

**Madison Area Transportation Planning Board (an MPO)  
August 2, 2017 Meeting Minutes**

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**1. Roll Call**

**Members present:** Mark Clear, Steve Flottmeyer, Ken Golden, Steve King, Jerry Mandli, Al Matano, Ed Minihan (arrived during item #8), Larry Palm, Bruce Stravinski

**Members absent:** David Ahrens, Chuck Kamp, Mark Opitz, Robin Schmidt, Steve Stocker

**MPO staff present:** Colleen Hoesly, Bill Schaefer

**Others present in an official capacity:** Diane Paoni (WisDOT Planning)

**2. Approval of June 7, 2017 Meeting Minutes**

Moved by Clear, seconded by Golden, to approve the June 7, 2017 meeting minutes. Motion carried with Palm abstaining.

**3. Approval of March 30, 2017 Special Meeting Minutes**

Moved by Clear, seconded by Golden, to approve the March 30, 2017 special meeting minutes. Motion carried.

**4. Communications**

- Letter from WisDOT approving Amendment #3 to the 2017-2021 TIP, which was approved at the June Board meeting.
- Letter of support written by Schaefer on behalf of the MATBP for Metro Transit's application for a grant for 3-5 electric buses under FTA's low- or no-emission vehicle program.
- Email exchange between Schaefer and Mandli regarding a potential roadway jurisdiction study as identified in the MPO's Work Program, in which Mandli stated that the county wished to take the lead in conducting the study.

Mandli explained to the board that a state statute would allow Dane County, based on its population after the next Census, to jurisdictionally transfer all county roads located in incorporated municipalities, but he said that wasn't the county's intent. He acknowledged the need for dialogue, but felt that the county was a better lead for the study as the MPO only covered portions of the county and the study needed to be countywide.

**5. Public Comment (for items *not* on MPO Agenda)**

Haven McClure, City of Madison resident, addressed the Board with observations he has made about the Madison transportation system during his time as a cab driver. He emphasized the importance of public transportation, noting the challenges of serving transit dependent populations that are located on the periphery of the city. He expressed support for express bus routes and the transfer point structure. He voiced his concerns that for BRT to be successful it must be designed to be fast with dedicated lanes and that careful attention needed to be paid to feeder routes.

## **6. Election of Officers**

Given the light attendance, King suggested deferring the election of officers until the next meeting when more board members would be in attendance. Palm asked for clarification that the motion would also include extending the current officers to the next meeting. Schaefer said officers serve until replaced.

Moved by King, seconded by Golden, to defer this item to the next meeting. Motion carried.

## **7. Resolution TPB No. 130 Approving Amendment #4 to the 2017-2021 Transportation Improvement Program for the Madison Metropolitan Area & Dane County**

Schaefer explained that the TIP amendment adds a pavement replacement component to the median beam cable guard project on the Beltline from Mineral Point Road to Whitney Way. Construction will be delayed from 2018 to 2019. Stravinski noted an error in the project listing table accompanying the resolution, where the total cost should be 2,958 instead of 2,598.

Moved by King, seconded by Clear, to approve Amendment #4 to the TIP as corrected. Motion carried.

## **8. Review of Draft Scoring and Priority Listing of Candidate Projects for STBG (formerly STP) Urban Funding for 2018-2022**

Schaefer reminded members that the MATPB solicits projects every two years now in conjunction with WisDOT's local program cycle and the biennial state budget process. Applications are sought to extend the program out for two more years (in this case, 2021 and 2022). At the same time, previously approved projects are revisited for any changes in priority or scheduling. Five applications were received—all from the City of Madison although one was for the joint project with Middleton for the first phase of reconstruction of Pleasant View Road. One of the Madison projects—installation of an adaptive traffic signal system on East Washington Avenue—was determined to be ineligible because that is a state connecting highway. A potential alternative WisDOT funding source has been identified, a stand-alone ITS program administered by the Bureau of Traffic Operations.

Schaefer reviewed the previously approved projects and new project applications. He then reviewed the draft priority projects 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. The reason for that is the 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. That must be done in 2020. The pavement is also in really bad shape. Schaefer noted that the University Avenue (Shorewood Blvd. to University Bay Dr.) reconstruction project scored by far the highest followed by the Gammon Road project. Schaefer said the University Avenue 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. He explained that in order to calculate the 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 around \$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 the board had conditionally approved the last cycle. Schaefer said the design work for Pleasant View was just getting started and therefore it was unlikely the project could be done before 2023.

Golden urged that pedestrian accommodations be an important consideration in the University Avenue project, in particular improvements to the crossing of University Avenue. Schaefer mentioned that he also brought up consideration of BRT accommodations, in particular a possible bus queue jump for westbound buses. Clear and others acknowledged the bad pavement condition of Gammon Road. Golden referenced the VMT and crash data that he asked staff to compile, which was distributed to board members. He said the data justifies the priority ranking of the Gammon and University Avenue projects. Gammon Road had a very high number of crashes. Palm asked how the different roadway improvements impacted the safety of the roads. Schaefer responded that the Gammon Road didn't include any major design changes that would improve safety, which was reflected in that component of the score under the safety category.

Schaefer mentioned that he was very surprised that no applications were submitted from other communities besides Madison and Middleton, given the policy adopted two years ago to strive to allocate 10% of the funding to smaller projects. He said he asked technical committee members about this, and got two answers. One was difficulty of coming up with the local match funding and the other was the required long lead time for projects. Golden responded that perhaps the process could be made simpler for small projects. He also noted that projects in Madison benefit residents from other communities as well. The Madison projects are on regional roadways.

**9. Release of Draft 2018-2022 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County for Public Review and Comment**

Moved by Golden, seconded by Mandli, to release the draft 2018-2022 TIP for public review and comment. Motion carried.

**10. Recommendation on Hiring Consultant to Assist in Developing Strategic Plan for Improving the Regional Travel Model and Other Planning Analysis Tools**

Schaefer explained that the MPO would like to hire the consulting group Fehr & Peers to develop a multi-year strategic plan for improvements to the travel forecast model as well as other planning analysis tools, in order to develop better performance metrics to measure progress in achieving regional goals for system performance monitoring and for forecasting scenarios and evaluating individual projects. The project is identified in MATPB's 2017 Work Program. He referenced the scope of work included in the meeting packet. The decision to seek a sole-source contract with Fehr & Peers was based on the fact the project builds off of work previously completed by Fehr & Peers, including work on the UrbanFootprint model and a research project using our travel model, and also their reputation for being on the cutting edge of developing and evaluating analysis tools related to transportation performance management.

There was discussion of the process of working with the City of Madison to have the sole-source contract approved. A city resolution to approve the contract has been introduced. Clear asked if city Finance staff had approved of the justification for the sole source approach, and Schaefer replied Finance staff told him the case for it was well supported. Golden commented that the board should be approving the approach rather than the city. Palm expressed concern with approving just a draft scope developed by staff without an actual contract. Schaefer explained that the scope of work was put together in consultation with the consultant. No major changes were anticipated, but a meeting would be held to

finalize it after which the contract would be executed. The contract would just be the standard Purchase of Service contract with the scope of work attached. King commented that the scope of work was sufficiently detailed, including the deliverables, and the sole source well supported.

Moved by King, seconded by Clear, to recommend moving forward on hiring the consultant to assist in developing a strategic plan for improving the regional transit model and other planning analysis tools. Motion carried.

#### **11. Report on Federal Certification Review**

Schaefer gave a brief overview of some of the topics covered during the Certification Review, and noted that FHWA would issue a written report within the next 2-3 months that will contain some recommendations for the MPO as well as commendations. A public meeting was held prior to the Board meeting, at which five speakers registered to comment on the planning process. The federal review team will be meeting with Matano and Palm to gather feedback. Schaefer said others were welcome to meet with the team.

#### **12. Follow-up Discussion on MPO Public Participation Evaluation Recommendations**

Schaefer reported that as a follow-up to the previous meetings public participation evaluation discussion, staff created a survey that groups the recommendations included in the evaluation so that the board can prioritize which actions and activities they believe are most important. Schaefer said that he would email out a SurveyMonkey link to fill out the survey out online. A paper copy was distributed for them to review. In addition to the board, the survey will also be sent to members of the Citizen Advisory Committee for their feedback as well, and staff will report on the results at a future meeting and discuss the process for moving forward with them.

#### **13. Report on City of Madison Resolution to Create a City Transportation Department and Establish a City Transportation Policy and Planning Board and City Transportation Commission**

Schaefer asked Clear or King if they could give an update on the resolution to create a City of Madison Transportation Department and reorganize the city transportation committees. King reported the committee had finished their work and the revised resolution would go to City Council in September. Schaefer noted that the revised resolution dropped the proposal to create a transportation planning and policy division. King said that once the decision was made to seek to hire a department director it was determined that didn't make sense. Schaefer commented that if the resolution is passed and a transportation department created and director hired it would make sense to discuss whether the MPO staff should be moved to the transportation department. King mentioned that the other important aspect of the resolution is the committee structure. Two committees would be created, a policy and planning board and more of an implementation committee. Some of the existing committees would be eliminated. The proposal includes the idea of populating the committee with regional representation with voting power in hopes to show a commitment to working together and hopeful step towards an RTA.

#### **14. Status Report on Studies and Plans Involving the TPB**

Schaefer reported that he believed there was a little bit of work being done on the Stoughton Road study, but due to not having a state budget yet the rest of the studies have stalled.

#### **15. Discussion of Future Work Items**

Schaefer reported that staff hoped to get the second phase of the BRT study started in the coming months. Progress had stalled due to disagreement regarding the scope of the next phase of study, specifically the process for identifying the corridor(s) for the initial project.

Matano reported that in regards to the Joint MPO/CARPC workgroup he and Palm had met to discuss the composition of the committee. Palm, Minihan, and Cnare will represent CARPC, while Matano and Golden would represent the MPO. Matano mentioned he had Robin Schmidt in mind as the third MPO representative, but he hadn't had the opportunity to hear back from her yet. It was noted that Stravinski was recently appointed to the CARPC Board, bringing the total number of representatives on both boards up to four.

Palm questioned why the MPO website redesign/reorganization was listed, given that the public participation evaluation and survey discussed the website and several other items that would likely need to be done in coordination with a website redesign. Schaefer explained that the website redesign was part of a broader city process to update all agency websites to meet modern technological requirements such as being mobile device compatible and to make the websites more user-friendly. These updates wouldn't preclude changes in the future as a result of actions related to the public participation evaluation.

Golden commented that he thought that the member from the public who spoke at the beginning of the meeting had some very valid comments such as consideration of feeder routes that should be considered in the development of BRT study, and it may cause a need to revisit how projects are prioritized in the Transit Development Plan (TDP) in the future.

#### **16. Announcements and Schedule of Future Meetings**

The next meeting of the MPO Board will be held Wednesday, September 6, 2017 at 6:30 p.m. at the City-County Building, 210 Martin Luther King, Jr. Blvd., Room 354.

#### **17. Adjournment**

Moved by Golden, seconded by King, to adjourn. Motion carried. The meeting adjourned at 8:25 PM