

**Greater Madison MPO  
Technical Coordinating Committee  
Meeting Minutes**

*January 26, 2022*

*Virtual Meeting via Zoom*

*2:00 p.m.*

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**1. Roll Call**

**Members present:** McFadden (for Balke) (joined during item #4), Brown, Dunphy, Hall (joined during item #3), Hedgepeth, Koprowski, Larson, Paoni, Petykowski (for Phillips), Scheel, Fredrick (for Semmann), Stauske, Stephany, Stouder, Tao, Batuzich

**Members absent:** Clark, Cruz, Hessling, Holt, Violante, Wheeler

**MPO Staff present:** Schaefer, Hoesly

**Other staff present:** Brad Bruun (Monona), Mike Cechvala (Madison Transportation)

**2. Approval of October 27, 2021 Meeting Minutes**

Brown moved, Scheel seconded, to approve the October 27, 2021 meeting minutes. Motion carried.

**3. Presentation on Draft Metro Transit Network Redesign Plan (Mike Cechvala, City of Madison Transportation/Metro)**

Cechvala provided an overview of Madison Metro Transit's draft Network Redesign Plan. The goals of the redesign are to address long-standing system issues, recover from COVID-19 related disruptions, and complement the new BRT system.

One of the key limitations of the transit system has been the way it has privileged those living and working in central Madison. Cechvala explained that the current system has worked well for low-income university students, who tend to live in central Madison, but has not adequately served other low-income people, who are more likely to live in peripheral areas where transit provides less access to jobs and other destinations.

Under the new plan:

- Bus routes will be designed to be longer, straighter, and more frequent
- Most low-income residents in peripheral areas will experience shorter wait times and will have improved access to jobs and other destinations
- Transfer points will be eliminated
- Bus service will not be reduced in neighborhoods to support the BRT system
- Most routes will continue downtown without forcing transfers to BRT
- The redesigned network will be more useful for jobs that follow less predictable and non-traditional schedules
- The transit system will be simpler, more logical, and easier to use.

The draft plan will be available at [www.MyMetroBus.com/Redesign](http://www.MyMetroBus.com/Redesign) in early February.

The new network will be implemented in summer 2023.

Schaefer asked about the plan for the transfer point properties with the transfer points going away. Cechvala said discussions have started about that. Two are leased property. For the others, the property will likely be sold. Paoni asked about the impact on paratransit service. Cechvala said that the paratransit service should be impacted significantly. He emphasized that the plan was to return to the number of service hours in 2019 with the redesign.

#### **4. Update on Phase 2 Intersection Safety Analysis Project and Planned Next Steps**

Hoesly provided an update on the Phase 2 Intersection Safety Study, which was based on an analysis of 2017-2020 crash data and 4,602 intersections, including those entirely on the state highway system. Intersections were ranked by crash frequency, rate, severity, and level of safety service (LOSS). LOSS is measured on a scale of 4 with intersections ranked IV having many more crashes than predicted and having the greatest potential for crash reduction.

She said MPO staff were most excited about the new screening tool, which helps transportation agencies identify the intersections most in need of safety improvement and helps select the most appropriate, cost effective countermeasures. Next steps include training for local agency staff to learn how to use the screening and optimization tool, and partnering with the UW TOPS Lab to create a high injury network for the MPO planning area. She said another potential next step was for the MPO to engage an engineering consultant to conduct detailed analysis of some of the top problem local intersections. She said MPO were interested to hear if committee members thought that would be useful and if they would take advantage of that assistance.

Stauske said the screening tool will be very helpful as projects are typically now developed more in response to complaints. He thought it would be best to start with the training and use of the tool and go from there. Blau also said the tool would be helpful. Tao said that city of Madison staff could perhaps assist with analysis of some intersections. He thanked the MPO staff for the tool. Hoesly said MPO staff would set up the training in the spring and then go from there in terms of deciding on use of a consultant for intersection analysis. Schaefer said the MPO had about \$25,000 it could devote to this. He also noted that other local technical assistance is something the MPO will consider when its funding increases next year.

#### **5. Update on *Connect Greater Madison: Regional Transportation Plan 2050***

Schaefer provided an update on the schedule to complete the RTP, and shared current draft versions of maps of transit, bike, and pedestrian facility plans and analysis and travel modeling results. Hoesly then discussed the update to the MPO's congestion management process (CMP), including federal requirements, objectives, performance measures, and strategies.

#### **6. Brief Presentation on Infrastructure Investment and Jobs Act (IIJA) and Impacts on MPO Funding**

Schaefer summarized the key points, funding, and new programs in the IIJA, also known as the Bipartisan Infrastructure Law. He highlighted the increase in funding to the MPO. The law offers more opportunities for local governments and other non-traditional entities to access funding directly. Funding impacts for the MPO include:

- An expected 30% increase in federal planning funding (\$240K) beginning in 2023. This will require an additional \$60K in local matching funds from MPO communities.

- Surface Transportation Block Grant (STBG) Urban funding will increase 4.4%. The MPO area will see an additional increase due to high metro area population growth over the last decade.
- Transportation Alternatives (TA) funding, which is set aside from STBG funding, will increase 63%, with the share suballocated by population, including to the MPOs, rising from 50% to 59%.

Schaefer also reviewed some slides from a WisDOT presentation to MPO Directors on their two-phase plan for soliciting applications for local program projects (STBG, Bridge, TAP) using the new IIJA funding with a request first for projects using FFY 2022 funding and then a subsequent request for projects using FFY '23-'26 funding.

## **7. Discussion on Meeting Time and Whether to Continue Virtual Committee Meetings in 2022**

Schaefer said the committee will continue to meet virtually for now, but wanted to see what the committee's preference might be later in the year for format. Stauske said he liked the convenience of virtual meetings. Blau said he hoped the committee could go back to in-person meetings, at least for some meetings. Schaefer said the issue would be revisited again in the spring or summer. Schaefer also asked if the time was still most convenient. The only persons that commented said the 2 PM time worked.

## **8. Committee Member Reports**

None

## **9. Staff Report**

Schaefer reported the following:

- Committee roster – new alternate member from Village of Oregon
- Federal certification review of the MPO to be held in February
- 2022-2026 Transportation Alternatives Program application cycle
- Update on potential change to area of eligibility for STBG Urban and TAP funding to the planning area vs. urban area – no change planned at this time
- MPO staff comments on WisDOT Connect 2050 Plan

## **10. Next Meeting Dates**

The next scheduled meetings are February 23, 2022 and March 23, 2022.

## **11. Adjournment**

Blau moved, McFadden seconded, to adjourn. Motion passed. The meeting adjourned at 4 p.m.

*Minutes recorded by Hoesly, Holloway and Schaefer.*