

Greater Madison Metropolitan Planning Organization (MPO)¹
November 4, 2020 Meeting Minutes

Virtual Meeting hosted via Zoom

Chair Opitz called the meeting to order at 6:30 PM.

1. Roll Call

Members present: Paul Esser, Steve Flottmeyer, Grant Foster, Patrick Heck, Dorothy Krause, Tom Lynch, Jerry Mandli, Ed Minihan, Mark Opitz, Mike Tierney, Doug Wood, Yogesh Chawla

Members absent: Samba Baldeh, Margaret Bergamini

MPO staff present: Bill Schaefer, Colleen Hoesly

Others present in an official capacity: Diane Paoni

2. Approval of October 7, 2020 Meeting Minutes

Krause moved, Esser seconded, to approve October 7, 2020 meeting minutes. Motion carried.

3. Communications

- Memo from WisDOT and FHWA approving 2020 work program amendment
- Email from citizen urging MPO to ask WisDOT to delay the Beltline hard shoulder running project until further analysis is done on long-term impacts of COVID-19 on traffic. Foster asked about the status of the project. Schaefer replied that it was still moving ahead, but said he would get more information for the next board meeting
- Letter of support from MPO staff for the City of Madison's Transit-Oriented Development (TOD) Planning grant application to the FTA

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

None

5. MPO 2020 Resolution No. 4 Adopting Annual Federal Highway Safety Improvement Program Performance Measure Targets

Schaefer explained that federal transportation legislation has established a transportation system performance management framework that requires state DOTs and MPOs to track federal performance measures related to federal goals and set targets for them. DOTs must set targets, while MPOs can set their own targets or choose to support the state targets. Safety is one of the performance measure categories with five different measures established. In addition to setting targets, MPOs must analyze the TIP and long-range regional transportation plan when they are updated, indicating how the projects and policies in those documents will help achieve the targets.

The targets for the safety performance measures must be established annually. Earlier this year staff discussed with the board whether the MPO should set its own safety targets or continue to support the State safety targets. The consensus seemed to be to continue to support the State safety targets while

¹ Formerly named Madison Area Transportation Planning Board

focusing on things the MPO can do to make progress in improving safety. Hoesly noted that since WisDOT did not meet their safety targets, WisDOT was currently working on a local roads safety improvement plan, to help identify roads that are not part of the state roadway network, which could be candidates for HSIP funding. Lynch asked if the state failure to meet the targets had funding consequences such as increasing available HSIP funding. Schaefer noted that funding levels don't not change as a result of not making the targets, however it does require that WisDOT spend 100% of HSIP funding on safety improvement projects, and document how those projects would be helping to meet the safety targets. WisDOT has indicated they have been using all of their HSIP funding so there wouldn't be more funding available.

Chawla moved, Wood seconded, to approve MPO 2020 Resolution No. 4 Adopting Annual Federal HSIP Performance Measure Targets. Motion carried.

6. MPO 2020 Resolution No. 5 Adopting Annual Transit Asset Management and Public Transit Agency Safety Plan Performance Measure Targets

Schaefer explained that transit asset management (TAM) performance targets and transit safety targets must be set every year. These are part of the same performance management framework. He noted that a presentation about Metro's safety plan was made to the board in September. Staff recommends that the MPO adopt Metro's TAM and transit safety targets.

Esser moved, Krause seconded, to approve MPO 2020 Resolution No. 5 Adopting annual transit asset management and public transit agency safety plan performance measures targets. Motion carried.

7. MPO 2020 Resolution No. 6 Amending the 2021-2025 Transportation Improvement Program for the Madison Metropolitan Area & Dane County to Revise Attachment E to Incorporate Reference to 2021 Federal Performance Measure Targets

Schaefer explained that Attachment E of the 2021-2025 TIP, approved by the board at the October meeting, included an analysis of how programmed projects in the TIP would help achieve the federal performance measures targets. However, the new Public Transit Agency Safety Plan, 2021 annual transit asset management (TAM), and 2021 annual traffic safety measure targets were not included as the MPO had not yet adopted them. The MPO was waiting for VMT data for the traffic safety measure targets and county performance data and for Metro Transit to update its annual TAM targets. The amendment revises the attachment to include the newly adopted targets.

Mandli moved, Wood seconded, to approve MPO 2020 Resolution No. 6. Motion carried.

8. Presentation on Annual Transportation Performance Measures Report and Approval to Release

Hoesly presented the 2019 Performance Measures report. She explained that in the future the intention is to produce the report as an online interactive dashboard. Schaefer noted that a report would likely not be prepared next year due to the impacts of COVID on many of the measures as well as the need to devote more time to the RTP update.

9. MPO 2020 Resolution No. 7 Approving the 2021 MPO Unified Planning Work Program

Schaefer noted that a change and revision sheet was included in the meeting packet, and he had sent out an email about an additional change as well. He highlighted that additions to the draft UPWP included adding activities to assist with a NHTSA grant application to improve the Dane County Traffic Safety Commission outreach model; contract with the UW TOPS Lab to conduct a second phase of the intersection safety analysis; and supporting the City of Madison's TOD planning project should the grant application be successful.

Krause moved, Wood seconded, to approve MPO 2020 Resolution No. 7 Approving the 2021 MPO Unified Planning Work Program. Motion carried.

10. Appointment of MPO Representative to the Policy Advisory Committees for WisDOT's Beltline (USH 14 to CTH N) Planning & Environmental Linkages Study and Stoughton Road/USH 51 (STH 19 to Beltline) EIS Study

Schaefer explained that WisDOT would be restarting work on the Beltline PEL and Stoughton Road environmental studies, and would be re-engaging the technical and policy advisory committees for each study. Staff will serve on the technical committee, but board representation is desired on the policy advisory committees (PAC). Krause, who was on the Beltline PEL PAC previously as a Fitchburg representative, volunteered to serve as the MPO representative. Foster volunteered to be on the Stoughton Road Study PAC.

Wood moved, Chawla seconded, to support the two PAC appointments. Motion carried.

11. MPO 2020 Resolution No. 8 Authorizing the City of Madison to Enter into an Agreement with Dane County for MPO to Provide Specialized Transportation Coordination Services to Dane County in 2021

Schaefer explained that it is proposed the MPO continue to provide staff assistance to Dane County for specialized transportation planning and coordination services as provided in previous years. The agreement also includes the county's support for Metro Transit transit promotion activities since the City of Madison is the contracting agent for both the MPO and Metro.

Krause moved, Chawla seconded, to approve MPO 2020 Resolution No. 8 Authorizing the City of Madison to Enter into an Agreement with Dane County for MPO to Provide Specialized Transportation Coordination Services to Dane County in 2021. Motion carried.

12. MPO 2020 Resolution No. 9 Authorizing the City of Madison to Enter into an Agreement with the Capital Area Regional Planning Commission (CARPC) for MPO to Provide Transportation Planning Work Activities to CARPC in 2021

Schaefer noted that it is proposed the MPO continue to provide transportation planning activities to CARPC as has been done in previous years. This includes primarily preparing transportation impact analyses of proposed sewer service area amendments. CARPC uses federal funding from WisDOT for this and uses half of the funding for coordination of its land use planning with the MPO's transportation planning.

Esser moved, Minihan seconded, to approve MPO 2020 Resolution No. 9 Authorizing the City of Madison to Enter into an Agreement with the Capital Area Regional Planning Commission (CARPC) for MPO to Provide Transportation Planning Work Activities to CARPC in 2021. Motion carried.

13. Review of Draft Updated MPO Public Participation Plan and Approval to Release for Public Review and Comment

Hoesly provided a brief presentation on the draft MPO Public Participation Plan. The federally required plan is updated every five years, and outlines public participation goals, stakeholders, and public engagement methods, as well as outlining MPO public participation policies and procedures.

Krause noted that local access television stations should be added to the contact list. Chawla asked if staff was familiar with EngageDane; Hoesly responded she was not, but would investigate it more. Krause and Foster encouraged having the MPO Board meetings recorded and published in the future. Schaefer replied that there were some IT restrictions that may make that difficult, but that staff would investigate it further.

Krause moved, Minihan seconded, to approve release of the draft Public Participation Plan for public comment. Motion carried.

14. Status Report on Capital Area RPC Activities

Minihan reported that CARPC helped to establish a monitoring station on Swan Creek.

15. Announcements and Schedule of Future Meetings

Schaefer stated that staff would be presenting on an analysis done of COVID impacts on VMT and travel at the next meeting, among other items.

16. Adjournment

Esser moved, Chawla seconded, to adjourn meeting. Motion carried. Meeting was adjourned at 7:56 p.m .