

Greater Madison MPO
Technical Coordinating Committee
Meeting Minutes

July 24, 2024

[Virtual Meeting via Zoom](#)

2:00 p.m.

1. Roll Call

Members present: Blau, Bruun, Clark, Dietz, Dunphy, Grady, Husen, Igl, Koprowski, Larson, Petykowski, Stauske, Vieth

Members absent: Cruz, Forlenza, Kahler, Pritchard, Holt, Tao, Violante, Wheeler

MPO Staff present: Andros, Hoesly, Kanning, Lyman

Other present in official capacity: Matthew Schreiber, WisDOT

2. Approval of April 24, 2024, Meeting Minutes

Clark moved, Dietz seconded, to approve the April 24, 2024, meeting minutes. Motion carried.

3. Committee Member Reports

- City of Madison (Petykowski): The University Avenue project is complete. Work is continuing on the West Towne Path project and we're submitting PS&E documents to WisDOT later today and hope to get that built next spring. We're also working on the Badger-Rusk Path. The City's petition to the Office of the Commissioner of Railroads (OCR) for approval for the final leg of the Cannonball Path to cross the railroad siding at Madison Newspapers was denied, we're not sure about our next steps on that project. We're hoping that we'll have more success with the Glacial Drumlin Path Buckeye Extension—OCR recently rescinded their approval of a railroad crossing needed for that project but we don't know why—it could just be due to a lack of action. If the project cannot get OCR approval, that would affect the ability of people to reach the portion of the path that the County is building.

4. Review of Draft 2025-2029 Transportation Improvement Program (TIP) Projects

Kanning reviewed the status of current STBG-Urban projects.

He noted that it may be possible to fund one additional project, the South High Point Road project in the City of Madison, beyond what has been approved in 2026. The project was not originally approved due to insufficient funding but revised funding information from WisDOT indicates that there will be additional funding in 2026 and the High Point Road project looks like the best candidate for funding in that year.

He also noted that the 4th Street project in Stoughton is no longer included on the MPO's TIP because Stoughton is now in its own separate urban area.

Lyman then reviewed the status of existing TAP projects.

Stauske asked Kanning whether there might be some additional 2025 funding left over that could be used in 2026. Kanning replied that there isn't likely to be much funding left in 2025. The additional

funding available in 2026 is due to the John Nolen Drive project requiring less STBG-U funding than was originally awarded. Because the S. High Point Road project was the only one that was not funded in the last cycle, it will likely receive this newly available funding. Stauske asked if the project scored highly when it was reviewed. Kanning replied that the project's score suffered because the MPO's scoring criteria does not have a good way to account for roadway extension projects; criteria related to existing pavement condition do not apply. Hoesly noted that, since that was the only project in that round that did not receive funding, it is the only candidate project available that can use the newly available funding.

Stauske asked what percentage of federal funding the 2026 projects are likely to receive. Kanning replied that they may be able to be funded at the 80% level due to the extra funding that has been made available.

Dietz moved, Petykowski seconded, to recommend approval of the updated TIP project list and approval to increase the level of funding for the 2025 and 2026 projects to the 80% maximum or to the extent of funding available, whichever is lower. Motion carried.

5. Discuss and Recommend Approval of STBG-U funding change for Bird Street Project

Hoesly said that the City of Sun Prairie and WisDOT notified the MPO that they are proposing to change the scope of the Bird Street Project, which had originally been planned as a reconstruction, to a pavement rehabilitation project. Since this would be a change in funding and scope, it comes back to the MPO for review. Sun Prairie wants to make this change to shorten the construction timeline, keep two-way traffic flowing along Bird Street throughout the project, maintain transit routes and stops during the project, and minimize disruption to neighbors. MPO staff reviewed the proposed revised project and have determined that the revised project would have received the same score and ranking as it did previously, so staff recommends approval of the change in scope.

However, this change will reduce total construction costs for the project from \$1.6 million to about \$952,000. This reduction will reduce the federal cost share for the project by about \$400,000. To avoid losing this funding entirely, MPO staff propose increasing the federal cost share for STBG-U projects scheduled in FFY 2025 to 80%. This change would be in keeping with the MPO's STBG funding policies governing how to allocate additional funding that becomes available due to project delays, cost reductions or cancellations. The MPO is looking for a recommendation for approval from the TCC to bring to the Policy Board.

Stauske said that the project scope changes seem reasonable.

Hoesly noted that MPO staff would like to bring the issue of scope changes back to the TCC later to figure out some guidelines for what types of changes represent "major" scope changes that should be brought back to the Board for approval.

Blau motioned, Larson seconded, to recommend approval of the proposed scope and funding change for the Bird Street Project. Motion carried.

6. Review of Public Participation Plan Update

Hoesly said that the MPO is required to update the public participation plan (PPP) every five years and that the last update was in early 2021. The plan lays out the public notice procedure and methods of public outreach for all of the documents that the MPO produces.

Kanning said that MPO staff is proposing to reduce the required public comment period for major TIP amendments—changes in costs for federally funded projects that exceed \$7 million—from 30

days to 15 days. He noted that the 15-day period would be more in line with other MPOs in the state, including SEWRPC.

Staff is also recommending changes to who should be on the mailing list for the notice of public hearing. Hoesly clarified that the mailing list would include the chief elected officials of municipalities and their clerks, MPO Policy Board members, and the MPO's Technical Coordinating Committee mailing list. For projects involving transit, private transit operators in the county would also be included.

Hoesly noted that the purpose of the proposed changes to the public participation plan is to streamline the process for major TIP amendments. The current process required the Policy Board to approve the TIP amendments before they went out for their 30-day public comment period. This often resulted in delays of up to 2 months. This has become much more of a problem over the past couple of years due to the influx of discretionary funding.

Under the proposed changes, the Policy Board would no longer need to approve the release of the TIP amendment prior to beginning the public comment period.

Hoesly also added that there is one more minor change recommended by staff. When the PPP was originally amended to allow for virtual meetings for the TCC and the Policy Board, it specified that the allowance was until the end of the COVID pandemic. This change would remove that limitation to allow virtual meetings to continue indefinitely.

Hoesly said that, unless the TCC members had changes they'd like made to the recommended changes to the PPP, the proposed changes would go before the Policy Board at their August meeting, after which the Board would likely release them for the required 45-day comment period. After that, the proposed changes would come back before the TCC for a recommendation of approval to the Policy Board.

7. Discussion of Potential 2025 Work Program Projects

Andros gave an overview of the MPO's planned 2025 projects. She said she'd be reaching out to municipalities and to the Cities and Villages Association (DCCVA) and others to get additional input from stakeholders and talk through ideas.

8. Staff Report

- **MPO Planning Area Boundary**
Hoesly said that Mt. Horeb will be discussing the issue at an upcoming council meeting but that it sounds like they are interested in being part of the MPO planning area. Once we hear from them, we'll get to work on the other parts of the planning area boundary. Other than the inclusion of Mt. Horeb, the planning area will probably not change much but MPO staff will be working with communities to make whatever adjustments are appropriate.
- **SS4A Grant Application Update**
Hoesly said that Cottage Grove is including a request to develop an active transportation plan, Fitchburg is including a request to develop a Vision Zero Plan, Verona is including a request to develop a district-wide Safe Routes to School plan, Shorewood Hills is requesting funding for a safety action plan, and Dane County is requesting funding to develop a county highway safety action plan. We are requesting a total of \$1.25 million in grant funding and are optimistic that our application will be selected.
- **Next month- chair and vice chair election**

- Other

Hoesly noted that five Carbon Reduction Program grant applications have been received, totaling about \$3.5 million have been received. If they are deemed eligible to receive funding then it looks like they should all get funding, since there is \$5 million available.

There will be a TIP amendment coming up at the August Policy Board meeting. It will include a \$1 million Reconnecting Communities grant for the City of Madison to build the Perry Street Beltline overpass, US 151 Main Street to CTH VV resurfacing (design work to start in 2024, construction anticipated in 2031), and WisDOT SW Region pavement markings of various highways work to start in 2024.

Hoesly noted that we are seeing more discretionary funding coming directly from USDOT without being administered by WisDOT, such as the City of Madison's Reconnecting Communities grant. Projects receiving this type of discretionary funding from the federal government need to be added into the MPO's unified planning work program (UPWP). MPO staff recommends that any communities that have applied for, or anticipate applying for, that type of discretionary funding it is helpful if you let the MPO know as soon as possible so that we can begin preparing the necessary documents and can avoid delays.

Hoesly said that this was her last TCC meeting and that she would be leaving the MPO to accept the position of Planning Section Chief at WisDOT.

9. Next Scheduled Meeting Date

- The next meeting is scheduled for August 28th.

10. Adjournment

Stauske adjourned the meeting at 2:57 p.m.