1. **Roll Call**  
*Members present:* Phillips, Stouder, Dunphy, Violante, Koprowski, Paoni, Bisbach, Hall, Clark, Scheel, Stauske, Stephany, Gritzmacher (for Semmann), Larson, Holt (for Sayre)  
*Members absent:* Beck, Tao, Hessling, Even, Batuzich, Wheeler  
*MPO Staff present:* Schaefer, Lyman  
*Others present:* A. Rahman, M. Hoelker

2. **Approval of September 25, 2019, Meeting Minutes**  
Stauske moved, Dunphy seconded, to approve the September 2019 meeting minutes. Motion carried.

Lyman provided an overview of the proposed revisions to the policies and scoring criteria for STBG Transportation Alternatives Set Aside Program (TAP) Projects. The proposed revisions to the scoring criteria are primarily the result of switching “project readiness” from a scoring criterion to a screening criterion, and reallocating the 15% of points it represented. The justification is that a project should not be considered for funding unless it is likely to be ready to move forward. Appropriate year-round maintenance of the facility was also changed to a screening criterion. He mentioned that comments and suggestions on potential revisions were solicited from member organizations of the JUST Bikes Coalition, which is composed of organizations working to reduce bicycle transportation inequities in the Madison area. The scoring criteria of other MPOs, including those MPOs representing communities which have been certified as Platinum-level Bicycle Friendly Communities, Metropolitan Council (Minneapolis/St. Paul), and WisDOT SW Region were also considered in drafting the proposed revisions. A brief discussion followed.

Stauske moved, Larson seconded, to recommend that the MATPB adopt the draft revisions to policies and scoring criteria for STBG Transportation Alternatives Set Aside Program Projects. Motion carried.

4. **Update on Proposed Amendment to Regional Transportation Plan 2050 and 2020-2024 TIP to Add Beltline (Whitney Way to I-39/90) Dynamic Part-Time Hard Shoulder Use Project**  
Hoelker, WisDOT Region staff, presented a brief synopsis of the purpose, need, and timing for the Beltline project, and discussed the alternatives of only doing the resurfacing versus also incorporating the Dynamic Part-Time Shoulder Use (DPTSU) component. The project is necessitated by deteriorating infrastructure and traffic congestion, which occurs during peak periods and intermittently due to incidents or special event traffic. Environmental review and documentation is in process and a draft is expected to be completed soon with final design starting next year.

The possibility of limiting use of the shoulder to High Occupancy Vehicles (HOV) has been raised. There has been confusion about the legality of the designation of HOV lanes. It is allowed. It is tolling that is not enabled by Wisconsin state law. However, WisDOT staff reiterated that only 10-12% of vehicles on the Beltline have two or more passengers. Only a fraction of those vehicles would likely use the shoulder since over 50% of vehicles are only on the Beltline for four interchanges or less. Therefore, there is not enough to justify an HOV lane. Hoelker stated that
WisDOT staff have been working with first responders to alleviate their concerns, and that they are now in support of the project.

Hoelker said that state traffic control center staff would monitor the volume and speed of vehicles, using detection and cameras to identify situations when the DPTSU should be enabled or disabled. There has been discussion of traffic volume impacts after initiating the use of DPTSU. It was noted that in the case of the Beltline, travel modeling shows reduced volumes on CTH PD, Broadway, and East Washington Avenue with those vehicles travelling on the Beltline instead. Due to the short distances traveled by the majority of vehicles on the Beltline, WisDOT staff does not see potential for significant induced demand following the completion of the project.

Stauske moved, Dunphy seconded, to reaffirm that the committee recommends that MATPB adopt a major amendment to the RTP and 2020-2024 TIP to add the Dynamic Part-Time Hard Shoulder Use component to the Beltline project. Motion carried.

5. **Presentation on Annual Transportation Performance Measures Report**

Schaefer presented on selected performance measures from the Annual Transportation Performance Measures Report. He explained that some of the performance measures are used because they are required by FHWA or FTA, although not all are useful for the Madison area. Travel Time Reliability on NHS Routes was called out as one of these measures, as FHWA requires that the peak AM and PM periods used for these measurements be a four-hour period, which does not describe conditions during the much shorter peak travel period in Madison.

There was discussion about the various methods of measuring pavement condition. Schaefer explained that the performance measure required to be reported by FHWA does not produce logical results. Part of this is that only part of the data for the measure (International Roughness Index) is available now. Therefore, MATPB staff are continuing to also report and map pavement condition based on the measure WisDOT and local agencies have historically used (PCI/PASER).

6. **Committee Member Reports**

Koprowski: Construction is essentially complete on the section of Verona Road south to CTH PD, with three lanes open in both directions. He asked whether any communities were planning to apply for funding through TAP (none mentioned a project) or through MLS (Fitchburg, Sun Prairie, and Dane County representatives indicated that they are). He noted that the state Transportation Projects Commission (TPC) would be meeting soon for the first time in several years to provide an update on projects and studies.

Gritzmacher: Veridian has broken ground on the first phase of the McCoy Addition to Smith’s Crossing, which includes 109 single-family lots and one multi-family lot on 46 acres. The second phase has been platted and approved, but construction has not yet begun on that phase.

Stouder: New land use planning efforts are getting underway in the BRT corridor, notably for the East and West Towne Mall areas and the Oscar Mayer site (where satellite bus facility is planned), as well as for South Madison.

Bisbach: The Fish Hatchery Road project bids were opened, with lower costs than the previous round of bids, though still high. Construction is planned for the spring of 2020.

Holt: Verona is seeking a new Planning Director; applications are being sought until mid-December. The Whispering Coves development was approved for 209 single family residences, pending meeting conditions of approval, which include a developer’s agreement.

Hall: Hooper Corporation is moving to a new location near Williamsburg Way, north of STH 19. They will be installing the infrastructure and connecting Pederson Crossing Blvd. to STH 19.
Village and Hooper will be installing signals at the intersection of the extended Pederson Crossing Blvd. with STH 19 and Williamsburg Way.

Dunphy: A public information meeting on CTH M was held in early November. There was good turnout, but few people spoke. Schaefer said comments were made that that a regional solution is needed in this corridor, unaware that this project is a phase of the identified regional solution to east/west travel in northern Dane County. Dunphy said CTH P from CTH K to USH 12 and CTH S from Pioneer Road to CTH P were opened last week.

Rahman: WisDOT is working on two major forecasts, one for Stoughton/USH 51.

Phillips: CTH M (Valley View to Cross Country) construction was complete with all lanes open. Punchlist work in spring. Storm sewer repair on Raymond Rd continued. There is soil intrusion into the cracked storm sewer pipe, as deep as 25 feet. E. Johnson St (Baldwin to First) construction will be completed around the end of November. Cottage Grove Rd (North Star to Sprecher) will be let Dec 10 with construction in 2020. Gammon Rd & West Towne Path underpass will also be let on Dec 10 with construction 2020. University Ave (Shorewood Blvd. to U Bay Dr.) project 30% plans were complete; working on Environmental Documentation & DSR. A public involvement meeting is scheduled for Dec 17. PSE is scheduled for August 2020 with construction in 2021. City is considering 2022 construction due to need to acquire VA property & conduct storm water analysis. He said the project will not include the drain pipe to Lake Mendota under Blackhawk Country Club as this project is too expensive ($30 million) for potential funding sources that have been identified. Pleasant View Rd (USH 14 to Mineral Point Rd) Phase 1 work on 60% plans continues; geometry has been approved. Working on Environmental Documentation & DSR with construction scheduled in 2022-23.

7. **Staff Report**

Schaefer discussed the HSIP and TAM Performance Measure Targets, which need to be adopted annually. MATPB continues to adopt and support the statewide targets rather than developing local targets. Lyman provided an overview of the four applications received in the second round of Section 5310 Program project solicitation, and the tentative ranking of those projects based on the scoring committee’s work. Schaefer provided an update on the MPO and TDM Program Rebranding Project, with contractor interviews underway and selection expected to take place in late November.

8. **Next Scheduled Meeting Date**

The next scheduled meeting is Wednesday, January 22, 2020 with the following meeting on Wednesday, February 26, 2020.

9. **Adjournment**

Violante moved, Stauske, seconded, to adjourn the meeting. The meeting was adjourned at 3:30 p.m.

*Minutes recorded by B. Lyman and B. Schaefer*