

**Madison Area Transportation Planning Board (an MPO)  
April 5, 2017 Meeting Minutes**

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**1. Roll Call**

*Members present:* Steve Flottmeyer, Ken Golden, Tim Gruber (arrived during Item 6), Chuck Kamp, Jerry Mandli, Al Matano, Ed Minihan, Mark Opitz, Robin Schmidt

*Members absent:* David Ahrens, Mark Clear, Steve King, Steve Stocker

*MPO staff present:* Philip Gritzmacher, Bill Schaefer

**2. Approval of March 1, 2017 Meeting Minutes**

Moved by Schmidt, seconded by Opitz, to approve the March 1, 2017 meeting minutes. Motion carried.

**3. Communications**

None

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

None

**5. Resolution TPB No. 126 Adopting the Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area**

Schaefer noted the items in the packet, including the environmental justice (EJ) and environmental analyses of the plan, comments by WisDOT and FHWA with MPO staff responses, and the Addition/Change sheet listing proposed substantive changes to the draft plan. He reviewed the EJ and environmental analyses, which had been completed just after the last board meeting. He also highlighted some of the comments provided and staff responses.

Golden commented on the response to the FHWA staff question regarding whether there was a regional growth scenario. He said the answer implied it was CARPC's responsibility alone. He encouraged MPO staff and board members to participate in CARPC's A Greater Madison Vision process as much as possible given the nexus between land use and transportation. The MPO should "own" the regional land use plan to some extent. He encouraged MPO staff to participate in the AGMV committee meetings as appropriate. Schaefer responded that MPO staff do intend to be very involved in that effort. Related to the EJ analysis, Kamp suggested for Figure B-17 showing transit accessibility to employment centers to reduce the number of centers to make it more readable. The same thing could be done for some of the other accessibility maps. Schaefer responded that he agreed the maps are dense, though they are designed more for analysis purposes. Kamp also suggested referencing the 2015 passenger survey results showing minorities transfer more and make longer trips when discussing the benefits of the BRT system in terms of improved travel times. Opitz mentioned that the Copps grocery store on Whitney Way was closing, and the Figure B-19 might be updated to reflect that. Also, the Metro Market on Cottage Grove is missing and should be added.

Golden commented on the map showing households without a vehicle in the EJ analysis. He suggested that the map should be considered when Metro is making any future service changes. He also suggested that the map be referenced when transportation analyses are being done for urban service area amendment requests. Part of the analysis of requests going forward will address consistency with the regional plan. Kamp commented that he found the executive summary very useful, but suggested moving the recommendations up closer to the front. Schaefer noted that one of the maps in the summary that was at members' places was a map of the recommended transit system overlaid on the existing and planned employment and activity centers and corridors demonstrating how they would be connected by the system.

Schaefer mentioned that both the RTP committee and the technical committee recommended adoption of the plan. H said he'd send a note out to board members asking if anyone would like a hard copy of the final plan report. Opitz suggested making a hard copy available in every community for reference and also providing one for the library system.

Moved by Golden, seconded by Schmidt, to approve Resolution TPB No. 126 adopting the RTP 2050 for the Madison Metropolitan Area. Motion carried.

**6. Resolution TPB No. 127 Approving Amendment #2 to the 2017-2021 Transportation Improvement Program for the Madison Metropolitan Area & Dane County**

Schaefer said the amendment was to add two major state highway preservation projects on US Highway 14 and the Beltline, and to revise the cost/funding for the Meier Road extension project, which includes a new bridge over USH 12/18 and is part of the Interstate expansion project. The new preservation projects are state funded, but may utilize federal funding for construction in the future.

Moved by Golden, seconded by Kamp to approve Resolution TPB No. 127 regarding amendment #2 to the 2017-2021 TIP. Motion carried.

**7. Approval of Revised MATPB Operating Rules and Procedures Incorporating Revision to Technical Coordinating Committee Membership and Other Changes**

Schaefer said the primary reason for the revisions is to “codify” the changes being made to the technical committee membership with 5 of the 11 suburban community representatives designated as alternates. The committee has endorsed the change, which is designed to deal with quorum issues. The revision also reflects the addition of the ITS subcommittee to the technical committee. The reference to a congestion management subcommittee is changed to indicate it may be created. Staff aren't sure whether to create a formal committee or deal with CMP implementation at a staff group level. Finally, the revision adds language indicating that for advisory committees if a quorum is not present, the meeting can still be held with information presented, but no action can be taken. The addition of this language was recommended by the city attorney's office.

Golden commented that the committee meeting agendas should be posted with the city clerk's office, and Schaefer agreed. Schmidt asked about procedures for eliminating a committee that was no longer needed. Schaefer said the rules and procedures would just be revised.

Schaefer mentioned that the rules for board meetings currently call for not reporting votes unless a request for a roll call vote is made. He wanted to make sure that was fine with the board. Board members agreed, but Golden and Matano said the rules should specify people may indicate they want their no vote to be recorded. Otherwise, voting need not be recorded. Schaefer confirmed language will be revised to say voting will not be recorded unless requested.

Moved by Golden, seconded by Schmidt, to approve with the added language that votes won't be recorded unless requested. Motion carried.

**8. Discussion Regarding Regional Transit Authority (RTA) State Enabling Legislation**

Schaefer said the item was requested to be put on the agenda. He said he included the city and county resolutions establishing goals for RTA legislation in the packet. Schaefer noted the RTP includes a recommendation supporting establishment of an RTA in the Madison area if enabling legislation were passed.

Golden pointed out that he added language to the city resolution to refer to a “representative” RTA, i.e., proportional to population. He noted the resolutions would likely be ignored by the state legislature. Schmidt said she understood that, but thought since the legislature would be debating transportation funding solutions it would be good to be on record supporting RTAs as part of the solution. She suggested a letter be written to the appropriate chairs of the transportation committees at the capitol rather than adopting a resolution. The

letter should express support for consideration of RTA legislation as legislators have discussions on the transportation budget and long-term transportation funding solutions. The letter could reference the city and county resolutions. Kamp suggested including a reference to transit or transportation authority to emphasize the potential multi-modal aspect. He also suggested mentioning in the letter that the federal funding picture is also not good so regional solutions are going to be needed to solve transportation funding issues. Gruber suggested mentioning the environmental and economic benefits of a good regional transportation system.

Moved by Schmidt, seconded by Golden, to submit letter to the State Senate and Assembly Transportation Committee Co-Chairs suggesting that state regional transit or transportation authority legislation be considered as part of deliberations on the state transportation budget. Motion carried with Flottmeyer abstaining.

**9. 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 noted that Clear and King had served on the committee to develop the proposal and both were absent.

Moved by Schmidt, seconded by Kamp, to defer to next meeting. Motion carried.

**10. Status Report on Studies and Plans Involving the MATPB**

Schaefer mentioned that at a recent WisDOT/City coordination meeting it was mentioned that a new at-grade alternative for the Stoughton Road/East Washington Avenue intersection had been developed and was being evaluated. The study committee had not yet begun to meet yet. He said he had not heard anything about any of the other studies.

**11. Discussion of Future Work Items**

Schaefer said staff reviewed the locations of households that responded to the initial group of household travel surveys and the distribution of returned surveys was very good. There was a good response from targeted areas, including low income and minority areas and areas with higher transit and bicycle use. The sampling plan for the spring/summer surveys is being revised a bit to try to obtain surveys from some areas missed in the first group. Schaefer also mentioned that staff will be sending out the notice seeking STBG (formerly STP) Urban applications and TIP project submittals. Applications are due in early June. Schaefer mentioned three of the next new major projects staff will be working on now that the RTP is completed. They include a Metro bus stop improvement study, a project to identify the “low stress bikeway network”, and two different safety studies. In response to question from Schmidt, Schaefer explained the concept of low stress network and the reason for the emphasis on that. He mentioned the People for Bikes effort to get bike facility data coded into OpenStreetsMap, which is the universal format for bike facility and suitability data, similar to GTFS data for transit service. He also mentioned MPO staff would be doing an evaluation of the public participation plan in light of the experience with the RTP 2050.

Golden suggested an effort to measure the level of congestion or stress on multi-use paths, noting how congested the Southwest path can be at certain times of the day. Schaefer said a qualitative analysis was done for the Congestion Management Process and that path was identified as a congested facility in need of widening. Golden said such an analysis would allow the MPO to fairly evaluate a proposal to address path crowding for possible funding.

Matano suggested planning an outreach meeting in another community. There was some discussion of possible communities to approach about such a meeting.

**12. Announcements and Schedule of Future Meetings**

Matano mentioned the successful joint meeting with CARPC and said follow up discussion would be included as an item for the next agenda. He also mentioned the current process to appoint the two small

city/village representatives. One of the candidates, Steve Arnold, lost his reelection bid and so he won't be able to serve on the MPO board. Matano also mentioned that this was Tim Gruber's last meeting as he was an interim alder. Schaefer thanked Gruber for his service on the board.

The next meeting of the MPO Board will be held Wednesday, May 3, 2017 at 6:30 p.m. at the Madison Water Utility, 119 E. Olin Avenue, Rooms A-B.

### **13. Adjournment**

Moved by Mandli, seconded by Kamp, to adjourn. Motion carried. The meeting adjourned at 7:45 PM