

**Greater Madison Metropolitan Planning Organization (MPO)  
February 1, 2023 Meeting Minutes**

[Virtual Meeting hosted via Zoom](#)

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Opitz called the meeting to order at 6:30 PM.

**1. Roll Call and Introductions**

**Members present:** Richelle Andrae, Phil Caravello, Paul Esser, Steve Flottmeyer, Barbara Harrington-McKinney, Tom Lynch, Jerry Mandli, Mark Opitz, Nasra Wehelie, Kristi Williams, Doug Wood

**Members absent:** Grant Foster

**MPO staff present:** Bill Schaefer, Colleen Hoesly, Bill Holloway, Ben Lyman, David Kanning, Dan Seidensticker, Zia Brucaya

**Others present in an official capacity:** Heather Stouder (City of Madison Planning Director), Pam Dunphy (Dane County Highway Deputy Commissioner), Tom Matthias (Town of Verona Supervisor)

**2. Approval of January 4, 2023 Meeting Minutes**

Williams moved, Wehelie seconded, to approve January 4, 2023 meeting minutes. Motion carried. Harrington-McKinney abstained.

**3. MPO 2023 Resolution No. 1 Commending MPO Manager William Schaefer on his Retirement after 25 Years of Dedicated Public Planning Service (originally scheduled for item #5)**

Opitz introduced Resolution No. 1, which was read by Stouder, Holloway, Kanning, Seidensticker, Lyman, Brucaya, Hoesly, and Opitz.

Lynch, Wehelie, Wood, Esser, and Opitz all expressed their thanks for Schaefer's service as MPO Director. Schaefer said that he appreciated kind words and the resolution.

Wehelie said that she would like to take the resolution before the City Council for approval, Harrington-McKinney said that she would like to cosponsor it. Stouder indicated that she would follow up with Wehelie and Harrington-McKinney to ensure that the resolution gets before the Council.

Wood moved, Williams seconded, to approve Resolution No. 1 Commending MPO Manager William Schaefer on his Retirement after 25 Years of Dedicated Public Planning Service. Motion carried.

**4. Communications**

- Invitation from WisDOT Southwest Region staff to the Local Officials Advisory Committee and Technical Advisory Committees to attend a kickoff meeting for the Stoughton Road South Segment Study.
- Email from Steve Steinhoff, Director of the Capital Area Regional Planning Commission (CARPC), providing a brief report on CARPC's recent activities.

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

None.

## **6. MPO 2023 Resolution No. 2 Approving Amendment No. 1 to the 2023-2027 Transportation Improvement Program for the Madison Metropolitan Area & Dane County**

Schaefer explained that the resolution incorporates two new projects and a technical correction to the bus stop study that the MPO is funding in the City of Fitchburg.

He noted that corrections will also be coming for two other projects the MPO is funding:

- The North Thompson Road project in Sun Prairie, which had been scheduled for 2024 and will need to be rescheduled for 2025, due to funding availability and real estate issues, and
- The John Nolen Drive project: funding was scheduled to be obligated in 2025 but that is being pushed to 2026 but this will not affect project construction, which is scheduled for 2026-2027.

Those changes will be taken up at a future Board meeting.

Esser moved, Andrae seconded, to approve Resolution No. 2 Approving Amendment No. 1 to the 2023-2027 Transportation Improvement Program for the Madison Metropolitan Area and Dane County.

## **7. Presentation on Annual Transportation Performance Measures**

Hoesly provided some background information on the MPO's performance tracking and the federal requirements for MPO performance measurement. She noted that the presentation would exclude Transit Asset Management (TAM) and Public Transit Safety Program (PTSP) measures, which were covered at the Board's previous meeting. She then presented data on the federally required safety measures (PM1). Holloway then presented on the federally required infrastructure measures (PM2), and Hoesly presented on the federally required system reliability measures (PM3).

Lynch asked about the methodology used to calculate the percentage of person-miles traveled on Interstate and non-Interstate NHS routes that are reliable. Hoesly explained the methodology used and noted that, while it appears the measure's use of a 4-hour peak period was geared towards larger metro areas, MPOs are not allowed to change how the measure is calculated although they may set their own target for the measure.

Schaefer said that he had spoken to WisDOT project manager about this issue when discussing the potential for future capacity expansion of the Interstate. He said that the reliability data shows that congestion is not normally a serious issue and that that should be kept in mind when considering expansion.

Holloway then detailed the MPO's supplemental performance measures.

Wood asked whether the declining percentage of pavement in poor condition shown during Holloway's portion of the presentation was due to methodological changes—the incorporation of rutting, cracking, and faulting, in the pavement ratings versus relying on international roughness ratings (IRI) only. Holloway said that it wasn't totally clear but that some of the change was likely due to the methodology change because with the incorporation of additional metrics, more road segments were being rated as "fair," neither good nor poor, relative historical ratings prior to 2020. Hoesly said that MPO staff would review the MPO's other main source of pavement data, PCI/PASER, and would follow up with Wood.

**8. MPO 2023 Resolution No. 3 Adopting Annual Federal Highway Safety Improvement Performance Measure Targets**

Hoesly explained that the resolution to adopt safety measure targets had been included as an item separate from the other performance measure targets because safety targets need to be updated on an annual basis, whereas targets for other measures only need to be revisited every other year.

She then reviewed the current and proposed safety targets, noting that the Madison MPO area did not meet any of the current targets in 2022. She noted that the Technical Committee had recommended that the MPO support the state targets.

Hoesly asked the Board whether they would like to adopt state targets or have the MPO set its own targets.

Schaefer noted, regarding VMT, that the MPO compared VMT data from StreetLight with count-based VMT data and that it tracked pretty closely. He said that the City of Madison's VMT was 14% lower in 2021 than it was in 2019.

Schaefer said he thought that, if the MPO wants to adopt its own safety targets, it would be better to consider that next year, after the completion of the Safety Plan.

Esser moved, Wood seconded, to support the state's Federal Highway Safety Improvement Performance Measure Targets. Motion carried.

**9. MPO 2023 Resolution No. 4 Adopting Federal Performance Measure Targets for Infrastructure Condition, National Highway System Performance, and Freight**

Hoesly reviewed the current and proposed targets and performance for the infrastructure (PM2) and system reliability (PM3) measures. She noted that the Technical Committee had recommended that the MPO adopt the state targets for all of these measures.

Lynch asked why the proposed targets for system reliability are increasing from their current levels, as our current targets are pretty high. Schaefer said that it appears that WisDOT had seen the state meeting its performance targets regularly and probably just increased it a bit.

Lynch said he had some concern that adopting increasingly stringent reliability targets might push WisDOT towards capacity expansion in the future, to meet the targets that the MPO has adopted. Hoesly noted that the targets and thresholds in the MPO's Congestion Management Process would likely have more weight in the consideration of capacity expansion.

Wood echoed Lynch's concern that MPO adoption of more stringent reliability targets could push WisDOT towards expansion projects.

Andrae suggested that language could be added to the resolution to document the MPO's concern, to make sure it is documented. Lynch suggested that whereas clause be included to indicate that the MPO realizes it may have to accept lower reliability standards in the coming decades. Opitz asked Schaefer to put together language to that effect to add to the resolution, and asked Esser if he would be open to including it. Esser said that he would be open to including it but did not quite understand why it was necessary. Lynch said that he was not sure it would be necessary but that it could be helpful.

Flottmeyer said that he did not believe WisDOT would be basing decisions on MPO performance

measure targets, and that it is not a significant issue.

Esser moved, Wood seconded, to approve MPO 2023 Resolution No. 4 Adopting Federal Performance Measure Targets for Infrastructure Condition, National Highway System Performance, and Freight, with the amendment suggested by Lynch. Motion carried, with Flottmeyer opposed.

#### **10. Report and Discussion on County Trunk Highway PD Expansion Project to Accommodate Expansion of Epic Systems Campus in Verona**

Tom Matthias, a Town of Verona Supervisor, spoke first. He said that, while the project passes through the Town of Verona, it is being built by a private company with oversight from the City of Verona, and that there is no Town oversight of the project.

Schaefer said that this project had come up very quickly, and had not been included in the TIP. He noted that it is planned to be constructed next year. It would expand CTH PD from 2 to 4 lanes between Shady Oak Ln and Country View Rd to accommodate increasing levels of traffic generated by an expansion of the Epic Systems campus. Schaefer noted that MPO staff's main concern with the project has to do with the intersections, particularly Shady Oak Ln, along the project length that lead into the new development that will be built in coming years on the north side of CTH PD. He said the Town's main concern has to do with process and that he had spoken with Pam Dunphy about the project and he found out that Dane County highway projects do not go through the County's Public Works and Transportation Committee, and are approved solely by the County Highway Commissioner. He noted that it is surprising to have projects of this size going through a process like this without the involvement of elected officials.

Wood noted that, at the request of two County Board Supervisors, the issue could be put on the County Board agenda, if that were desired. Andrae noted that she is on the County Board, and asked Matthias if he had spoken to any other Dane County Supervisors. He replied that he had previously spoken to Dave Ripp (District 29 Supervisor).

Wehelie, asked about the section of PD east of the project section. Schaefer said that the road east of the project location was expanded to 4 lanes not long ago to accommodate increasing traffic levels and that it is currently experiencing congestion issues in the project area, that the project is meant to remedy.

Dunphy said that no County funds are being used on the project, and that it is being treated the same way as any other similar situation, where increasing development necessitates capacity expansion.

Schaefer said he had spoken to City of Verona staff about extending Northern Lights road up to an intersection with Shady Oak, to alleviate the potential safety issues at the intersection of Shady Oak and PD.

Opitz said that he would encourage all local governments to include these types of projects in their TIPs, just to ensure that everyone is aware of them.

## 11. Report on New Census 2020 Madison Urban Area and Implications

Schaefer described the US Census Bureau's process of defining urban area boundaries, and said that they change their criteria from time to time. The City of Stoughton and the Village of Cross Plains have been removed from the Census designated Madison urbanized area. The Census designated urbanized area is what is used to determine population for the purpose of MPO funding levels.

Following adjustments of the Census designated urbanized area, the MPO determines the boundaries of its adjusted urban area. Next the MPO sets its planning boundary. The planning boundary affects functional classifications on roadways in the area. Areas within that boundary need to have their federally funded projects included in the TIP.

MPO policy has been to only fund projects located within the MPO's adjusted urban area boundary but the idea of allowing MPO communities outside of the urban boundary—the Village of Oregon, and now the City of Stoughton and the Village of Cross Plains—to receive funding has been discussed. However, the MPO should account for the fact that communities outside of the MPO's urban area boundary would be eligible to additional sources of federal funding.

Schaefer said that, despite the loss of some incorporated areas, the MPO will receive a significant increase in funding due to the increase in population within the newly designated urban area.

Lynch asked about some of the undeveloped pockets surrounded by urbanized areas in the MPO area. Schaefer said that those areas can be included in the MPO area.

## 12. Announcements and Schedule of Future Meetings

- City of Madison did not receive funding for their Safe Streets for All grant. Most of the available funding went towards planning grants, very few were awarded for implementation grants.
  - Hoesly clarified that, while the City did not receive the full amount it requested for infrastructure projects, it did receive a supplemental planning grant. Lynch noted that the City received about \$267,000 in planning grant funds. He said that he thinks the City is not as competitive for these types of safety grants because it does not have safety problems as serious as some other places. Hoesly added that she has heard that the application period for the next round of implementation grant funding could be June or could be September, and that a June deadline would make submitting an application difficult or impossible but that a September deadline would probably be doable.
- Board vacancies
- Presentation on Development of Dane County Electric Vehicle Charging Infrastructure Plan to be provided at a future board meeting.
- Presentation by WisDOT Staff on Interstate 39/90/94 (Madison to Wis. Dells) Study to be provided at May board meeting.
- Transportation Alternatives Program (TAP) project applications are due Feb. 3. We have about \$3.5 million to distribute to projects. The next board meeting agenda will probably include a review of the applications received and MPO staff scoring recommendations.
- Solicitation of Carbon Reduction Program (CRP) grants is anticipated in next 2-3 Months.
- CRP project evaluation criteria and updated STBG Urban Program policies will be reviewed at one of our upcoming Board meetings.

- The MPO recently unveiled the new RoundTrip Greater Madison TDM/rideshare program website, which includes a new platform for trip planning and ridesharing, and the MPO is in the process of promoting and marketing it now.

Next MPO Board Meeting: Wednesday, March 1, 2023 at 6:30 p.m.

### **13. Adjournment**

Williams moved, Wehelie seconded, to adjourn. Meeting adjourned at 8:15 p.m.