Greater Madison MPO
Technical Coordinating Committee
Meeting Minutes

February 28, 2024   *Virtual Meeting via Zoom*   **2:00 p.m.**

1. **Roll Call**

   Members present: Brown, Holt, Husen, Koprowski, Kahler, Larson, Petykowski, Schmid, Stouder, Stauske, Tao, Violante

   Members absent: Bruun, Blau, Clark, Cruz, Dietz, Forlenza, Igl, Mountford, Semmann, Wheeler

   MPO Staff present: Andros, Hoesly, Kanning

   Other present in official capacity: Liz Callin (City of Madison)

2. **Approval of January 24, 2024, Meeting Minutes**

   Tao moved, Stouder seconded, to approve the January 24, 2024, meeting minutes. Motion carried.

3. **Committee Member Reports**

   - City of Middleton (Stauske): New zoning code has been adopted.

   - WisDOT (Koprowski): Not a lot of construction going on in Dane County this year. We have one HSIP project at the intersection of Highway 14 and Deming Way. The project includes making turn lanes longer and protected. The let date is in mid-March. There is another resurfacing/pavement replacement project on Highway 113 north of Waunakee. That project extends 4 miles from Sunset Ln to CTH V and includes the bridge over Six Mile Creek. There will be detours for the entirety of that project.

   - City of Madison (Petykowski): There are a couple of ongoing STBG projects: University Ave will resume on March 11, and we are hoping that will be completed in May, and we are still working on John Nolen Drive design, with PS&E and a let date later this year. The Autumn Ridge Path bridge over Highway 30 will begin later this fall. Otherwise it is mostly local projects we'll be working on. The City of Madison Transportation Commission will be reviewing the projects in the draft TIP at their meeting tonight.

   - City of Sun Prairie (Brown): We are doing a pavement rehab project on O'Keefe Ave from Summerfield to Main Street. The project will include narrowing travel lanes to make space for on-street bike lanes. We are also reconstructing Vandenberg Rd this year, it will be Sun Prairie's first bike boulevard. We've also got a lot of design work for STB and TAP projects taking place in 2025, including the Bird Street path project. The City has hired Toole Design to help with Sun Prairie's Vision Zero action plan, we'll be working on that throughout the year. Sun Prairie also just applied for a USDOT RAISE grant to develop the Clarmar Drive corridor. Funding would go towards extending Clarmar Dr to Bailey Rd, to serve the future public works campus, and to built a new bike and pedestrian overpass over US 151.

   - City of Madison (Tao): The City will be releasing its first Vision Zero progress report, which will summarize the City's work from 2020 to 2022. The City has made some really good

progress in building new bike and pedestrian infrastructure, lowering speed limits, engaging communities, and other areas. Thanks to a collaboration with UW-Madison and WisDOT, we just submitted a grant for the ATTAIN (Advanced Transportation Technology and Innovation) program. The grant is for a $6.5 million project to build a Vision Zero technology and innovation corridor along the length of USH 151 in Madison (from the Beltline to the Interstate).

- City of Verona (Holt): City of Verona was awarded a bronze Bike Friendly Communities award. We had previously had a bronze award from BFC but the application this time was more involved, so we're happy we maintained our rating. We are getting close to hiring a new public works director, which will let the acting public works director return to their regular job as parks director.

4. **Update on the Development of the Regional Safety Action Plan**

Hoesly and the SRF consultant team (Nicole Bitzan, and Priyam Saxena) provided an update on the Regional Safety Action Plan. Bitzan first explained the methodology used to prioritize locations for improvements and the countermeasures toolkit that helps users identify appropriate countermeasures for different types of crash profiles.

Saxena then described the 2024 Safe Streets and Roads for All (SS4A) notice of funding opportunity (NOFO) and how it differs from the 2023 SS4A NOFO. Bitzan then ran through a potential timeline that would allow the MPO to submit a SS4A Planning and Demonstration grant for the August submission deadline.

Hoesly noted that during the presentation to the MPO Board on the Regional Safety Action Plan a couple of months ago, before submission deadlines were finalized, it was agreed that it would be best to wait until the 4th round of funding to apply. But now that we have that August 29th deadline as an option, we believe that we would have enough time between the time that the Regional Safety Action Plan is adopted and when the submittals are due in August to prepare an application. If we are going to apply, we'd like to have two, or ideally three, communities participating who would identify projects that they would like to include in the application, and then the MPO would also include two or three projects in the application as well. The TOPS Lab at UW-Madison has proposed a couple o projects to the MPO, including additional vulnerable road user analyses. The MPO is also looking into whether funding for the MPO's StreetLight Data subscription might be eligible for funding through the SS4A program. Hoesly suggested communities look into the different types of projects that could be funded with under the SS4A program: bike and pedestrian plans, corridor studies, access management plans, active transportation plans, safe routes to school activities, etc. She noted that decisions on funding applications submitted this year would be made next year and that recipients of funding would have five years to complete their projects. Hoesly said that the MPO wants to gauge communities' interest in moving forward on an SS4A application before the next TCC meeting, and that she would be reaching out to MPO communities to discuss.

Stauske said he liked the prioritization methodology used by the SRF team and that he thought it was a helpful way to assess priorities. He said that it would be helpful to have a memo on this that he could share with the City of Middleton's Pedestrian, Bicycle, & Transit Committee.

Kahler said that Fitchburg staff is interested in using SS4A funding for a Vision Zero plan and possibly also a bike and pedestrian plan, and that it would be easy to get a resolution of support for these projects if funding is secured.

Tao said Madison would also be on board with submitting a regional SS4A application this year and could put together a resolution of support. Madison has received both a planning and an implementation grant from SS4A, and another individual grant application by the City is unlikely to be successful. He said the City of Madison could partner in a regional grant application in August of 2024 as well as February of 2025.

Hoesly asked the committee members if they could identify committees in their communities where a memo or a presentation about the SS4A grant application process could be helpful.

Tao said that such a presentation would probably be helpful for Madison's Transportation Commission.

5. **Presentation on the Madison Passenger Rail Station Study**

Callin provided an overview of City of Madison's Passenger Rail Station Study including the project schedule and service development update, potential station sites and preliminary evaluations, and public involvement and next steps. The City's station study is part of a larger statewide planning effort that is evaluating several potential new and expanded passenger rail services in the state. The City wants to have a station identified so that the state can have that information as it works to plan the route for the new rail service.

She identified eight potential sites along existing rail lines in Madison, ranging from Monona Terrace, downtown, to the former Oscar Meyer site, on the City's north side, and described how they compare to one another on a variety of measures, including accessibility, proximity to tourist destinations and hotels, and land use. She said that the city has been holding public meeting and gathering public feedback, and will be sharing draft recommendations and site plans with the public in the spring or summer of this year.

Stauske asked if the City will be prioritizing potential sites. Callin replied that the plan is to identify one site as the top priority but to also identify "plan B" and "plan C" sites as well. Each of these sites will have more detailed cost information, a site plan, and a high-level implementation plan.

6. **Discussion on Transitioning to an "e-TIP" Electronic Transportation Improvement Program**

Kanning reviewed the MPO's process for developing the transportation improvement program (TIP) for the Greater Madison Area, including the TIP schedule and the software used. He highlighted how inefficient and time consuming the process is for staff and the potential for errors.

He then provided an overview of the e-TIP, a web-based platform from EcoInteractive that would allow project sponsors to enter information about their projects directly—type, description, schedule, costs, funding sources, and location. STBG and TAP applications would also be submitted using the e-TIP website. Because the e-TIP platform integrates the work currently done across multiple software platforms (ArcGIS, Excel, Word) and allows project sponsors to enter their information directly, it would be expected to significantly reduce MPO staff time needed to put together the TIP and reduce the potential for errors.

Kanning then showed an example of the e-TIP used by CMAP, the MPO for the Chicago area.

He said the MPO had spoken to EcoInteractive about using their software and met with WisDOT and FHWA staff to discuss the possibility of starting an e-TIP pilot project. He explained that SEWRPC is working with EcoInteractive to build an e-TIP for their agency and that other MPOs in the state have also expressed interest in converting to an e-TIP. He asked the TCC for their input and noted that the Policy Board was supportive of the idea when it was presented at their last meeting. He said that if communities were hesitant to enter all of their project information directly into the web-based

platform, EcoInteractive has said that they could produce an Excel template alternative that communities could use instead, and which would allow project information to be easily uploaded to the e-TIP.

Stauske asked whether the MPO had been able to test the software beyond viewing the trial. Kanning said that the MPO has not been able to try the software but that he had spoken with other MPOs who have had a positive experience with it, and that EcoInteractive would design the e-TIP to the specifications of the MPO. Hoesly said that SEWRPC had been initially planning to hire a consultant to build a non-web-based e-TIP software platform for them but after speaking with EcoInteractive and testing some of the functionality by loading some of their TIP information into the software they decided that the EcoInteractive e-TIP platform was the best option.

Stauske said it sounds like the e-TIP would make things easier and more efficient. He asked if there was an "idiot's guide" to using the e-TIP platform. Hoesly said that CMAP's e-TIP website has a resource page with a series of short videos explaining how to input data, retrieve information, and accomplish other tasks.

Koprowski also said he thought the e-TIP sounds good. He asked MPO staff if they had heard anything about what WisDOT's SE Region thought about SEWRPC's transition to the e-TIP. Andros said that she had spoken to SEWRPC MPO Director, Chris Hiebert, about it and they were very impressed by the demo and discussion with EcoInteractive. She also noted that, in response to Stauske's question, the MPO would be holding training sessions and would be working with communities to ensure a smooth transition to the e-TIP.

Koprowski said that WisDOT is also currently looking at ways to automate the TIP process statewide.

Hoesly said that MPO staff have had regular discussions with WisDOT's Central Office as well as with FHWA and if the MPO pursues and e-TIP, we will continue working with WisDOT and FHWA to ensure that the platform will meet everyone's needs. She also noted that local communities in the MPO area may be able to potentially partner with the MPO to put their local CIP on the MPO's e-TIP platform, which may be a way to gain additional cost savings.

7. **Staff Report**

   - Update on urban and planning area boundaries.

     o The Policy Board approved the draft urban boundary that the TCC recommended. That will still need to go through the state and federal process to be officially adopted.

     o The next step is to start working on the planning area boundary. The Policy Board is interested in having MPO staff reach out to Mt Horeb to gauge their interest in being included in the planning area. Staff will be meeting with Mt Horeb in the next week or two. Mt Horeb staff seems interested in learning more about what their inclusion in the planning area would entail.

     o Once the planning area boundary has been finalized, the MPO will have an opportunity to revisit our operating rules and procedures. As far as the TCC goes, this may include adding a representative from Mt Horeb. We could also explore adding other members representing other stakeholders, such as regional economic development groups.

   - Local program update (STBG-U, TAP, and Carbon Reduction Program)

- o STBG-U funding: we are still working on project scheduling. The biggest hang up is the John Nolen Drive Phase 1 project, which was initially scheduled for 2027. However, the project received federal BIP funding that needs to be spent by 2025, so we need to look at how we can move our STBG-U funding around to meet that accelerated schedule.

- Other

  - o We are working on an amendment to our Unified Planning Work Program (UPWP). At the end of last year, we found out that we had about $130,000 more carryover funding than we had expected due to staff changes. That additional funding will provide more cushion for our 2024 planning activities. We will provide an update on that an upcoming meeting.

  - o We have a new marketing and outreach specialist at the MPO. She has helped us put together an annual report, which we will be sending out in the next week or two and will also have available digitally.

8. **Next Scheduled Meeting Date**

   - Wednesday, March 27th

9. **Adjournment**

   Stauske adjourned the meeting at 3:20 p.m.