

**Greater Madison Metropolitan Planning Organization (MPO)  
August 2, 2023 Meeting Minutes**

Madison Water Utility, 119 E. Olin Ave, Conference Rooms A-B

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Opitz called the meeting to order at 6:32 PM.

**1. Roll Call and Introductions**

**Members present:** Richelle Andrae, Phil Caravello, John Duncan (joined during item #8), Pam Dunphy, Paul Esser, Derek Field, Steve Flottmeyer, Barbara Harrington-McKinney, Charles Myadze, Mark Opitz, Kristi Williams, Doug Wood

**Members absent:** Tom Lynch

**MPO staff present:** Alex Andros, Colleen Hoesly, Ben Lyman, David Kanning, Bill Holloway

**Others present in an official capacity:** Chris Petykowski (City of Madison), Mike Cechvala (City of Madison), Chris James (Dane County)

**2. Approval of June 7, 2023 Meeting Minutes**

Williams moved, Andrae seconded, to approve the June 7, 2023 meeting minutes. Motion carried.

**3. Communications**

- Letter of Support for Madison SS4A Grant Application
- June 14 2023 letter from WisDOT approving the TIP amendment approved by the MPO at the June meeting

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

None.

**5. Election of Officers**

Esser nominated Mark Opitz as Chair and Doug Wood as Vice Chair. Motion carried.

**6. MPO 2023 Resolution No. 8 approving Amendment No. 4 to the 2023-2027 Transportation Improvement Program for the Madison Metropolitan Area & Dane County**

Andros reviewed the TIP amendment additions and revisions:

- Employee Education and Training grant for Metro Transit
- Replacement Accessible Vehicle for Sauk County, Statewide Section 5310 grant
- Fixed Route and Volunteer Driver for Sauk County, Statewide Section 5310 grant
- Safe Streets and Roads for All (SS4A) planning grant for the City of Madison
- Advancing STBG-U funding obligation for Exchange Street project in McFarland from 2024 to 2023

Wood asked for clarification on the Exchange Street reconstruction project's construction schedule.

Kanning said that WisDOT will obligate the funding at the end of 2023, but that construction would still commence in 2024.

Williams moved, Harrington-McKinney seconded, to approve MPO 2023 Resolution No. 8 Approving Amendment No. 4 to the 2023-2027 Transportation Improvement Program for the Madison Metropolitan Area & Dane County as amended. Motion carried.

## **7. Review of Scoring and Potential Approval of Proposed Funding for Surface Transportation Block Grant (STBG) Urban Program Projects with FFY 2024-2029 Bipartisan Infrastructure Bill Funding**

Kanning stated that the MPO received 13 applications for this funding cycle. Ten are for roadway projects and three are for shared-use path projects. Kanning reviewed the proposed project scores and rankings. Next, Andros provided an overview of the potential funding scenarios.

Andros explained that MPO staff developed three potential funding scenarios for the July 26 Technical Coordinating Committee (TCC) meeting. Scenario 1 would fund the highest scoring roadway projects and highest scoring ped/bike project. Scenario 2 would fund the Glacial Drumlin Trail and highest scoring roadway projects. Scenario 3 would fund the greatest number of projects, regardless of project score. For each scenario, the Rideshare/TDM program and Madison's Ped/Bike Safety Education program would continue to be funded per MPO policy. After discussion, the committee developed and recommended Scenario 4, which would fund the Glacial Drumlin Trail and the highest scoring projects from Scenario 3: West Towne Path (Zor Shrine Place to S. Gammon Road); Windsor Road Path (Sunset Meadows Drive to N. Towne Road); Ph. 2 John Nolen Drive (Olin Avenue to Lakeside St.) Reconstruction; CTH MM/Rimrock Road (John Nolen Drive to Beltline Highway on/off ramps) Pavement Replacement; CTH MM / Rimrock Road (McCoy Rd to Beltline Highway on/off ramps) Pavement Replacement; O'Keefe Avenue (Reiner Road to Summerfield Way) Pavement Replacement; St. Albert the Great Drive (Broadway Drive to N. Bird Street) Pavement Replacement

Following the meeting, staff developed scenario 5, which would fund the Glacial Drumlin Trail project, the highest scoring roadway projects, and smaller projects to spread funding across a larger geographic area. Staff developed this recommendation as an alternative to scenario 4, which would allocate over half of the total available funding to path projects. Andros explained that staff supports adoption of Scenario 4 or Scenario 5.

Andros mentioned that staff received a comment from the City of Madison Transportation Department recommending that some STBG Urban funding be allocated towards the Glacial Drumlin Trail.

Opitz opened the discussion for public comment. Dane County Supervisor Jacob Wright spoke in favor of the Glacial Drumlin Trail project. Opitz opened the discussion to board members. The board discussed the funding scenarios presented by Andros. Esser expressed support for Scenario 4, which the TCC recommended. Andrae asked how often large projects are selected over small projects. Kanning responded that the majority of projects selected are considered large projects, but that the STBG-Urban Selection Process policy recommends that up to 10% of funding be awarded to small projects over time. Andros said that the MPO doesn't have a final allocation figure from WisDOT, but that we anticipate more funding than our current estimate. If the MPO receives additional funding, we will recommend a 65% federal funding share for projects, and perhaps add more projects. McKinney-Harris asked if consideration is given to projects that are more regionally-based that do not score as high. Andros said that the Board has broad discretion in choosing what projects to fund. Scoring is just one way to evaluate projects. Lyman stated that the Glacial Drumlin Trail did not score as high as the West Towne Path because there is a lower population density along this section of the Glacial Drumlin Trail. The trail is still important to the region, since its completion will ultimately extend a separated path from Lake Michigan to the Mississippi River. Wood said that the Board has considered the scores in previous funding decisions, but that funding decisions weren't solely based on scores. The scoring system isn't

perfect. If there are projects within a few points of each other, then the scores shouldn't be relied on heavily. He added that it was significant for Tom Lynch to support the Glacial Drumlin Trail project, with an awareness that this could move John Nolen Phase 3 out of consideration for funding. Field and Williams expressed support for the Glacial Drumlin Trail project.

Esser moved, Field seconded, to approve STBG Urban funding for the projects and at the amounts listed in Scenario 4 of the Project Funding Scenarios document, dated August 2, 2023 that was included in the meeting packet. Motion carried.

#### **8. Approval to Release Draft 2024-2028 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County for Public Review and Comment**

Kanning provided an overview of the Draft TIP. A public hearing on the TIP will be held at the Board's next meeting on September 6. Action on the TIP is anticipated at the Board's October meeting.

Wood moved, Williams seconded, to approve release of the Draft 2024-2028 Transportation Improvement Program for public review and comment. Motion carried.

#### **9. Initial Overview and Discussion on Adjustments to the MPO Urbanized Boundary**

Hoesly provided an overview of the forthcoming boundary adjustments that the MPO will need to propose in response to the updated urbanized area boundaries (UAB) released by the US Census Bureau. The adjusted UAB is important because the location of the boundary affects roadway eligibility for federal Surface Transportation Block Grant (STBG) funding, dividing STBG funds into STP-Urban and STP-Rural. The UAB is also a factor for Federal Highway Administration (FHWA) Highway Performance Monitoring System (HPMS) reporting.

The biggest changes between the MPO's current adjusted UAB (adopted in 2015) and the 2020 census-defined UAB are the loss of Stoughton and Cross Plains from the UAB. Since Stoughton has a population of over 5,000, it is now considered its own urban area, and cannot be included in the MPO's adjusted UAB. Cross Plains, however, is not considered its own urban area, and therefore could still be included in the MPO's adjusted UAB.

MPO staff are currently working on reviewing the census-defined UAB and proposed adjustments to the boundary. After consultation with the TCC and Policy Board, an initial draft of the proposed adjusted UAB should be complete this fall. The final adjusted UAB map must be approved by June 30th, 2024.

Esser asked if there are any drawbacks to including Cross Plains and Stoughton in the planning area boundaries. Hoesly stated that if a community is included in the urban area, it can only apply for STBG-Urban funding. If a community is located outside of the urban Area, but within the planning area, it can apply for both STBG-Urban and STBG-Rural funding. Dunphy said that the county uses STBG-Rural funds for roadway projects, and won't be able to use that funding for roadways that become part of the urban area. Esser asked if the entire county could be part of the planning area. Esser also asked if staff would be making a recommendation. Hoesly responded that this is a large process, and that the MPO will reach out to local communities to discuss policy implications pertaining to funding prior to making a recommendation. Wood said that it would be important to reach out to Cross Plains. Caravello stated that he would need to speak with City of Stoughton Planning Director Rodney Scheel about the boundary change options.

## **10. Review of MPO Operating Rules and Procedures and Public Participation Plan**

Andros described the significance of the Operating Rules and Procedures and Public Participation Plan. The Operating Rules and Procedures are what the MPO Policy Board and staff must adhere to. The Public Participation Plan is a required element of our Unified Planning Work Program (UPWP) and defines a process for providing citizens, affected public agencies, private transportation providers, users of the transportation system, and others with opportunities to be involved in our planning processes. It outlines the public participation goals and techniques to be used in the Greater Madison MPO's transportation planning and programming processes, with the goal of reaching regional agreement on transportation investments that balance roadway, public transit, bicycle, pedestrian, and other transportation needs. Andrae asked if we get good participation from the Citizen Advisory Committee. Hoesly responded that the board disbanded the Citizen Advisory Committee two years ago.

## **11. Discussion of Potential Future MPO Work Program Planning Activities**

Andros explained that the MPO is required to create a Work Program each year. It describes the work activities of the MPO to be performed in a subsequent calendar year and should reflect local priorities while ensuring that our work is consistent with federal and state requirements. Andros described the certain projects that MPO staff will work on in 2024, along with potential future projects. Lyman provided information on the Coordinated Human Services Transportation Plan, in response to Andrae's request for clarification on that work item. Field asked if there were any coordinated park-and-ride planning initiatives connected to BRT planning. Hoesly said that the MPO's RTP recommends that the MPO or local agencies pursue this. Myadze asked about bike facility planning on the north side of Madison. Staff directed his inquiry to the City of Madison for more specific bike infrastructure plans. Wood asked for additional information about the regional parking study. Hoesly said that this is a recommendation from the RTP, and may include curb space management for ride hailing and parcel deliveries in downtown urban areas. Wood suggested that the parking study provide guidance on best practices for residential parking ordinances since parking requirements can be a barrier to residential development. Harrington-McKinney asked for additional information about the Bicycle Pedestrian Facility Report. Lyman said that the MPO may conduct a review of ordinances that could potentially be enforced in a discriminatory manner and which limit mobility for minorities, such as jaywalking, trick bike riding, riding bikes on sidewalks, etc.

## **12. Status Report on Capital Area RPC Activities**

Andros provided an update on CARPC work activities, including recent Sewer Service Area amendments. Caryl Terrell was present and highlighted CARPC's work on the Regional Development Framework.

## **13. Announcements and Schedule of Future Meetings**

Next MPO Board Meeting: Wednesday, September 6, 2023 at 6:30 p.m. (Remote meeting via Zoom).

## **14. Adjournment**

Esser moved, Williams seconded, to adjourn. The motion carried. Meeting adjourned at 8:15 p.m.