

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

July 27, 2022

Virtual Meeting via Zoom

2:00 p.m.

1. Roll Call

Members present: Bizjak (for Balke), Blau (for Hall), Brown, Dunphy, Hessling, Holt, Koprowski, Larson, Petykowski (for Phillips), Scheel, Stouder, Tao, Violante

Members absent: Clark, Cruz, Forlenza, Hedgepeth, Paoni, Semmann, Stauske, Stephany, Wheeler

MPO Staff present: Schaefer, Hoesly

Other staff present: K. Drunasky (City of Fitchburg), T. Stieve (Consultant for McFarland), M. Zhang (WisDOT Traffic Forecasting)

2. Approval of April 27, 2022 Meeting Minutes

Brown moved, Blau seconded, to approve the April 27, 2022 meeting minutes. Motion carried.

3. Review and Potential Recommendation on STBG Urban Project Scoring and Proposed Project Funding for Supplemental FFY 2023-2026 Infrastructure Bill Allocation

Schaefer said that the MPO received an additional \$8.5 million in STBG-Urban funding through the Infrastructure Investment & Jobs Act (IIJA) for FFY 2023-2026, which equates to just over \$2.1 million per year. He noted that once the MPO Policy Board tentatively approves funding for the projects, MPO staff will need to work with WisDOT to ensure the projects can be constructed in the year proposed, and that there will be sufficient funding available in the years we need it based on the schedule of projects approved. The MPO received 28 applications from 12 communities, as well as Dane County. We learned this morning that there was an email transmission issue with DeForest's application for Vinburn Road. Staff will still review and score that project. The board will have the flexibility to make a recommendation on funding for projects at their meeting next week, or at their meeting in September.

Schaefer reviewed a map of the projects and the scoring table with the committee. He noted that the town projects were typically the lowest scoring projects based on our criteria due to the rural nature of those projects. Bizjak noted that Fitchburg's S. Syene Road reconstruction project, which will include buffered bike facilities, only received two out of a possible six points for bicycle facilities. Bizjak asked for additional details on how bicycle facilities are scored. Schaefer said that the degree to which proposed bicycle facilities reduce the existing level of bicycle stress is the main factor in how many points a project will receive for that criterion. Because S. Syene Road already has a shared-use path and is thus already part of the low stress network, there was less of an opportunity to gain points.

Schaefer reviewed a table included in the packet that showed all of the projects that have been funded since 2015 when the MPO initiated a major revision to how projects are scored. With that major revision, a goal was adopted to allocate a minimum of 10% of funding over time to "small-scale" projects (total estimated construction cost does not exceed \$2.8 million; federal funding does not exceed \$1.4 million). The purpose was to provide some "geographic equity" in project funding, spreading the funding around more and allowing smaller communities to better compete for

funding. Since 2015, the MPO has only received one application for a small-scale project: the Exchange Street reconstruction project in McFarland, which is being funded.

Schaefer reviewed three project funding scenarios staff put together. Scenario 1 would fund the following projects: N. Thompson Road and St. Albert the Great Drive, N. Bird Street, S. Syene Road, and Windsor Road. It would also increase funding for the already funded CTH M and John Nolen Drive projects. Scenario 2 would remove funding from Windsor Road and move that funding to John Nolen Drive. Scenario 3 would remove the S. Syene Road project, and move that funding to the Fitchburg bus shelters, Windsor Road, Nichols Avenue, and S. Fourth Street projects. This scenario would fund the greatest number of small projects. Staff is leaning towards recommending scenario 1, but it isn't a strong recommendation and the decision rests with the board since it rests more on what the board thinks is fair.

Blau asked if the Village of DeForest's application would be added to the documents summarizing the project scoring, etc. Schaefer confirmed that it would be reviewed, scored, and added to the documents. The scenarios will be adjusted if needed, based on the score. Bizjak expressed appreciation for staff's work in scoring the projects and generating different scoring scenarios. Bizjak indicated that she supported either scenario 1 or 2. Those scenarios contain the highest scoring projects, including the S. Syene Road project in Fitchburg. In addition, scenario 1 contains two small projects. Scheel stated that he likes scenario 3, which contains a project in the city of Stoughton. He acknowledged that it is challenging for the small communities to compete for funding. He indicated that the amount of federal STBG funding appears to be inadequate for this publicized program. Schaefer clarified that this is additional funding beyond the base funding that was already allocated last year as part of the regular cycle, prior to the IJA bill. The new regular annual allocation will be \$9 million. A solicitation for applications for 2026-2028 will go out next year, and he encouraged communities to apply for projects again.

Since committee members did not feel comfortable voting to recommend a particular scenario, Tao asked Schaefer to pass the committee's comments to the Board. Schaefer said that committee members are welcome to send staff additional written comments, which would be passed on.

4. Review of Transportation Alternatives Program Planning Projects to be Funded with Supplemental FFY 2022 Infrastructure Bill Allocation

Schaefer stated that the planning project summaries were included in the packet. WisDOT sent a request for non-infrastructure projects so they could be considered for FFY 2022 funding under the Transportation Alternatives program. The MPO received three applications: City of Madison SRTS plan; City of Stoughton Yahara River Trail Extension Plan; and City of Sun Prairie Vision Zero Action Plan. All three will be funded. In addition to those projects, the City of Fitchburg and City of Madison B-cycle projects, funded through the normal funding cycle, will be able to be advanced, so they can use FFY 2022 funding. As a result, the MPO will receive \$120,000 more than the baseline allocation since there were not enough projects in other parts of the state. This will free up funding for another project in the future.

Erickson said that WisDOT Central Office will be sending state municipal agreements (SMAs) out shortly for the projects. WisDOT would like the SMAs for the Fitchburg and Madison B-cycle projects returned by August 18, if possible. WisDOT cannot request authorization without a state municipal agreement. Tao said that Madison should be able to meet that schedule. Bizjak asked when the Policy Board will be taking action on this. Schaefer said that the Board has already approved the Fitchburg B-cycle project. At their meeting next week, the Board will take action on a TIP amendment that specifically includes the project in the TIP in the timeframe already committed.

Erickson said that the state TAP website shows 2022-2026 alternative program awards. Funding for the B-cycle projects reflects the original amounts approved by the MPO Board. They will be funded at an 80/20 funding split.

Petykowski asked when the 2023-2026 TAP application process will begin. Erickson said it is anticipated that WisDOT may start the solicitation process in August or September. There may also be another Local Bridge program solicitation later this year. The allocation for the 2024-2029 STBG-Urban program cycle should be known next year, in late spring or early summer. Dunphy asked if the Local Bridge program solicitation would occur this summer. Erickson indicated that this is a possibility. There is a lot of funding coming to Wisconsin for the Local Bridge program.

5. Brief Report on Responses to the MPO Technical Committee Member Survey and Planned Follow Up Action

Hoesly summarized the committee member survey results. She reported that staff received 11 responses. Initial findings indicate that respondents generally feel engaged and comfortable providing comments and recommendations on MPO plans and studies, but less so on MPO funding policies, criteria, project selections, and input into the MPO work program. In addition, they (1) suggested that MPO staff provide an orientation to new TCC members; (2) indicated that there is a need to do a better job at balancing the needs and interests of different sized communities; (3) stated their preference to keep a remote/and or hybrid meeting format; (4) indicated that there was uncertainty on what to report on during committee member reports; (5) mentioned that not all members felt comfortable asking questions or providing comments; (6) expressed interest in technical assistance (e.g., travel demand modeling, etc); and (7) had a high interest in an informal active transportation work group, following by traffic safety, TSM, and TDM.

Hoesly said that staff will follow-up with individual meetings with committee members to see what kind of projects they are working on, any issues they are running into, and to identify future opportunities for MPO assistance or collaboration.

6. Committee Member Reports

Stouder said that the City of Madison is moving forward on a draft ordinance change to add a Transit Oriented Development Zoning Overlay District. This would provide a boost to each of the base zoning districts for properties within a quarter-mile of the core transit system. This covers about 15% of the city. Formal introduction of the ordinance will occur in September or October. Adoption could occur late this year.

Petykowski reported that Madison Engineering is working toward getting the Atwood Avenue PS&E turned in next week. They are continuing to work on resolving construction issues with the University Avenue and Blair Street reconstruction projects. City Engineering is working towards submitting USDOT grants. They are gearing towards a PIM for John Nolen Drive in the fall, possibly early November. They are doing a traffic analysis to determine the right cross section for the causeway. Erickson said that the Atwood Avenue PS&E has been moved to September. He believed that the project would have a December letting. Erickson informed Dunphy that the CTH KP project in Cross Plains was also assigned a September PS&E.

Brown stated that the Sun Prairie transit commission gave authorization to move forward with a local circulator route. If the Madison Common Council and Sun Prairie City Council approve the route, it will be launched concurrently with Metro Transit redesign.

Tao said that Madison Traffic Engineering will be working on their 2023 operating budget request. New positions were requested to support an increase in work and a higher level of service. They are working on the Safe Streets for All federal grant program submittal. Madison may have an advantage in having a Vision Zero Action plan, allowing the city to apply for an implementation grant this year. Traffic Engineering is working on a candidate project list for \$20 million worth of projects. Some of those projects will have a multi-jurisdictional impact. Staff will be reaching out to other communities very soon.

7. Staff Report

- 2022-2026 TIP Amendment #6
 - Staff is working on a minor TIP amendment for next week's Board meeting. This will include the TAP projects that were approved with FFY 2022 funding and some other cost and scheduling changes.
- 2023-2027 TIP Update
 - Staff is working on the annual TIP update. The draft TIP will be published in mid-August. If the Board approves funding for the STBG-Urban projects discussed earlier, an updated priority projects table will be included in the draft TIP.
- Supplemental local program application solicitations (TAP, Carbon Reduction)
 - The MPO anticipates another solicitation for TAP and Carbon Reduction Program projects. For TAP, that would be for projects using FFY 2023-2026 funding. For the Carbon Reduction Program, we are not sure if the solicitation will be for just one additional year since the program is new. We are working on developing criteria to use for the next cycle. Erickson said that there will be a solicitation, but timing is uncertain. It is his understanding that the legislature, unless there is a special session called, will not get to the Carbon Reduction Program until spring 2023. WisDOT is still trying to get eligibility questions answered.
- 2023 MPO budget and work program – increased federal Planning funds under BIL
 - The MPO will be receiving about 25% more in planning funds for the 2023 budget. Staff had sent out a request to local officials, asking for local match support to leverage all of the federal funding. TCC members were copied. Included in that letter was a list of planning projects for which the funding may be used. One project is a regional safety action plan that would allow other communities besides Madison to be eligible to compete for Safe Streets for All funding. The MPO had considered applying for a planning grant under that program this year, but decided it would be best to use some of our additional planning funding for that to complete it by this time next year. If there is interest, a regional implementation grant application that includes interested communities could then be submitted. Additional ideas include (1) developing a technical assistance program that might involve a consultant to assist communities with project design type activities, intersection studies, or potentially ped/bike audits and (2) hiring a consultant to assist communities with grant applications. The MPO is considering hiring a communications outreach specialist with graphic design experience. The MPO is developing our work program now. These are ideas that could be implemented, assuming that the MPO receives local match funding to leverage the additional federal funding.
- RTP 2050 – posting on MPO website, interactive version of plan summary

- Approved by the Board last May. The main report is on the MPO website. We will be adding the appendices shortly. We are also developing an online version of the plan summary with interactive maps.
- Regional Safety Action Plan
- Metro on-board passenger survey
 - The MPO is taking the lead in hiring a consultant to conduct an on-board passenger survey, which is federally required. The last one was done in 2015. The new survey would be done in late fall 2022 and in spring 2023.
- Employer TDM toolkit project
 - The MPO has hired Alta Design to create an employer TDM toolkit for employers of any size who are interested in developing a commute options program at their workplace. This would primarily be an engagement resource and help raise awareness of the MPO's RoundTrip TDM program and local resources available and to increase partnership opportunities. This should be completed before the end of the year and can be shared with anyone interested. This could be a helpful resource for employers, particularly if Madison moves forward with their own TDM requirement.

8. Next Meeting Dates

- Wednesday, August 24, 2022
- Wednesday, September 28, 2022

9. Adjournment

Petykowski moved, Dunphy seconded, to adjourn. Motion passed. The meeting adjourned at 3:30pm.