

Madison Area Transportation Planning Board (an MPO)
April 3, 2009 Special Meeting Minutes

1. Roll Call

Members present: Eileen Bruskewitz, Joe Clausius, Chuck Kamp, Al Matano, Mark Opitz, Satya Rhodes-Conway, Paul Skidmore, Robin Schmidt, Robbie Webber, John Vesperman

Members absent: Tom Clauder, Ken Harwood, Duane Hinz, Jerry Mandli

Staff present: Bob McDonald, Bill Schaefer

2. Consideration of Resolution TPB No. 25 Regarding Amendment #3 to the 2009-2013 Transportation Improvement Program for the Madison Metropolitan & Dane County Area

Matano noted that the projects included in the amendment were listed on the agenda. He said he had a question regarding the Interstate 94 project.

Skidmore moved, Bruskewitz seconded, to approve Resolution TPB No. 25 regarding Amendment #3 to the 2009-2013 TIP. Webber requested that the Interstate 94 project be separated out from the rest of the projects. Motion to approve Resolution TPB No. 25, Amendment #3 to the 2009-2013 TIP, without the I-94 project carried.

Discussion followed on the Interstate 94 project. Matano asked if the project was in the MPO's Regional Transportation Plan and the TIP. McDonald said yes. The reason for the TIP amendment was to change the project funding to ARRA funds. Matano asked if an EIS had been conducted, and McDonald said he didn't recall, but an Environmental Assessment would have been done for sure. In response to questions about the project, Vesperman explained that the project addressed design/operational, safety, and congestion issues. The project included replacement and widening of the Reiner/Sprecher Road Bridge, a new underpass for Milwaukee Street extended, improvements to the CTH TT/CTH N intersection, and a new park-and-ride lot off CTH N. The City of Madison is paying for part of the cost of the new underpass, but the ARRA funds could possibly be used to cover the entire cost. Rhodes-Conway asked what ARRA funds were being used for this project. Vesperman said that 67% of the ARRA funds are being used for State projects and 33% for local projects. The Interstate 94 project is being funded with the ARRA state funds. Webber said she thought ARRA funds could not supplant funding already programmed for projects. Schaefer said the funds that were programmed for the project would need to be used for another project. The Governor was required to submit a letter to U.S. DOT certifying that the State will maintain its funding levels for FHWA and FTA programs. Schmidt asked why the project could be funded if it was already programmed for 2009 when the Monona Drive reconstruction project was determined to be ineligible for funding for this same reason. Schaefer said WisDOT set this rule only for local projects because it would have been impossible to substitute other local projects in the necessary timeframe if ARRA funds were used for projects already programmed in 2009. On the other hand, WisDOT has projects ready to go on an advanceable list so they are able to substitute new projects if ARRA funds are used for already programmed projects. Vesperman said most of the ARRA State projects were those that were already programmed. Rhodes-Conway asked how the local ARRA projects would be prioritized. McDonald said the MPO would receive a list of the projects seeking STP-Urban ARRA funds from WisDOT. If the project is one that has already been scored, that score will be used. MPO staff will score the new projects and then all of the projects will be compared and ranked for consideration by the MPO Board.

Moved by Opitz, seconded by Bruskewitz, to approve the Interstate 94 project as part of Resolution TPB No. 25, Amendment #3 to the 2009-2013 TIP. Motion carried.

3. Adjournment

Schmidt moved, Kamp seconded, to adjourn. Motion carried.