

**Greater Madison MPO
Technical Coordinating Committee
Meeting Minutes**

March 24, 2021

Virtual Meeting via Zoom

2:00 p.m.

1. Roll Call

Members present: Batuzich, Beck, Bruun (for Stephany), Clark, Dunphy, Hall, Holt, Hessling, Koprowski, Larson, McFadden (for Balke), Paoni, Phillips, Stauske, Stouder, Tao, Violante

Members absent: Even, Gritzmacher, Scheel, Wheeler

MPO Staff present: Schaefer, Kanning, Hoesly

Others present: Judd Blau (Village of DeForest), Chris Petykowski (Madison Engineering)

2. Approval of February 24, 2021 Meeting Minutes

Tao moved, Paoni seconded, to approve the February 24, 2021 meeting minutes. Motion carried.

3. Review of Proposed Draft Revisions to the Greater Madison MPO's Surface Transportation Block Grant (STBG) – Urban Program Policies and Project Evaluation Criteria

Schaefer presented the proposed draft revisions to STBG-Urban Program Policies and Project Evaluation Criteria completed by staff. He summarized the history of previous revisions to evaluation criteria and policies, explained the purpose for making additional revisions, and described the relationship of RTP goals and policies to the STBG-Urban project evaluation criteria. Next, Schaefer presented slides showing the revised project categories and scoring weights for each project type.

Stauske commented that the board may question eliminating the Cost Benefit category, but said he understood that it is a difficult criterion to measure. Schaefer noted that he actually received positive feedback from some board members on that topic after discussing some of the proposed criteria changes at their last meeting. He said that cost benefit could be evaluated by using a model, but that would require a substantial time and monetary commitment with limited benefit.

Koprowski added that WisDOT uses a cost benefit analysis as part of their Meta Manager data set and offered to provide additional information. Stauske supported the increased scoring weight for Safety Enhancement. Paoni asked for an example of a transit infrastructure project outside of the City of Madison that would rank high in the Importance to Regional transportation System category. Schaefer replied that there are discussions about providing a route from the end of the BRT line at East Towne Mall to the park-and-ride lot in Sun Prairie where there would be a bus charging station. It is not currently part of the BRT project. That would score well.

Schaefer presented the roadway project and bike project criteria revisions. Holt asked for clarification on what constitutes a regional mixed-use or employment center vs. a local mixed-use or employment center. Schaefer said it is somewhat of a judgement call, but based largely on employment and customer base. A map in the RTP identifies and categorizes centers, but the MPO will rely on what comes out of CARPC's Regional Development Framework effort. Epic would clearly be a regional employment center based on the number of employees. Stauske supported the proposed revisions to System Preservation, but said that pavement can deteriorate further between

time of project application and time of construction. He acknowledged that the current rating will need to suffice for project application purposes since it is difficult to predict the future rating.

Blau asked how the change in work trip patterns will be addressed due to people now having the ability to work from home. Schaefer replied that staff hope to use the travel model to test a “what if” scenario related to telecommuting as part of the RTP update, but it is very difficult to predict the impact. Stauske commented that there appeared to be a large jump in points between LOS categories C and D in the intersection LOS table. Schaefer replied that the number of awarded points is a combination of existing congestion and proposed mitigation measures. Stauske commented that evaluating crash severity and mitigation is a good improvement. Tao asked if bike level of traffic stress (LTS) is based on the current or proposed revised methodology. Schaefer said that for the upcoming application cycle, but will likely be based on the existing methodology, but staff will use the new methodology when implemented. However, he pointed out that changes to the methodology will not be as significant as originally envisioned.

Kanning presented the results of a mock scoring analysis of three previous roadway project STBG applications and two previous bike project applications that received STBG-Transportation Alternatives funding. For roadway projects, he explained that the University Avenue project scored higher using the new criteria while the CTH M and McKee Road projects score lower. For bike projects, he explained that the Gammon Road project fared better than the Deforest SRTS project based on the revised STBG criteria. He explained the main reasons for this.

Next, Schaefer presented the proposed STBG-Urban policy changes. Philips asked for clarification on what should be included in the detailed cost estimate. He noted that initial estimates are based on project length and comparable projects. Schaefer said that the current policy calls for costs to be broken out by category. He added that detailed cost estimates have generally been provided for large projects. Schaefer asked committee members to send any further comments by Friday, April 16.

4. Presentation on Draft City of Madison Transportation Project Scoring System for Selecting Projects to Include in Capital Improvement Program (Chris Petykowski, City of Madison Engineering)

Item deferred.

5. Committee Member Reports

Stauske: The Pleasant View Road reconstruction project is still on track. The city recently hired a new assistant city engineer who will start in mid-April.

Larson: The Village of Cottage Grove is finalizing plans for the CTH BB-Buss Road intersection improvement project. The last easements needed for the Glacial Drumlin path extension will be secured soon.

McFadden: The City of Fitchburg will close the south half of Fish Hatchery Road next month for construction. The city is working with resident groups on the design and ped/bike components of other roadway projects, including the Lacy Road reconstruction project. Schaefer added that the City received a TEA grant for the Lacy Road project. McFadden said that the City received \$1 million for the \$7 million project, which will improve access to the Sub-Zero and Promega sites. The city has completed 70% of the design work.

Koprowski: All three segments of the I-39/90 capacity expansion project will be completed by the end of the year. The Beltline interchange is the last segment, including the right-hand exit from the

NB interchange to the WB Beltline, as well as a dual lane exit from the SB Interstate to the WB Beltline. The flex lane construction project on the Beltline started March 1 and is scheduled to be completed in December. The lane should be open for traffic by early 2022. The project will also include resurfacing, improving drainage, replacement of the existing median barrier wall, and upgrading median shoulders to be used for part-time travel lanes. Several bridge projects along USH 14 near the Village of Oregon are planned this year along with cable guard rail installation between Netherwood Road and Byrne Road.

Dunphy: The CTH M virtual PIM is now available online for public viewing. Requests for joint projects with municipalities are due by April 16.

Petykowski: The TAP-funded Garver path reconstruction project will begin in April. The University Avenue reconstruction project environmental documents and DSR have been approved; plans are being finalized and necessary lands are being purchased; PS&E is scheduled for this fall. The Blair Street and Blair/John Nolen intersection reconstruction project environmental and DSR documents have been approved; plans are being finalized and necessary lands are being purchased; PS&E is scheduled for August. Design for the 400-500 block W. Washington Ave. resurfacing with new bus and bike lanes project has been approved. Design for the Gorham St. resurfacing/bike lane project was approved for the three blocks from Baldwin St. to Ingersoll St. Construction will begin this summer.

Tao: The City's Complete Green Streets project is underway. There will be a combined public engagement process for Complete Green Streets and Vision Zero. The City is in the process of selecting 2021 Vision Zero projects. Mark Winter has been hired as the Assistant City Traffic Engineer.

6. Staff Report

Schaefer reported the following:

- 2021 STBG-Urban and TAP program application cycles; COVID bill funding – MPO staff will send notices for the next STBG-Urban cycle in the next couple of weeks with applications due mid-June. MPO and WisDOT staff can set up a meeting with any applicant who wishes to apply. We are anticipating a TAP application cycle towards the end of the year. We will likely incorporate COVID funding into our regular cycle. Those funds need to be spent by 2024.
- Future land use/growth forecasts for RTP Update – working with CARPC and City of Madison staff on growth forecasts. CARPC will present on their work at the next TCC meeting.
- New regional travel model – nearly complete.
- RoadBotics pavement management platform and WISLR road segment compatibility issue -- the firm is currently looking at compatibility between their platform and the WISLR road segment database. A demo will be scheduled if issue can be addressed.
- Future discussion regarding role of committee and any ways to make it even more effective as advisory body for staff and policy board – future of CAC and potential changes to makeup of TCC.
- MPO board appointments – Reappointment or replacement of board members in April.
- Other – TeleWORKS Toolkit and Proposed Census criteria for defining UZAs -- TeleWORKS Toolkit will be released soon. Proposed Census criteria for defining UZAs could result in removal of Stoughton, Cottage Grove, Stoughton, and Cross Plains from our urbanized area. If this occurs, the MPO will likely maintain boundaries of the planning area, and may revisit policy to only fund projects in the urban area.

- Other -- Local survey for RTP. Staff will provide a summary of responses at an upcoming meeting.

7. Next Meeting Dates

The next scheduled meeting dates are April 28th and May 26th.

8. Adjournment

Clark moved, Tao seconded, to adjourn. Motion passed. The meeting adjourned at 3:40 p.m.

Minutes recorded by Kanning and Schaefer.