

**Madison Area Transportation Planning Board (an MPO)  
October 2, 2019 Meeting Minutes**

Madison Water Utility, 119 E. Olin Ave, Conference Rooms A-B

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Chair Opitz called the meeting to order at 6:32 PM.

**1. Roll Call**

**Members present:** Sambah Baldeh (arrived during item # 5), Margaret Bergamini, Steve Flottmeyer, Grant Foster, Patrick Heck, Tom Lynch, Jerry Mandli (arrived during item #5), Ed Minihan, Mark Opitz, Bruce Stravinski, Mike Tierney, Doug Wood (arrived during item #5)

**Members absent:** Kelly Danner, Paul Esser

**MPO staff present:** Bill Schaefer, Colleen Hoesly

**Others present in an official capacity:**

Brandon Lamers (WisDOT SW Region), Michael Hoelker (WisDOT SW Region), Charles Wade (WisDOT BPED), Chris Petykowski (City of Madison Engineering), Dave Trowbridge (City of Madison Transportation)

**2. Approval of September 4th , 2019 Meeting Minutes**

Tierney moved, Flottmeyer seconded, to approve the September 4, 2019 meeting minutes. Motion carried.

**3. Communications**

- Letter from WisDOT approving Amendment #4 to the 2019-2023 TIP (Resolution TPB #157)

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

None

**5. Resolution TPB No. 158 Adopting the 2020-2024 Transportation Improvement Program (TIP) for the Madison Metropolitan Area and Dane County**

Schaefer reviewed the proposed changes to the draft 2020-2024 TIP as noted in the addition/change sheet, including the revision to the cost estimates and therefore proposed STBG Urban funding for the Pleasant View Road and County Trunk Hwy M projects. He explained that the changes in the cost estimates for the projects were due to some changes in the scope/design of the projects and the fact that an inflation factor hadn't been built into the estimate previously provided. The 2019 cost for the Pleasant View Road project decreased by about \$3 million due to the use of grading rather than a retaining wall for the section by the quarry. The 2019 cost of the CTH M project went down by about \$1.6 million due to the shortening up of the limits on the west side to Oncken Road. The inflation adjustment offset some of these cost decreases. The inflation adjusted cost is reflected in the table with both projects being funded at 58.5%. Schaefer also noted a revision to the cost of new low-floor diesel buses as a result of the VW settlement funding. He also mentioned that the MPO would be soliciting a second round of applications for section 5310 program funding based on interest from several organizations.

Schaefer stated that three comments were received on the draft TIP, including one from the City of Middleton, which was concerned about the decrease in MPO funding for the Pleasant View Road project.

Doug Wood asked about the status of the stormwater component of the University Avenue project. Schaefer said a meeting was scheduled with FHWA staff for late October to discuss the eligibility of the work for

federal transportation funding. He said a resolution about the project needed to be reached by early next year in case some or all of the funding needed to be reallocated to another project, but at this point Madison was still planning to move forward with the road work portion even if the stormwater component was deferred.

Lynch moved, Minihan seconded, to approve Resolution TPB No. 158 adopting the 2020-2024 TIP with the changes in the addition/correction sheet. Motion carried.

**6. Approval to Release for Public Review and Comment Proposed Amendment to Regional Transportation Plan 2050 and to 2020-2024 TIP to Implement Dynamic Part-Time Hard Shoulder Use on the Beltline, Modifying the Scope and Cost of the Currently Programmed Beltline (Whitney Way to I-39/90) Project to Add ITS and Other Improvements**

Brandon Lamers, WisDOT Southwest Region, provided a presentation and update on the status of the proposed project to implement Dynamic Part-Time Hard Shoulder Use (DPTSU) on the Beltline. Since his May 2019 presentation to the Board, Lamer explained that WisDOT has continued to gather more information from other states and FHWA, and has engaged key stakeholders. An estimate of the additional cost to implement the ITS and other improvements necessary to allow for hard shoulder running has also been developed. He stated that Alternative 1, which would include resurfacing of the Beltline without implementing DPTSU would cost approximately \$49 million, while Alternative 2, which would include DPTSU, would cost approximately \$65 million, and result in significant travel time and reliability benefits. WisDOT is now preparing to move forward with the project, and will be participating in a scenario planning meeting with first responders later in October.

Lamers then answered Board member questions. Lynch noted that hard shoulder usage could help the Beltline mainline, but questioned what improvements WisDOT planned for the interchanges. Lamers replied that additional crossings and interchange improvements would be looked at within the Beltline PEL study and subsequent EIS. Lynch also asked if use of the shoulders would be actively monitored, and Lamers replied yes, a person in the state Traffic Management Center would be monitoring video at all times that the lane is open so that the shoulder could be closed to traffic quickly in the event of an incident. Wood noted Monona's continued concern with potential safety implications over the Yahara River Bridge in particular, and expressed skepticism that a narrow shoulder wouldn't result in any safety concerns. Wood also noted that the AM Eastbound traffic would initially see an increase in travel time and asked the reason for this. Lamers explained that it would initially pull some traffic off of other roads, such as Stoughton Road. Bergamini asked if the gantries that would operate the shoulder would be able to close other lanes of traffic. Lamers responded no. Heck asked if narrowing the normal travel lanes from 12 feet to 11 feet would result in any safety issues. Lamers responded that it did not impact crashes in the IHSDM modeling. Lynch added that the Twin Cities has roads with narrow shoulders. Foster questioned the overall safety message. The presentation said hard shoulder running wouldn't increase crashes, but one of the project rationales was that it would increase safety. Michael Hoelker explained that overall, it would not make severe crashes worse, and would improve minor fender-bender type crashes. He said the Beltline would draw more traffic, improving safety in other corridors so the overall safety benefit is positive along with the reduction of more severe congestion related crashes (typically read end).

Schaefer explained that an amendment to the Regional Transportation Plan (RTP) and TIP are required as the project is considered regionally significant due to the additional capacity it will provide. This requires a public notice and public hearing.

Minihan moved, Wood seconded, to release the proposed major amendment to the RTP and 2020-2024 TIP for public review and comment. Motion carried.

**7. Presentation on Madison East-West Bus Rapid Transit (BRT) Planning Study**

Dave Trowbridge, City of Madison Transportation, provided an update on the BRT study, including information on the current "working preferred alternative." He noted a few potential issues with the current

working alternative, including pedestrian accommodations, the potential loss of parking, and routing issues in the downtown and on the west side. The routing for those two areas has not yet been finalized. A public meeting was held September 26<sup>th</sup>, and there will be another meeting October 29<sup>th</sup> focused on the downtown routing. The City is hoping to have an alternative selected by the end of the year and then submit an application to FTA to enter project development or final design, with service beginning in 2024. Trowbridge also shared information about the MetroForward initiative proposed by Mayor Rhodes-Conway, which would introduce a new wheel tax that would help fund transit improvements, including BRT.

Bergamini noted that historically the city has planned to propose a greater percentage of local share funding to be more competitive for grant funding. Lynch noted the difference between competitive and formula funding and that the BRT project would be the latter. Baldeh asked about consideration of service feeding into the BRT. Lynch noted that the MetroForward initiative would include funding for a consultant contract to study ways to optimize the transit system and routes. The initiative would include increased service frequency on the south side and better north-south connections.

#### **8. Resolution TPB No. 159 Approving Amendment to the 2019 MATPB Work Program and Budget**

Schaefer explained that the 2019 Work Program included funding for consulting services and data for the regional travel model project and to implement other recommendations of the Strategic Work Plan to improve the MPO's analysis tools and data, along with funding for the rebranding project. In large part because the MPO was able to use additional carryover funding from 2018 for the travel model project due to staff cost savings, the 2019 funding allocated to the model project was not fully utilized. This resolution would allow the MPO to carry over funding for the marketing and rebranding project, model update process, and StreetLight data and analytics platform subscription next year.

Wood asked if the carryover funding was due to staff savings, how would these items be paid for in the future if carryover funding was not available. Schaefer replied that these would be one-time costs.

Baldeh moved, Wood seconded, to approve Resolution TPB No. 159 amending the work program. Motion carried.

#### **9. Review of Draft 2020 Unified Planning Work Program (UPWP)**

Schaefer gave a brief overview of the draft 2020 UPWP. The UPWP is scheduled for adoption at the November meeting. He noted that major work activities would include:

- The travel model update
- Updating the growth forecasts for the next RTP update with CARPC and City of Madison staff
- Other work gearing up to begin the next RTP update in 2021
- Updating the Congestion Management Process (CMP)
- Updating the Transit Development Plan (TDP)
- Expanding the TDM program, with new initiatives such as targeting new residents and outreach to more businesses and community groups

#### **10. Review and Recommendation on Draft 2020 MPO Budget**

Schaefer explained that MATPB's budget is part of the city of Madison's operating budget since the city is the MPO's fiscal agent and provides most of the local share funding. The MPO Board approves the Work Program outlining the planning activities to be undertaken; however, the city approves the budget. Staff always presents the budget to the board for a recommendation to the city. He noted that the 2020 budget is 2.5% higher than 2019, reflecting an increase in federal planning funds. This increase will cover the higher rent costs that the MPO will incur, funding for consultant services, and staff raises.

Optiz asked which other communities contribute to the MPO local match. Schaefer responded that Fitchburg, Monona, and McFarland contribute their full share, and Sun Prairie started provided partial funding this year.

Wood noted the conversation from last year about asking other communities to contribute. Schaefer said this hasn't been productive in the past, but he would plan to do so next year.

Stravinski moved, Wood seconded, to recommend the draft 2020 MPO budget for approval. Motion carried.

#### **11. Status Report on Capital Area RPC Activities**

Stravinski noted that there was a public hearing on the CARPC budget, which was approved. He also noted that CARPC approved two Urban Service Area amendments, one in Verona and one in the village of Dane. He mentioned an issue that came up with the Verona amendment based on MPO staff's comments regarding the upgrade of Country View Drive, which serves as a "backdoor" entrance to Epic. The street improvement project is no longer planned to move forward.

#### **12. Announcements and Schedule of Future Meetings**

The next MPO Board meeting will be held on November 6<sup>th</sup> at 6:30 pm at the Madison Water Utility.

#### **13. Adjournment**

Baldehy moved, Bergamini seconded, to adjourn. Motion carried. The meeting adjourned at 8:36 PM.