

**Greater Madison Metropolitan Planning Organization (MPO)  
April 5, 2023 Meeting Minutes**

[Virtual Meeting hosted via Zoom](#)

---

Opitz called the meeting to order at 6:32 PM.

**1. Roll Call and Introductions**

**Members present:** Richelle Andrae, Phil Caravello, Pam Dunphy, Paul Esser, Grant Foster, Tom Lynch, Mark Opitz, Kristi Williams, Doug Wood

**Members absent:** Steve Flottmeyer, Barbara Harrington-McKinney, Nasra Wehelie

**MPO staff present:** Colleen Hoesly, Bill Holloway, Zia Brucaya

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

**2. Approval of March 1, 2023 Meeting Minutes**

Esser moved, Andrae seconded, to approve the March 1, 2023 meeting minutes. Motion carried.

**3. Communications**

None.

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

None.

**5. MPO 2023 Resolution No. 5 Approving Amendment No. 2 to the 2023-2027 Transportation Improvement Program for the Madison Metropolitan Area & Dane County**

Hoesly reviewed the list of projects included in the amendment. The list includes the five TAP projects approved at the last board meeting; a Metro Transit safety equipment project; four WisDOT projects; and a Village of DeForest roundabout project.

Esser moved, Williams seconded, to approve Resolution No. 5, Approving Amendment No. 2 to the 2023-2027 Transportation Improvement Program for the Madison Metropolitan Area & Dane County. Motion carried.

**6. Approval of the Interim Project Scoring Criteria for the Carbon Reduction Program**

Hoesly explained that the Carbon Reduction Program (CRP) is a new sub-allocated funding program created under the most recent infrastructure bill. The MPO is set to receive about \$1.1 million annually. Federally eligible project categories under the CRP include public transportation projects; bicycle and pedestrian projects; congestion management technologies; energy efficient street lighting and traffic control devices; and projects supporting the deployment of electric vehicles and charging infrastructure. There was a solicitation in 2022 and the policy board selected four projects for funding. Due to WisDOT funding process issues and limitations, the money was not spent last year, and the CRP program has been pushed back by one year for the next five years. Additionally, prior to approving the Federal Expenditure Plan that authorizes CRP expenditures, the Joint Finance Committee removed some of the

eligible project categories. Previously selected projects that do not fit within these categories will no longer be able to be funded. It is possible that the eligibility restrictions will be lifted next year through the state budget process. WisDOT released the 2023 CRP solicitation in March, and eligible projects submitted last year will be considered again this year. The funding must be spent in 2023 and projects will be selected at the next board meeting in May. Hoesly then briefly reviewed the draft interim project selection criteria developed by staff to guide project selection for the 2023 CRP funding cycle. Staff propose to hold off on finalizing these until more guidance is available.

Foster asked about how the proposed scoring criteria calculate and compare the carbon reduction value of different projects, such as a streetlight project compared to a bikeway construction project. Hoesly stated that there is a calculation that can be done, and that in 2022, street lighting scored higher than fleet vehicle electrification. Foster noted that the City of Madison is focused on mode shift to walking, bicycling and transit, so he would like staff to consider how the value of this can be reflected in the next iteration of evaluation criteria if/when more project types become eligible.

Lynch stated that it makes sense to select lighting projects right now because they can be done quickly, and the funding available under CRP does not go very far for bike/ped construction projects. The city is already seeking other federal funding for these.

Wood seconded Foster's comments and clarified that bike/ped projects are not eligible this year due to the Joint Finance Committee's restrictions. He expressed frustration with the micromanaging of local funds. Hoesly noted that this process has moved quickly, and that the MPOs in the state have communicated to the FHWA their position that MPOs should be able to select projects based on federal eligibility criteria. The MPOs are concerned this could set a precedent for other sub-allocated funding programs and want FHWA to make a statement. Wood stated the board can provide a letter if needed.

Foster stated that if there is more flexibility in the next round, CRP could fund smaller bike/ped repair and improvement projects and traffic calming projects. He hopes to see these types of projects prioritized over motor vehicle electrification.

Hoesly noted that the interim project scoring criteria were recommended for approval by the policy board at the last technical coordinating committee meeting.

Esser moved, Foster seconded, to approve the interim project scoring criteria. Motion carried.

## **7. Presentation on the Development of the Dane County Electric Vehicle Charging Infrastructure Plan**

Hoesly stated that Holloway is project lead for the Dane County EV Charging Infrastructure Plan process. Staff has organized several meetings with the project steering committee to guide plan development. Holloway shared a presentation on the steering committee make-up, plan purpose and scope, process to-date, what the committee has learned so far, and next steps. The plan will help local governments prepare for the shift to EVs and take advantage of new sources of federal funding to support EVs and EV charging infrastructure. In part, the plan will identify priority locations in Dane County for installation of different types of charging infrastructure.

Lynch asked how this plan will interact with the charging plan that the state recently developed. Holloway stated that in order to be eligible for funding through the National Electric Vehicle Infrastructure (NEVI) plan, the state developed a WEVI plan that identifies a network of alternative fuel

corridors and four existing charging stations that meet qualifying criteria. The plan also identifies potential station locations beyond a 25-mile radius around the existing stations, to prioritize spacing that allows cars to travel the longest distances. The Madison area has one of the existing stations, so most of Dane County is outside of the 25-mile radius for new station locations that will be prioritized first to complete the network identified under the WEVI plan.

Holloway state that the Dane County plan will identify project opportunities for future funding under the CRP program if eligibility restrictions are lifted, as well as under the Charging and Fueling Infrastructure (CFI) program. Hoesly noted that the MPO is eligible to submit a regional application under the CFI program, however, this is the first time that MPOs have been eligible to apply for this type of discretionary grant funding, so new administrative processes will need to be put in place for the MPO to manage contracts and compliance. Applications for the current program cycle are due in May. The MPO can support and application, but it is unclear whether the MPO will be able to take the lead this year.

Foster commented that he is glad to see there is another funding option available for EV infrastructure, relating to his prior comment about hoping that the MPO can direct CRP funding to projects that support mode shift. He added that short of leading a CFI application, the MPO could be effective in supporting local communities to apply, and convening them to share insights and lessons learned.

## **8. Presentation on the New RoundTrip Platform**

Brucaya shared an overview of RoundTrip program activities over the past six months. The program released a new Commute Options Program Toolkit for employers and launched a new online ride-matching platform in January in partnership with WisDOT and the Southeast Wisconsin Regional Planning Commission. Staff is managing a new spring marketing campaign, conducting public outreach and engagement, and providing information and promotional resources to employers. Staff is also exploring opportunities to expand and add programming as budget and staff capacity increase.

Andrae asked whether there is a critical mass of residents that the program needs to be using the ride-matching platform in order to make it viable. Brucaya stated that there is not a specific population percent targeted, but that we want to increase the number of users in areas beyond central Madison, as well as increase the number of users who can be carpool drivers as well as riders. Andrae noted that increasing promotion through onboarding processes at major employers would be great.

Wood asked where board members should direct employers who want to learn more. Brucaya said to connect them with her for tailored resources and assistance.

## **9. Status Report on Capital Area RPC Activities**

Hoesly noted that the main updates are included in the meeting packet. In addition, the MPO and CARPC both brought information and presented at a recent Dane County Board meeting, which was a great opportunity to show how the agencies complement each other and support the region.

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

- Staffing Update:

- Alexandra Andros was hired as the new MPO director. She has been a planner with Dane County for over twenty years. She will start on May 1. Opitz thanked the board members who assisted with the hiring process.
- Staff expects to start the hiring process for a new Community Outreach and Communications Specialist after Alexandra starts.
- Board Member Appointments: Several board positions will be up this month and new appointments will be made. Staff is developing a new onboarding packet to support these transitions. Opitz thanked Foster as an outgoing alder for his contributions to the board over the past several years.
- The MPO will release its STBG funding solicitation this month, expected to be around \$18 million.
- Staff will start to develop the 2024 work program within the next couple of months and welcomes input from the board regarding projects to include.
- The May board meeting will include a presentation by WisDOT Staff on Interstate 39/90/94 (Madison to Wis. Dells); proposed revisions to STBG scoring criteria; possible adoption of an MPO Complete Streets policy; and CRP project selection.

Opitz proposed holding the June board meeting in person due to the presence of a several new board members and the new MPO director. General agreement voiced. Lynch stated that quorum should be confirmed prior to meeting in person.

Next MPO Board Meeting: Wednesday, May 3, 2023 at 6:30 p.m.

## **11. Adjournment**

Williams moved, Foster seconded, to adjourn. The motion carried. Meeting adjourned at 7:57 p.m.