

**Madison Area Transportation Planning Board (an MPO)
Technical Coordinating Committee
August 26, 2020 Meeting Minutes**

1. Roll Call

Members present: Phillips, Beck, Tao, Stouder, Dunphy (left during meeting), Violante, Koprowski, Paoni, Clark, Larson, Gritzmacher, Holt, Stauske, Hall, Bruun, Batuzich

Members absent: Balke, Scheel, Hessling, Even, Wheeler

MPO Staff present: Schaefer, Hoesly, Lyman

Others present: Lee Gibbs (SRF Consulting), Asad Rahman (WisDOT)

2. Approval of June 24, 2020, Meeting Minutes

Stauske moved, Violante seconded, to approve the June 24, 2020 meeting minutes. Motion carried.

3. Review of Draft 2021-2025 Transportation Improvement Program for the Madison Metropolitan Area and Dane County

Schaefer thanked agency staff for assisting the MPO by providing project information, including on locally-funded projects which are included in the TIP as informational items. He highlighted a few of the major projects in the TIP, starting with schedule and cost updates to the STBG-Urban-funded projects previously approved by the MPO. He said the next STBG-Urban application cycle will be in 2021, with funding available for projects in SFY 2026-2027. Schaefer then discussed major Transit Capital projects in the TIP, and explained changes in the BRT project budget. Beck provided a more detailed description of the technology project to replace bus hardware/software, which he said includes replacement of radio and GPS systems. Schaefer then showed a map of programmed bicycle and pedestrian projects, and described major projects and projects funded by the MPO with TAP funding. Phillips provided clarification regarding the issues preventing the completion of the Capital City Trail extension under I-39/90 along the WSOR rail corridor. Finally, Schaefer described the major road projects, including construction and corridor studies.

4. Review and Recommendation on Section 5310 Program (Enhanced Services for Seniors and Individuals with Disabilities) 2021 Grant Project Applications Proposed for Funding

Lyman gave a brief overview of the Section 5310 Program, explaining that the purpose of the funding is to provide transportation to elderly and disabled persons in excess of the ADA-required minimums. The MPO's allocation of 5310 funding for 2021 is just over \$313,000. He described each of the six applications received in the 2020 application cycle and why the scoring committee awarded the scores they did:

Dane County One-Call Center, Mobility Training, and Bus Buddy Program – this program has been funded with 5310 program funds for many years. The grant funds the cost of the call center staff member as well as supporting the Bus Buddy and Mobility Training programs. Although the Bus Buddy and Mobility Training programs are on hold due to COVID-19, resources have been redirected to deliver meals and groceries. The Call Center has actually seen an increase in the number of calls received, with June 2020 calls up 205% from June 2019 calls. Staff recommends that this project be funded as requested.

Madison Metro Paratransit Eligibility & Mobility Coordinator – This program has also been funded with 5310 dollars for many years. Like the county programs, in-person eligibility assessment and

travel training have been suspended during COVID-19, but this program saves an estimated \$17,000 in annual public subsidy of ride costs for each rider who transitions from paratransit to fixed-route service and will be important as travel resumes. Staff recommends that this project be funded as requested.

Capitol Express Transportation Accessible Vehicle Purchase – Capitol Express is a private shared-ride Non-Emergency Medical Transportation (NEMT) provider, seeking to replace an accessible mini-van with over 575,000 miles on it in order to reduce maintenance costs, improve reliability, and increase rider comfort. Staff recommends that this project be funded as requested.

City of Stoughton Accessible Vehicle Purchase – The City of Stoughton is seeking to replace the last non-accessible vehicle in their shared-ride taxi fleet with an accessible vehicle. Stoughton Public Transit uses city-owned vehicles and is operated under contract by Running, Inc., which also operates Sun Prairie's shared-ride taxi service. Staff recommends that this project be funded as requested.

Carepool Specialized Transportation as a Service (STAAS) and Provider Partnership Program (PPP) Projects – Carepool is both a Transportation Network Company (TNC), similar to Uber or Lyft but focused on providing NEMT and other specialized transportation services, and a software platform (app) used to book, dispatch, and pay for rides. In addition to Carepool contract drivers, vehicles in partner agency fleets can provide rides booked through the app, which increases the potential for ride-sharing. Shared rides are less costly to provide, and savings are passed on to the payee with lower rates for shared rides. This also increases efficiency within each transportation provider's operations by consolidating rides and freeing up vehicles and drivers for other rides. The STAAS project would expand the capacity of the app to include rider profile information, including payment methods and program eligibility, enable additional transportation providers to utilize the system, improve the user interface to accommodate vision or other disabilities through voice-activated ride booking and similar enhancements, and ensure reliable reporting for all participating agencies and programs. The PPP project would increase the reach of the app by involving new transportation providers and public awareness and adoption of the app. The STAAS project is the result of discussion by transportation and service providers at the 2019 Specialized Transportation Coordination Meeting, where the need for a consolidated ride booking, dispatch, and payment system was expressed by many present. Although the app would provide a much-needed and desired platform, application scoring committee members expressed several concerns regarding the STAAS and PPP projects, including:

- Lack of metrics or benchmarks for software development during the course of the project;
- Client/rider eligibility for various funding sources and ride types would need to be tracked within the Carepool system, as well as in agency systems, resulting in the potential for both update lag and incorrect entries/data maintenance;
- Confidentiality of client/rider medical information will need to be ensured;
- Finally, scoring committee members stated that they thought the Carepool projects would be better suited to being funded through private investment than with public (federal) funds.

Staff does not recommend that the Carepool projects be funded.

Stouder moved, Gritzmacher seconded, to recommend that the MPO Board approve the Section 5310 Program 2021 grant project applications as proposed by staff. Motion carried.

5. Presentation on StreetLight Data and MPO Uses of It

Staff provided a PowerPoint presentation. Schaefer provided background information on the StreetLight Data subscription that the MPO is using for updating the travel demand model and other MPO planning efforts as well as support for WisDOT and local community projects. Schaefer presented on the evaluation of the accuracy of StreetLight daily traffic volume estimates; use for

travel demand model calibration and validation; vehicle miles traveled (VMT) analysis; and roadway segment analysis, including speeds and congestion. He then turned the presentation over to Lyman who discussed the environmental justice priority area and bicycle origin-destination analyses. Following the presentation, Schaefer invited TCC members to reach out to MPO staff with requests for analyses or to discuss the potential for StreetLight Data to assist their communities.

Rahman asked about the VMT estimate output from StreetLight, Schaefer indicated that the VMT data was directly produced by StreetLight, and available for the county as whole or by particular areas. Tao thanked the MPO for the work completed on average speeds on E. Washington Ave. and indicated that the data was being used to justify reducing speed limits on portions of E. Washington Ave. to 25 mph.

6. Committee Member Reports

Beck: Metro is resuming charging fares on buses on Sept. 1. Plexiglass shields have been installed to separate drivers. Additional service was started in late August, but with a limit of 20 passengers per bus they are hoping to not experience overloads. Metro is finally able to catch up on driver hiring; they have been chronically under-staffed for years, but at roughly 85% service hours compared to pre-COVID they are able to be fully staffed.

Tao: Updates related to COVID-19 – most staff are able to work remotely; field staff transportation is more difficult due to limiting each vehicle to one employee. The Shared Streets program has been in the news; this program limits automobile traffic on some streets to provide additional space for walking and biking. Increasing space for outdoor dining has impacted some streets, including State Street when it is closed on weekends. Signal timing has been impacted by changed traffic volumes, which were down by as much as 50% at their lowest, and many signals have been programmed for automatic pedestrian crossing signal recall so that pedestrians don't have to push the button to request the signal. They have been working on speed management projects. With COVID-19, there has been a large increase in speeding so staff have been working with the Police Dept. to address that. Staff have also been busy with other projects, such as helping to keep people safe during protests. Other regular projects, such as getting new traffic signals, ped/bike enhancement projects, traffic calming, and Vision Zero continue.

Stouder: There has been no slowing in development proposals coming in for permits. The financing market appears to be staying strong, and there does not appear to be a slowdown in development. Planning Division will work to balance short- and long-term needs and projects through COVID. The Oscar Mayer Special Area Plan was adopted by the City Council. Planning staff are continuing to provide support to Metro Transit on the East-West BRT project, and conducting concurrent planning processes for the Odana Area and East Towne Area Plans, which should be complete in 2021.

Violante: County zoning permit volumes are similar to City of Madison's, running higher than 2018-'19 levels; new single-family housing starts are up as well. He is curious about how remote work has impacted VMT and wonders how/if it is being tracked and how that can help inform planning in the future. Schaefer responded that MPO staff will present on the telework survey at the next TCC meeting.

Koprowski: The announcement regarding TAP projects funding has been pushed back to September.

Paoni: There are two statewide planning efforts underway at WisDOT. The first is Connect 2050, the state multi-modal policy plan; the other is the update to the state rail plan. Surveys have been released for Connect 2050, the draft Public Involvement Plan has been released for the rail plan. The Connect 2050 survey closes in a week.

Clark: The Highway DM/Clinton Road construction project in Morrisonville is about half done, but will hopefully still be completed in October. The new Public Works facility is on schedule, and they plan to move into it in the beginning of December.

Gritzmacher: The city is still on track with all scheduled projects. Similarly to City of Madison and Dane County, they are not seeing any decline in the number of development applications; if anything, they are seeing an increase in small projects such as home remodels.

Holt: Verona is also seeing development permit application numbers increase, with an increase in affordable housing development approvals due to an upcoming WHEDA financing application deadline. An application has been submitted to convert a strip commercial development to apartments due to continued high vacancy rates, which have only been exacerbated by COVID; the commercial is in a planned development and is the designated retail space for the neighborhood so they are trying to balance those issues. Hiring for the Planning Director position is on hold until the end of the year. They are pushing Census work hard, with about a 82% return to date.

Stauske: They are in a lull between building and planning for next year; the city got ahead on construction by starting early when no one was on the roads.

Hall: Projects were all completed early this year; just waiting for STH 19 work to be completed so they can finish a cul-de-sac near Fleet Farm. Hooper Construction is progressing on infrastructure installation north of STH 19 at Pederson Crossing and should be finished by November.

Bruun: Residential street reconstruction with curb and gutter is wrapping up. Monona installed its first speed hump, a modified version of a Madison design; the modification resulted in too little of a slope and drivers do not appear to be slowing down for it. Bridge Road is complete; the WisDOT project on the Beltline overpass is nearing completion. Next year a joint city-county project on Monona Drive will reconstruct the road from Broadway to the Beltline and complete curb and gutter work.

Batuzich: Received list of TAP projects today from WisDOT, expects review to be fast and that announcements may be made next week. The FAST Act expires next month; there are discussions of possible changes that may come with reauthorization, including increasing population thresholds for MPOs and TMAs and a change in the certification cycle to five years. He does not expect anything to happen until after the election.

Philips: CTH M construction is complete and all lanes are open. Storm sewer repair continues on Raymond Rd, which is scheduled to re-open this fall. Cottage Grove Rd. east of I-90 is under construction and ahead of schedule. Gammon Rd. & West Towne Path underpass is under construction and due to be completed in November. University Ave (Shorewood Blvd to U Bay Dr) 60% plans complete and geometry approved, and environmental documents and DSR turned in. Construction is scheduled for 2022. Pleasant View Rd. 60% plans are complete and environmental documentation and geometry are approved; they are working on DSR and TPP. Construction is scheduled for 2022-'23. Blair St, including Blair/JND/Williamson/Wilson Intersection, 60% plans are complete, and environmental documents and geometry approved. They are working on DSR; construction scheduled for 2022. The Garver Path 60% plans are complete, and geometry approved. The environmental documents and DSR are turned in. Construction is in 2021 with city let. KL Engineering selected as consultant for John Nolen Dr. (North Shore to Olin); construction planned in 2026.

7. Staff Report

Schaefer reported on the following:

- Final MPO Board appointments have been made. Dorothy Krause is replacing Bruce Stravinski, who resigned. Sun Prairie Mayor Paul Esser will be reappointed and County Sup. Yogesh Chawla will replace Kelly Danner, who did not seek re-election.
- RTP Amendment to Add BRT to Fiscally Constrained Plan
The MPO Policy Board approved the amendment of the fiscally-constrained plan to include the City of Madison East-West BRT Project. The project was accepted into Project Development by the FTA. Other programmed purchases such as buses and maintenance facility costs are being designated as BRT-related as appropriate, which enables that cost to be counted as match for Small Starts funding. Metro will submit a letter requesting rating for Small Starts on Aug. 27, and a public informational meeting is scheduled for Oct. 22.
- Update on MPO and TDM Program Rebranding Project
City of Madison IT is able to get to the update of the MPO web site and Facebook page sooner than previously expected, so the MPO rebrand will be rolling out at the beginning of September on those platforms. A larger informational push to get the new brand out before stakeholders will follow.
- Title VI and Public Participation Plan Updates
The draft Title VI Plan/LAP is scheduled to be released for public review and comment after the September Policy Board meeting. The draft Public Participation Plan is being worked on and will be presented to the Policy Board at the October meeting, when it is anticipated that they will adopt the Title VI Plan/LAP.
- Potential Revision to Bicycle LTS Rating Methodology
The MPO received a request to revise its bicycle Level of Traffic Stress (LTS) methodology to be more consistent with the NACTO All Ages and Abilities Guidelines. Staff is evaluating the requested changes and would work it into the network at the beginning of next year, and will present on the possible changes at a future meeting.
- 2021 MPO Work Program
Staff has begun work on the 2021 Work Program, so if TCC members have requests for specific work or projects in the next year please let staff know in the next month or so, so that it can be included in the Work Program.

8. Next Scheduled Meeting Dates

The next scheduled meeting dates are September 23 and October 28, 2020.

9. Adjournment

Violante moved, Beck seconded, to adjourn the meeting. The meeting adjourned at 3:55 p.m.

Minutes recorded by Lyman and Schaefer