1. Roll Call

*Members present:* David Ahrens, Steve Flottmeyer, Ken Golden, Tim Gruber, Jerry Mandli, Al Matano, Ed Minihan, Mark Opitz, Robin Schmidt, Patrick Stern

*Members absent:* Mark Clear, Chuck Kamp, Steve King, Steve Stocker

*MPO Staff present:* Philip Gritzmacher, Bill Schaefer, Rob Phillips, Jacci Ziebert

2. Approval of September 7, 2016 Meeting Minutes

Moved by Schmidt, seconded by Golden, to approve the September 7, 2016 meeting minutes. Motion carried with Schmidt abstaining.

3. Communications

- Letter from WisDOT approving Amendment #4 to the 2016-2020 Transportation Improvement Program

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

None

5. Election of Officers

Moved by Ahrens, seconded by Gruber, to nominate Matano for Chair. Moved by Opitz, seconded by Mandli, to close nominations and cast unanimous ballot for Matano. Motion carried. Moved by Ahrens, seconded by Golden, to nominate King for Vice Chair. Moved by Schmidt, seconded by Golden to close nominations and cast unanimous ballot for King. Motion carried.

6. Resolution TPB No. 120 Adopting the 2017-2021 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Schaefer said the list of project changes and additions to the draft TIP included two relatively small funding changes to STBG (former STP) Urban funded Lacy Road and CTH M projects. He explained that the final design cost estimate for Lacy Road came in much lower than originally estimated in large part because of a change in the scope of the project that eliminated reconstruction of the Syene Road intersection at the eastern end of the project. The reason that the intersection was removed from the project was largely because of timing – the reconstruction involved a rail crossing and Syene is planned to be reconstructed in the near future. The intersection is planned to be reconstruction as part of the Syene road project. As a result of this modification, Schaefer said that staff is recommending reducing the federal funding for the Lacy Road project and shifting the remaining funding to the CTH M project.

Schaefer further explained that the CTH M project is currently over $1 million short of 50% federal funding (the MPO’s policy for maximum funding at the time approved) due to cost increases for the project. Staff is proposing to keep the federal funding for Lacy Road 7.5% over the 50% threshold in case the cost for the project is ultimately higher when it is let. This would ensure a minimum of 50% federal funding. The federal funding amount can’t be modified after the project is let. Schaefer said he spoke with staff from both communities about this and they were comfortable with this recommendation. The MPO technical committee approved this and the other project changes.
Schaefer explained that the WisDOT project change on the River Road bridge over the Interstate and the new project, roadway maintenance on USH 151, are due to cost and scheduling changes. The River Road bridge project was being advanced to construction in 2017. Proposed changes to City of Madison projects reflect the Executive capital budget. These include replacement of Metro’s electric bus procurement with a bus rapid transit project and pushing back the satellite bus garage project a year. Metro will apply again next year for TIGER funding for the satellite bus garage. If unsuccessful, Metro will request satellite bus garage funding as part of the planned Small Starts funding application for the first phase of the BRT project. These projects are not currently programmed as they rely on future discretionary federal funding. Schaefer said the changes also include two locally funded village of DeForest projects for which information was submitted.

Golden commented that from a procedural perspective he did not believe it was a good idea to include projects before they had been formally adopted by a local municipality. Schaefer explained that locally funded projects were included for informational purposes only. Golden said that he understood, but felt that the MPO should not add or change the timing of projects based on capital budgets that haven’t been formally endorsed by the community. Schaefer responded that neither the state nor county have approved their capital budgets either. He said this was necessary due to the required timing of approval of the TIP. The TIP can be amended if necessary in the case of federally funded projects and it is updated each year. Stern said that the out years do not matter anyway as those are subject to change each year so he didn’t think it was an issue.

Phillips, city of Madison Engineer, commented that it is most important for the MPO to approve federally funded projects so that communities could then modify their budgets as necessary based on that.

Schaefer reviewed the Section 5310 Enhanced Mobility for Seniors and Persons with Disabilities Program projects that staff has proposed funding. He said that the MPO receives an annual allocation of these funds and selects projects for this program much like the STBG (formerly STP) Urban and TAP programs. There is sufficient funding with some carryover funds to fund all of the project applications. The four projects include two ongoing project and two new projects. The ongoing projects are Metro Transit’s paratransit eligibility assessment and transit orientation program and Dane County’s mobility management program, which includes mobility training and a bus buddy program. The first of the new projects is a county project to help persons with developmental disabilities to use the regular bus system. This will become even more important to manage costs with the changes in FamilyCare. The second is the purchase of two accessible minivans for the City of Stoughton’s shared-ride taxi system.

Moved by Opitz, seconded by Stern, to approve the draft 2017-2021 TIP with the revisions in the addition/change sheet dated 9/28/16. Motion carried with Golden abstaining.

7. Review Preliminary Travel Forecast Modeling Runs for the Regional Transportation Plan 2050

Schaefer reviewed the results of travel forecast modeling runs that have been recently completed for the RTP. He explained that staff has been working with consultants to make improvements to the model, calibrating the model to auto speeds and improving the transit/mode choice component of the model. The modeling is used to forecast roadway segments where capacity enhancements need to be considered in the future to serve the forecast regional growth. The information will be presented at the next round of public meetings.

Schaefer reviewed the regional growth assumptions that went into the travel model. He said they reflect the trend over the last ten years in terms of how much growth in the city of Madison is infill/redevelopment and how much is occurring on the periphery. Schaefer explained that an iterative process is used for the modeling, starting with a scenario which includes only programmed capacity projects, planned new collector streets, and the recommended future transit system. Additional potential capacity projects are then added in other scenarios. The second scenario contained two of the major state highway projects currently being studied, Stoughton Road and the Beltline, and some other local arterials, most notably Pleasant View Road and the Reiner/Sprecher Road corridor. The third scenario adds the North Mendota Parkway and CTH Q. Schaefer reviewed some of the major traffic changes under the second and third scenarios.
Stern asked if Oscar Meyer’s closing factored into the modeling. Schaefer replied that the model assumes that the employment will be replaced by the 2050 plan horizon year. Golden noticed that Mineral Point Road was shown as congested in the future year scenarios and asked what assumptions were being made about the roadway, specifically if an extra all-purpose lane or BRT lane was added. Schaefer said that no capacity changes were assumed. He said the congestion levels are general and do not account for some details of the roadway such as the bus and right turn lane or other operational factors such as signal timing.

Golden asked about the assumptions in the model for the transit system. Schaefer explained that the entire planned transit system had been coded into the model for all scenarios – including the full BRT system, express routes serving suburban communities, local service frequency enhancements, new service for planned neighborhoods, and local route changes to accommodate BRT. Golden then asked if suburban communities had other service such as local circulator service in addition to the express service. Schaefer said that some suburban communities such as Verona and Sun Prairie had new all-day bus service, referring to the map. Golden then asked about the overall system-wide ridership. Schaefer said that ridership was fairly consistent across the scenarios – the total number of trips doubled and the transfer rate rose substantially due to the BRT system. Staff was still working with the consultant on some issues, including the transfer rate in the future scenarios and the express route ridership. Golden then asked if it is possible to extrapolate the number of buses needed to meet the future system demand to determine how big of a bus garage Metro would need to build. Schaefer said that was a good point. The model was not constrained in terms of transit capacity. He said that was an issue that could be looked at, but it would be difficult to estimate the number of buses needed.

8. Update on Other Regional Transportation Plan 2050 Activities

Schaefer gave the group the draft presentation that will be presented at the public meetings. While presenting, Stern asked if the BRT terminal stations were finalized locations. Schaefer said that the station areas were likely not to change much, but the initial segment and termini were not determined yet. Golden interjected that the initial segment and station locations were all undecided. He emphasized the initial project would be selected based on criteria that hadn’t been fully developed yet. Golden requested that Schaefer give the RTP presentation and a work plan presentation to CARPC. Schaefer said he was already scheduled to present at CARPC’s November meeting.

Gritzmacher presented the public engagement tools to be put on the RTP website. He explained how to use the Draft Chapter Review tool, explaining that it worked much like Track Changes in Microsoft Office. He then explained that the Budget Simulator and Project Review tools were nearly complete and would launch soon. Stern asked what the feedback from the tools would be used for. Schaefer said that the feedback will be documented in the report and would be considered, along with other feedback such as the survey data. The budget tool s a means of communicating the financial constrains that our region operates under and a fun way to engage people in the planning process.

Schaefer said he hoped board member could attend at least one of the meetings.

9. Update on Project to Conduct Household Travel Mail Survey to Supplement the National Household Travel Survey

Schaefer said that the MPO is partnering with the city of Madison to hire the University of Wisconsin Survey Center to conduct a supplemental household travel mail survey to the National Household Travel Survey. He explained that the survey was being conducted to expand the sample size of the NHTS that WisDOT purchased for the MPO area. This will ensure a sufficient sample size of transit and bicycle trips and also allow for cross tabulation of the data by different geographies and demographic characteristics. The data is very important in development of the travel demand model, which is calibrated to match the travel patterns in the survey. In addition, this data will be useful for performance measurement. He said that the questionnaire would be finalized this week and the fall sample will be mailed out in the coming weeks. In the spring, a
second sample will be mailed. Surveys will be sent to around 3,000 households with an estimated return rate of around 30%.


Schaefer introduced and reviewed the UPWP. Key projects highlighted included the completion of the regional transportation plan, the household travel survey, and performance measurement. Additionally, MPO staff will work with CARPC on *A Greater Madison Vision*, work with the City of Madison and other municipalities on implementing the ITS Plan, work with Metro Transit on implementing the Transit Development Plan, work with the city and Metro on the next phase of BRT study, and possibly conduct a highway jurisdictional study.

11. **Review and Recommendation on Draft 2017 MPO Budget**

Schaefer provided a brief summary of the budget.

Moved by Golden seconded by Opitz, to recommend approval of MPO budget. Motion carried.

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

Schaefer reported that WisDOT was continuing work on the Interstate 39/90/94 study between Madison and Portage. Results of an alternative corridor analysis were reviewed at the recent meeting. He also reported that the City of Madison recently had a public information meeting for their transportation master plan – Madison in Motion. Draft recommendations were reviewed.

13. **Discussion of Future Work Items**

None

14. **Announcements and Schedule of Future Meetings**

Matano said that there is a presentation on October 6 at 5:30 at the Madison Public Library for the book “Riding on the Bus with My Sister.”

Golden said that he planned on emailing an article to the board from the New York Times about a highway that was converted into a boulevard that may have applicability locally.

Schaefer said that the next meeting may include a presentation from WisDOT on the draft State Freight Plan. The work program will also be approved at the meeting, and staff will present feedback from the recent public involvement meetings. He recommended that due to the light agenda it would be a good meeting to have as an outreach meeting in another community. Matano recommended having the meeting in Waunakee. Golden recommended having CARPC provide a presentation on *A Greater Madison Vision* at a future meeting.

15. **Adjournment**

Moved by Schmidt, seconded by Golden, to adjourn. Motion carried. The meeting adjourned at 8:10 PM.