

**Madison Area Transportation Planning Board (an MPO)
September 5, 2018 Meeting Minutes**

1. Roll Call

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

Members absent: Ken Golden, Ed Minihan, Doug Wood

MATPB staff present: Renee Callaway, Colleen Hoesly, David Kanning, Bill Schaefer

Others present in an official capacity: Steve Steinhoff (CARPC)

2. Approval of August 1, 2018 Meeting Minutes

Moved by Kamp, seconded by Opitz, to approve the August 1, 2018 meeting minutes. Motion carried with Flottmeyer abstaining.

3. Communications

- Memo from WisDOT to MPOs regarding the 2019 targets that were set for the five federal safety performance measures. Item No. 9 addresses these performance measures.

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

None

5. Public Hearing on the Draft 2019-2023 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Palm opened the hearing. There were no people registered to speak. Schaefer reviewed the Surface Transportation Block Grant (STBG) – Urban priority projects and highlighted some of the other major pedestrian/bicycle and roadway projects in the draft TIP. He highlighted that the University Avenue (Shorewood Blvd. to University Bay Dr.) reconstruction project was the new major STBG-Urban project being added with construction scheduled in 2021.

Kamp asked how much STBG-Urban funding MATPB receives each year. Schaefer said that MATPB receives a little under \$7 million each year. Kamp asked how this figure compares to the cost for all transportation capital projects each year. Schaefer said that the final TIP document includes an appendix with a breakdown of local, state, and federal funding by project type. [Ed. Note: Total annual average FHWA funding spent in the Madison area is \$46-\$50 million. Total annual FTA funding is around \$12 million.] Schaefer clarified for new board members that the TIP lists all significant transportation projects, but that only projects receiving federal funding must be approved by the MPO. Schaefer estimated that federal funding comprises about one-third of all funding for state DOT projects. Kamp commented that 20-30 years ago, projects generally received 80% federal funding. That percentage has now dropped to 50% or less. Schaefer said that federal funding has dropped for transit projects, but that 80% federal funding is still provided for roadway projects. Kamp said that Metro Transit previously qualified for STP-Urban funding for bus purchases in order to maintain their fleet, and asked if STBG-Urban funding could be used for multi-modal purposes. Schaefer confirmed that STBG-Urban funding could be used for many kinds of capital projects and safety education and TDM programs such as MATPB's Rideshare TDM program.

Arntsen asked for information about the two Park Street projects. Schaefer said that the City of Madison plans to do joint repair work on those streets. It is a short-term maintenance project, Park Street will need to be reconstructed in the future. In reference to the Beltline Corridor Path project, Opitz asked if WisDOT would

allow the path to be constructed adjacent to the Beltline south of West Towne Mall as there is a significant slope on the property. Flottmeyer said that there might have been discussions about this, but that he was not privy to them. He added that WisDOT doesn't generally allow paths to be constructed in the road right of way. Opitz said that the City of Middleton has hired KL Engineering to begin design engineering for a path along the north side of Century Avenue/CTH M from Old Creek Road to the west city limits, where it would connect with the future Dane County path that would go around the lake. Schaefer added that the path will be constructed in two phases and then described other North Mendota Trail connections. Opitz mentioned that the property owners appear to be willing to sell property for the ped/bike path.

Palm closed the public hearing.

6. Revised Resolution TPB #141 Approving Amendment #4 to the 2018-2022 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Schaefer described the TIP Amendment request, which removes the Madison ped/bike safety education program funding in 2019-2022 at the request of WisDOT. Schaefer said this was only temporary pending resolution of the legal dispute with WisDOT over their refusal to approve the previous TIP amendment reallocating the STBG-Urban funds for Buckeye Road project because of the future year funding shown for the ped/bike education project. Schaefer said FWA was in discussions with WisDOT about this issue. Kamp asked how much federal money would be in jeopardy if the board did not approve the revised TIP amendment without the ped/safety education program funding. Schaefer said that MATPB would risk losing the \$1 million currently allocated to Buckeye Road.

Moved by Ahrens, seconded by Kamp, to approve. Motion carried.

7. Presentation on A Greater Madison Vision

Steinhoff reviewed "A Greater Madison Vision" and provided a demonstration of CARPC's online survey regarding the alternative growth scenarios and issues, which is being offered to the public as part of the public engagement process. Kamp asked if other MPO/regional planning commissions across the state have conducted surveys with the same questions. Steinhoff said that the Southeastern Wisconsin Regional Planning Commission (SEWRPC) recently updated their land use and transportation plan, and commissioned a public survey as part of it. Schaefer added that the MPO and CARPC partnered to conduct a values survey using both scientific sample and self-selected methods. Schaefer said he did not know how common it was for scientific surveys with random sampling to be administered. Steinhoff said that other regions are likely conducting and designing surveys differently than CARPC. The Greater Madison Vision survey cost \$90,000 to implement.

Kamp said that further discussions are warranted regarding MATPB and CARPC planning coordination efforts. Palm remarked that it would be preferable to combine long-range planning efforts so that residents are not continually asked the same questions. He mentioned that residents who participated in the City of Madison's "Imagine Madison" comprehensive plan effort are likely being asked similar questions now. Ahrens asked if there would be any survey respondents who were not self-selected. Palm said that all respondents will be self-selected at this point, but that options for a more costly scientific survey are being explored. Ahrens commented that self-selected respondents are people who love completing surveys. Steinhoff said that the survey is open to the public, and that it is being heavily marketed. CARPC will track the demographics of those who are responding and compare them to the demographics of the population as a whole. He said CARPC was specifically targeting the youth population, since they are typically under-represented or not represented in such efforts. They are also more racially diverse. Ahrens commented that marketing is good and that weighting responses based on demographics will be beneficial, but that the results will still not be valid since there is no randomly selected group. He added that the Imagine Madison plan also relied on self-selected respondents -- typically people who are actively involved in the community. Steinhoff said CARPC will consider funding a scientific survey at a future commission meeting. He added that the UW-River Falls Survey Center has provided a quote.

Palm said that the Greater Madison Vision survey is unique, and that CARPC is hopeful that this type of survey elicits a strong response from the community. Ahrens said that this type of survey is difficult to administer because the questions cannot be asked over the phone. He asked if the survey was tested with groups having different levels of educational achievement. Steinhoff said that there was a round of beta testing in which focus groups from different backgrounds provided feedback. Some changes were made based upon this effort. He added that the survey language is more egalitarian than typical surveys. The survey will be followed by a process to develop the vision plan using the survey results. There will be public engagement for that as well. The public will likely be more engaged in this next planning process if they see results from this one. CARPC hopes to have at least 10,000 survey participants.

Esser noted that the survey covers more than Dane County, and asked if maps for surrounding counties are provided in the survey. Steinhoff said there was not sufficient map data to include other counties. There is a description of how each scenario might develop outside of Dane County. Esser noted that there are many home-based work trips that cross the Dane County line. Palm added that it is unfortunate that we do not have as much data about communities outside of Dane County.

8. Review of Section 5310 Program (Enhanced Services for Seniors and Individuals with Disabilities) Grant Project Applications for 2019 and Draft Recommendations for Project Funding

Hoesly reviewed the Section 5310 Program project applications for 2019 and provided staff's recommendations for funding. Arntsen asked if staff knew how much funding YWCA will receive from the Wisconsin Employment Transportation Assistance Program (WETAP). Schaefer said that YWCA receives WETAP funding to support operating expenses, but he was not sure about the amount. MATPB provided STBG-Urban funding for the purchase of three vehicles a few years ago. Arntsen noted that there is a significant disconnect between YWCA's score and the amount of proposed funding relative to their request. He questioned whether it was appropriate to make funding recommendations based on criteria outside of the scoring process. Hoesly noted the score was for the overall project, but not specifically related all aspects of the project and the budget. She mentioned that staff is proposing to review evaluation criteria as part of the Coordinated Plan effort that is underway. Schaefer added that the criteria could potentially be changed to address whether projects are eligible to be funded through other sources. Arntsen said that he would prefer to increase the YWCA's funding based upon the scoring process. [Ed. Note: After receiving additional information regarding the project, including the fact the software requested had already been acquired and YWCA was simply asking for a year's cost for it, the evaluators decided to just their scores dropping the score to just above the County TIP project, which was not funded.]

Esser remarked that all projects look worthwhile. He said it is appropriate to use some judgment in addition to the scoring process for the purpose of awarding funds. He indicated that he was comfortable with the process followed and the staff recommendation. Schaefer said that the next step is sending a notification letter to the applicants along with the draft program of projects showing those to be funded and the amounts. Palm asked staff to provide additional details on the project budgets and the proposed funding for the next meeting. This would help the board in their decision-making process. Schaefer agreed to do so. Hoesly added that applicants would have an opportunity to provide comments to the board at the October meeting. Stravinski said that comments from the applicants would be helpful.

9. Presentation on Federal Performance Measure Data for the Madison Metropolitan Planning Area and Discussion of Targets for the Measures

Hoesly reviewed the federal performance measure data for the Madison Metropolitan Planning area and WisDOT's targets for the safety measures and the other new measures. She noted that the federal measures – other than the safety measures – only apply to the designated National Highway System and she showed a map of those roadways. She noted that MATPB is locked into the safety targets for one more year. MATPB has an option to support the WisDOT's targets or develop their own for the new performance measures.

FHWA only reviews states' performance. If states don't meet the targets or demonstrate progress, they must allocate additional funding to address those measures. There are no such funding ramifications if MPOs do not meet their targets. Schaefer said that the real value in looking at the data is to see how the Madison area is doing relative to the targets and the rest of the state and the trend. The value of the process is in using the data to inform project priorities. He noted that MPOs are required to report on how projects in the TIP and Regional Transportation Plan will assist in meeting the performance targets.

Esser questioned why so much time was being spent reviewing the measures and the data. Schaefer said that the board has a policy decision to make regarding whether to adopt their own targets or support the state targets for these federal measures, which are required to be tracked. Esser said that he has no basis for suggesting MPO targets, and suggested that staff provide a recommendation on this issue. Schaefer said that staff will be recommending to support the state targets. Stravinski suggested comparing Dane County's performance with other more urban counties in the state, such as Brown County or Milwaukee County, since Wisconsin's results reflect a high percentage of rural roads. Schaefer concurred, and said we may have better safety numbers than the state because Dane County has less rural roads and slower speeds on more streets. Palm agreed. Mandli said that there is only one fracture-critical bridge in Dane County, and that fracture-critical bridges concern him the most. That bridge is located at University Avenue, over Old Middleton Road. The I-35 Bridge in Minnesota that collapsed in 2007 was fracture-critical. Kamp suggested rounding the targets to whole numbers, and said the goal should be for no bridges to be in poor condition. Hoesly said that staff could round the numbers when the performance report comes out.

Hoesly presented a map showing pavement ratings for NHS highways. Opitz questioned why University Ave, reconstructed only three or four years ago, had a fair pavement rating. Schaefer pointed out that the pavement measure is based on smoothness of the road instead of the structural condition of the road. Joints, manhole covers, and other factors can affect the smoothness of a roadway. The board discussed the condition of other roadways, including East Washington Avenue and the Beltline. Schaefer said that the forthcoming performance measure report would include data and map of the pavement condition measure that WisDOT and local governments have used, which is a better indicator of the actual condition of the roadway.

Hoesly presented a map showing travel time reliability. Mandli said that the aging population will affect travel time reliability. Palm asked when the performance targets needed to be adopted. Schaefer said they need to be adopted by November. Esser and Palm said that they support using the state targets.

Mandli asked if enforcement grants that help improve safety in Dane County, such as slowing traffic or providing rides homes from festivals, are based on the same targets. Hoesly confirmed that the same targets are used. Kamp suggested comparing passenger fatalities per million miles and comparing it across modes as a meaningful way to look at safety. Hoesly said that the forthcoming performance measure report will contain more performance measures, including multi-modal measures.

10. Appointment to Dane County Specialized Transportation Commission

Palm said that anyone interested in serving on the Dane County Specialized Transportation Commission should contact him or Schaefer. Kamp said that the next appointee would be able to confer with Nancy Senn and Crystal Martin from Metro on technical issues.

11. Status Report on Capital Area RPC Activities

Palm said there will be a joint meeting later this month to discuss coordination of Capital Area RPC and MATPB planning efforts.

12. Status Report on Studies and Plans Involving the MATPB

Schaefer said that staff is putting together the budget and work program for next year. That will be on the agenda for the next meeting. The draft performance measure report will be on the agenda in October or

November. Approval of the TIP will also be on the October meeting agenda. Staff and its consultant will meet with Metro Transit, Madison Traffic Engineering, and WisDOT staff in October to review the draft of a multi-year work plan to improve the travel model and other planning tools. Staff will review with the board at its November meeting.

13. Discussion of Future Work Items

Palm noted the large number of future work items and questioned whether it was necessary to list all of them. Opitz said that he appreciates this agenda item since it shows the wide range of projects that are being done or will be worked on. Palm said that they are important, but perhaps they should be presented more strategically and in a way engaging to the Board. Kamp suggested changing the agenda item to “List of Future Work Items”. Palm said that this discussion may be continued next month.

14. Announcements and Schedule of Future Meetings

Palm announced that the next meeting is scheduled on October 3 at the Madison Water Utility.

15. Adjournment

Moved by Esser, seconded by Arntsen, to adjourn. Motion carried. The meeting adjourned at 8:41 PM.