Minutes of the
Madison Area Transportation Planning Board
Technical Coordinating Committee

April 22, 2009 Fitchburg City Hall 2:00 p.m.

1. Roll Call

Members Present: Beaupre, Coville, Dryer, R. Clark, Dunphy, Ginder, Hoelker, Kugler, Kennedy, McComb, Phillips (for Nelson), Vela, Woodard
Members Absent: Beck, K. Clark, Even, Kirchner, Murphy, Scheel, Simon, Sylvester, Violante
Others Present: McDonald, Schaefer, D. Paoni, S. Stauske, C. Pena

2. Approval of January 28, 2009 Meeting Minutes

Moved by Ginder, seconded by Kennedy, to approve the March 25, 2009 meeting minutes. Motion carried.

3. Review of Incomplete List of Madison Urban Area Projects Submitted for Economic Recovery (ARRA) Funding Under the STP-Urban Program

McDonald noted that MPO staff had reviewed and assigned a preliminary score to the applications received, but it is not a complete list. Therefore, no ranking of the projects has been assigned at this time. In response to a question from Woodard, Rod Clark said that WisDOT was in the process of preparing a list of eligible projects and those with a high probability of being implemented. Clark said the timeline for design was one issue that WisDOT was working through as it had been treated inconsistently across the different regions. For Madison area projects, WisDOT has agreed to allow local governments to make use of the agency’s master lists of design contracts so the delay caused by using federal funds for design is less of an issue. Clark and McDonald said it appears none of the Madison area projects are shooting for the earlier of the two timelines for the Stage 2 solicitation (letting by this summer). Schaefer reviewed the STP-Urban project applications that MPO staff had received, reviewed, and assigned a preliminary score for. A revised list of projects was distributed with some projects added since the mailing for the meeting. He said there were three projects for which applications had been received, but that hadn’t been scored because MPO staff thought they would be ruled ineligible. These are Monona Drive reconstruction because it is already programmed for 2009 and the relocated Lacy Road/USH 14 and Main Street/USH 151 interchange projects because they are on state highways. Hoelker commented that the Sun Prairie project on Main Street did not include any work on the ramps. Schaefer said if that were the case perhaps it would be ruled eligible for funding.

Following the discussion regarding policy issues associated with use of the STP-Urban ARRA funds, Woodard proposed to use 100% funding for the two highest ranked projects in the preliminary draft listing and to split the funds for the third and fourth projects, which have the same score. Following some discussion it was decided to wait to make a recommendation until a revised draft priority listing of screened projects was prepared. Some projects shown in the listings now may be ruled ineligible or determined to not be deliverable within the required timeline. Other projects could be added. Dunphy commented that the construction of Pleasant View Road was being done for development and the developers should be paying for that. She asked that the scores for the two projects that involve Pleasant View Road be reconsidered. McDonald responded that the Pleasant View Road extension reduces congestion on CTH M. Phillips said improvements to CTH M and the extension of Pleasant View Road are both needed.
4. **Review of Incomplete List of Madison Urban Area Projects Submitted for Economic Recovery (ARRA) Funding Under the Transportation Enhancements Program**

Clark said WisDOT had only done a cursory review of the eligibility of TE projects, but had not yet looked at deliverability. As with the STP-Urban projects, WisDOT hoped to have a screened list of projects at least with respect to eligibility to the MPO soon. Woodard asked Clark about WisDOT’s process for selecting the TE projects. He said a committee had been set up consisting of five agency staff (3 WisDOT, 1 WisDNR, 1 Historical Society) and 3 “stakeholder” representatives. A meeting is scheduled for May 1 to review the projects. The projects will be screened and ranked statewide factoring in the MPO rankings for projects in MPO planning areas. Schaefer reviewed the TE project applications that MPO staff had received. Discussion followed on a couple of the projects. Woodard commented that the Lower Yahara River Trail Phase 1 project was complicated and questioned whether it could be delivered in time. Schaefer said Dane County Parks Department staff feels confident all of the issues can be resolved. WisDOT, which owns the rail corridor, has apparently signed off on construction of the path in the rail corridor as long as it is 30 feet from the rail line. While environmental permits are required, WisDNR supports the project and a representative from the Water Resources section is participating on the project planning committee. However, Schaefer acknowledged it is a complicated project and said MPO staff gave it a score of 4 rather than 6 for “probability of project proceeding” because of this. Woodard also commented that of the two segments of the Cannonball Trail he thought the northern segment was a higher priority. Schaefer agreed.

5. **Discussion of Issues Associated with Eligibility of Projects for ARRA Funding, Including Meeting Required Timelines**

Clark said that WisDOT was developing programming guidelines. One issue is when to cap the project costs since they change from the initial estimate to programming to letting. WisDOT is proposing to cap the costs around the DSR stage (Sept.). He said WisDOT would require an additional 8% be added to the project cost as a reserve for change orders in addition to the usual contingency amount. Clark said WisDOT anticipates having available some additional federal funding in 2010 that could be tapped on an 80/20 basis to cover for cost overruns. McDonald said a policy issue for the committee to discuss is how to address the situation where there isn’t enough funding for the last project. There may be two that are equal in priority and the remaining funds could perhaps be shared equally between these projects. Discussion followed on this issue. Woodard said he favored a policy of sharing the ARRA funding for equally scored projects, which would be consistent with the new 50/50 cost share policy to fund more projects. Phillips said he agreed with that. Dunphy said if the funding was shared among projects the sponsoring jurisdiction would need to delay other projects, which wasn’t the intent of the stimulus bill. Ginder asked if the regular STP-Urban allocation could be used to supplement the ARRA funding, and McDonald said that the two pots of money couldn’t be mixed. Clark said related to the issue of sharing funding among projects is the issue of when to cap the funding. Woodard asked about potential use of redistributed funds if they became available, and Clark said those funds would probably be restricted to new projects. In regards to the issue of the impact of using federal funds for design, Phillips said the City of Madison was moving forward with design for its projects using local funds. Dunphy said the county planned to use the state contract for design for its projects with federal funding. Schaefer asked if the June 3 MPO Board meeting was soon enough for action by the Board on the ARRA projects. Clark said the sooner the better, but he thought that schedule would work. He did say that the Joint Finance Committee must approve the projects before any funding could be spent, which would add an additional two weeks or so.
6. **Review and Recommendation on Resolution TPB No. 26, Amendment #4 to the 2009-2013 Transportation Improvement Program**

Schaefer said the amendment included two new projects on the Beltline: the addition of turn lanes and extension of the auxiliary lanes on the Gammon Road and Greenway Boulevard interchanges; and the addition of auxiliary lanes between the Mineral Point Road and Old Sauk Road interchanges. These projects came out of the Beltline Safety/Operations Study that was recently completed. A third new project is on Stoughton Road (USH 51), replacing the pavement between Pierstorff Street and Anderson Road. Revisions are needed to the listings for some other projects. These include the W. Beltline/Park Street Interchange ramp improvements, STH 113 (Penn./Packers/Northport Dr.) pavement replacement, and the relocated Lacy Road/USH 14 Interchange. The Main Street/USH 151 Interchange project will be added to the TIP amendment resolution.

Moved by Woodard, seconded by Phillips, to recommend approval of Resolution TPB No. 26, TIP Amendment #4, with the addition of the USH 151 (Main Street Interchange) project. Motion carried.

7. **Committee Member Reports**

Phillips reported that the RFP for design work for some potential ARRA projects had been issued. These included the University Avenue (Segoe to Shorewood Blvd.) pavement replacement and the Cannonball Trail projects.

Vela said the Monona Drive Phase 1 project would be bid in May.

Woodard reported that construction of the Capital City Trail overpass of Fish Hatchery Road had finally started. Also, Fish Hatchery Road south of Lacy Road would be closed soon for reconstruction.

8. **Staff Reports**

McDonald reported that seven MPO Policy Board seats were up for reappointment. City of Madison Mayor Cieslewicz appointed new alder Steve King to fill Robbie Webber’s seat and Chris Schmidt to fill Satya Rhodes-Conway’s seat. Webber did not run for re-election and Rhodes-Conway resigned from the Board. Chuck Kamp and Duane Hinz will be re-appointed. Two small cities and villages seats are up for reappointment. Mark Opitz, who is currently on the Board, and City of Sun Prairie Mayor Chase have been nominated thus far. Nominations are still open. John Vesperman will likely be reappointed as the WisDOT representative. He also mentioned that the notice was sent out for STP-Urban project applications and other projects for the TIP update. The TIP submissions are due June 8.

9. **Next Meeting Dates**

The next meeting date was scheduled for Wednesday, May 13 instead of May 27. The meeting will be held at the Dane County Highway Offices because MPO staff has a TIP information meeting later that afternoon at the same location. The earlier date was selected in order to provide the committee’s recommendation on the scoring and ranking of ARRA projects and associated issues to the MPO Policy Board as soon as possible. The meeting after that will follow the usual schedule and be on June 24.

10. **Adjournment**

The meeting was adjourned at 3:30 p.m.

*Minutes recorded by Bill Schaefer*