

Greater Madison MPO
Technical Coordinating Committee
Meeting Minutes

April 26, 2023

[Virtual Meeting via Zoom](#)

2:00 p.m.

1. Roll Call

Members present: Blau (for Hall), Bruun (for Stephany), Brown, Clark, Schmid (for Dunphy), Koprowski, Mountford (for Hedgepeth), Petykowski (for Wolfe), Larson, Kuehn, Scheel, Stauske, Tao, Thao, Voelker

Members absent: Cruz, Forlenza, Sayre, Semmann, Stouder, Wheeler, Violante

MPO Staff present: Hoesly, Holloway, Lyman

2. Approval of March 22, 2023 Meeting Minutes

Tao moved, Brown seconded, to approve the March 22, 2023 meeting minutes. Motion carried.

3. Presentation on MPO High Injury Network and Update on Draft Regional Safety Study Existing Conditions

Consultants from the project team gave an overview of the draft MPO High Injury Network (HIN), including both corridors and intersections. The initial HIN was developed by the UW TOPS Lab using an Empirical-Bayes methodology and modelled safety performance functions, and the consultant team added back in segments that had a high-observed crash frequency in the periphery of the modeled HIN segments. The consultant team shared some of the initial descriptive statistics of the HIN, including breakdown of the HIN by speed limit and intersection control. Collision profiles are currently being developed, and will be presented at a future meeting.

4. Review and Recommendation on FY 2023 Carbon Reduction Program Project Scoring and Funding Alternatives

Hoesly described the six applications for funding received by the MPO, and explained that MPO staff are not recommending funding for the Verona project as it relates to signal operation and improving vehicle flow, and does not achieve the goals of the Carbon Reduction Program (CRP). Staff developed two different funding scenarios for the remaining projects. Since all of the projects would convert street lights to LED, they have the same impact on carbon reduction on a per-light basis and received the same scores on that metric. The differences in scores therefore arise due to the projects having different co-benefits, such as projects in MPO-identified Environmental Justice areas and projects with safety benefits. She described the two funding scenarios developed by staff. Due to scheduling issues with last year's projects, the City of Fitchburg and City of Madison projects did not proceed at that time, and they are recommended for funding at the levels approved in 2022 in both scenarios. The City of Verona project, while eligible for funding under this program, does not enhance any other modes and could induce vehicle traffic, and is not recommended for funding this round. Due to the different scales of the Sun Prairie, Middleton, and Monona projects, staff propose to fund the only a portion of the Middleton project in both projects. Scenario 1 funds the Sun Prairie project, and Scenario 2 funds the Sun Prairie and Monona projects, and a smaller portion of the

Middleton project. In both scenarios, less than the minimum of 50% of the project would be funded with federal dollars, so the project will need to be reduced in scope (number of lights) to ensure that at least 50% of the project is federally funded. Stauske noted that he supported Scenario 2, and that Middleton could work on their project in phases. Brunn noted that the Monona application focused on residential streetlights, which would be difficult to fund under other programs such as STBG-U.

5. Review and Recommendation on Draft MPO Complete Streets Policy

Lyman presented background information how the draft Complete Streets Policy was developed, based on the ten elements of a Complete Streets Policy according to the Complete Streets Coalition. He noted that the adopted policy would apply to all roadway projects selected for funding by the Greater Madison MPO, including new facilities, retrofit and reconstruction, and maintenance projects, although there would be a process to grant exceptions to the policy under certain circumstances. The draft policy is very similar to the State's policy that the MPO had been referencing for years, with the exception of adding a new requirement that any proposed project on a roadway with a Bicycle Level of Traffic Stress (LTS) 4 rating would have to improve the roadway to a minimum rating of LTS 3 or better. Lyman provided clarification on how context-sensitivity would be taken into account for project context (ie, transit stops wouldn't be required where there is no transit).

Larson moved, Brown seconded, to recommend the draft MPO Complete Street Policy for approval by the MPO Policy Board. Motion carried.

6. Review and Recommendation on Draft STBG-U Program Policy and Evaluation Criteria Recommendations

Hoesly explained that the proposed revisions to the policies and project evaluation criteria for the STBG – Urban program are designed to ensure maximum consistency with the Regional Transportation Plan (RTP) 2050 goals and policies, reflect current emphasis areas (e.g., equity), and take into account experience gained with the current project evaluation criteria.

Policy Recommendations:

- Increase STBG-Urban federal cost share from 60% to 65%.
- Modify the sliding scale range used for small scale projects, increasing the scale range from \$300,000-\$600,000 to \$500,000-\$1,000,000.
- Maintain the policy to allocate up to 10% of the MPO's two-year allocation for smaller projects over time, but increase the total cost limit of smaller projects from \$2.8 million to \$3.0 million.
- Revise the Complete Streets policy reference to reflect the MPO's new Complete Streets policy.
- Increase the annual inflationary amount of the Rideshare/TDM program from 3% to 4%.

Evaluation Criteria and Scoring Recommendations:

- Add "locally identified Environmental Justice area" to the Equity scoring criteria category within the Roadway, Transit, ITS, and Bike project types.

Stauske requested that staff provide clarification on how a "locally identified environment justice area" would be defined.

Brown moved, Larson seconded, to recommend approval of the draft STBG-U Program Policy and Evaluation criteria updates.

7. Committee Member Reports

Middleton: Pleasant View Rd project well underway. In design for reconstruction of a section of Parameter Street north of Century.

Madison: Pleasant View and Atwood projects are currently under construction. Autumn Ridge Path is on track for an August PS&E. John Nolen Drive project received bridge investment grant from the White House.

8. Staff Report

- TIP notice sent out, TIP project listings requested by June 16th. The STBG-U solicitation notice was also included; the MPO's supplemental STBG-U application is available on the website, but WisDOT's application won't be posted until early June.
- There will be an agenda item on the May Policy Board meeting to approve the release of a major TIP amendment for public comment. Due to a large increase in federal funding for the BRT project a major TIP amendment is required, which also requires a 30-day public comment period followed by a public hearing.
- Alexandra Andros will start as the new MPO director on May 1st.

9. Next Meeting Dates

- Wednesday, May 24th (Cancelled)
- Wednesday, June 28th (Cancelled)

10. Adjournment

Tao moved, Larson seconded, to adjourn the meeting at 3:44 pm.