

**Madison Area Transportation Planning Board (an MPO)
October 3, 2018 Meeting Minutes**

1. Roll Call

Members present: Allen Arntsen, Kelly Danner, Paul Esser, Steve Flottmeyer, Ken Golden, Chuck Kamp, Jerry Mandli (arrived during item #5), Ed Minihan, Mark Opitz, Larry Palm, Bruce Stravinski, Doug Wood, Zach Wood

Members absent: David Ahrens

MPO staff present: Bill Schaefer, Colleen Hoesly

2. Approval of September 5, 2018 Meeting Minutes

Moved by Kamp, seconded by Minihan, to approve the September 5, 2018 meeting minutes. Motion carried with Golden abstaining.

3. Communications

- Letter from WisDOT approving the TIP amendment #4 related to reallocation of STBG-Urban funding.
- Letter from WisDOT Secretary regarding MATPB's use of STBG-Urban funding on the City of Madison's bicycle and pedestrian safety education program. The letter indicates that WisDOT would prefer that the funding be prioritized for roadway project, but they would not object to funding being spent on other eligible projects. D. Wood questioned WisDOT considered bike paths roadway projects. Schaefer responded he did not believe so. Kamp stated that the role of the regional body is to review the needs of the region through a multimodal lens when making investment decisions.
- Letter from the City of Middleton regarding Pleasant View Road funding. Discussion deferred to Item No. 5.

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

None

5. Resolution TPB No. 142 Adopting the 2019-2023 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Schaefer reviewed the addition/change sheet for the draft 2019-2023 TIP. The changes included (1) revision to Glacial Drumlin Trail Extension project to reflect that the Village of Cottage Grove was awarded Transportation Alternatives program funding by WisDOT; (2) moving local funding for the Metro Transit satellite bus garage project from 2020 to 2023 consistent with the Executive Budget; (3) addition of the Section 5310 Program projects selected for funding; and (4) addition of a rail crossing improvement project on CTH AB in the Town of Dunn.

Opitz reviewed Middleton's concerns with programming the Pleasant View Road project for 2023-2024 when it had previously been conditionally improved for 2021 or 2022. Middleton's local share for the project would be funded with TIF funds, and the TIF district that the project is located in is set to expire in 2025. This raises concerns as any further delays in funding the project could put it in jeopardy. He explained that the project would be ready for construction in 2021, and asked whether part of the project could be constructed in 2021. Schaefer replied that given the nature of the project and that it's a relatively short segment that it couldn't reasonably be segmented with construction over two years. Schaefer also noted that there could be the possibility to extend phase one of the project from Greenway Blvd. down to Blackhawk Drive so that all of the project within Middleton could be completed before the TIF funding would expire.

D. Wood questioned what the funding commitment to Middleton was for the project. Schaefer explained that the commitment is to fund the first phase of Pleasant View Road as part of the next STBG-U program cycle, and then schedule it in 2022 or 2023. Golden asked if the project would need to compete with other applications in the next cycle. Schaefer replied no, that a firm commitment was made. This was a new policy practice, which acknowledges that large projects like Pleasant View Road or CTH M typically take more than five years from beginning of design to construction. This provides assurances for communities that must invest in the design and gets these large projects in the pipeline. Schaefer clarified that this commitment was made and approved as part of the previous TIP. Golden suggested that some policy language should be developed and included in the STBG-Urban Project Selection Process document to explain it.

Schaefer reviewed the draft 5310 Program of Projects for 2019 and explained that given more detailed information on the YWCA project, it was rescored and is now not recommended for funding. Golden suggested that in the future a Board member should serve on the scoring committee. Schaefer mentioned that the board was not involved in scoring STBG-Urban projects. Palm stated that Board member involvement in project scoring should be consistent across all funding programs.

D. Wood asked for clarification on the schedule for the Atwood Avenue project. Schaefer said the schedule is unclear at this time. It is possible that Madison goes forward without federal funding. Design work is continuing and the project will be ready by 2020 if funding is available. D. Wood said that part of the project is in Monona and is included in the city's 2020 capital budget.

Schaefer mentioned that a number of comments were received on the TIP, which were included in the packet. Many expressed support for a ped/bike overpass of University Bay Drive as part of the University Avenue project. A number of comments expressed concern about the Segoe Road-Mineral Point Road intersection. Schaefer stated that some comments such as the one about the intersection were requesting new projects, and the MPO cannot initiate projects. Schaefer said he provided a general response to those commenting, but also forwarded them to City of Madison staff for response.

Moved by Golden, seconded by Kamp, to approve the 2019-2023 TIP with the changes listed in the revised addition/change sheet dated 10/3/18. Opitz moved, Golden seconded, to amend the motion to add a comment to the listing for the Pleasant View Road Phase 1 project that the limits may be extended south to Blackhawk Road, including that intersection. Motion to amend carried. Main motion, as amended, carried.

6. Resolution TPB No. 143 Approving Amendment to the 2018 MATPB Work Program and Budget

Schaefer stated that the 2018 Work Program included funding for consulting services to begin implementing the multi-year Strategic Work Plan to improve the regional travel model and other planning analysis tools and the data to support them. The Work Plan has taken longer than expected, but a draft is almost complete. Staff will then begin work to draft an RFP to hire a consultant to make updates and enhancements to the regional travel model. That work won't get started until next year. Additionally, because of being short staffed a couple of smaller consultant projects have been delayed. The work plan amendment will allow \$136,582 in funding to be carried over into 2019 to complete this work and extend the time for completing the work.

Stravinski noted that there was an incorrect date included in the resolution.

Moved by Stravinski, seconded by Opitz, to approve with the date corrections. Motion carried.

7. Review of Draft 2019 Unified Planning Work Program (UPWP)

Schaefer provided an overview of the draft 2019 work program. He noted that the MPO staff would not be able to meet with WisDOT to review the draft until the end of the month. Any proposed changes to the draft

document would be presented at the November meeting when the Board takes action on adopting the work program.

There was discussion on how to make the UPWP document more reader-friendly, similar to how CARPC now designs their work program. Kamp noted that the marketing effort would be a good opportunity to review how to make these documents more user-friendly. Palm stated that the first step before modifying the work program is setting annual priorities.

Palm questioned why the traffic demand management (TDM) assistance was limited to Capital East and Madison Yards. Schaefer responded that they are specific City Of Madison initiatives that the MPO is assisting with. The MPO would assist any other communities that might be interested in similar initiatives. Palm asked if perhaps it could be written in such a way that to indicate that the MPO would also assist other communities with TDM requests as time allows to be more inclusive. Schaefer explained that a letter is sent out to all the local communities after the draft UPWP is approved to get feedback, which would be a good opportunity to identify other ways the MPO can assist communities as time and resources allow.

Palm asked what the Board's involvement with the BRT study would be. Kamp and Schaefer replied that it would be overseen by the City of Madison's Transportation Planning and Policy Board. Schaefer said regular updates would be provided to the MPO Board. Palm emphasized that for BRT to be effective a lens with a broader community perspective needed to be applied.

8. Review and Recommendation on Draft 2019 MPO Budget

Schaefer reviewed the proposed budget for 2019, noting the increase over 2018 due to a \$30,000 increase in federal planning funds. Stravinski asked if the carryover approved earlier was a part of the budget. Schaefer responded that it was, and noted that the modeling contract will be a large expense. He discussed a recent report that came out about MPO administration, and that a survey indicated that most MPOs responded that they spend between 20-25% of their budget on consultants; the MPO could hire another staff person with the increased funding, however consultants are able to perform certain technical work that requires expertise staff do not have.

D. Wood asked for clarification that the local match was City of Madison funds. Opitz mentioned that it would be appropriate to discuss funding from other communities. D. Wood commented that it seems odd that the board doesn't approve the budget. Palm replied that this issue had been brought up before, and that a strategic vision would be beneficial to articulate the board's role in the budgeting process. Golden provided a historical background on how the City of Madison ended up being the fiscal and administrative agent for the MPO. He said there were advantages and disadvantages with the lack of autonomy being a key disadvantage. There was discussion on how other similar entities operate. Schaefer explained the services that the city provides to the MPO.

Palm restated the importance of the board setting priorities in the work program that tie to the budget. He said if the MPO process started earlier, the priorities could be articulated to the city prior to the Executive budget being finalized. Kamp volunteered that if there was interest in going out to the mayors and village presidents of other communities to discuss additional local funding support for the MPO he would assist in telling the story of the importance of the MPO.

9. Status Report on Capital Area RPC Activities

Item deferred due to scheduled upcoming joint CARPC-MPO meeting.

10. List of Current and Near Future Work Items

There was discussion on how the board would like to handle the list of current and future work items moving forward. D. Wood noted he thought it was appropriate to discuss the items as the staff was ready to present them. The Board indicated interest in discussing BRT and the website reorganization. Schaefer noted that

there was still a need to revise the MPO operating rules and procedures so that the Chair is allowed to make comments.

Palm asked if given the list of work items that was reviewed, whether there anything else that should be on the list that was not included. Danner replied that given the overall conversation during the meeting, it seemed that there was a general consensus that currently there is a lot of discussion about day-to-day work and compliance, but that the board was more interested in discussing strategic initiatives and policies.

11. Announcements and Schedule of Future Meetings

The next meeting of the MPO Board will be Wednesday, November 7 at 6:30 pm at the Stoughton Public Safety Building, 321 S. Fourth Street, Council Chambers.

12. Adjournment

Moved by Arntsen, seconded by Esser, to adjourn. Motion carried.

The meeting adjourned at 8:27 PM.