

Greater Madison MPO
Technical Coordinating Committee
Meeting Minutes

January 25, 2023

[Virtual Meeting via Zoom](#)

2:00 p.m.

1. Roll Call

Members present: Bruun (for Stephany, joined during item #3), Brown, Clark, Dunphy, Forlenza, Jahnke (for Semmann), Koprowski, Mountford (for Hedgepeth), Petykowski (for Wolfe), Keuhn (for WisDOT vacancy), Stauske, Stouder, Tao, Violante, Forlenza

Members absent: Cruz, Hall, Hessling, Larson, Sayre, Scheel, Wheeler

MPO Staff present: Schaefer, Hoesly, Holloway

2. Approval of September 28, 2022 Meeting Minutes

Tao moved, Brown seconded, to approve the September 28, 2022 meeting minutes. Motion carried.

3. Presentation on Annual Transportation Performance Measures

Hoesly and Holloway presented on the federally required measures related to safety (PM1), infrastructure (PM2), and system reliability (PM3), as well as selected supplemental performance measures.

Violante asked whether the MPO could provide maps detailing where crash injuries and fatalities are occurring in the County. Hoesly responded that there are several sources for that information, including Community Maps (maintained by WisDOT), and that the MPO could share that.

Violante then asked what the best way to get information on pavement condition outside of the MPO boundary, particularly on rural town roads. Schaefer said that WisDOT has a database, WISLR, which uses information submitted by local communities, and that most communities in this area do submit their information to WisDOT for inclusion in the WISLR system. Schaefer said that the MPO could put Violante in touch with the correct person at WisDOT to get access to the WISLR data.

Violante asked if WisDOT also could provide traffic volume on local town roads as well. Schaefer said that WisDOT would be unlikely to have that but that the MPO could get that data from StreetLight. Schaefer recommended that Violante work with Holloway directly to get that information.

Tao, asked Hoesly whether preliminary safety data is available for 2022. Hoesly noted that fatalities in 2022 were reduced from 2021 but that it was still the second deadliest year on the roads in Dane County, but that she was not sure about the injury data in 2022. She noted that total crashes, which had declined in recent years with the pandemic, are climbing again.

Tao noted that fatalities and serious injuries dropped about 15% each year in 2021 and 2022 on streets maintained by the City. Tao offered to share the City's analysis of the high injury network with Violante, noting that it showed that injuries and fatalities are concentrated on just a small portion of the entire system.

Tao asked about the disconnect between the WisDOT and StreetLight VMT data, and whether there is a way to account for the data source change.

Schaefer noted that the methodologies are totally different and that WisDOT's methodology is more suitable for state-level analyses, and that it uses gas tax receipts as well as traffic counts in calculating VMT, whereas StreetLight bases its estimates on location based services (LBS) "pings" from mobile phones. He said that StreetLight is changing their methodology and will be developing future estimates using information data from connected vehicles. He noted that these sorts of methodological changes are an ongoing challenge to performance measurement. He suggested that a further analysis could compare more historical VMT data from StreetLight and WisDOT, noting that the analysis should only include WisDOT VMT data years that were based on counts taken within Dane County, rather than estimated Dane County VMT based on counts from elsewhere in the state.

Hoesly suggested that in future presentations of the data, it might be helpful to show both the WisDOT and StreetLight VMT data overlapping for several years to show how they compare.

Tao said that Inrix is now generating travel data from connected vehicles, in a partnership with GM, and that Inrix has indicated the connected vehicle data in the Madison area is "pretty good."

Schaefer said it raises the question about how StL will collect pedestrian and bike data. He said he had heard from StreetLight that the reason they are moving away from LBS data is that it is becoming harder to get. Schaefer said he doesn't know why it is getting harder to get LBS data, speculating that it could be due to more people using privacy settings on their phones to keep their locations private or it could be due to StreetLight having a harder time getting access to the data.

4. Discussion on MPO Federal Performance Measure Target Setting

Hoesly reviewed the federal performance measure target setting requirements, explaining that the state is required to set targets and that, within 180 days, MPOs in the state must either support the state targets or set their own targets. She noted that states who fail to meet their targets could have their funding affected but that MPOs that do not meet their targets do not face similar consequences.

Hoesly noted that, since the target setting requirements came into effect, the MPO has always opted to support the state targets rather than set its own. She said that setting local MPO targets also entails additional requirements to define the methodology that would be used by the MPO.

She discussed each of the MPOs current targets (past state targets) and proposed targets (current state targets).

Schaefer said that he thought the idea of performance target setting makes a lot of sense but that thus far, it has been more of a "reporting exercise," rather than something that really drives the way implementing agencies prioritize their funding. He said he views the benefit of the performance targets as being a way to show policymakers how the system is performing and highlight areas for improvement, since the MPO does not control much funding on its own.

Stauske said that he did not think it would be worth spending staff time on developing our own targets; it would be much more meaningful to spend our time setting up scoring criteria for the grant funding that the MPO distributes.

Hoesly noted that even if the MPO decided to develop its own targets, those targets would have to be based on the federally defined measures.

Stauske moved, Dunphy seconded, to recommend that the MPO support the state targets. Motion carried.

5. Presentation on Development of the Dane County Electric Vehicle Infrastructure Plan

Schaefer noted that the meeting was running a little bit longer than expected and suggested that the EV Infrastructure Plan presentation could be postponed to avoid extending the meeting beyond two hours.

Stauske noted that he had a preference for keeping the meetings to one or one-and-a-half hours.

Violante said that he was interested in seeing the presentation but that he would have to leave at 3:30pm. He noted that he also prefers to keep the meetings to less than one-and-a-half hours.

Due to time constraints, the presentation was delayed until a future meeting.

6. Committee Member Reports

- Stouder noted that the City of Madison Common Council approved the new Transit Oriented Development zoning overlay. She said that she thought a similar ordinance would likely be applicable to other neighboring communities with transit service, and offered to discuss with anyone who is interested.
- Petykowsky provided updates on the City of Madison's STBG-Urban projects:
 - The University Avenue project is in winter suspension and is scheduled to be done in August.
 - The Atwood Avenue project has been let out to RG Houston and is scheduled to begin in a couple of months.
 - The Autumn Ridge project is scheduled to have its plans, specifications, and estimates (PS&E) completed in August; a public information meeting (PIM) for that project will be held in the next month or two.
 - The City is working on the preliminary design for the John Nolen Drive project, and a PIM will be held on February 23rd.
- Tao said that the City Council adopted the Complete Streets guide after a couple of years of work and a lot of community discussion. The City's Safe Streets for All grant application has made it through three out of four stages of review by USDOT, and is now being decided upon by the Secretary of Transportation, so the City should know the decision soon.
- Clark said that the Villages of DeForest and Windsor have a project coming up this year on Windsor Road (CTH CV to the Interstate) which includes a bridge over the Yahara River. It will be done in three phases:
 - West of the Yahara River, the Village of DeForest will be leading the project.
 - Windsor will lead the bridge replacement project.
 - Windsor will also lead the road replacement project east of the bridge. Water and sewer on this portion of the project will be completed this year.

BIL funding was secured, through the MPO, for pavement replacement on the project.

Clark asked how the funding would work for the BIL funded portion of the project. Schaefer suggested that Petykowski might have experience with this type of situation. Petykowski said that in his experience with BIL projects, the state lets the projects and then invoices the City.

Clark also said that the Village phase one of the new municipal campus, which will include redoing Firemen's Park area, expanding parking, building a new village hall in 2025, and building an open air market area after that.

- Brown said that the big news in Sun Prairie is that the City has approved an agreement with Madison Metro Transit to provide all week bus service linking Madison and Sun Prairie. North Bird Street is being reconstructed this summer from US 151 bridge north to Stonehaven Drive, and the side path will be expanded and extended the length of the project. The City will be using BIL funding, secured through the MPO, to finish a north-to-south path through Sun Prairie.
- Bruun noted that the City of Monona will also have a minor role in the Atwood Avenue project that was mentioned by Petykowski. We are also doing engineering and design work for local road reconstruction projects. The Winnequah Road project is all but complete; we are just waiting on some of the utility companies to move some of their infrastructure so that we can complete the sidewalk. The City Transit Commission and Council are currently deciding whether to enter into a contract with Madison Metro to provide bus service in Monona; the decision should be made within the next couple of months.
- Stauske said that WisDOT has let the project for Pleasant View Road, it should begin in mid-March and wrap up in mid-2024. He also noted that the City of Middleton is being challenged on its use of eminent domain, and that that is expected to continue into the summer.

7. Staff Report

- TAP applications are due next week, Feb. 3. We think we'll have around \$3.5 million in funding available for projects in the next 4 years.
- We are working to develop some project evaluation criteria to use for the Carbon Reduction Program (CRP) – not as detailed as the STBG criteria, but something to provide some guidance for us and applicants. Congress passed the appropriations bill for 2023 and WisDOT has submitted its required federal expenditure plan to the state JFC. That should be approved soon, which means we will be ready to solicit CRP projects for funding using the FFY 2023 funding.
- We are in the process of reviewing and suggesting some potential changes to the policies for the STBG Urban program. Examples: increasing the cost/fed funding amount for projects to qualify as "small" projects under that policy; increasing the amount for projects to qualify for the sliding scale funding match above 60% fed. May also look at some minor changes to the criteria, but nothing major. We expect there will be a solicitation for applications for projects this spring, to be constructed in 2027 and 2028.
- The Exchange Street project in McFarland was the first one we funded under the small project policy in 2015 or 2016. They are doing final design now. The Village had planned to add sidewalk to north side of street along with bike lanes; they considered not adding the sidewalk; staff indicated that would be problematic due to the MPO's complete streets policy for projects we fund. They ended up deciding to remove parking from one side and add the sidewalk but not for the southernmost block adjacent to the bridge over the river due to issue with house that was very close to the ROW. Village officials presented on the project and design change to the Policy Board at their last meeting, and the board ultimately decided to not make the funding contingent on adding the sidewalk to that block, but it wasn't unanimous. Relaying this to let you know how seriously the MPO takes the complete streets policy.
- The Census Bureau released the 2020 urban areas and the GIS files to allow us to map the boundary. Revealed that with the new criteria Cross Plains and Stoughton are no longer in the Madison urban

area. Stoughton will be its own urban area as is Oregon. Some other urban area in the state had the same issue. Despite losing those communities, with the population increase Madison will receive a higher proportion of the planning and project funding coming to the state. We'll review the next steps with the urban area and our planning area at future meeting. I talked with Rodney Scheel (Stoughton) about this today.

- The MPO will be kicking off the Safety Action Plan project next week. We've hired a consultant team led by SRF for the project. We have been thrown a curveball though on that:
 - Hoesly explained that SRF is the primary consultant for the project, with Alta Planning and KL Engineering as subs. We had the first internal kickoff meeting this past Monday, with the intention of developing a regional safety action plan, to be completed mid-summer this year so that we could apply for an implementation grant in the second round of funding. This timeline was adopted based on the assumption that the deadline for grant applications would close in September, as it did last year. However, the consultant has informed us that FHWA will issue the notice of funding opportunity in April and that, rather than 120 days to submit an application, the window will only be 60 days—so the deadline is in June rather than September. We are at a critical point right now; the consultant team has said that they could expedite the plan in order to try to meet the June application deadline. The area we are concerned about is working with local communities to identify projects and build local support and commitment to move forward on that application. What is the minimum amount of time your communities would need to identify projects and get a commitment to move forward?
 - Stauske: things take 4-6 weeks to get through committee after staff has issued a recommendation. But the timing is horrible. Our elected officials don't want to think about budgeting until September or October. Schaefer noted that it would just require a commitment that you'll build the project in 4 or 5 years, not the following year or two. Stauske said that City of Middleton alders have become less flexible on these types of one-off projects outside of the normal budget cycle.
 - Bruun said the City of Monona process would take at least 2 months. Safety projects have to go through both the public works and public safety committees, which complicates the process.
 - Tao said that the City has processes to move a bit faster if needed. Last year, we got the council to endorse a general description of the work to be done by Traffic Engineering rather than a detailed list of projects, which helped streamline things. However, a regional application will take more time to collaborate and develop a regional vision, particularly to create a unified application, rather than just a loose list of projects in different communities. This shortened timeline is pretty tight but if folks do want to move quickly, the City might be able to help move the regional application along more quickly.
 - Schaefer asked Brown whether there would be pushback against submitting projects in a regional application before Sun Prairie's Vision Zero planning is ongoing. Brown responded that it would probably some explaining to elected officials but that the City could probably get on board with the process quickly if that is what the timeline demands.

Hoesly said that the MPO is working with communities and hoping to figure out in the next couple of weeks whether we will be going forward with the application this year or delay until 2024. Tao said that, in the next few days, we will find out the types of projects USDOT funded in the first round, and that that will provide us some guidance on the types of projects that are most likely to be well-received in the next round.

- We still plan to schedule meetings with committee members following up the survey that was done but decided to wait until the new manager is on board to do those.
- The onboard passenger survey we were going to lead for Metro was postponed; now plan to do in spring of 2024 after the network redesign is implemented.
- Expect to be formally underway with the Transit Development Plan (TDP) update soon; was postponed until after the network design study was completed. More on that to come.
- A new ride matching/trip planning platform was just implemented for our TDM program. It is a significant upgrade from what we had been using. Zia is working with a marketing consultant to develop promotional materials for the new site.
- We have an update committee member list we'll post to the website that accounts for staff changes and updates the suburban community members that are officially on the committee vs. alt's for quorum and voting purposes – though the committee generally operates on a consensus basis.
- We have two Madison rep vacancies on our board. Hope to get one filled soon but the elected official representative won't be appointed until after the spring election.
- Staffing Update:
 - Schaefer noted his upcoming retirement and said that it would take effect on February 3, although he would have one additional work day sometime after that.
 - He said that Colleen Hoesly would be the interim staff person until his position is filled.

Bruun asked Schaefer about scoring metrics for Carbon Reduction Program grant applications. Schaefer explained that last year, the timeline was so short that the MPO did not have time to develop scoring criteria and opted to provide partial funding to all of the projects that applied for funding. He said the biggest issue is reduction in emissions but we'd like projects to have other benefits as well, so the MPO will likely prioritize projects that have safety, equity, or other benefits in addition to emissions reductions. He said that the MPO has identified ways to estimate emissions reductions for different types of projects. Bruun said the City of Monona is interested in replacing conventional streetlights with LEDs. Schaefer said that streetlight replacements in Madison and Fitchburg were funded in the last CRP funding round and that they are good projects because they also have safety benefits. Schaefer said he expects that the state will move forward on the next round of CRP funding soon and that the MPO would be calling for applications for funding within the next three months.

8. Next Meeting Dates

- Wednesday, February 22nd
- Wednesday, March 22nd

9. Adjournment

Bruun moved, Clark seconded, to adjourn. Motion passed. The meeting adjourned at 4:00 pm.