

MINUTES
of the
Capital Area Regional Planning Commission

December 14, 2017

CCB Rm 351, 210 Martin Luther King Jr. Blvd, Madison WI

6:25 PM

Commissioners Present: Brad Cantrell, Lauren Cnare, Maureen Crombie, Mark Geller, Ken Golden, Kris Hampton, Tony Hartmann, Peter McKeever, Ed Minihan (departed 8:17pm), Larry Palm (Chair), David Pfeiffer, Bruce Stravinski, Caryl Terrell

Staff Present: Linda Firestone, Sean Higgins (arrived 6:33pm), Mike Rupiper, Steve Steinhoff, Tony Vandermuss (departed 8:10pm)

Others Present: 8 members of the public, including Bill Schaefer (MATPB)

Meeting sequence is in parentheses next to the item.

Background Documents

- a. (1) Mission-Vision Statements and Operating Agreements
- (2) Categories of Decision Making (revised November 2017)
- (3) Code of Conduct (revised November 2017)
- (4) Commissioner Committees (revised November 2017)

1. Roll Call

(1)

Chair Palm called the meeting to order at 6:25 PM. Quorum was established.

2. Consent Agenda

(2)

Mr. Golden moved to approve all items in the consent agenda; Ms. Cnare seconded. The motion passed on a voice vote.

a. **Approval of the Minutes of the November 9, 2017 CARPC Meeting (*actionable item*)**

b. **Report of the Executive Committee (*actionable item*)**

- (1) **Update on Revised Personnel Manual**
- (2) **Discussion of Authorization for Deputy Director to Execute Recurring and Non-Financial Agreements**
- (3) **Discussion of Commission Options When an Appointing Authority Does Not Keep Appointments Current**
- (4) **Approval of Revised CARPC Code of Conduct**
- (5) **Approval of Recommendations from the Ad Hoc Committee on Process for Reviewing Applications for Revision of Sewer Service Area and Environmental Corridor Boundaries**
- (6) **Authorization to Execute Agreements with USGS, City of Madison, and City of Middleton for Cooperative Water Resources Monitoring in 2018**
- (7) **Authorization to Execute Agreement with City of Madison for Transportation Planning Services from MATPB in 2018**
- (8) **Authorization to Execute Title VI/Nondiscrimination Agreement and Assurances with the Wisconsin Department of Transportation**
- (9) **Discussion of Execute Memorandum of Understanding with Dane County to Continue Receiving GIS Services from Aaron Krebs in 2018**
- (10) **Approval of December 2017 Disbursements and Treasurer's Report for November 2017**

3. Public Comment on Matters not for Public Hearing

(3)

No public members wanted to speak.

4. Report of Executive Chair / Discussion

(10)

Chair Palm reviewed the flowchart "Proposed Process for Plan Amendments in Dane County WDNR Water Quality Plan & Regional Land Use Plan" that was approved by the Executive Committee.

The Executive Committee tasked Chair Palm to write up a performance evaluation on Mr. Steinhoff. Chair Palm requested input and observations from the Commissioners before the next Executive Committee meeting.

5. Report of Directors

- (11) a. (1) Report of Deputy Director / Report and Discussion on Division of Community and Regional Planning Activities
(2) Report and Discussion on Division of Environmental Resources Planning Activities

Mr. Rupiper reviewed highlights from his report in the packet.

Mr. Steinhoff gave a presentation on AGMV scenarios development, which may be viewed at https://danedocs.countyofdane.com/webdocs/PDF/capd/BoardSync/2017-12/Item5a_ScenariosDevPresentation_121417.pdf

Discussion items included:

1. The need for housing in proximity to jobs, particularly lower-income housing;
2. Scenario names;
3. The number of scenarios;
4. Employment by choice;
5. The size of the workforce versus the aging and disability populations; and
6. The lack of local workforce training.

Chair Palm suggested that other comments be sent to Mr. Steinhoff, and invited Commissioners to attend the January 22, 2018, AGMV Steering Committee meeting.

6. Presentations and Discussions

- (5) a. Presentation from Kathy Lake (MMSD) on the WI Salt Wise Partnership

Kathy Lake from the Madison Metropolitan Sewerage District gave a presentation which may be viewed at https://danedocs.countyofdane.com/webdocs/PDF/capd/BoardSync/2017-12/Item6.a_WI_Salt_Wise_CARPC_121417.pdf

Mr. Rupiper stated he would like the Commission to become a more active partner and expand its efforts to communicate this issue.

Mr. McKeever suggested that the WI Salt Wise Partnership's home page show the logos of all the cities and communities which have participated in the partnership.

Mr. Golden made two suggestions:

1. Add some standard recommendations to USA amendments to convey knowledge about this issue to applicants; and
2. As the Partnership targets elected officials, (a) give them some standard information with links to videos, etc. that they can include in their newsletters; and (b) ask the officials for contact information of neighborhood associations.

Ms. Cnare asked, if a different type of de-icer was used, would communities end up in the same situation as they are right now with salt? Ms. Lake discussed the different types of de-icers and how they react to different temperatures.

- (7) b. Report of the Madison Area Transportation Planning Board

Mr. Stravinski spoke about the presentation of autonomous and connected vehicles and the connected vehicle project on Park Street.

Chair Palm stated there was also a discussion of the City resolution to support a new study of a potential new interchange on I-39.

7. PUBLIC HEARINGS (7 p.m.)

(8) a. **Adoption of Regional Transportation Plan 2050 Goals and Policies (*actionable item, supermajority of 8 votes required for approval*)**

Chair Palm opened the public hearing.

There were no registrants for the public hearing.

Chair Palm closed the public hearing.

Mr. Golden moved to adopt the Regional Transportation Plan 2050 Goals and Policies; Mr. Hampton seconded.

Mr. Steinhoff noted that, at the November CARPC meeting, staff was asked to review the RTB 2050 and identify areas that might relate to land use and planning. Mr. Steinhoff distributed a handout (see attached) and then reviewed the contents of the handout.

Mr. Golden asked Mr. Schaefer to review the RTP2050 as it focused specifically on salt use on highways.

Mr. Schaefer stated there were general recommendations that related to reducing the impact of salt on roads from both a design standpoint and an operational standpoint. The MATPB had talked to CARPC staff about participating in the chloride study. From a project selection criteria, it was an operational issue versus a design issue. The MATPB had criteria to deal with the environmental impact and ways which focused more on road design.

Mr. Golden suggested that the MPO become a sponsor of the WI Salt Wise Partnership, and give some thought whether and how more specific recommendations in the Plan and in any other MPO reports could better integrate this.

Ms. Terrell requested that "Water Quality" be added to the section "Reduce the Environmental Impact of the Transportation System" on page 4-9.

Mr. Schaefer stated that those types of issues are addressed in the performance measures. The question would be "Is there a water quality measure that relates significantly enough to transportation that could reflect this?" This can be researched.

A roll call vote was taken. Commissioners who voted "aye": Brad Cantrell, Lauren Cnare, Maureen Crombie, Mark Geller, Ken Golden, Kris Hampton, H. Tony Hartmann, Peter McKeever, Ed Minihan, Larry Palm, David Pfeiffer, Bruce Stravinski, and Caryl Terrell. Commissioners who voted "no": none. Commissioners who were absent: none. The motion passed on a roll call vote.

(9) b. **Amendments to the 2018 Capital Area Regional Planning Commission Budget (*actionable item*)**

Chair Palm opened the public hearing.

There were no registrants for the public hearing.

Chair Palm closed the public hearing.

Mr. Golden moved to accept the amendments to the 2018 CARPC budget; Mr. McKeever seconded. The motion passed on a voice vote.

8. Consideration of Sewer Service Area Amendments

(6) a. **Amendment of the *Dane County Water Quality Management Plan* by Revising the Sewer Service Area Boundary and Environmental Corridors in the Waunakee Urban Service Area**

1. Amendment Overview and Staff Presentation
2. Questions of Staff Presentation

3. **Consideration of CARPC Resolution 2017-21 Recommending to the Wisconsin Department of Natural Resources Amendment of the *Dane County Water Quality Management Plan* by Revising the Sewer Service Area Boundary and Environmental Corridors in the Waunakee Urban Service Area (*actionable item, supermajority of 8 votes required for approval*)**

Mr. Rupiper gave a presentation which may be viewed at

https://danedocs.countyofdane.com/webdocs/PDF/capd/BoardSync/2017-12/Item8.a.Waunakee_SSA_Presentation_121417.pdf

Discussion included the criteria used by the Dane County Parks Department in figuring out the North Mendota Natural Resource Area line, what the line was based on, and if this line would affect development in this area.

Registrants included:

1. Kevin Even, Village of Waunakee Engineer, was in support of the amendment and was available for questions.
2. Ed Freer, Short Elliott Hendrickson Inc. (SEH), was in support of the amendment and was available for questions.
3. Mark Mickelson, SEH, was in support of the amendment and was available for questions.
4. Don Tierney, developer, was in support of the amendment and was available for questions.
5. Jerad Tierney, individual, was in support of the amendment and was available for questions.
6. Molly Wagner, landscape architect for SEH, was in support of the amendment and was available for questions.

Ms. Cnare asked if the Village would be doing recommendations 1-9. Mr. Even stated that the recommendations seemed reasonable.

Mr. McKeever and the registrants had a discussion about condition #1.e. as stated in Resolution 2017-21, and whether the registrants were willing to comply with this condition even if Senate Bill 640 passed.

Mr. Hampton moved to accept CARPC Resolution 2017-21; Mr. Golden seconded.

Mr. McKeever requested inclusion of written standards for application of salt set by the WI Salt Wise Partnership in recommendation #3.

Mr. Golden stated that the Commission needed to rewrite the recommendation before the next public hearing instead of trying to revise the current recommendation during this meeting.

A roll call vote was taken. Commissioners who voted "aye": Brad Cantrell, Lauren Cnare, Maureen Crombie, Mark Geller, Ken Golden, Kris Hampton, H. Tony Hartmann, Ed Minihan, Larry Palm, David Pfeiffer, Bruce Stravinski, and Caryl Terrell. Commissioners who voted "no": Peter McKeever. Commissioners who were absent: none. The motion passed on a roll call vote.

9. CARPC Code of Conduct

(12) a. **Executive Committee Recommendation to Approve CARPC Code of Conduct/Conflict of Interest Policy (*actionable item*)**

Mr. Hampton moved to approve the CARPC Code of Conduct/Conflict of Interest Policy; Mr. Golden seconded. The motion passed on a voice vote.

10. LRB 3663/2 Development Property Modernization Act of 2017

(4) a. Discussion of LRB 3663/2 Development Property Modernization Act of 2017

Forbes McIntosh, a member of the public, gave a summary of the public hearing for LRB 3663/2 (Senate Bill 640) on December 13th. Many municipalities spoke in opposition to the bill. Stormwater issues were discussed in the public hearing. Another public hearing is expected on the Assembly companion bill, possibly on January 3rd.

Discussion included:

1. The stormwater language in the bill, and what the bill would accomplish.
2. The timeline for the bill's vote since this was close to the end of the legislature's year.

3. Mr. McKeever wanted the Commission to adopt a resolution opposing this bill, or, at least, the stormwater portions of the bill.
4. Ms. Terrell asked the Commission Chair and staff to prepare a letter expressing the Commission's concerns about SB640 and send it to the appropriate parties in the legislature and the County Executive's office.
5. Chair Palm suggested this would be a good time to forge relationships with other entities that have concerns about this bill, such as the Cities and Villages Association. Mr. Pfeiffer suggested other regional planning commissions as well. Chair Palm stated the Commission would follow up on this issue.

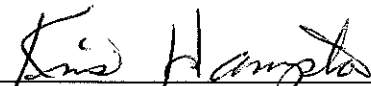
11. Future Agenda Items (Annual meeting is January 11, 2018 in Room 351, CCB)
(13)

12. Adjournment
(14)

Mr. McKeever moved to adjourn; Mr. Hartmann seconded. The motion passed on a voice vote. The meeting adjourned at 8:55pm.

Minutes taken by Linda Firestone

Respectfully Submitted:



Kris Hampton, Secretary

Review of Regional Transportation Plan 2050: Charting Our Course for the Madison Area

Purpose: As requested at the November 9 meeting of the CARPC, this review addresses land use implications of the Regional Transportation Plan 2050 (RTP2050) and other aspects that may be relevant to CARPC.

Description: “The RTP is an integrated, multi-modal plan that articulates how the region intends to manage and operate its multi-modal transportation system (including transit, highway, bicycle, pedestrian, and other modes) to meet the region’s economic, transportation, development, and sustainability goals. The RTP defines the transportation goals for the region and specifies the policies, projects, and strategies that will achieve these goals. Additionally, the plan ties goals to performance measures and sets performance goals to track the region’s progress in meeting plan goals. Further, a board-approved and FHWA-accepted RTP is required for a metropolitan area to be eligible to receive federal funding for transportation projects.

“The RTP acts as a transportation investment guide that MATPB, local jurisdictions, and the Wisconsin Department of Transportation (WisDOT) use to ensure a unified regional transportation network. As a “fiscally constrained” plan, the RTP must demonstrate that the projects listed in the plan can be implemented using committed, available, or reasonably available revenue sources. The RTP must be updated every five years and cover a minimum of 20 years.” (page 1-6)

Executive Summary

- References 2016 Greater Madison Region Values and Priorities Survey conducted jointly by CARPC and MPO.
- Goals and policies are based on sustainability principles of social equity, environment and economy.
- Growth Forecasts & Planned Land Use Development
 - “The population, household, and employment forecasts used for development of the RTP were prepared by the Capital Area Regional Planning Commission and reflect recent trends.” (page iv)
 - 150,000 population increase for county of 149,350 from 2010 to 2050
 - “The allocation of future growth was based on the regional land use policy plan and local comprehensive plans. It reflects both regional and City of Madison policy to encourage development in higher density, mixed-use centers and corridors with existing and planned high capacity and frequent transit service. Within the City of Madison, over one-half of new housing units were allocated to infill/redevelopment areas as opposed to peripheral “greenfield” areas.” (page iv)
- Recommendations for Local Land Use and Transportation Integration

- “Adopt local land use plans and policies that support land use related RTP goals and policies.
- Develop urban areas with a mix of housing types and land uses to provide walkable, affordable neighborhoods.

Chapter 1: Introduction

- Discussion of outcomes of the 2016 Greater Madison Region Values and Priorities Survey.
- Relationship to Other Plans and Studies/Local Plans and Studies
 - CARPC Future Urban Development Area (FUDA) Plans
- Stakeholder Involvement and Public Outreach
 - RTP Committee – included Ken Golden, Member of CARPC . . .
 - Meeting Feedback
 - Land Use – The transportation network should support efficient, compact land use patterns. Land use patterns that support transit should be encouraged. Where applicable, encourage retrofitting streets in areas of higher density and mixed-use development to support public transportation.

Chapter 2: National and Regional Trends and Forecasts

- Land Use
 - Interrelationship between transportation and land use
 - Existing Land Use
 - Concept of urban-to-rural transect
 - Future Land Use Map (page 2-10) “shows planned future land use based on local land use plans. The map, along with input from local planners and officials, served as a guide for the growth forecasts used to estimate future travel demand for the RTP using the regional travel model. It should be noted that the growth forecast for the RTP constituted far less than the complete build out of plans reflected in the map due to differences in the timeframe of local plans, and the need for the RTP growth scenario to adhere to county forecast control totals for households, population, and employment.”

Chapter 3: Our Transportation System

- Pedestrian Walk Access Analysis
 - “High quality pedestrian facilities are most needed in areas with high population density and a mix of pedestrian-generating land uses like stores, schools, parks, and employment. The pedestrian walk access analysis estimates pedestrian demand using these principles. . . . Neighborhoods with a high population density and dense mix of walking destinations receive higher scores.” (page 3-25)

Chapter 4: Goals, Policies, and Performance Measures (see complete chapter)

Goal 1: Create Connected Livable Neighborhoods and Communities

Create interconnected livable places linked to jobs, services, schools, shops, and parks through a multi-modal transportation system that is integrated with the built environment and supports compact development patterns that increase the viability of walking, bicycling, and public transit.

Goal 2: Improve Public Health, Safety, and Security

Design, build, operate, and maintain a transportation system that enables people to get where they need to go safely and that, combined with supportive land use patterns and site design, facilitates and encourages active lifestyles while improving air quality.

Goal 3: Support Personal Prosperity and Enhance the Regional Economy

Build, operate, and maintain a transportation system that provides people with affordable access to jobs and enables the exchange of goods and services within the region and to/from other regions.

Goal 4: Improve Equity for Users of the Transportation System

Provide an equitable level of transportation facilities and services for all regardless of age, ability, race, ethnicity, or income.

Goal 5: Reduce the Environmental Impact of the Transportation System

Ensure that the transportation system is designed, built, operated, and maintained in a way that protects and preserves the natural environment and historic and cultural resources, and is supportive of energy conservation.

Goal 6: Advance System-wide Efficiency, Reliability, and Integration Across Modes

Design, build, operate, and maintain an efficient transportation system with supportive land use patterns that maximize mobility, minimize unexpected delays, and provides seamless transfers between all modes.

Goal 7: Establish Financial Viability of the Transportation System

Achieve and maintain a state of good repair for the existing transportation system, invest in cost-effective projects, and ensure adequate, reliable funding to meet current and future needs.

Performance Measures

Chapter 5: Needs Analysis and Recommendations

- Land Use and Transportation Integration
 - “Land use and transportation are inextricably related. The ultimate role of transportation is to connect people with opportunities, services, goods, and other resources. In order for transportation policies and investments to be

successful in achieving this, they must be coupled with supportive land use policies. Spread out land use patterns and single use developments increase automobile dependency for accessing economic opportunities and needs, thereby placing other travel modes at a disadvantage. Pedestrian-friendly neighborhoods, with a variety of land uses in close proximity, improve access to destinations and promote affordability by making alternative travel modes more convenient.” (page 5-3)

- Coordinate land use and transportation.
 - “Coordinating land use and transportation requires that local communities evaluate how land use decisions affect the transportation system and travel options for people to access jobs, services, and other destinations. It requires that transportation agencies and providers consider the effects of transportation investments on land use development demand, travel choices, and regional land use patterns. This also means that transportation agencies and local communities must communicate to craft coordinated strategies, plans, and programs.” (page 5-3)
 - Recommendations:
 - Adopt local land use plans and policies that support RTP goals and policies
 - Develop urban areas with a mix of housing types and land uses to provide walkable, affordable neighborhoods.
- Streets and Roadways
- Public Transit – “Implementation of the planned transit system would greatly increase job accessibility by transit.” (page 5-10). Implement a bus rapid transit system.
- Bicycles
- Pedestrians
- Inter-Regional Travel
- Specialized Transit
- Transportation Demand Management
- TSM, Operations, and ITS
- Freight, Air and Rail
- Parking
 - “Review minimum parking requirements to ensure an appropriate balance between parking needs and continuity of the built environment” (page 5-36)
 - “Allow deviation from parking minimums, particularly in dense urban areas, to accommodate innovative project designs that maximize access to alternative modes of transportation and incorporate TDM strategies” (page 5-36)

Chapter 6: Financial Capacity Analysis

- Projected transportation expenses, 2017 – 2050: \$12.8 billion

Appendix C: Environmental Analysis

- **Environmental Resources Inventory**
 - “A comprehensive, up-to-date inventory of environmental resources and plans was prepared with assistance from the state resource agencies, Dane County Planning Department staff, and Capital Area Regional Planning Commission (CARPC) staff.” (page C-1)
 - “The three transportation corridors with planned or potential projects that traverse the most sensitive areas are Buckeye Road (relocated Buckeye Road to US 12/18), Sprecher Road (Sharpsburg Drive to Buckeye Road), and the southern part of the North Mendota Parkway, which crosses Six Mile Creek in the northern part of the Yahara River Watershed.” (page C-11)
 - “In order to address growth management issues in the North Mendota Parkway Corridor, including potential indirect and cumulative impacts to environmental and agricultural resources, local communities in the corridor adopted a binding intergovernmental agreement that commits the communities to implementing the land use/transportation planning recommendations from the study. These include:
 - Adoption of a transportation policy that provides for access control on all identified future collector roadways;
 - Official mapping of the North Mendota E-Way to preserve open space system sites; and
 - Adoption of a North Mendota Area Plan with a 50-year time horizon that includes a development plan map depicting development areas, permanent preservation areas (including sensitive environmental areas, farmland protection areas, and significant historic/cultural resources), and other “indefinite future areas.” (page C-11)
- **Environmental Screening of Projects**
 - “MPO staff conducted an environmental screening of programmed and planned capacity expansion roadway projects using the MPO’s geographic information system (GIS) database. The purpose of this screening was to identify those projects that have the potential for negatively impacting the natural and built environment with the intent of preventing or minimizing such impacts. The environmental screening results also notify the MPO Policy Board, WisDOT, and local governments of possible environmental impacts associated with these improvements to the region’s roadway system.
 - Following consultation with CARPC staff, the following environmental resources or features were chosen for the environmental screening:
 - Best agricultural soils (based upon the agricultural land evaluation rating system)
 - Wetlands and water bodies
 - Environmental corridors
 - Steep slopes

- Streams
 - Parks and other recreational areas
 - Tribal lands
 - General location (PLSS section) where rare or threatened species have been located
 - Historic properties
 - DNR Managed Lands” (page C-12)
- “During preliminary engineering and environmental studies of roadway capacity expansion projects with possible unavoidable impacts on environmentally sensitive resources, it is expected that efforts to eliminate or minimize any adverse impacts will be exhausted.” (page C-15)