1. Roll Call

Members present: Mark Clear, Steve Flottmeyer, Ken Golden, Tim Gruber, Steve King, Al Matano, Ed Minihan, Mark Opitz, Robin Schmidt (arrived during Item 3), Steve Stocker

Members absent: David Ahrens, Chuck Kamp, Jerry Mandli

MPO staff present: Philip Gritzmacher, Bill Schaefer

Others present in an official capacity: Ryan Mayer (WisDOT SW Region office), Diane Paoni (WisDOT Central office)

2. Approval of February 1, 2017 Meeting Minutes

Moved by Clear, seconded by Stocker, to approve the February 1, 2017 meeting minutes. Motion carried.

3. Communications

- Letter from Schaefer to Wisconsin Department of Transportation (WisDOT) requesting additional time to comment on the Beltline/Interstate Interchange Study and requesting a presentation to the board on the study. He said that he had not received a response yet.

- Letter to Capital Area Regional Planning Commission (CARPC) regarding an urban service area amendment submitted by the City of Sun Prairie. He explained that MPO staff has not historically reviewed urban service area amendments with the board; however, he would like to do so from now to get board feedback, if the timing works.

Schaefer explained that the amendment would add service to an industrial development off Reiner Road, just south of the USH 151 interchange. Staff comments advise that the amendment is generally consistent with the goals and policies of the draft regional plan, but recommend a path connection to the development from the west, narrowing the width of the entrance road by removing parking to reduce wetland impacts, and removing bike lanes from that segment in favor of having sidewalks on both sides of the street.

Golden said that he was happy to see the urban service area amendments presented to the board and believed that this would bring the two entities closer together. He then explained that CARPC is now required to take action on urban service area amendments within 90 days – a difficult time constraint to meet on controversial amendments. He then requested that the MPO take a longer-range approach to commenting on the amendments than has been taken in the past. Finally, he explained that CARPC recently discovered that they are able to require certain transportation improvements as part of the urban service area amendments – meaning MPO staff comments are going to be more significant now than they have been in the past. Golden then commented on the amendment, suggesting that it needed a high level of scrutiny due to potential future capacity constraints of the corridor. He recalled that the roadway might not have been designed to accommodate the amount of traffic that it will ultimately need to due in part to the big-box retail development that has taken place in recent years. He asked staff to evaluate this as well as how the development would be served by future transit service.

Stocker said that the city of Sun Prairie was beginning work on an updated comprehensive plan to ensure that issues like this do not happen again in the future. He then said that the city council discussed corridor design issues at its most recent meeting. The council would like to improve sight lines, reduce curves, and add a bike path parallel to Reiner Road. Opitz commented that the 8-foot paths in the site plan were sub-standard. Schaefer said that he mentioned that in his response to CARPC.
• Letter from WisDOT approving amendment #1 to the TIP that the board approved at the February meeting.

• Letter from WisDOT indicating the agency was canceling the Tier 1 Environment Impact Study (EIS) for the Interstate 39/90/94 project. Schaefer indicated that funding constraints are likely the reason that the EIS was canceled. Stocker asked if all meetings related to the study had been canceled and Schaefer said yes.

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

   None

5. Public Hearing on the Draft Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area

   Schaefer provided a presentation on the RTP 2050. He explained that the presentation was similar to an executive summary of the plan – walking through each chapter while presenting key facts, figures, and maps.

   During the presentation, Golden asked if RTP 2050 incorporated the scenarios from the *Madison in Motion* (MiM) plan. Schaefer said that MiM had two scenarios – one which assumed 60% of growth occurred in the periphery with the rest infill/redevelopment and another that was the inverse of that. The RTP assumed about 50% of the city of Madison’s growth occurred in the periphery and 50% infill, similar to the more recent trend. For suburban communities, future urban development area (FUDA) plans and local comprehensive plans were used as the basis for growth allocation. Golden requested that information on the basis for the growth allocation be included in the plan, referencing some of these plans. Schaefer agreed to do that.

   Golden also asked for improved references to the loss of paratransit funding due to cuts in the Medicaid Waiver program to be added to the plan. Schaefer said that a recommendation was added related to this issue, but the more appropriate place to go into detail about this issue would be the Transit Development Plan, which will be updated over the next year.

   Upon completion of the presentation, Matano called the public hearing to order. No members of the public sought to testify.

6. Presentation on the Highway Safety Improvement Program and Recently Approved WisDOT Safety Projects to Install Median Guardrails

   Ryan Mayer, a safety engineer with WisDOT’s Southwest Region office, gave a presentation on the basics of Highway Safety Improvement Program (HSIP). He explained that the program focuses on projects that reduce the number and severity of crashes in areas that have a demonstrated need.

   Schaefer asked if the program is just for state highways. Mayer responded that there is a rural road subprogram for county highways as well. He said that HSIP funding is available for all levels of government; however, WisDOT doesn’t receive many applications from local governments. He said he would be willing to help any local government officials that were interested in applying for funding. Schaefer asked if right of way acquisition costs are eligible for HSIP funding. Mayer said that while it is possible, they usually do not use federal funding on right of way acquisition costs due to federal real estate acquisition rules. However, WisDOT is usually willing to fund those costs with state revenues.

   Mayer then presented information on cross-median crash initiative projects – barriers that reduce the severity of crashes that occur across medians. Matano said that the cross-median crash initiative project was pertinent in light of recent MPO discussions and the STH 30 crash. He asked if this project had been initiated by the state based on a data-driven analysis. Mayer said that it was, explaining that the program has a budget of $31 million per year for projects and that WisDOT picked projects if local governments didn’t utilize all available funding.
Stocker said that he was surprised at the cost of cable guard barriers which were $100,000 per mile. He then asked if concrete barriers were more expensive. Mayer said that they were significantly more expensive, particularly because of grade issues. He explained that medians have to be level with the roadway to be effective. This, in effect, means that the median must be paved and that curb and gutter must be added to the road.

Mayer then addressed STH 30, saying that cable guard barriers cannot be utilized along the corridor because the median is too narrow. He said that a double-faced thrie-beam would have to be used. This would eliminate the need to pave the median and is a similar cost to cable guard barriers. Golden asked if stormwater facilities can be funded with HSIP funds if a median needs to be paved. Mayer said that they could be funded if it is determined that the median must be filled in.

7. **Approval of Cooperative Agreement for Continuing Transportation Planning for the Madison, Wisconsin Metropolitan Area Between WisDOT, MATPB, and Metro Transit**

Schaefer explained that the cooperative agreement for continuing transportation planning is between the MPO, WisDOT, and Metro (as the major transit operator). The agreement, required by federal law, is a revised version of the previous 2008 agreement. This version adds provisions to address new federal requirements, specifically:
- performance-based planning and monitoring;
- maintenance of a Title VI program; and
- annual preparation of a list of obligated projects.

The agreement specifies the roles of each of the agencies in the planning process.

Schaefer said that he was still seeking an answer regarding how the agreement should be executed. He wasn’t sure who should sign the agreement on behalf of the MPO and Metro and whether a city resolution was required first. Golden asked why CARPC wasn’t addressed in the agreement. Paoni explained that the agreement is federally required to define the funding and relationships between state DOT’s, MPOs, and transit agencies and does not include RPCs unless they have MPO responsibilities, it is not part of the agreement. She said that pass-through monies can be addressed in the MPO work program.

Moved by Opitz, seconded by Golden, to approve the agreement.

8. **Brief Update on Modification to Membership and Voting Structure of the MATPB Technical Coordinating Committee**

Schaefer explained that the MPO technical coordinating committee discussed and made a recommendation to modify the membership and voting structure. Five of the eleven suburban community members would be designated as alternatives, and the pairing of the communities with ½ votes for each would be eliminated. This would solve the quorum issues the committee has had while still allowing for participation by more communities. He said that he will present revised operating rules to codify this change to the board for action at the next meeting.

9. **Status Report on Studies and Plans Involving the TPB**

Gruber said that he attended a presentation by the State Smart Transportation Initiative regarding the conversion of Stoughton Road /USH 51 into an urban boulevard, rather than an expressway. He said that he would forward the presentation on to the rest of the group. Schaefer said there were no significant updates on the other WisDOT studies. Gruber remarked that the *Madison in Motion* plan recently passed the City of Madison Common Council with a unanimous vote without debate. Schaefer said that the prioritized list of planning projects stemming from the plan included many MPO-aided efforts. He said that he would share those efforts with the board as they come up.
10. Discussion of Future Work Items

Schaefer said that the household travel survey is still underway. The response rate was over 40% for the fall wave of surveys. The spring wave of surveys will be sent out in April. The AirSage O/D data continues to be reviewed. Schaefer mentioned that the City of Madison Common Council had on its agenda a resolution outlining recommended parameters for state RTA enabling legislation.

11. Announcements and Schedule of Future Meetings

Stocker said that the Dane County City and Village Association extended an invitation to the board to have a standing item on their agenda reporting on the MPO. He shared meeting location details and asked if anyone would be able to attend. Opitz said that he could attend.

Schaefer said that staff would have a number of meetings over the next week in support of the RTP, including meetings in Madison, Waunakee, and Sun Prairie. He encouraged board members to attend at least one of the meetings if they are available.

King said the City of Madison has a resolution to form a Department of Transportation and restructure its transportation committees going through committee review now. He said that he could provide an overview of the MPO-relevant changes at a future meeting.

Schaefer said that the non-Madison cities and villages are in the process of appointing members to the board. There are currently two openings and four nominees for the appointments.

The MPO Board will hold a joint meeting with CARPC Thursday, March 30, 2017, at 6:30 p.m. at the Madison Water Utility, 119 E. Olin Avenue, Rooms A-B.

The next regular meeting of the MPO Board will be held Wednesday, April 5, 2017, at 6:30 p.m. at the Madison Water Utility, 119 E. Olin Avenue, Rooms A-B.

12. Adjournment

Moved by Opitz, seconded by Schmidt, to adjourn. Motion carried. The meeting adjourned at 8:15 PM.