

**Greater Madison Metropolitan Planning Organization (MPO)  
June 1, 2022 Meeting Minutes**

[Virtual Meeting hosted via Zoom](#)

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Opitz called the meeting to order at 6:53 PM.

**1. Roll Call and Introductions**

**Members present:** Phil Caravello, Paul Esser, Steve Flottmeyer, Gary Halverson, Barbara Harrington-McKinney, Tom Lynch, Jerry Mandli, Mark Opitz, Doug Wood

**Members absent:** Margaret Bergamini, Yogesh Chawla, Grant Foster, Nasra Wehelie, Kristi Williams

**MPO staff present:** Bill Schaefer, Colleen Hoesly

**Others present in an official capacity:** None

**2. Approval of May 11, 2022 Meeting Minutes**

Wood moved, Esser seconded, to approve May 11, 2022 meeting minutes. Motion carried.

**3. Communications**

- Email from WisDOT approving Amendment #4 to the 2022-2026 Transportation Improvement Program that the Policy Board approved at the May meeting (emailed to board members).
- Letter of support from the MPO for Metro Transit's grant application under the Bus and Bus Facilities program for renovations of Metro's maintenance facilities, primarily roofing work and the installation of solar panels.

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

None

**5. Approval of Proposed Funding of Carbon Reduction Program Projects with FFY 2022 Bipartisan Infrastructure Bill Funding**

Schaefer explained that the MPO will have about \$1,000,000 per year to distribute to Carbon Reduction Program Projects for the next five years. The MPO received four applications for FY 2022 funding, which needs to be obligated this fall:

- The cities of Madison and Fitchburg submitted applications for funding to replace existing streetlights with LED fixtures.
- The City of Middleton submitted a project to purchase four electric fleet vehicles and five charging stations for their fleet vehicles.
- The City of Sun Prairie submitted a project to purchase a public charging station to be located at the Westside Community Center and three fleet vehicles.

Schaefer noted that while the MPO has not settled on scoring criteria for these projects, the applications were ranked. The LED light replacement projects scored the highest due to their higher GHG emissions benefits from their energy efficiency, as well as safety benefits from better street lighting, and equity benefits related to their longer life as residents of EJ neighborhoods tend not to report lights that are

out as fast as other neighborhoods. The Sun Prairie project was ranked third due to the inclusion of a public charging station, and the Middleton project was ranked fourth.

MPO staff is proposing to fully fund the Sun Prairie and Fitchburg projects and to award partial funding to the Madison and Middleton projects. If the Madison project were fully funded it would leave a surplus of \$86,000, not enough to even partially fund the Middleton project. Since all of the proposed projects are worthy, in the interest of spreading the money around MPO staff thinks the best solution is to fund the Middleton project at 50% and award the remaining funding to the Madison project, which will cover about 54% of its cost, and represents 64% of total available funding.

Esser moved, Caravello seconded, to approve funding of the four projects in accordance with staff recommendations. Motion carried.

**6. MPO 2022 Resolution No. 6 Approving Amendment #5 to the 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County**

Schaefer said the amendment would add the Carbon Reduction Program projects just approved and two intersection safety projects in Madison and Sun Prairie.

Wood asked about the scope of the intersection projects entailed. Schaefer said both projects include new monotube traffic signals, lighting, and crosswalk improvements. Lynch asked whether both are HSIP projects. Schaefer confirmed that they are.

Esser moved, Wood seconded, to approve Amendment # 5 to the 2022-2026 Transportation Improvement Program. Motion carried.

**7. Review and Discussion of Potential MPO Planning Grant Application Under the New Safe Streets and Roads for All Program**

Hoesly discussed the Safe Streets and Roads for All (SS4A) funding program, which will provide \$1 billion annually for the next 5 years in discretionary funding across the country. The program offers both planning grants, to fund a community's Comprehensive Safety Action Plan (CSAP), and implementation grants, that are only available to communities that have completed a CSAP.

Possible MPO options related to a grant include:

- Applying for a SS4A planning grant to complete a regional Comprehensive Safety Action Plan (CSAP)
- Using the MPO's additional Planning funds to complete a CSAP
- Partnering on a local agency's planning or implementation grant application

Hoesly noted that applying for a planning grant to complete a CSAP would allow the MPO to partner with UW TOPS Lab to produce a more extensive plan with new sources of data, but that the MPO could produce a more basic plan using its Planning funds.

Lynch noted that the scale of available funding is a rare opportunity and that if the MPO applies for a planning grant to produce a CSAP, by the time the plan was complete there would likely be only two more years of SS4A funding. He said that if the MPO could put together a CSAP with MPO funds over the course of the next year it would have a better chance at securing a regional implementation grant through the program, which could be used to benefit numerous MPO communities. Because the City of Madison has a Vision Zero plan, which qualifies as a CSAP, it can apply for implementation grants right away. No other MPO communities have qualifying CSAPs but if the MPO produced a CSAP, it could partner with these other communities on applications for implementation grants.

Schaefer noted MPO staff were leaning towards producing a CSAP using MPO funds. He speculated that

the odds of receiving implementation grant funding might be higher if the MPO does not request funding for the CSAP. He also noted that the increased Planning grant funding will require a 20% local match, which will be challenging so obtaining another 20% match for a safety grant would be difficult.

Esser asked for clarification about how a \$200,000 planning grant would be distributed and whether each community would have a project that would be a part of that \$200,000 total. Schaefer replied that the \$200,000 would only be for a plan that would cover all of the MPO communities, making them eligible for implementation grants once that plan is completed.

Lynch said that there are two paths: either the MPO applies for funds to produce a CSAP, likely having a plan completed by the 2024 deadline for implementation grant applications, or the MPO uses its own planning funds to produce a CSAP, likely completing a plan by the 2023 deadline. Using the MPO's own planning funds for the CSAP would probably give the MPO, and constituent communities, at least one additional year of eligibility to apply for implementation grants. Lynch then asked Hoesly whether individual projects need to be listed in the CSAP. Hoesly and Schaefer said that it appears that a CSAP should identify project types and priorities, but it probably does not need to identify specific projects and locations. There just needs to be a clear connection between analyses in the CSAP and the projects being applied for.

Hoesly noted that a CSAP does not have to be a single document; communities that have produced multiple plans/documents that cover the same topics as a CSAP, can self-certify that these materials qualify as a CSAP. Lynch asked whether the MPO has produced documents with enough of the elements of a CSAP to certify that they qualify. Hoesly replied that the biggest missing element for the MPO is project prioritization; the MPO has not engaged the constituent communities to prioritize safety projects.

Schaefer said that it sounds like the MPO Board supports MPO staff's thinking that using MPO Planning funds to produce the CSAP is the best course of action, rather than applying for a grant to produce the CSAP. Staff will pursue that strategy.

## **8. Announcements and Schedule of Future Meetings**

There were no announcements. The next meeting is August 3, 2022 at 6:00 PM.

Schaefer said there will be two MPO meetings. The first one would be an MPO only meeting followed by a joint meeting with CARPC. Schaefer noted that the MPO only meeting topics could be covered in an hour, leaving time for a 90-minute joint meeting with CARPC following the MPO meeting. Agenda items at the joint meeting would be a review of MPO-CARPC coordination efforts and potential actions previously identified that could be taken, review of the history of the relationship between the two agencies and what would be required if the agencies were to be merged, and follow-up from the joint rebranding—particularly outreach to local officials. He said the alternative would be to schedule the joint meeting on a separate night. The consensus of board members was to hold both meetings on August 3. The July 6, 2022 meeting will be canceled.

## **9. Adjournment**

Esser moved, Harrington-McKinney seconded, to adjourn. Meeting adjourned at 7:40 PM.