1. Roll Call/Introductions

Members Present: D. Hoffert, G. Rylander, T. Stoebig, R. Williams
Staff Present: W. Schaefer, D. Kanning
Others Present: Kristofer Canto

2. Approval of March 18, 2015 Meeting Minutes

Deferred due to lack of a quorum.

3. Staff Reports

Schaefer reported that the Metro Transit on-board survey had been completed. The consultant is processing the collected trip data to create an origin-destination matrix. 6,000 trips were recorded in the survey. Rylander noted that having such a large sample will reduce the survey’s margin of error.

Schaefer updated the committee on the status of the MPO’s RFP for transit modeling services. Staff has selected a consultant for the project to make improvements to the model to better estimate transit ridership and prepare for the next phase of BRT study. A contract needs to be finalized and signed before work can begin. Some of the things to be improved will be bus speeds and an in-depth look at trips to/from the UW campus since they comprise half of all Metro Transit trips. Schaefer reported that MPO Board members Matano and Opitz were appointed to the BRT Intergovernmental Oversight Committee. The first meeting probably won’t take place until the fall. The committee will guide the next phase of BRT implementation, known as pre-project development. Funding will be provided by the leftover Transport 2020 study funds use of which is overseen by a three party consortium of the city of Madison, Dane County, and WisDOT.

Schaefer reviewed the upcoming Regional Transportation Plan 2050 work plan and schedule. The MPO is partnering with CARPC to do a values-based survey, planned for September and October. The MPO will fund 1/3 of the survey costs, since transportation issues will be addressed in the survey questions. Rylander commented on the difficulty of planning for the year 2050 due to major changes to transportation that are forthcoming, such as connected and driverless vehicles that will greatly impact vehicle use, roadway capacities, and other things. Williams commented that unstable government funding could also affect plan implementation.

Schaefer provided an update on the Active Living Places Index project. Some adjustments are being made to how important destinations are categorized and scored based on research done on the topic. Somewhat different scoring and categories will be used for children and elderly. The tool will be used by CARPC for engaging the public on the issue. One Madison neighborhood, a large suburb, and a small village will be chosen for this outreach work using the tool.

Schaefer said the ITS Plan is scheduled to be completed within the next two months. Stoebig asked if the 911 Center has been involved. Schaefer said the center has participated, and that inter-agency data sharing and coordination is a key component of the plan. Two workshops and one advisory committee meeting have been held. Rylander said the consultant demonstrated success at building and repairing bridges between entities prior to being selected. The plan will use a Systems Engineering approach, in accordance with federal guidelines, so that future ITS projects are eligible for federal funding. Williams asked if the plan addresses transit signal priority for BRT. Schaefer said
yes, noting that transit signal priority is a requirement for federal funding if dedicated lanes are not provided for at least 50% of the BRT routes.

Schaefer reported that all members who wished to remain on the MPO Policy Board were reappointed. Schaefer said that the first MPO E-newsletter was recently sent out. It is also available on our website.

Schaefer reported that WisDOT has decided to implement a tiered Environmental Impact Statement approach for the USH 51 corridor study due to fiscal constraints. The state must demonstrate funding will be available for a project within six years of completing an EIS. Therefore, WisDOT is developing a short-term improvement option that doesn’t include expansion to four lanes of the entire corridor. He said the Beltline study was currently focusing on interchanges and other in corridor design configurations. Rylander commented that adding an additional lane will have a limited benefit, since weaving and merging are major causes of delay on the freeway.

4. **Review and Recommendation on the Draft Bicycle Transportation Plan for the Madison Metropolitan Area & Dane County**

Schaefer said that MPO staff has released a draft Bicycle Transportation Plan for review and comment. Staff has also made available an interactive map on the MPO’s website, which allows anyone to post a site-specific comment. Public meetings have been held in Middleton and Sun Prairie. Stoebig commented that he would like a safer route for bicycling around Lake Mendota. The committee discussed trail fees that have been implemented by Dane County. Schaefer said an environmental justice and health equity analysis was completed to identify deficiencies in facilities for these areas of concern. A public hearing is scheduled before the MPO board in August with potential adoption at that meeting depending upon comments received. The plan will be adopted by the city of Madison and hopefully the county as well.

5. **Review of Preliminary Draft Scoring and Listing of STP Urban Priority Projects**

Schaefer displayed a map of all previously approved 2016-2018 projects and proposed new 2019-2020 projects. He reviewed the scope of the projects. He noted that no applications were received for small-scale projects despite the new MPO policy to use 10% of funding for them. He heard from staff the reasons were insufficient time to develop any project proposals and tight budgets. Schaefer said the CTH PD (Nine Mound Road to CTH M) reconstruction and capacity expansion project will be dropped since no progress has been made on the project. The city of Verona chose not to apply for funding again, but plans to construct it incrementally as development occurs and right of way can be dedicated. The freed up money is proposed to be used to cover cost increases on the CTH M and Lacy Road projects.

Schaefer summarized the 2019-2020 priority projects and candidate future projects under two different funding scenarios, which will be reviewed with technical committee staff. Both scenarios include funding Johnson Street, McKee Road, and the University Avenue adaptive signal system projects. Alternative 1 would add the first phase of the Pleasant View Road (USH 14 to Greenway Blvd.) reconstruction and capacity expansion project while Alternative 2 would add the Mineral Point Road / CTH S (USH 12 to High Point Road) repaving, Atwood Avenue (Fair Oaks Ave. to Cottage Grove Road) reconstruction, and Cottage Grove Road / CTH BB (North Star Drive to Sprecher Road) reconstruction and capacity expansion projects. He said the choice would likely come down to a determination of whether Pleasant View Road would be ready for construction in 2020.

Rylander commented on the number of projects with scores within 1-3 points and suggested they were all of relatively equal priority given the qualitative nature of many of the scoring categories.
6. **Review of Draft MATPB Public Participation Plan**
   Item deferred until the next meeting.

7. **Committee Member Reports**
   None

8. **Next Meeting Date**
   The next meeting date is scheduled for Wednesday, September 16, 2015.

9. **Adjournment**
   The meeting was adjourned at 7:00 pm.

*Notes were recorded by W. Schaefer and D. Kanning*