

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

April 28, 2021

Virtual Meeting via Zoom

2:00 p.m.

1. Roll Call

Members present: Balke, Batuzich, Beck, Blau (for Hall), Bruun (for Stephany), Clark, Dunphy, Gritzmacher, Hall, Holt, Larson, Paoni, Petykowski (for Phillips), Scheel, Stauske, Stouder, Tao, Violante

Members absent: Even, Hessling, Koprowski, Wheeler

MPO Staff present: Schaefer, Hoesly

Others present: Asad Rahman (WisDOT Traffic Forecasting)

2. Approval of March 24, 2021 Meeting Minutes

Stouder moved, Tao seconded, to approve the March 24, 2021 meeting minutes. Motion carried.

3. Presentation on Draft Population, Household, and Employment Forecasts and Future Land Use Development Scenario for Regional Development Framework and Regional Transportation Plan (Steve Steinhoff, Capital Area Regional Planning Commission)

Steve Steinhoff, Director of the Capital Area Regional Planning Commission (CARPC), presented on the Regional Development Framework (RDF) update, providing an overview of the framework, and detailing the goals, growth projections, regional development concepts, 2050 growth scenario, and next steps.

He explained that, because CARPC is a regional body that does not implement land use decisions itself, the growth scenario for the RDF is intended to provide a generalized picture of future land use. The purpose of the RDF is to better coordinate the activities of communities in the area to reach the shared goals of promoting regional development that: (1) Fosters resilience to climate change; (2) Increases access for all to jobs, housing, and services; and (3) Conserves farmland, water resources, natural areas, and fiscal resources.

Growth projections developed for the RDF, which were based on a variety of models and data sources, estimate that the Dane County population will grow by roughly 45% between 2016 and 2050, and that households will increase at a similar rate. This is a much more rapid growth rate than the previous 2050 projections, which were based on WisDOA forecasts made in 2013. He explained that the 2050 growth scenario will be the base assumption for a variety of plans and studies that will be done by CARPC, WisDOT, and the MPO, including the MPO's Regional Transportation plan.

Batuzich asked whether CARPC has produced any figures, such as those produced by Envision Utah that were included in Steinhoff's presentation, showing how actual development has compared to projected development and the adopted growth scenario from the RDF-type plan previously adopted. Steinhoff responded that the previous plan, which was adopted way back in 1997, did not have many relevant quantitative measures that could be easily depicted in that way; the measures that could be shown that way would not be reflective of whether or not the plan was successful. The measures being used in the current process—both transportation and land use—will be more

meaningful. CARPC also wants to put in place a data system to track performance in the percentage of infill growth, development in centers and corridors, etc.

Schaefer added that the MPO will be able to generate additional metrics using the travel model to measure the performance of the land use and transportation plan—job accessibility, mode share, VMT, etc.. The MPO will also use the model to test what-if scenarios related to the VMT impacts of telecommuting, road pricing, etc. Steinhoff noted that what-if scenarios are becoming a more important planning tool because they allow planners to better determine the policies and investments that will be most resilient to a variety of outcomes.

4. Recommendation on Proposed Revisions to the Greater Madison MPO’s Surface Transportation Block Grant (STBG) – Urban Program Policies and Project Evaluation Criteria

Schaefer said that there had been no significant changes made since the draft version reviewed at the previous TCC meeting. Most comments from the TCC and the MPO board have been positive. The only substantive change to the earlier draft is allowing the eligibility of bike path reconstruction projects, where there is a significant enhancement to the path (paving, widening, etc.), which is consistent with the policy for TAP projects. Schaefer reviewed some of the significant policies, including the goal of using 10% of available funds for “small” projects with total federal funding of no more than \$1.4 million. He highlighted the key project evaluation criteria weight changes, which increased the importance of system preservation, safety, and enhancement of multimodal options.

Schaefer reminded the group that, while the STBG criteria award each project a score of 1-100, the scores are not completely comparable across project type; the board will have some discretion in terms of the project types to fund. He added that the board will be discussing whether to direct a certain percentage of funding to different types of projects—bike, ITS, roadway, transit—but MPO staff is recommending against that to preserve flexibility for choosing the best projects, regardless of type. He noted that, while the MPO has not awarded funding in the past to independent bike projects, many funded road projects have included bike facilities, including off-street paths and grade-separated crossings.

Blau moved, Clark seconded, to recommend adoption of the proposed revisions to the MPO’s STBG-Urban program policies and project evaluation criteria. Motion passed.

5. Summary of Local Staff Responses to Questions Asked to Inform the Update to the Regional Transportation Plan

Top priorities mentioned by respondents include:

Short- and medium-term infrastructure priorities

- Road projects
- Better bicycle and pedestrian connectivity
- Extending/increasing transit service
- BRT
- Intercity bus terminal

Policy priorities:

- Implementing complete streets policies
- Vision Zero
- Updating pedestrian/bike plans
- Evaluating design standards

Long-range infrastructure priorities:

- Extending BRT
- Major trail connections

- Major roadway reconstruction projects
 - Safety
- Challenges:
- Funding
 - Lack of coordinated transit services
 - Repeal of state law allowing the use of eminent domain for bike and pedestrian projects.

There was also some interest in the MPO facilitating some multi-jurisdictional corridor studies. Schaefer noted that he thought that would be a good role for the MPO. There was also some interest in having the MPO present at local council or committee meetings; the MPO will be reaching out to communities to set those up.

6. Committee Member Reports

Petykowski (City of Madison):

- University Ave (Shorewood Blvd to University Bay Dr): 60% plans complete. Geometry approved. Environmental documents, DSR, TPP approved. ROW acquisition ongoing. PSE Aug 2021. Construction 2022.
- Pleasant View Rd (US14 to Mineral Point Rd, joint project with City of Middleton): 60% plans complete. Environmental Documents, approved. Geometry approved. DSR, TPP approved. ROW acquisition ongoing. PSE Feb 2022. Construction 2022 & 2023.
- Blair St, including Blair/John Nolen Intersection (E Wash to Wilson, joint project with WisDOT): 60% plans complete. Environmental Documents, DSR, TPP approved. ROW acquisition ongoing. PSE Aug 2021. Construction 2022.
- Garver Path (RR to Milwaukee St): Plans complete. Construction begun. Two of the bridges in the project will be completed this fall; construction will be complete in 2022.
- John Nolen Dr (North Shore to Olin): Project startup begun. Intro PIM this summer.

Stauske (City of Middleton): The city has many small projects being done, but none of regional significance.

Blau (Village of DeForest): DeForest also has many small projects going on. He said the village was able to add a couple of mill and overlay projects because the costs were coming in lower than expected.

7. Staff Report

Schaefer reported the following:

- MPO and WisDOT funding opportunities webinar on 4/29 and WisDOT Local Program Symposium on 5/19
- 2021 STBG-Urban and TAP program application cycles; COVID funding
 - STBG application deadline is June 18. The MPO won't know its funding allocation until sometime in July; this will include \$3.2 million from the COVID relief bill passed late last year and what we expect will be a similar amount from the more recent COVID bill passed in 2021. The COVID funding has to be spent by 2024, the regular funding will be

for projects in 2026-27, although possibly as early as 2025. The COVID funding can be spent as supplemental funding for already approved projects. The University Ave, CTH M, and Pleasant View Rd projects are all short of 60% federal funding, so at least some COVID funding could potentially go towards those. If communities working on those projects are interested, let MPO staff know.

- There will be a TAP funding cycle starting this fall with applications due in early 2022.
 - New regional travel model
 - Our consultants have put together a working model, and doing final testing and calibration refinements. Staff present on the model improvements at a future meeting.
 - MPO Citizen Advisory Committee (CAC) discussion
 - The MPO may be disbanding the CAC based on feedback from the MPO Board. Few MPOs around the country have this type of committee and we have had difficulty recruiting a diverse group. While staff has gotten some valuable feedback from the CAC in the past, some of the best has come from local elected officials on the CAC, some of whom have gone on to the MPO Board. If we do disband the CAC, we will look for ways to reach out to local elected officials in other ways. The issue is on MPO Board agenda next week and it is likely that the CAC will be disbanded.
 - MPO board appointments
 - There are three new city of Madison alders on the board: Barbara Harrington-McKinney, Gary Halverson, and Nasra Wehelie. We are still in the process for getting nominations for the two small city/village appointees whose terms are up: Dorothy Krause and Mark Opitz.
 - Other
 - The Census Bureau is proposing changes to define the boundaries of designated urbanized areas. The population within urban areas determines federal funding.
 - The key proposed changes for our area are:
 - Changing the minimum threshold to qualify as an urban area from 1,000 people per square mile to 385 housing units per square mile.
 - Reducing the allowable “jump” distance from 2.5 miles to 1.5 miles. This could potentially result in several communities being removed from the urban area. The most likely to be removed are Stoughton and Cross Plains. We have submitted a letter documenting our concerns to the Association of MPOs, of which we are a member. They will be submitting comments on the proposed changes and we are hoping that they will be opposing the change to the jump criteria.
 - Comments are due in mid-May, a final decision is likely to be made this fall.
- Blau asked about whether we know the percentage of people coming to work in the Madison area from Sauk County and Columbia County? Schaefer said that while there are a lot of commuters from those areas and the commuting data is used by the Census Bureau to define metropolitan statistical areas (MSAs) and to divide

abutting urbanized areas, it is generally not used to determine the boundaries of urbanized areas.

Schaefer went on to say that if any communities currently within the Madison urbanized area were removed, they could still remain within the boundaries of the MPO planning area. While the MPO's current policy is to limit project funding to areas within the urban area, this policy could potentially be changed to allow funding for projects anywhere within the MPO planning area. In the event that communities were removed from the urbanized area and the MPO did not change its policies, those communities would still be eligible for funding as small urban areas but would not be eligible for funding allocated to the MPO.

Blau raised the issue of farmland preservation reducing buildable land and potentially pushing residents beyond Dane County boundaries. Schaefer said that he thought the primary factor causing people to move to more distant communities is rising home values in Madison and other nearby communities.

Violante asked why the Census Bureau is proposing to amend the rules governing urban area boundaries. Schaefer said that he was unsure of the Census Bureau's reasoning.

8. Next Meeting Dates

The next scheduled meeting dates are May 26th and June 23rd. Schaefer said that he is hoping to have Petykowski present on the City's new project scoring system at the May 26th meeting. Schaefer also noted that the MPO would be able to share additional information on the Regional Transportation Plan (RTP) update at the upcoming meetings as well. He also said that there is a joint public information webinar on the RTP and CARPC's RDF on June 17th and that there will be a short informational meeting about the RTP on the evening of June 24th.

9. Adjournment

Gritzmacher moved, Blau seconded, to adjourn. Motion passed. The meeting adjourned at 3:27 p.m.

Minutes recorded by Holloway and Schaefer.