For already approved projects if a design consultant would be hired by June 1 the new application wouldn't be required. Erickson said he had already sent out letters to applicants for some approved bridge projects for which the new application would be required. Erickson said the

2010 list of bridges eligible for funding due to their sufficiency rating would be available soon. For already approved projects the new application would also be required if additional federal funding was being added. He said there was another new policy regarding project substitutes. Some communities had dropped most, but not all, federal funding from one project to keep it as an approved project and then transferred the funding to another project. That is not permissible now and only one substitution is allowed per project.

Schaefer said he was concerned that communities would have to fill out the MPO's application and then also have to fill out the new state application if the project was approved for funding by the MPO. It seemed duplicative and unnecessary. He said he asked if MPO staff could simply modify its application to add all of the required information in the state application. WisDOT denied that request. Phillips said he wasn't that concerned since the new application was substituting for the CDR. He asked for clarification from Erickson on the STP-Urban projects for which the new application would be required. Erickson said it includes any project that had not been approved by WisDOT and entered into the system with a project number. Murphy asked about the June deadline for applications, which didn't match with the MPO process for approving the STP-Urban priority project listings. Erickson said he'd work with MPO staff regarding the deadline for the application. It was agreed that Erickson and MPO staff would identify the STP-Urban projects that needed a state application.

[Ed. Note: It was determined that the projects in the current priority STP-Urban listings that will need a state application are CTH M (Cross Country to CTH PD) scheduled for 2013, CTH M (N of CTH PD to S of Valley View) scheduled for 2014, and E. Johnson Street scheduled for 2014. The applications are due July 30.]

#### **5. Update on the Milwaukee-Madison Intercity Passenger Rail Service Project and the Madison Station Location**

Schaefer said everyone had probably heard that Monona Terrace had been selected by the state as the location for the Madison station. He said WisDOT had been working with City of Madison staff on this issue and the larger project, and asked Phillips to provide an update. Phillips said CH2MHill had been hired for the environmental study and preliminary design of the stations, and work was underway. He said the contract did not include final design for the stations. HNTB had been hired to prepare the final design and management plan for the rail corridor between Madison and Watertown. They would be starting work in a couple of weeks or so. The schedule for the Madison station was to select an actual site for the station by July and complete the environmental analysis and design work by June of next year. He said the corridor issues would be contentious with fencing and possible street closings being the big issues. The goal was to have service started in 2013.

#### **6. Consideration of Recommendation Regarding TPB Resolution No. 39, Amendment #4 to the 2010-2014 Transportation Improvement Program for the Milwaukee-Madison Intercity Passenger Rail Service Project**

Schaefer said that even though the project is an intercity one and most of it is outside the Madison MPO planning area, a TIP amendment was still needed to add the federal funding for the portion of the project within the MPO area. A public hearing on the TIP amendment will be held at the MPO Board's June 2 meeting. The hearing is required because it is a major amendment. He said the amendment adds funding in 2010 for the environmental study and preliminary design of the train stations, including the Madison station, and for some initial rail infrastructure improvements (primarily work on land bridges) between Sun Prairie and Watertown. He said a revised resolution with the project table was at members' places. The funding includes \$25 million for the study and design work for the stations and \$75 million for rail infrastructure improvements. He said the funding for construction in 2011-2012 for the stations and most of the rail infrastructure improvements would be added as part of the 2011-2015 TIP. Final construction cost estimates aren't available at this time.

Phillips moved, Murphy seconded, to recommend approval of TPB Resolution No. 39, Amendment #4 to the 2010-2014 for the intercity passenger rail project. Motion carried.

## **7. Consideration of Recommendation Regarding Revision to the MPO's Scoring Criteria for Statewide Multi-Modal Improvement Program (SMIP) Projects**

Schaefer said the issue came up after the last regular SMIP application cycle whether the MPO's scoring criteria should be revised to reward applicants that provide more than the minimum 20% match for design and construction. Two project applicants for that funding cycle had committed to a 50% local match. The additional financial commitment could also come from using local funds for another phase of a multi-phase project or funding the design work with 100% local funds. The reasoning for adding the criteria is that if applicants provide a larger local financial commitment it will spread the limited federal funding further allowing more projects to be funded. This is the same reason that the MPO changed the local cost share policy for STP-Urban projects from 20% to 50%. It is a little different in this case because the SMIP program is a statewide competitive program so there is no guarantee that the extra federal funding available due to a larger local financial commitment for a project would be used for another Madison area/Dane County project. However, Schaefer said he thought over time at least it would result in more local projects since WisDOT's SMIP committee strives for geographic equity in terms of funding spent on projects in the different areas of the state. Schaefer said there were six criteria currently with a maximum total of 36 points. The additional criteria would increase that to 42 points, although a smaller maximum number of points could be used (e.g., 1, 2, 3 vs. 2, 4, 6). He said MPO staff is seeking a recommendation from the committee to take back to the MPO Board, which will consider the issue at its June 2 meeting. MPO staff has also included two other editorial type revisions to the criteria.

Woodard commented that he didn't like the characterization of the local financial commitment as awarding "bonus" points. It would just be another criteria with additional points awarded. Dunphy said she opposed adding the new criteria because there was no guarantee that it would result in more projects in Dane County unlike the case with the STP-Urban funding. Stauske said he was troubled by the fact that communities wouldn't know ahead of time what score the project received for the other criteria to know whether or not to commit to a larger local funding share. Murphy commented that the criteria as written also don't indicate how much additional local funding was required to receive a certain number of points. Schaefer said the criteria could be modified to be more specific.

Dunphy moved, Sylvester seconded, to recommend that the additional criteria for local financial commitment not be added. Motion carried. Stauske then moved, Dryer seconded, to recommend that the two editorial changes to the introduction and criteria #4 be made and that the revision to criteria #5, which was related to adding the new criteria #7, not be made. Motion carried.

## **8. Committee Member Reports**

Sylvester reported that work on its ARRA project on Nine Mound Road was underway and would be completed this summer.

Dryer reported that the Madison Ped/Bike Motor Vehicle Commission had recently held its annual hearing to receive comments on requested ped/bike facility improvements. He also mentioned that work was underway on a signalization project at University Avenue and Ridge Street.

Vela said that the Monona Drive reconstruction project was on schedule and would be completed by November.

Phillips reported on the numerous Madison street projects. Work on John Nolen Drive was almost completed. Work was underway on two University Avenue projects as well as the Lien/N. Thompson intersection project. Other planned projects included Sherman Avenue and Old Middleton Road.

Woodard said the Badger Trail project had come in under budget and would be done this year. Work was also finishing up on the McCoy Road project.

**9. Staff Reports**

Schaefer reported that most of the MPO Policy Board appointments had been made. The three City of Madison appointees whose terms were up—Mark Clear, Paul Skidmore, and Chris Schmidt—were all reappointed. Steve Ritt, a City of Verona Alderperson, was appointed by the cities and villages to replace Ken Harwood. Eileen Bruskevitz was reappointed by the towns. He said the County Executive had not made her appointments yet. Al Matano and Robin Schmidt are the members whose terms are up. He also reported that the final interviews for the MPO's transportation planning manager position would be held the week of June 14 with a decision made shortly thereafter. He mentioned that the application materials for the next cycle of SMIP and SRTS applications would be available online next week and that SMIP applications would be due August 2 while SRTS applications would be due July 9. He reminded members that the TIP project listings and STP-Urban applications were due June 7.

**10. Next Meeting Dates**

The next meeting dates are June 23 and July 28. Schaefer said one of them would likely be cancelled. He said his preference would be to plan on cancelling the June meeting unless something came up if that worked for committee members. It was agreed to do that.

**11. Adjournment**

Moved by Dryer, seconded by Vela, to adjourn. Motion carried.

*Minutes recorded by Bill Schaefer*