

**Greater Madison Metropolitan Planning Organization (MPO)
June 5, 2024, Meeting Minutes**

Virtual Meeting hosted via [Zoom](#)

Opitz called the meeting to order at 6:30 p.m.

1. Roll Call and Introductions

Members present: Mark Opitz, Kristi Williams, Liz Callin, Tom Lynch, Paul Esser, Doug Wood, Phil Caravello, Richelle Andrae, Barbara Harrington-McKinney, and Clement Abongwa

Members excused: Derek Field, Charles Myadze, Steve Flottmeyer, and John Duncan

MPO staff present: Alex Andros, Colleen Hoesly, David Kanning

Others present in an official capacity: None

2. Approval of May 1, 2024, Meeting Minutes

Andrae moved, Wood seconded, to approve the May 1, 2024, meeting minutes. Motion carried.

Following item #6, Andrae moved, Opitz seconded, to reconsider the approval of the May 1, 2024, meeting minutes. Motion carried.

Abongwa had noticed an error on item #5 of the May 1, 2024, meeting minutes, where it read, “The City of Madison was awarded over \$60 million in Safe Streets and Roads For All (SS4A) funding.”

Williams moved, Wood seconded, to approve the May 1, 2024, meeting minutes with the erroneous sentence in item #5 corrected to read, “The City of Madison was awarded over \$6.0 million in Safe Streets and Roads For All (SS4A) funding.” Motion carried.

3. Communications

None.

4. Public Comment (for items *not* on MPO Agenda)

None.

5. Public Hearing on Proposed Major Amendment to the 2024-2028 Transportation Improvement Program to add a new federally funded Safe Streets and Roads for All (SS4A) Project

No comments were submitted for the public hearing.

6. MPO 2024 Resolution No. 8 Approving Amendment No. 4 to the 2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

- Bicycle Count Program, sponsored by the City of Madison (TAP Redistribution Project)
- Safe School Crossing Equipment Project, sponsored by the City of Madison (TAP Redistribution Project)
- Safe Routes to School Plan, sponsored by the City of Madison (Locally funded, not programmed)

- Traffic Signal Controllers, sponsored by the City of Madison (CRP Redistribution Project)
- LED Traffic Signals, sponsored by the City of Madison (CRP Redistribution Project)
- Electric Vehicle Charging Facility Project (Wisconsin Electric Vehicle Infrastructure Program) located in the Village of DeForest
- Safe Streets and Roads for All (SS4A) project, sponsored by the City of Madison

Kanning reviewed the projects and programs included in TIP Amendment No. 4. Hoesly noted that the TAP and CRP projects are being added as a result of the 2024 redistribution funds and are in addition to the TAP and CRP projects that were selected by the MPO with locally suballocated funding.

Abongwa noted that there appeared to be an error in the May 1, 2024, meeting minutes, which stated that the SS4A project would be receiving \$60 M in federal funding.

Wood asked if the SS4A money was one-time only. Kanning replied that the money is being awarded this year only but that it would be received over five years. Hoesly said that the money is coming from the last round of funding, but it can be used over several years. Wood clarified that he wanted to know if this money would be available in the future for future applications. Lynch said that the funding should be available in the future but that it is associated with the Bipartisan Infrastructure Law (BIL) so there might be two more opportunities under the BIL.

Abongwa said that it would be helpful if the MPO could educate staff from governments in the MPO on how to go about applying for SS4A funding. He also noted that he thought that applicants would need an approved safety action plan to become eligible for funding.

Andros said that later in the meeting the Board would be adopting a Regional Safety Action Plan, and that it was correct that you need to have a comprehensive safety plan adopted before you can apply for funding. She also said that she understands the interest in more information about how to go about applying for that funding.

Callin moved, Caravello seconded, to approve MPO 2024 Resolution No. 8 approving TIP Amendment No. 4 to the 2024-2024 TIP for the Madison Metropolitan Area and Dane County. Motion carried.

7. MPO 2024 Resolution No. 9 Adopting the Regional Safety Action Plan for the Greater Madison MPO

Andros said that staff is asking the Board to approve MPO 2024 Resolution No. 9 to Adopt the Regional Safety Action Plan for the Greater Madison MPO, and that this would formalize the MPO's Vision Zero by 2040 goal.

Hoesly added that there was a 30-day public comment period on the plan, no comments were received, and that staff is not proposing any changes to the draft plan. She noted that the Regional Safety Action Plan under consideration would meet the SS4A requirement for an adopted comprehensive safety action plan. To be eligible for SS4A funding, there needs to be an adopted plan of this type at the local or regional level, and that this plan would make all local governments in the MPO area eligible for funding. While the deadline for applications for implementation funding this year has passed, the deadline to apply for supplemental planning funding is August 29, so if this plan is adopted tonight, local governments in the area would still be able to apply for that supplemental planning funding this year.

Hoesly said that during the planning process, staff had learned that applicants for implementation funds tended to be more successful if they had already received a supplemental planning grant to develop

their projects prior to applying for implementation grant funding.

Callin added that another benefit of the plan is that it would allow MPO communities to coordinate a regional application for an implementation grant. It could be Dane County together with some local communities or just a group of communities working together. She said she thought the plan was strong and that she was excited to move it forward.

Wood moved, Williams seconded, to approve MPO 2024 Resolution No. 9 Adopting the Regional Safety Action Plan for the Greater Madison MPO.

8. Presentation on 2022-2023 Traffic Safety Snapshot and Dane County Traffic Safety Commission Initiative

Hoesly described the work of the Dane County Traffic Safety Commission (TSC) and noted that the data in her presentation had been previously presented at the TSC's biannual safety data review meeting that took place earlier this month. She noted that the 2022-2023 Annual Traffic Safety Report data that she was presenting focuses on behavioral issues, rather than the infrastructural and policy issues that are the focus of the Regional Safety Action Plan, and that the Regional Safety Action Plan includes the information in the Traffic Safety Report by reference.

She then presented on the findings from the 2022-2023 Annual Traffic Safety Report.

Caravello asked if there was data available on how many of the crashes involved people without valid driver's licenses and the potential impact of offering additional driver training. Hoesly replied that the TSC does not have access to the citation data, which would give us more information about that issue. She said that when the TSC talks with officers who have investigated motorcycle crashes, the officers often have reported that motorcycle drivers involved in these crashes often lack the required endorsements for the vehicles that they are operating. Hoesly noted that the TSC would like to get access to more of this type of data to better understand crash risk factors.

Andrae asked if there were any professionals from the legal system participating in the TSC. Hoesly replied that there are some judges and prosecutors who participate in the TSC.

Wood commented that he was struck by the fraction of crashes that are due to human factors and are not related to infrastructural or other types of issues.

Opitz asked where he could find the Traffic Safety Report online. Hoesly replied that it is not an actual report but rather just consists of the slides that she had shown. She said that the report had not been posted on the MPO website in the past but that it had been posted in the past on the sheriff's website and on the TSC website. Opitz asked if Hoesly could share the report and supporting information with the Board. Hoesly said that she would.

Callin said that these human factors are difficult to control but that the Vision Zero aim is not to necessarily eliminate all crashes but to get the number of fatalities down to zero, and that infrastructural and policy changes can reduce the severity of crashes that do occur.

Hoesly noted that law enforcement officials that participate on the TSC say that "we can't enforce our way out of our speeding issues," but that planners and engineers can design roads in ways that decrease speeds and improve safety.

9. Report on MPO Strategic Planning

Andros provided a brief description of the MPO's recent strategic planning efforts. She noted that MPO's greatest strength is the depth and range of its staff's skills and experiences and that staff value community, collaboration, and contribution, and want to build on that and continue to do good work.

10. Status Report on Capital Area RPC Activities

Andros said that she didn't have much to add beyond what was included in the meeting packet. She said that she had spoken to the new CARPC director (Jason Valerius), and they had discussed inviting him to an MPO Policy Board meeting to introduce himself to the board members. Andros then asked the Board if they would like to have him come to a meeting.

Board members indicated that they would like to invite the CARPC director to an upcoming Board meeting.

11. Staff Reports

Andros said that the City of Madison's budget situation is taking a lot of time and effort to deal with. She said that historically the City of Madison has been able to provide the MPO with whatever additional funding has been needed for our "local match" to maximize the amount of federal funds we receive. The tight budget may make it harder for the City offer this level of assistance in the future. Andros noted that other communities outside of Madison had provided more funding for the MPO over the past year than they previously had, and she expressed her hope that this trend will continue.

Andros also noted that WisDOT has released a solicitation for Carbon Reduction Program (CRP) funding. She said that, while applications go to WisDOT, she would appreciate it if communities would let the MPO know their plans for applying. The due date for applications is Sunday, June 30 at 5:00 p.m.

Andros also mentioned that the MPO had hired a new outreach specialist, Kayla Haas, who works jointly for both the MPO and CARPC, with her time divided 75% MPO/25% CARPC. She said that she will be working with Kayla to put together some public engagement performance measures to share with the Board. She said that the MPO has reached over 8,000 people via Facebook (up 77% since March) and had engaged over 300 people since April. Engagement is classified as any type of interaction with the MPO. Much of this engagement has been related to the MPO's RoundTrip program.

Opitz said that he had seen MPO staff at a table set up during Bike Week activities, and that a line had immediately formed at the table and that there seemed to be a great deal of engagement with the public. He thanked the staff for their good work.

12. Adjournment

The next Policy Board meeting would normally be held on July 3rd but given the inconvenient date and the lack of pressing business, it will be cancelled. The next meeting will be August 7th.

Abongwa motioned, Caravello seconded, to adjourn. Motion carried. Meeting adjourned at 7:47 p.m.