

**Greater Madison MPO
Technical Coordinating Committee**

Meeting Minutes

June 23, 2021

Virtual Meeting via Zoom

2:00 p.m.

1. Roll Call

Members present: McFadden (for Balke), Batuzich, Clark, Dunphy, Gritzmacher, Blau (for Hall) (joined during item #3), Holt, Koprowski, Paoni, Petykowski (for Phillips), Sobota, Bruun (for Stephany), Tao, Violante (joined during item #5),

Members absent: Larson, Scheel, Stouder, Stauske, Hessling, Semmann, Wheeler

MPO Staff present: Schaefer, Brucaya, Hoesly, Janes

Others present: Caryl Terrell (CARPC)

2. Approval of April 28, 2021 Meeting Minutes

Clark moved, Tao seconded, to approve the April 28, 2021 meeting minutes. Motion carried.

3. Presentation on Draft City of Madison Transportation Project Scoring System for Selecting Projects to Include in Capital Improvement Program

Petykowski presented on the draft scoring criteria that the City of Madison Engineering Division is considering to select projects for the Capital Improvement Program. He noted it is similar to what the MPO is using to score projects for STBG-Urban funding. The goal is to arrive at a system that is well-rounded, includes a broad range of categories, and allows the city to better document the project selection process. Categories included in the draft system are: infrastructure/pavement rating; safety; racial equity and social justice; bike facilities; pedestrian facilities; failing underground utilities/flooding; green infrastructure; and transit. Categories are weighted differently and there are bonus points for areas of urgent need. They have tested the system by rating projects currently in the CIP and are now working out some kinks they found, such as figuring out how to handle outliers. They have also received feedback from several committees and will be incorporating that. Overall, they have found that the current CIP includes high-scoring projects in all of the categories identified, which is a good indication that it is well-rounded.

Schaefer noted that the city has encountered a lot of the same issues and themes that MPO staff have encountered over the past few years in revising its scoring criteria. The MPO does not score projects based on utilities and that may be okay. Regarding the theme of ‘outliers,’ the MPO ran into that in the category of bus replacements, which does not fit well into the scoring system, but is important. Schaefer said Rob Phillips had previously mentioned the idea of scrapping numerical scores and doing something more like a low-moderate-high impact designation. Is the city considering that? Also, what other cities has Madison looked at that use a scoring system? Petykowski said they looked most closely at Minneapolis and thinks there were a couple of others. He noted that how projects are scored or rated, whether numerically or otherwise, is still on the table. Koprowski said he didn’t see a traffic operations category and wondered how something like a signal timing or TWLTL conversion would be handled. Petykowski said it was a good comment; it’s not currently in the scoring system, but each project is looked at with that in mind. Bruun asked whether Safe Routes to School is considered. Petykowski said that Safe Routes to School is one of

the city's programs, so it would factor into places like the safety category and ped/bike category. However, Yang with Traffic Engineering has a separate allotment program that scores things like Safe Routes to School and ped/bike enhancement projects. McFadden said this is very exciting and he'd be happy to talk with Chris about different ways to use computer programming to score projects with this system, to incorporate some of the feedback that the city received from committees.

4. Presentation on New Regional Travel Forecast Model

Schaefer shared a presentation prepared primarily by the MPO's model consultant, explaining the four-step model process and major updates and new data sources. He noted the model generates trips at a zonal level versus a household level, so it is a simplification. The biggest drawback with that is how it handles non-home-based trips. Major updates and new data sources include the base and forecast model years; new household travel survey data; new StreetLight origin-destination data; addition of bike network; intersection control/delay; expanded trip purposes; conversion to a more sophisticated destination choice model; and time of day trip distribution. The new household and employment projections are much higher, which will significantly impact traffic and transit forecasts. The MPO will be using the model to test different scenarios as part of the regional transportation plan update this year, to look at impacts to traffic volumes and VMT. Scenarios will include the impact of connected autonomous vehicles, rideshare services, increase in telework, increases in auto operating and parking costs, online shopping, increased transit service, and bike network improvements. Results will help policymakers see what changes may be needed to significantly impact VMT, noting the county's climate change action plan includes an aggressive VMT reduction goal.

5. Update on *Connect Greater Madison Regional Transportation Plan 2050 Update and Public Engagement*

Schaefer shared slides that will be presented during the first public meeting for the regional transportation plan (RTP) on June 24. The plan occurs every five years. The current plan was adopted in 2017. The process this year is called *Connect Greater Madison: Regional Transportation Plan 2050 Update*, and will be an update to the existing RTP. The MPO is coordinating with CARPC's Regional Development Framework process. The plan will be finalized in spring (April) 2022.

Brucaya then presented takeaways from the focus groups that MPO staff organized to gather feedback from traditionally underrepresented communities, which the MPO is unlikely to receive through the online survey and public meetings. Focus groups were held in May in partnership with the Bayview Foundation, Latino Academy, and Sun Prairie Neighborhood Navigators program. Brucaya shared input relating to public transit, personal vehicles, bicycling and walking.

Brucaya also shared an update on the public survey for the regional transportation plan, which closes on July 9th. The majority of participants so far are from Madison, Fitchburg and DeForest. Staff will continue to promote through email and Facebook, and are open to additional suggestions.

Batuzich asked whether the MPO has used focus groups in the past and recommended that staff continue to do so, as they seem to be working and gathering good information. Schaefer said the MPO has not used them in the past, but they are part of the MPO's adopted Public Participation Plan. They make a lot of sense and have been a good tool for this process. Gritzmacher asked whether the engagement results will be made available to communities, as there is good input and quotes that can be used to communicate with policymakers. Schaefer said that the survey results

will be shared and could be broken out by community if there are enough responses. Brucaya added that the focus group summary is posted on the RTP website and staff can share the full notes with anyone who is interested.

6. Committee Member Reports

Blau: DeForest had a kickoff meeting with WisDOT and the consultant for the Safe Routes to Schools path that will go in next year using TAP funds. Looking forward to that being done next summer.

Petykowski: City staff are working on University Ave. and Blair Street projects, which both have PS&Es in August this year. The Garver bike path is under construction using TAP funds; will be mostly done in November. City staff are kicking off the John Nolen Drive project and looking at a possible first public meeting in September.

7. Staff Report

Schaefer reported the following:

- STBG Urban project applications and TIP project listings – Last Friday was the deadline for STBG Urban applications. The MPO only received applications from the City of Madison. Schaefer was surprised and is interested in hearing from others whether there were any barriers. The City of Madison submitted for John Nolen Drive, which the MPO may not be able to fund due to the high cost and depending on the MPO's federal funding allocation; we will know more in a few weeks. The city also submitted for Atwood Avenue; a section of Mineral Point near the Beltline; the Autumn Ridge bike/ped overpass of State Trunk Highway 30; and a couple of adaptive signal projects in the West Towne area. The MPO received TIP project listings from most of the larger communities. For communities who have not submitted yet, please do so as soon as you can. The MPO will find out in mid-July how much money we will have available. We will receive some COVID money, and some of that may be used to increase funding for already approved projects.
- MPO board appointments – Appointments have been finalized with three new Madison alders – Harrington-McKinney, Halverson and Wehelie. The two small city and village representatives were re-appointed – Opitz from Middleton and Krause, a County Supervisor from Fitchburg.
- Letter seeking financial support for 2022 MPO budget – The MPO agreement calls for the City of Madison to provide the local match funding for budget, but recommends that other communities contribute funding in proportion to their population; a few do. The board directed staff send out a request for support for the MPO's budget next year, which we have not done for quite a while. It will go out after our July 7th board meeting, and TCC members will be copied.
- Proposed revised criteria for defining urban areas – The MPO submitted comments opposing the proposed change by the Census Bureau in their criteria for defining urban areas, particularly the 'jump' criteria. The Association of MPOs also opposed that change. If it goes forward, it could result in us losing some communities from our urban area, most likely Stoughton and Cross Plains, which has implications for our funding and their ability to get MPO funding.

8. Next Meeting Dates

The next scheduled meetings are July 28th and August 25th.

9. Adjournment

Blau moved, Sobota seconded, to adjourn. Motion passed. The meeting adjourned at 3:37 p.m.

Minutes recorded by Brucaya and Schaefer.