

**Madison Area Transportation Planning Board (an MPO)
May 6, 2020 Meeting Minutes**

Virtual Meeting hosted via Zoom

Chair Opitz called the meeting to order at 6:34 PM. Staff from the City of Madison IT provided a brief overview of how the virtual meeting would operate.

1. Roll Call

Members present: Margaret Bergamini, Paul Esser, Grant Foster, Patrick Heck, Tom Lynch, Jerry Mandli, Ed Minihan, Mark Opitz, Bruce Stravinski, Mike Tierney, Doug Wood

Members absent: Sambah Baldeh

MPO staff present: Bill Schaefer, Colleen Hoesly, Zia Brucaya, Ben Lyman

Others present in an official capacity:

John Vesperman, WisDOT SW Region; Diane Paoni, WisDOT; Chris Petykowski, City of Madison, Joe Schraven, City of Madison IT

2. Approval of March 4, 2020 Meeting Minutes

Moved by Tierney, seconded by Wood, to approve March 4, 2020 meeting minutes. Motion carried.

3. Communications

- Approval of 2020-2025 STBG Urban projects funding from WisDOT
- Copy of MPO letter of support sent regarding the City of Madison's Bus and Bus Facility Program grant application to FTA
- Letter to Village of Cross Plains re: Sewer Service Extension Application and response by village, which was emailed out

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

None

5. Public Hearing on Amendment to the 2020-2024 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County to Add USH 12/18 (New CTH AB Interchange) Project

Chair Opitz opened the public hearing at 6:42 pm. Schaefer provided an overview presentation, including project history, traffic and operations at the Millpond Road and County AB intersections with USH 12/18, and the City of Madison's Yahara Hills Neighborhood Development Plan. He also pointed out since the March board meeting two new solar arrays have been discussed, one in the middle of Madison's Yahara Hills Plan area, plus an update on the future of the Dane County Landfill, which may affect the timing and type of future land use in the area.

Chair Opitz invited public comment. The following persons registered or spoke in support of the amendment, citing the need for the safety improvements, the importance of the project from an equity standpoint, and the importance to economic development in that area.

- Madison Ald. Lindsay Lemmer spoke in support of the amendment.
- Daniel Brown from Ho-Chunk Gaming spoke in support of the amendment.
- Madison Ald. Arvina Martin spoke in support of the amendment.
- Chris Hampton, representing the Town of Cottage Grove, registered in support of the amendment but did not wish to speak.

- Sarah Lemieux, representing Ho-Chunk Nation, registered in support of the amendment but did not wish to speak.
- Lawrence Walker Jr., representing Ho-Chunk Nation, registered in support of the amendment but did not wish to speak.

Opitz closed the public hearing at 7:06 pm.

6. Resolution TPB No. 172 Approving Amendment #5 to the 2020-2024 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Schaefer explained that in addition to the new CTH AB interchange project, the TIP amendment also included the reallocation of funding between some STBG-Urban projects, and the addition of two new resurfacing projects on STH 19.

Tierney noted that he had driven by the USH 12/18 and CTH AB intersection earlier in the day, and noticed vehicle debris from an earlier crash, which he has witnessed many times that he has been through that area. He affirmed that approving the interchange was important in the interest of public safety and for economic development in that area. He also noted that from speaking to residents from the established neighborhoods in that area, they prioritized a crossing of the interstate south of the Beltline interchange over a Meier Road extension and bridge over USH 12/18.

Foster stated that he hadn't heard about potential changes to the Yahara Hills Neighborhood Development Plan based upon plans for a potential landfill expansion and windfarm prior to the meeting, and asked for more information. Schaefer reviewed the project maps and provided more background information. Foster asked John Vesperman, WisDOT, about the cost and feasibility of a Meier Road Overpass. Vesperman said it would likely be in the range of \$3 million for the overpass, but later clarified that estimate did not include real estate, which could potentially double that estimate. Foster asked Lynch about the need for the south frontage road, and if the funding could be shifted from the frontage road to a Meier Road extension. Lynch and Vesperman both noted wetland and other environmental issues with the Meier Road extension. In response to question from Lynch, Brown indicated that Ho-Chunk Nation was open to partnering on the possible Meier Road extension in the future, but favored the current project design. Vesperman noted that the design for the CTH AB interchange would fit into the s. 84.295 official mapping process that was previously approved. Any changes in design would put the BUILD grant in jeopardy and push the construction timeline back.

Opitz allowed Alder Martin to speak in favor of the amendment. She noted that is not fair to try to change the design of the interchange project after the Madison City Council had just approved it.

Sarah Lemieux and Lawrence Walker Jr., Ho-Chunk Nation, registered in support of the amendment but did not wish to speak.

Tierney moved, Wood seconded, to approve Resolution TPB No. 172 amending the 2020-2024 TIP. Roll call vote was taken. Motion carried with Foster voting no.

7. Approval of Letter of Support for WisDOT BUILD Grant Application for the USH 12/18 (New CTH AB Interchange) Project

Schaefer explained that WisDOT, in partnership with the City of Madison, will be applying for a Federal BUILD grant to cover part of the cost of constructing the new interchange at CTH AB and USH 12/18. BUILD stands for Better Utilizing Investments to Leverage Development and is a discretionary grant program to fund road, rail, or transit projects that promise to achieve national objectives. It is designed to help fund projects that are difficult to fund through traditional formula USDOT programs, particularly projects involving multiple partners. Projects are evaluated based on identified performance measures and project recipients must report on the measures after project completion. Schaefer drafted a letter of support for the project application for the board's consideration.

Ald. Arvina Martin, Daniel Brown, Sarah Lemieux, and Lawrence Walker Jr., Ho-Chunk Nation, registered in support of approving the letter, but did not wish to speak.

Esser moved, Tierney seconded, to approve the letter of support for the WisDOT BUILD Grant application for the USH 12/18 Interchange project. Motion carried with Foster voting no.

8. Approval of Scoring and Proposed Funding of STBG Transportation Alternatives Set Aside Program Project Applications for the 2020-2024 Program Cycle

Lyman stated that the MPO received eight (8) project applications, including four from city of Madison, two from city of Sun Prairie, one from Village of DeForest, and a Safe Routes to School Program (SRTS) application from the Bicycle Federation of Wisconsin. We have \$1.15 million in available funding. The total amount of funding requested for all projects was \$4.3 million. One of the city of Madison's projects – the Autumn Ridge path and overpass of STH 30 – could not be considered for funding by the MPO because we don't have sufficient funding to cover 50% of the cost and the project could not be reduced in scope due to its nature.

Lyman said staff is recommending funding five of the projects, one of those – Madison's Main Street Corridor bike improvements – with partial funding. Two other funding options that would fund four projects are presented for consideration. Under all options, the three highest scoring projects are funded. These are the SRTS program, Madison's West Towne path extension, and DeForest's schools safe routes path project. Funding those projects leaves \$311,750 in federal funding left, which was not sufficient to fully fund any of the next three highest scoring projects. Staff chose to fund one of the Sun Prairie path reconstruction projects that is a key part of the network connecting low-income housing to a middle school and to a new path connecting to SP East High School. That left \$110,500, which is proposed to be used to fund the strongest parts of Madison's Main Street Corridor bike improvements project, including a rapid flashing beacon signal at the Main Street crossing of Proudfit Street. City of Madison staff said they could reduce the scope of the project to accommodate the lower amount of funding. Other options would be to not provide any funding for the Main Street project and fund others at a higher amount or not funding the Sun Prairie project and fund the Main Street project at a higher amount. MPO staff's recommendation funds five vs. four projects and serves goal of striving for some geographic equity in funding. While advisory committee meetings weren't able to be held, staff sent the project funding recommendations to both committees. The only comments received expressed support for the staff recommendation.

Foster said that he supported the staff recommendation, option #1. He asked how usage was handled in terms of project scoring. Lyman replied that it was a more qualitative assessment, reviewing surrounding existing and planned land use. Foster also asked about environmental justice (EJ) and health equity scoring, and Lyman replied that census data showing zero-car households and persons in poverty was used. Again, a somewhat qualitative assessment was made of the benefit the project would have for EJ areas. In the future, additional data may be available (e.g. through use of Streetlight O/D Data) to assist with this analysis.

Mark Roffers representing the Village of DeForest registered in support, and available to answer any questions.

Heck moved, Foster seconded, to approve staff recommendation option #1 funding for the STBG Transportation Alternatives 2020-2024 program cycle. Motion carried.

9. Resolution TPB No. 173 Approving Amendment #3 to the 2019 MATPB Unified Planning Work Program

Schaefer explained that the 2019 Work Program needed to be amended to extend the time one month (from end of May to end of June) within which to complete two of the carryover activities – the rebranding project and the Streetlight data subscription renewal – due to delays caused by the impact of COVID-19 on MPO and city of Madison activities, including necessitating canceling of the April MPO board meeting.

Esser moved, Stravinski seconded, to approve Resolution TPB No. 173 amending the 2019 Unified Planning Work Program. Motion carried.

10. Update on MPO and Rideshare Etc. Program Rebranding Project, Approval of MPO and Rideshare Etc. Program Name Changes, and Discussion, Possible Approval of Agency and Program Mission and Vision Statements

Brucaya provided a brief overview of the rebranding process thus far. She stated that following discussion at the March board meeting it seemed clear there was consensus on selecting Greater Madison MPO as the new name for the MPO and RoundTrip for the TDM program. Brucaya then reviewed the draft mission and vision statements that staff had developed with the assistance of the consultant. She stated the goal was to approve the MPO and Rideshare program names at this meeting. The mission and vision statements could be approved at a following meeting after more refinement, if needed.

Board members expressed support for the names. Lynch suggested replacing “evolving” with sustainable in the MPO mission statement. Foster also strongly agreed that “sustainable” should be included in both the mission and vision statements. Bergamini stated that she agreed that she did not like “evolving” in the mission statement, and suggested replacing transportation “vision” with “system” in the mission statement. There was support for bringing revised statements back at the next meeting. Esser expressed support for the draft statements and for voting on them. Schaefer said the suggestions were good ones and things that staff had discussed, and said staff was fine with not acting on the statements at this meeting since it was the first discussion on them.

Esser moved, Heck seconded, to approve Greater Madison MPO as the new agency name and RoundTrip as the TDM program name, and to approve the mission and vision statements. Foster moved, Opitz seconded, to amend the motion to postpone decision on the mission and vision statements. Motion to amend carried and then motion as amended carried.

11. Status Report on Capital Area RPC Activities

Minihan noted that the co-location of the two agencies was working well, and that CARPC had approved an agency rebranding initiative as well, using the same consultant.

12. Announcements and Schedule of Future Meetings

The next meeting will be a joint MPO/CARPC meeting on June 3.

13. Adjournment

Wood moved, Esser seconded, to adjourn the meeting. Motion carried. The meeting was adjourned at 8:39 p.m.