

**Greater Madison Metropolitan Planning Organization (MPO)
October 6, 2021 Meeting Minutes**

Virtual Meeting hosted via Zoom

Opitz called the meeting to order at 6:33 PM.

1. Roll Call and Introductions

Members present: Margaret Bergamini, Paul Esser, Steve Flottmeyer, Dorothy Krause, Tom Lynch, Jerry Mandli, Barbara Harrington-McKinney, Mark Opitz, Nasra Wehelie, Doug Wood

Members absent: Yogesh Chawla, Grant Foster, Gary Halverson

MPO staff present: Bill Schaefer, Ben Lyman

Others present in an official capacity: Kristi Williams (Town of Cottage Grove, pending appointee to Policy Board)

2. Approval of September 1, 2021 Meeting Minutes

Krause moved, McKinney seconded, to approve the September 1, 2021 meeting minutes. Motion carried.

3. Communications

- September 17, 2021 Letter from WisDOT to FHWA and FTA approving the TIP Amendment approved by the Policy Board on September 1, 2021 (Amendment #5)

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

None.

5. MPO 2021 Resolution No. 9 Adopting the 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Schaefer reviewed MPO selected projects for funding through the STBG-U program, with cost estimate and schedule revisions to some projects. He then reviewed the Addition/Change sheet in the packet, and highlighted significant changes from the Draft TIP.

Wood asked about the City of Madison funding for intercity passenger rail terminal planning, and if there was a proposal to bring intercity rail to Madison. Lynch responded that the Invest America Act proposes to provide significant funding for intercity rail, and that Amtrak views Madison as a favorable market for 75 MPH rail as an extension of the Hiawatha service between Chicago and Milwaukee. This project would plan for possible routing and station locations so that Madison is prepared to act on available funding if the Invest America Act is passed.

Bergamini asked about the revision to North-South BRT funding and the removal of programmed funding for construction. Lynch spoke to the funding in the Executive Budget, which will allow entry to the Project Development phase for FTA funding purposes, and described the project schedule. Schaefer asked about coordination with WisDOT on Park Street reconstruction to accommodate BRT. Lynch responded that WisDOT is responsible for reconstruction of Park Street, and that city staff have been proactive in working with WisDOT as reconstruction projects occur. He spoke to feedback received from South Madison residents through the Complete Green Streets

Initiative, and commented that Park Street could become a different corridor than it currently is. Bergamini asked about the number of articulated buses being purchased by Metro, and if there would be enough of them to serve the North-South BRT corridor. Lynch responded that Metro is using the strong warrants for the East-West BRT corridor to purchase enough vehicles to operate the North-South BRT corridor, which increases service frequency in the core/overlapping portion of the BRT corridors. Krause asked how many bikes can be carried on articulated buses, and Lynch responded that they will hold two or perhaps three bicycles. He acknowledged that this will require facilities for bicyclists to feel comfortable leaving/locking their bikes at BRT stations. Opitz asked about the extent of the Atwood Ave. project and where bicycle lanes will be provided. Schaefer responded that the limits were Fair Oaks to Cottage Grove Road (excluding those intersections) and separated paths will be provided east to Walter Street with on-street bike lanes from there to Cottage Grove Road connecting to the existing bike lanes. Opitz clarified that his concern is that a continuous route be provided.

Lynch moved, Krause seconded, to approve MPO 2021 Resolution No. 9 Adopting the Draft 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County with the revisions listed in the Addition/Change sheet. Motion carried.

6. Approval of Proposed Revisions to Scoring Criteria for Transportation Alternatives Program Projects

Schaefer introduced the purpose of the proposed changes, which is to make them more consistent with STBG-U criteria. Lyman described the proposed changes to the STBG-Transportation Alternatives (TA) Program project scoring criteria.

Lynch asked about the timing of projects and local body financial commitment to them for application purposes, and if a project has to be in a local CIP prior to application. Schaefer stated that the project could be in the CIP or there could be a resolution of support for the project from the governing body. He clarified that it is preferred that projects have undergone public review and are supported by policy makers.

Bergamini moved, Lynch seconded, to approve the proposed revisions to scoring criteria for Transportation Alternatives Program projects. Motion carried.

Schaefer noted that the TA program application cycle is currently open, with applications due at the end of January. The MPO will be informed of its apportionment in the end of October, and will follow its usual process to review, score, and make recommendations to the Policy Board.

7. MPO 2021 Resolution No. 10 Approving Amendment to the MPO 2021 Work Program

Schaefer explained that the Work Program needs to be amended to allow the carry-over of about \$21,000 to next year. The plan is to use this money to hire a consultant to assist in developing an interactive data dashboard to replace the Performance Measures Report that has been produced in the past. Some funding from the 2022 budget will also likely need to be used for this. This data dashboard would include interactive maps replacing the current static .pdf maps.

Lynch asked if the specific amendment to the Work Program is to allow the use of these funds next year. Schaefer confirmed this. Lynch asked if the annual cost of the Streetlight subscription is actually \$125,000 as shown in the budget. Schaefer confirmed this, and indicated that continuing the subscription may be re-evaluated next year, with possible alternatives including purchasing a less-extensive subscription from Streetlight or a subscription to an alternate data provider. Schaefer indicated that the cost of the subscription is one of the reasons he supports widespread use of the platform by city staff.

Krause moved, Wood seconded, to approve MPO 2021 Resolution No. 10 approving the amendment

to the 2021 Work Program. Motion carried.

8. Approval to Release Draft 2022 MPO Unified Planning Work Program (UPWP) for Review and Comment

Schaefer highlighted points of interest, including the Work Program summary and discussions with WisDOT and USDOT staff regarding the Work Program and required additions to it, including that FHWA will be doing a recertification of the MPO next year on its regular cycle; and, depending on when the new Census Urbanized Areas are released, the MPO will need to set new Planning Area boundaries and update the roadway classification system. Schaefer noted that work on the Regional Transportation Plan Update continues, and needs to be adopted by May of 2022. The MPO will begin work next year on implementing planning-related actions called for in the RTP Update, including assisting communities in implementing bicycle and pedestrian-related programs and potentially supporting development of local ADA Transition Plans. Work with UW TOPS Lab will continue on identification of a high injury network. Hiring a consultant to assist with further analysis of top problem intersections and preparing HSIP grant applications may also be part of follow up work. The MPO has been supporting the Metro Transit Network Redesign and will continue to support those efforts, and has also been asked by Metro to lead an upcoming on-board passenger survey in the fall of 2022 and spring of 2023. The MPO will be following and supporting the BRT projects and WisDOT corridor study projects with travel forecasting and other assistance. The TDM program has received recent publicity surrounding its rebranding, and work is underway with WisDOT to evaluate potential changes to the web platform; staff will continue to work with City of Madison staff on their TDM ordinance.

Lynch asked whether MPO staff have the capacity to track VMT within the municipal boundary and not just at the county level. Schaefer stated that Streetlight data can be used to estimate VMT for smaller areas and that the MPO anticipates being able to provide this important data to communities. Krause noted the lack of pedestrian and bicycle accommodation at Broadway and Stoughton Road, and asked what is being done to improve the crossing of Stoughton Road in the corridor planning process, and how the MPO is involved in that work. Schaefer stated that the board will be hearing more about that project in the coming months, and that there are quite a few pedestrian and bicycle improvements planned in the corridor. Schaefer noted that Alder Foster is on the Policy Committee for the project, and that MPO staff are on the Technical Committee. Flottmeyer stated that WisDOT is just starting up on the project, and that more information will be coming as it gets underway. Lynch stated that the City of Madison recently approved a homeless encampment at Femrite Dr., and there will be pedestrian traffic at the Broadway and Stoughton Road intersection; the city lacks jurisdiction over the highway intersection, so WisDOT may need to make temporary improvements in the near-term to avoid pedestrian casualties in the intersection.

Krause moved, Wehelie seconded to approve the release of the Draft 2022 MPO Unified Planning Work Program (UPWP) for review and comment. Motion carried.

9. Review and Recommendation on Draft 2022 MPO Budget

Schaefer provided background on how the Policy Board approves the Work Program, and that the City of Madison Common Council approves the budget. The Policy Board is asked to provide a recommendation on the budget to the Common Council. He noted that last year, about \$30,000 of the MPO's federally allocated funding had to be returned due to insufficient local matching funds. This year he anticipates being able to use the entire federal allocation, and expects that federal funding will increase in 2023. At this point staff is proposing to use most of the MPO's discretionary funding on the Streetlight platform and the remainder on the data dashboard consultant discussed

during item No. 7. He described various other cost increases and savings from the prior year's budget. Regarding local match funding, he was very conservative in including potential new community funding and did not include communities which are considering contributing. Opitz stated that he thought it was very helpful when Schaefer explained to communities that some of the federal funding had to be returned due to insufficient local match, and that he continues to advocate for full funding by the City of Middleton.

Wood moved, Krause seconded, to recommend approval of the Draft 2022 MPO budget by the City of Madison. Motion carried.

10. Update on *Connect Greater Madison Regional Transportation Plan 2050*

Schaefer explained that work is just beginning on travel forecasting, so that information will be provided at the next meeting. An interactive commenting map tool was available for the public and Lyman will provide a summary of those responses. Work is also underway on the draft future transit and future bike networks, with maps included in the packet. Interactive versions of these maps will be made available for public review and comment. He noted that comments received through the commenting map will be forwarded to the appropriate community or organization. Lyman provided a summary of the number and categories of comments received through the interactive map commenting tool. Schaefer described the draft planned regional bikeway network map and how routes are determined. An interactive version of the map will be made available for public review; MPO staff will be meeting with local community staff to discuss the draft network once more information has been compiled.

Krause stated that it is important when reviewing the map comments that there are populations who will not be able to interact with or use these tools, and that the MPO needs to work to ensure that their needs and desires are also represented and considered. Lyman stated that staff was aware of that issue at the beginning of the planning process, and that is why focus groups with disadvantaged populations were held early in the process. He described the focus group organization and process, and the community organizations hired to support those groups. Schaefer added that for specific facility improvements, MPO staff conduct Environmental Justice (EJ) analyses of improvements in the plan, including impacts to identified EJ areas.

Lynch stated that the City of Madison is in the middle of its Complete Green Streets planning initiative, and it would be nice if the future bicycle network was aligned with that; even more so, the network redesign project should be aligned with the future transit network, which shows BRT on corridors he doesn't see as feasible. He asked if the draft network maps could be discussed more deeply among staff before running analyses on the networks. Wehelie offered to help facilitate outreach to community organizations, and asked if faith communities had been included in outreach; additionally, she has connections to other communities, such as immigrant communities, that she can assist staff with connecting to.

Lyman described the development of the draft future transit network map, which is based on current BRT plans and adjusted with the ridership alternative from the Network Redesign study and commuter express routes from 2017's 2050 RTP. He described how the draft network is used in the travel model. Schaefer stated that this is one of the purposes of the map, but that there is value in identifying potential BRT and other transit corridors beyond phase 1 and 2. Lynch asked that MPO staff meet with City of Madison staff to discuss these networks prior to continuing with coding the networks in the model. Lynch noted that there are areas with acute needs, and other areas like Stoughton Road that may redevelop in the coming decades – or not. Lyman noted that the timelines of the Network Redesign and the Regional Transportation Plan have built-in conflicts, but that he has been working with City staff throughout the process. Lynch asked about the timeline of the RTP.

Schaefer stated that it needs to be adopted by May, but that the Board could re-adopt the current RTP for a period of time if more time was needed. Opitz asked about the express route on CTH T and TT as opposed to CTH BB (Cottage Grove Road). Schaefer responded that this routing serves the existing WisDOT Park & Ride lot on CTH TT and planned development in Madison's Northeast neighborhood. However, he agreed that CTH BB was a logical alternative. McKinney stated the Metro Network Redesign and the future transit network need to be coordinated so as to best serve the entire county in a collaborative manner. Bergamini stated that this discussion highlights the need for coordination between various economic development and transportation staff, and to structure those conversations so as to equitably and efficiently use dwindling resources to provide services. Krause asked how staff from other communities are being involved, and pointed out destinations in Fitchburg that are not served by transit. Schaefer stated that the RTP is based on future land use plans and growth assumptions that were developed in coordination with CARPC and local staff; the intent is to circle back to local staff after developing draft transportation recommendations for feedback. Lyman reiterated that the maps presented are drafts, and they serve as the basis for conversation and feedback.

11. Discussion and Potential Action Regarding Expansion of the Area of Eligibility for STBG Urban and TA Program Funding from the Urban Area to the Planning Area

Schaefer provided background on the difference between the planning area and the urban area, and why the Village of Oregon is not in the Urban Area but is in the Planning Area. As a result, Oregon is not eligible for MPO funding. He said Oregon did receive a very small annual allotment of funding through the STBG program as a small urban area, but staff still recommended that the area for eligible MPO funded projects be expanded to include the planning area or to just include the Village of Oregon in addition to the urban area.

Krause asked if areas such as Oregon could be included as a lower-priority area for funding; Schaefer indicated that the scoring criteria already favor projects that will serve larger populations, but that priority language could be adopted. Wood asked if Oregon's current allotment would continue if the area of eligibility for MPO funded projects was expanded to include the village. Schaefer stated that yes, they would continue to receive that funding, but the MPO could require a larger local share of funding using this funding. Wood asked if expanding the area of eligibility would exacerbate sprawl. Schaefer stated that this would be unlikely unless the MPO selected a major roadway expansion or new road for funding. He gave examples of county highways that could conceivably receive funding through the MPO and suggested that these projects would not score as well as projects in the urban area. Schaefer stated that this is not an urgent issue if the Board wants more time to think about it. Krause suggested that adding shoulders to county highways would be good projects to fund in these areas. Schaefer stated that it would be more typical for shoulders to be added in a resurfacing project and not as stand-alone projects.

Bergamini moved, Wood seconded, to defer action on the issue to a future meeting. Motion carried.

12. Brief Updates:

- Issues Regarding WisDOT Calculation of Suballocated MPO Funding for STBG Urban and TAP and WisDOT's Use of MPOs' CRRSAA Funding

Schaefer provided a status update of this issue and will share more information as it develops.

- Request for Local Contributions to the MPO's 2022 Budget

Schaefer has been presenting on this to various communities and the cities and villages and towns associations.

13. Status Report on Capital RPC Activities

Schaefer stated that CARPC is working to finalize the draft Regional Development Framework, and that he will ask them to present to the board when that is complete.

14. Announcements and Schedule of Future Meetings

The next board meeting is scheduled for Wednesday, November 3.

15. Adjournment

Moved by Krause, seconded by Wehelie, to adjourn. Meeting adjourned at 8:50 PM.