

**Madison Area Transportation Planning Board (an MPO)
March 6, 2019 Meeting Minutes**

1. Roll Call

Members present: David Ahrens, Kelly Danner, Paul Esser, Steve Flottmeyer, Ken Golden, Jerry Mandli, Ed Minihan, Mark Opitz, Larry Palm, Bruce Stravinski, Doug Wood

Members absent: Allen Arntsen, Chuck Kamp, Zach Wood

MPO staff present: Colleen Hoesly, Bill Schaefer

Others present in an official capacity: N/A

2. Approval of January 9, 2019 Meeting Minutes

Moved by Minihan, seconded by Ahrens, to approve the January 9, 2019 meeting minutes. Motion carried with Golden abstaining.

3. Review of January 9, 2019 Joint MPO-CARPC Meeting Minutes

Reviewed for reference only.

4. Communications

Schaefer shared an email from himself to Federal Highway Administration (FHWA) and WisDOT staff regarding what appears to be the use by WisDOT of STP (now STBG) Urban funding for state highway projects. This is the funding, which is supposed to be directly allocated to MPOs for project programming. After reviewing a list from FHWA of projects receiving federal funding MATPB staff noted STP or STBG Urban funding was used on state projects contrary to what was in the TIP. Staff had noticed this in the past, but assumed the project funding was coded incorrectly as there is a STBG State Flexibility program. After checking with the local program manager, it was discovered that after the TIP was approved the funding for some projects that were to receive National Highway Priority Program (NHPP) funding was switched to STP or STBG Urban funding without any notification to the MPO. The email requests FHWA to investigate this issue further, which they are doing.

Ahrens questioned whether any other MPOs in the state were experiencing the same thing. Schaefer responded that the Green Bay and Fox Valley MPOs also noticed the same thing. Ahrens asked if this is the first year this had happened. Schaefer said it appears to have happened over the past several years. He said he would update the board on the issue as he receives more information.

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

None

6. Resolution TPB No. 151 Approving Amendment #1 to the 2019-2023 Transportation Improvement Program (TIP)

Palm briefly reviewed the list of amended projects to the 2019-2023 TIP.

D. Woods asked about the status of the agreement on the Cottage Grove Road project. Mandli noted that the discussions so far have been about Buckeye Road. County and city of Madison staff met in February to discuss the project and an expanded proposal related to cost sharing on future maintenance, but they still have not come to an agreement. Schaefer explained that to avoid losing the funding, if no agreement was reached by the May meeting, a proposal to reallocate the funding would need to be brought forward and would need to

go through a major TIP amendment process as was done last year. Schaefer also noted other potential future amendments.

Moved by Golden, seconded by Opitz, to approve Resolution TPB No. 151 amending the TIP. Motion carried.

7. Approval of Proposed Revisions to Surface Transportation Block Grant (STBG) Urban Program Policies

Schaefer explained that the proposed revisions to the STBG Urban policies are mostly to document current policies that the MPO Board has agreed to related to conditional approval of projects beyond the current 5-year program cycle in limited cases (University Avenue and Pleasant View Road projects) and reallocation of funding in the event of a delay or cancellation of a project. The revisions also cover a few other issues. Most notable is an increase in the maximum total cost (to \$2.5 million) and federal funding (\$1.25 million) for a project to still qualify as a “small” project for purposes of the policy goal of allocating 10% of the funding to such projects over time. The proposed revisions were discussed at the February technical committee meeting and recommended for approval.

Golden asked if local spending on design and real estate acquisition count towards the required match. Schaefer responded that this does not count. Golden replied that it might be useful to revisit that policy in the future. Opitz commented that the language added should help appease communities that receive conditional approval for projects who might otherwise be concerned whether project funded would be awarded. Palm recommended that language be added referencing the policy on reallocation of funding to the section on Local Policy Body Commitment where a new requirement was added concerning a cost sharing agreement for multi-jurisdictional projects. Mandli commented that the policies on conditional approval of projects and reallocation of funding in the event of a project delay or cancellation remove some of the MPO’s flexibility in programming funds. Schaefer responded that the conditional approval policy was a recognition of the time it takes in some cases to move a project from concept to construction. He said the language states it will only be used in limited circumstances for relatively high scoring projects. Regarding the reallocation of funds, he said the policy would help encourage communities to move projects forward to have some “on the shelf” ready to go in the event of a project cancellation. Golden commented that the strict WisDOT policies regarding use of the funds was problematic and encouraged staff to pursue increased flexibility with the new WisDOT Secretary. Mandli inquired when these revisions would become effective. Schaefer responded they would apply to the next application cycle.

Moved by Opitz, seconded by Golden, to approve the STBG Urban program policy revisions. Motion carried.

8. Acceptance of Report of CARPC-MPO Work Group and Authorization for Staff to Begin Work to Prioritize and Implement the Short-Term Methods Identified for More Integrated Planning

Schaefer noted that a joint meeting of MATPB and CARPC was held in January to review and discuss the report of the work group. The report recommends an incremental approach to implementing the ideas outlined with only short-term actions to be pursued initially. The medium and long-term possible actions will be explored in the future depending upon experience with the short-term actions. Both boards responded favorably to the report at the joint meeting and CARPC has subsequently taken action to accept the report.

Moved by Golden, seconded by Minihan, to accept the report. Motion carried.

9. Approval of Proposed Revisions to MATPB Operating Rules and Procedures Related to WisDOT Appointment and Chair Participating in Discussion and Voting

Schaefer explained that in response to a communication from WisDOT staff about the WisDOT appointment to the MPO Board, it was discovered that the MATPB Redesignation Agreement specifies that the WisDOT appointment, as well as the county and local government appointments, must reside in the MPO Planning Area. WisDOT and MPO staff consulted with FHWA staff on the issue. All agreed the residency requirement did not make a lot of sense for the WisDOT appointment. It was agreed to handle the issue in the same way the transit agency representative issue was handled, by revising the MATPB Operating Rules and Procedures. It had also come to staff's attention recently that the City of Madison Attorney's office interpreted Roberts Rules to not allow a committee or board chair to participate in discussion and vote unless the committee or board rules specifically allow this. It was decided to propose this change to the rules at the same time.

Mandli questioned why the proposed changes would take away the ability to suspend rules at an MPO meeting. After reviewing, Schaefer said this was an oversight and would be fixed. He had thought there was duplicate language regarding this.

Moved by Mandli, seconded by D. Wood, to approve revisions to the rules with the correction just discussed about maintaining the language regarding suspension of the rules. Motion carried.

10. Appointments to MATPB Citizen Advisory Committee

Schaefer stated a number of Citizen Advisory Committee (CAC) members had to resign for various reasons and several new members would be joining the CAC. Ahrens commented that it states that the CAC is a "sounding board for reactions," but the board has rarely heard any recommendations or comments from the committee. Schaefer responded that the point was well taken, that staff had not done a good job of communicating comments by the committee. The public involvement evaluation addressed the issue of the need to make both the CAC and TCC more effective, and staff would be working on this and discussing ideas with the committees and board. Golden commented that it is important to try to get representatives from the disability community and low-income areas involved as well. Schaefer agreed.

Moved by Minihan, seconded by Golden, to approve the new committee member appointments. Motion carried.

11. Appointment to Dane County Specialized Transportation Commission

Palm inquired if anyone on the Board wanted to volunteer to fill the MPO representative position on the Dane County Specialized Transportation Commission. With no volunteers, it was decided to appoint an MATPB staff member, Ben Lyman, as the designee to fill the position.

12. Presentation on Intersection Safety Screening Analysis

Hoesly provided an overview of the collaboration with the UW TOPS Lab to conduct a data-driven safety screening analysis for all arterial and collector level intersections in the MPO planning area. She also presented the draft result rankings and maps. She noted this information was reviewed at the February MPO technical committee meeting, however an error with the AADT estimates was discovered, which was in the process of being rectified. Once the data is finalized, it will be distributed to all interested local governments.

Hoesly noted the limitations of the rankings, and emphasized that this is intended to be a starting point to evaluate the safety of the region's intersections, however local knowledge and more detailed study is a critical next step for intersections flagged in the screening analysis. Schaefer noted that the MPO has taken a more

active role in the Dane County Traffic Safety Commission, which brings together members of the law enforcement, engineering, and public health communities.

Golden questioned why intersections under WisDOT jurisdiction were not included. Schaefer replied they have their own methodology conducting safety screens on their routes, however the data is available for most of these intersections and would be shared with WisDOT. Golden stated that the study was well done and the report should include a list of safety recommendations. Ahrens asked if the weights used for frequency, severity, and rate were the same. He thought this was perhaps creating bias in the recommendations. Hoesly responded they were, but different weights could potentially be investigated. Stravinsky asked if these results also included pedestrian crashes. Hoesly responded that yes, bicycle and pedestrian crashes were included in the study. Palm suggested that it would be helpful to include the municipality in the ranking tables. Staff agreed.

13. Update on East-West Bus Rapid Transit Corridor Study

Schaefer provided a brief update on the East-West Bus Rapid Transit (BRT) study. He said efforts to date had focused primarily on public engagement, and presented on results from a survey conducted. Efforts were now focused on developing different design alternatives for the corridor, which will be presented at a public meeting in May.

14. Status Report on Capital Area RPC Activities

Palm stated that the A Greater Madison Vision survey received more than 9,000 responses that are currently being analyzed. The CARPC engineering division is working on a community collaboration project related to flood mitigation practices. Work on the county land-use plan update will soon be starting.

15. Announcements and Schedule of Future Meetings

Schaefer noted several staffing updates. Ben Lyman recently started as the new planner. Rideshare/TDM coordinator Renee Callaway was hired as the new City of Madison Bike-Ped Coordinator. Administrative Assistance Meredith Krejny is also leaving to take a new position.

Schaefer stated that Cambridge Systematics was selected to lead the travel model update project.

The next meeting of the MPO Board will be Wednesday, April 3 at 6:30 pm at the Madison Water Utility, 119 E. Olin Avenue, Room A-B

16. Adjournment

Moved by Esser, seconded by D. Wood, to adjourn. Motion carried. The meeting adjourned at approximately 8:20 PM.