

**Greater Madison Metropolitan Planning Organization (MPO)
January 5, 2022, 2021 Meeting Minutes**

[Virtual Meeting hosted via Zoom](#)

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

1. Roll Call and Introductions

Members present: Yogesh Chawla, Paul Esser, Steve Flottmeyer, Grant Foster (joined during item 7), Gary Halverson (joined during item 7) Dorothy Krause, Barbara Harrington-McKinney, Mark Opitz (joined during item 7), Nasra Wehelie, Kristi Williams, Doug Wood

Members absent: Tom Lynch, Jerry Mandli, Margaret Bergamini

MPO staff present: Bill Schaefer, Colleen Hoesly

Others present in an official capacity: Forbes McIntosh (DCCVA), Diane Paoni (WisDOT Planning), Mitch Batuzich (FHWA), Steve Steinhoff (CARPC)

2. Approval of November 3, 2021 Meeting Minutes

Esser moved, Wehelie seconded, to approve November 3, 2021 meeting minutes.

3. Communications

- Letter of support for Madison’s FTA Bus and Bus Facilities Grant Application
- WisDOT letter to FHWA re: Approval of 2022-2026 TIP for the Madison Metropolitan Area and Dane County
- USDOT letter approving the MPO’s 2022 Work Program
- WisDOT letter approving the MPO’s 2022 Work Program and funding (emailed)
- MPO staff comments on Village of Waunakee Sewer Service Area Amendment request
- Written comment from Alexander Harding on MPO 2022 Resolution No. 1 Approving Amendment #2 to the 2022-2026 TIP (item 5)

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

None

5. MPO 2022 Resolution No. 1 Approving Amendment #2 to the 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Schaefer stated that the TIP amendment expands the scope of the USH 18/151 (Town Hall Road to CTH PD) pavement repair project to include an overlay and safety improvements, including widening the median shoulders and adding high friction surface treatment to the bridge decks over old CTH PB. This increases the cost. Construction is scheduled for this year. The amendment also adds a safety project at the Mineral Point Road (S. High Point Rd.) intersection, including adding left-turn lanes, signal monotubes, upgraded pedestrian signals and markings, and adding curb ramps. Schaefer noted he wasn’t sure if the left-turn lanes would be added to Mineral Point Rd or High Point Rd. He referenced the public comment that was received on the project. He said that he corresponded with Tom Lynch on whether the innovative design referenced might be considered, and Lynch said the city couldn’t due to WisDOT requirements for use of HSIP funds related to the need for data on effectiveness which was not

available. Schaefer noted that the purpose of the amendment was get the project into the TIP so that design could get started and the details worked out through the design process.

Alexander Harding, City of Madison resident, sent written comments, which were shared with the board, and registered to speak. He stated his comments were directed at the Mineral Point Rd. improvements, and expressed concern about the possibility of adding dual left turn lanes. He stated he didn't believe dual left turn lanes would advance Madison towards Vision Zero and hoped that requirements would change in the future so that more innovative treatments could be considered to advance safety. He said he supported the other proposed improvements.

Esser moved, Harrington-McKinney seconded, to approve MPO 2022 Resolution No 1. Approving Amendment # 2 to the 2022-2026 Transportation Improvement Program. Motion carried.

6. MPO 2022 Resolution No. 2 Approving Amendment to the 2022 MPO Unified Planning Work Program

Schaefer explained that the MPO received an additional \$3,000 in funding since another MPO couldn't use all of their allocation. He stated he was proposing to add it to the consultant budget to possibly do additional safety analysis for local communities. The amendment also adds language to use pass-through funding from CARPC to assist with an update to the Village of Marshall comprehensive plan.

Esser moved, Krause seconded, to approve MPO 2022 Resolution No. 2 Approving Amendment to the 2022 MPO Unified Planning Work Program. Motion carried.

7. Approval of Revisions to MPO Operating Rules and Procedures

Schaefer explained that the MPO Operating Rules and Procedures had not been updated since 2019. The operating rules and procedures outline processes to facilitate the performance of the MPO's planning and programming responsibilities and address issues not covered in other documents. The proposed revisions are mostly to update references such as the new MPO name, document decisions already made including the elimination of the citizen committee, and make editorial type changes. Schaefer noted that Diane Paoni with WisDOT provided comment on the draft, which was shared with the board, and he incorporated his responses into an updated draft that he reviewed. Substantive changes include:

- Eliminate requirement that local non-elected official appointees to the board reside in the MPO planning area similar to change made previously for the WisDOT representative.
- Add reference to "equitable and proportional" representation on policy board in section discussing change to composition of board, using language in the new surface transportation bill.
- Add additional alternate suburban city/village representative (village of Oregon) to the technical committee. Alternate members count for quorum purposes and may vote when regular or other alternate members are absent.
- Add language about allowing virtual meetings.
- Update procedures for taking public comments at in person meetings via online registration form as well as paper form consistent with procedures requested by city of Madison IT Department.

Harrington-McKinney asked for clarification on what equitable and proportional representation on the policy board meant. Schaefer replied that the proportional part refers to the number of board representatives for Madison, cities/villages, and towns being proportional to population. Regarding equitable, the MPO has language encouraging appointing authorities to consider diversity of all types when appointing. Wehelie asked why Madison had four alders on the board. Schaefer explained that federal law and the redesignation agreement determine the appointments to the board. Two-thirds of Madison, other city/village, and county appointments must be elected officials. Foster brought up the issue with how items are noted on the agenda as either action items or other items, and said that

could limit the ability of the board to take action on an item if not listed as an action item. He also mentioned the issue from the last meeting on discussion of communications. Schaefer replied that he could get more direction from the city attorney's office on the best way to phrase agenda items to provide flexibility for taking action if that was a possibility. He agreed to modifying the operating rules to not separate out action vs. non-action items. He said he had spoken with a city attorney who did confirm the board shouldn't discuss a communication unless it was specifically listed on the agenda.

Esser moved, Harrington-McKinney seconded, to approve the revisions to the MPO Operating Rules and Procedures. Foster moved, Halverson seconded, to amend the motion to approve with revision to Section IV (C) on board meeting agendas to combine Items Intended for Action and Other Items into one Item. Amended motion carried.

8. Update on Phase 2 Intersection Safety Analysis Project and Planned Next Steps

Hoesly gave a presentation on the Phase 2 Intersection Safety Analysis project recently completed by UW TOPS Lab, updating the safety screening analysis previously completed in 2018 for all arterial and collector level intersections in the MPO planning area boundary. The updated analysis includes crash data from 2017-2020, and adds additional roadway and crash attributes into the crash model. The analysis ranks intersections by the total number of crashes, crash rate, and crash severity, and level of safety service. She reviewed maps of the top 100 intersection, top 50 signalized intersections, and top 50 non-signalized intersection by crash severity rank and level of safety service. She then walked through the spreadsheet optimization tool developed by the TOPS Lab that the MPO and communities can use to help identify and prioritize intersections for safety improvements, as well as identify potential safety countermeasures for those intersections. She explained the next steps, including training for local staff and the development of the High Injury Network, which covered roadway segments. She asked for board feedback on a possible MPO safety analysis technical assistance pilot program to help communities conduct more detailed analysis of problem intersections to identify and design counter-measures. Foster expressed support for more safety focused projects and studies, as well as opportunities to use the data for project selection purposes.

9. Update on *Connect Greater Madison Regional Transportation Plan 2050*

Schaefer gave an update on the RTP development and schedule, noting that work on the travel forecast modeling has been delayed, first by delays with completing work on the model, including the performance metrics reporting, and then by an issue with the traffic zone level household and employment forecasts. Those issues have been worked out and MPO staff have resumed work running model scenarios. The MPO's model consultant is in the process of finishing up work on adding an auto/transit/bike job accessibility reporting function to the model. MPO staff will be meeting with local staff in mid-February to review draft facility plan recommendations. The schedule calls for developing recommendations by March, completing the draft plan report by April, and approving the final plan in May. He noted there will be a month or two when the TIP will be frozen, hence the need to stay on schedule.

Schaefer reviewed maps showing: generalized 2050 land use (used to develop the forecasts for modeling); HH/employment density; planned regional bike network; high priority missing links in the bike network; pedestrian accessibility barriers at intersections; planned transit network; and results of the first model scenario based on existing and programmed projects, planned collectors, and the planned transit and bike networks; and maps illustrating job accessibility by transit and automobile for the model base year.

10. Presentation on Infrastructure Investment and Jobs Act and Impacts on MPO Funding

Schaefer noted that the IIJA, which includes the new transportation bill, represents a historic investment in transportation infrastructure and will increase the funding for both planning and projects. It introduces many new programs. He shared a presentation using slides put together by FHWA and some additional ones highlighting key provisions in the new bill, and noted that staff would monitor things as more guidance becomes available. The bill will substantially increase the MPO's Planning funding – somewhere in the neighborhood of 30%. Transportation Alternatives program funding for bicycle/pedestrian projects could potentially double with the increased suballocated funding to the MPO plus more statewide funding available. Surface Transportation Block Grant – Urban funding will only increase by 4.4%, but the MPO will also see an additional increase once new Census population data is factored into our allocation. Schaefer stated he would be coming back to the board this summer to discuss ideas for use of the additional Planning funding. He also noted the MPO would look at hosting a webinar for local agencies about the opportunities in the new bill once more guidance is released. Krause asked if any of the funding opportunities he mentioned were time sensitive and should be communicated to the communities. Schaefer replied that the Transportation Alternatives program applications were due at the end of the month, but for the new programs it will take the USDOT some time to put together guidance and criteria.

11. Discussion and Action on Whether to Continue Virtual Board Meetings in 2022

Schaefer noted that the board discussed and decided last year to continue holding policy board meetings virtually. The city of Madison asked board/committee staff to put this issue on the agenda and have the body vote on whether to continue to hold virtual meetings in 2022 or move back to in person meetings. Once established, the city would prefer the board continue meeting that way. He noted that the Madison Common Council would be meeting virtually through May 2022. Opitz stated he thought it made sense to remain virtual through the winter months at this time. Wood agreed that things should stay virtual for now, but expressed a desire to return to in-person meetings in the future. He noted in Monona they had been pretty successful with hybrid meetings. Opitz said the Board would continue meeting virtually for now and the Board could revisit the topic in spring.

12. Status Report on Capital RPC Activities

No report.

13. Announcements and Schedule of Future Meetings

Schaefer stated that FHWA Wisconsin Division staff set up a meeting between the large MPOs and the WisDOT Secretary at the end of the month to discuss funding and other issues. He also noted that the MPO Certification Review will be held in February and a public hearing on it would be held on February 16th. Foster said he had attended a presentation on the use of low CO2 concrete, and thought a presentation on the topic would be good at a future board meeting.

14. Adjournment

Moved by Wood, seconded by Williams, to adjourn. Meeting adjourned at 8:29.