

**Greater Madison Metropolitan Planning Organization (MPO)  
September 1, 2021 Meeting Minutes**

Virtual Meeting hosted via Zoom

---

Opitz called the meeting to order at 6:30 PM.

**1. Roll Call and Introductions**

**Members present:** Yogesh Chawla (joined during Item #5), Paul Esser, Steve Flottmeyer, Grant Foster, Gary Halverson Dorothy Krause, Tom Lynch, Jerry Mandli, Barbara Harrington-McKinney, Mark Opitz, Nasra Wehelie, Doug Wood

**Members absent:** Margaret Bergamini

**MPO staff present:** Bill Schaefer, David Kanning

**Others present in an official capacity:** Diane Paoni (WisDOT Planning), Forbes McIntosh (DCCVA)

**2. Approval of August 4, 2021 Meeting Minutes**

Esser moved, Krause seconded, to approve the August 4, 2021 meeting minutes. Motion carried.

**3. Communications**

- Sewer Service Area (SSA) Amendment requests from the City of Stoughton and Village of Oregon. Krause expressed concern with the City of Stoughton application showing a 100-foot wide right-of-way along Rutland Dunn Town Line Road. Schaefer said that staff questioned the need for that width, but have not received a response from city staff.
- Letter of Support for City of Madison's application to the Federal Transit Administration (FTA) for an Areas of Persistent Poverty Planning Grant for planning the North-South BRT project.
- Email from WisDOT SW Region indicating a Finding of No Significant Impact for the USH 51 (McFarland to Stoughton) project.

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

None.

**5. Public Hearing on the Draft 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County**

Opitz opened the public hearing. No members of the public wished to speak. Opitz closed the public hearing. Schaefer reviewed the priority project listings that are proposed to be funded by the MPO under the federal STBG-Urban program. Schaefer noted that if the MPO receives the \$3.2 million in funding from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) that it is supposed to, he would recommend providing additional funding for the three large already approved projects that are well short of 60% funding, but that decision is for another time. Schaefer asked Lynch if he could provide an update on whether the Atwood Avenue reconstruction and/or Autumn Ridge ped/bike overpass projects stood a good chance of receiving earmarks. Lynch said that earmarks for those projects are not part of the joint infrastructure bill. There will be a process of reconciliation between now and September 27. It is possible they will be reinstated as part of that process. Schaefer added that funding could be shifted to the John Nolen Drive reconstruction project if earmarks are secured for one or both projects.

Schaefer highlighted some of the more significant roadway and bicycle/pedestrian projects in the TIP. Wood asked Lynch if the Senate bill contains any earmarks for other local projects. Lynch said that the city of Madison provided a list of earmarks for Senator Baldwin and Representative Pocan. The list was narrowed down to the Atwood Avenue and Autumn Ridge projects. [Note: Dane County also submitted some projects.] Wood asked if Dane County will be able to secure right-of-way for the Lower Yahara River Trail project along CTH AB. If landowners do not wish to sell, the county cannot use eminent domain. Schaefer replied that Dane County Parks staff is working on acquiring properties or property easements. He agreed that property acquisition could be an issue, but the path could be constructed in the CTH AB right-of-way if property or easements cannot be acquired.

Chawla asked if any of the roadway projects where side paths are proposed will incorporate traffic calming measures. Schaefer replied that reducing speed limits is one measure that can be implemented to improve safety. He added that collisions most frequently occur with turning vehicles. Side paths can exacerbate this issue if they are built along a roadway with a high frequency of access points. It is important to educate people on this safety issue. Lynch said that emergency response providers recommend against providing traffic calming measures on arterials or minor arterials. However, individual municipalities can reduce speed limits. The city of Madison has lowered speed limits on East Washington Avenue; this has had a measureable effect on speeds, even without enforcement, based on an analysis done using StreetLight data. Opitz asked Lynch if there are any MUTCD signs that could be placed alongside paths, advising cyclists to be mindful of crossing vehicular traffic. Schaefer replied that staff could look into this. Opitz stated that he received a phone from a resident who had concerns with the impacts of widening a sidewalk to create the North Mendota Trail. The resident, who owns property adjacent to the sidewalk, said that education is needed on the vehicle-bicyclist conflict point issue. Chawla stated that several county highways provide access to the Lower Yahara River Trail. Those highways have varying pavement and shoulder conditions. The shoulders on some roads are deteriorating and the speeds are high. Schaefer concurred. He added that Dane County is going to add paved shoulders on CTH AB as an interim improvement; this will improve access to the planned section of the Lower Yahara River Trail.

Schaefer reviewed the transit projects. He asked Lynch to describe the \$7.2 million facility infrastructure enhancements project. Lynch said that this funding is intended to add transit priority features to improve on-time performance. Metro Transit is currently going through a network redesign. This might require median breaks, signal improvements, dedicated lines, or other types of capital improvements. Schaefer added that Metro Transit uses a large amount of their capital funding for operating costs for service under the preventive maintenance category.

Opitz asked if MPO staff had received any comments since releasing the Draft TIP in mid-August. Schaefer said that staff has not received any comments. The deadline to submit comments is September 24. Action on the final TIP is anticipated at the meeting next month.

## **6. MPO 2021 Resolution No. 7 Approving Amendment #5 to the 2021-2025 Transportation Improvement Program**

Schaefer stated that WisDOT SW Region submitted a TIP amendment request for a pavement markings project on Interstate 39/90 (CTH AB to Illinois State Line) scheduled for 2022 and a pavement replacement project on Park Street (USH 151) (WSOR Crossing to Olin Avenue) scheduled for construction in 2028.

Krause moved, Esser seconded, to adopt MPO 2021 Resolution No. 7, approving Amendment #5 to the 2021-2025 Transportation Improvement Program. Motion carried.

**7. Review of Section 5310 Program (Enhanced Services for Seniors and Individuals with Disabilities) Grant Project Applications for 2022 and Preliminary Approval of Draft Project Funding Recommendations**

Schaefer provided an overview of the Section 5310 program. Staff received three project applications this year. The projects include two continuing Mobility Management projects – Dane County’s one-call center and mobility training projects and Metro Transit’s paratransit eligibility assessment and mobility coordinator project. The third project is the purchase of three accessible vehicles for Union Cab Accessible Taxi Service (UCATS), a non-profit arm of Union Cab being created. The amount of funding for this cycle exceeds the amount requested by the three projects. Therefore, staff did not need to evaluate the projects -- all of which were eligible for funding -- through a competitive process. We will carry the excess funding over to next year’s application process.

Harrington-McKinney asked if Union Cab will be able to meet deadlines for creation of the non-profit organization. Schaefer said that the process will need to be completed by the time grant funding is approved next month. Halverson questioned why there wasn’t more competition for this funding. Did this occur because the funding opportunity was not advertised or promoted well? Schaefer replied that complying with federal grant requirements can be challenging, especially for small non-profits. We have a comprehensive contact list of private providers, non-profits, and senior centers, etc. so he doesn’t think promotion is an issue. The board consensus was to approve the projects.

**8. MPO 2021 Resolution No. 8 in Recognition and Appreciation of Distinguished Service of Long-Time MPO Board Member Ed Minihan Honoring his Memory.**

Opitz shared that MPO Board Member Ed Minihan passed away shortly after the August board meeting. He asked if the board would be amenable to adopting a resolution in recognition and appreciation of his distinguished service.

The board members expressed admiration and appreciation for Minihan’s work, which included environmental stewardship. Krause said that she would like to work with county board staff on a resolution honoring Minihan on the county board floor. Harrington-McKinney and Wehelie expressed the same desire for a resolution honoring Minihan on the floor of the Madison Common Council. Schaefer said that he could assist with that effort. Harrington-McKinney said that all council members may wish to sponsor the resolution. Opitz said that former board members may also wish to sponsor the resolution.

Esser approved, Wehelie seconded, to adopt Resolution No. 8 in Recognition and Appreciation of Ed Minihan’s Distinguished Service and Honoring his Memory. Motion passed.

**9. Brief Updates:**

Connect Greater Madison: RTP 2050 Update Public Engagement: Schaefer reported that MPO staff have launched an interactive mapping tool to help facilitate public comments on the RTP update. Staff have received over 900 individual comments to date. Comments may be submitted through October 3.

Issue of WisDOT’s Use of the MPO’s CRRSAA Funding: Schaefer reported that the MPO is supposed to receive \$3.2 million in special federal STBG-Urban funding from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). WisDOT central office budgeting has decided to use that funding on two state highway funding projects in the Madison area, but this is not their money to spend. MPO staff met with staff from the other large MPOs in the state, along with FHWA staff, to discuss this issue. A letter will be written on behalf of all of the MPOs to WisDOT Secretary Craig Thompson about the issue, copied to FHWA staff, requesting a meeting with him.

Request for Local Contributions to the MPO's 2022 Budget: Several cities and villages will be putting this through their budget process. One village and three towns have committed funding already. MPO staff will be making some presentations on the issue, including to the DCCVA and DCTA. As an aside, Schaefer said that the village of Oregon is in our planning area, but not within the MPO urban area. As a consequence, the village is not eligible for federal funding from the MPO. Schaefer said that an argument could be made to change that policy. Schaefer asked the board if they would support adding this topic to a future meeting agenda. Opitz suggested that this topic be added as a future meeting agenda item without discussion tonight.

**10. Status Report on Capital RPC Activities**

Schaefer noted that Capital RPC staff have been providing presentations on their Regional Development Framework to local planning commissions. The MPO has been partnering with CARPC and providing presentations on our RTP 2050 Update. Capital RPC staff are currently developing recommendations for their Regional Development Framework.

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

The next board meeting is scheduled for Wednesday, October 6.

**12. Adjournment**

Moved by Foster, seconded by Wehelie, to adjourn. Meeting adjourned at 7:46 PM.