

**Madison Area Transportation Planning Board (an MPO)
February 5, 2020 Meeting Minutes**

Madison Water Utility, 119 E. Olin Ave, Conference Rooms A-B

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

1. Roll Call

Members present: Samba Baldeh, Paul Esser, Steve Flottmeyer, Grant Foster (arrived during item #5), Patrick Heck, Tom Lynch, Jerry Mandli (arrived during item #6), Mark Opitz, Bruce Stravinski, Mike Tierney, Doug Wood

Members absent: Margaret Bergamini, Kelly Danner, Ed Minihan

MPO staff present: Bill Schaefer, David Kanning

Others present in an official capacity:

Shawn Koval and Julia Stanley, UW Health/Healthy Kids Collaborative

2. Approval of January 8, 2020 Meeting Minutes

Stravinski moved, Wood seconded, to approve the January 8, 2020 meeting minutes. Motion carried.

3. Communications

- Memo from WisDOT and FHWA approving the work program amendment for the Fly Dane project.
- Letter from WisDOT approving Amendment No. 2 to the 2020-2024 Transportation Improvement Program.

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

None

5. Presentation on Dane County Safe Routes to School Program (Shawn Koval, Program Coordinator for UW Health)

Schaefer said that MATPB had funded the Dane County Safe Routes to School (SRTS) program with a federal Transportation Alternatives program (TAP) grant for the past three years. The federal funding for the program runs out this summer, but UW Health is collaborating with the Bicycle Federation of Wisconsin to request TAP funding for the next program cycle. Shawn Koval provided a presentation on the Dane County Safe Routes to School Program, describing the program’s goals and initiatives. Koval indicated that he has been a steward for the program since July.

Lynch asked if there had been an increase in usage of the tunnel under E. Washington Ave. that serves Hawthorne Elementary school since the mural and lighting enhancements were made. Koval said that there had been a marginal increase. In response to a followup question, Koval replied that no unsafe at-grade crossings were observed at the intersection during last November’s count. Koval mentioned that at a recent SRTS conference there were presentations about collaboration between MPOs and SRTS grant project sponsors, and he was interested in further collaborating with MATPB. Wood asked about the kinds of collaboration done, and Koval replied that Denver’s MPO has created criteria for reviewing SRTS applications based on data they collect or manage, such as crash data and environmental justice data. The Denver MPO shares this data to help inform project applicants. Lynch stated that the City of Madison recently installed pedestrian crossing signage at a street crossing near a school. The neighborhood was dissatisfied and asked the city to make changes. Lynch said that a “walking school bus” might be as effective

as making additional infrastructure improvements. Koval stated that non-infrastructure/education funds are important and complement infrastructure improvements. Foster commented that schools he has observed generally have glaring infrastructure issues, such as unsafe crossings. He asked Koval what his experience has been when evaluating schools – is there a greater need for infrastructure improvements or education programming? Koval replied that the biggest challenge for education programming is the lack of continuity for funding. There is no TAP grantee for the Madison area next year to implement education programming. The Madison Metropolitan School District housed a SRTS program, but pulled out of the program when the grant ended. There was no program for several years until another grant was awarded in 2016. He said Healthy Kids would continue some activities to support active transportation, but there will not be a full SRTS program for at least a year, starting this summer. Foster said that even if education funding were stable, infrastructure problems would still need to be addressed. The key point is coordinating education with infrastructure/safety improvements.

Lynch stated that the city has a list of 111 infrastructure projects, but funding for only 25. He said Madison has a rating system to prioritize traffic signal projects. Schools and equity are two criteria for project selection. The city installs one traffic signal a year where it meets warrants. It would be beneficial to have a signal at many of the uncontrolled intersections near schools, but those typically do not meet warrants. The community wants infrastructure projects, but there are budget constraints. Education is needed because there is not enough funding to construct all of the requested infrastructure projects.

6. Resolution TPB No. 170 Approving Amendment No. 3 to the 2020-2024 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Schaefer explained that this was an amendment to revise a Metro Capital project to acquire property at the former Oscar Mayer site for the new satellite bus garage to reflect the fact that Metro Transit has received a federal grant to support the purchase. Lynch stated that the city is beginning their due diligence prior to the purchase of the site. If the city chooses to purchase the property, FTA will provide \$7 million towards the purchase.

Baldeh moved, Wood seconded, to adopt Resolution TPB No. 170 approving Amendment No. 3 to the 2020-2024 Transportation Improvement Program. Motion carried.

7. Approval to Release for Public Review and Comment Proposed Amendment to the Regional Transportation Plan 2050 to Add the East-West Bus Rapid Transit Project to the Fiscally Constrained Plan

Schaefer stated that the city is working to finalize the routes for the initial BRT project in order to submit to FTA a request to enter project development for final design. This will be followed by the construction grant application. The request to enter project development will be made this summer. Lynch added that the city wishes to enter project development so that BRT related expenditures can be counted towards our local match. Schaefer said that one of the requirements is to demonstrate that the project is in MATPB's Regional Transportation Plan (RTP). It currently is in the plan as a recommendation, but not in the official fiscally constrained plan. When the RTP was adopted in early 2017, we were not able to reasonably demonstrate adequate funding would be available for project construction. Since that time, the project has been added to the City of Madison's 5-Year Capital Budget. There is also a new funding source – the city's motor vehicle registration fee. Some of that revenue will be available for BRT.

Schaefer stated that he still needed to work out with FTA what documentation was necessary for the plan amendment. He said that while the routing decisions have not been made, that wasn't necessary for the RTP amendment, just the project concept and a reasonable cost estimate. In response to question from Esser, Schaefer clarified that the action request was approval to send out the notice of the proposed amendment and schedule a public hearing. Esser asked whether there would be a problem if the RTP were amended and BRT was not implemented, and Schaefer said no. Not all major projects in the RTP are necessarily implemented. Opitz asked what changes would be made to pages 5-12 to 5-14 of the RTP. Schaefer replied that staff would

need to propose edits to the language and add the project to the section of the appendix that lists the major projects and anticipated costs. The financial capacity analysis chapter would also need to be updated. Opitz asked if all revisions would be flagged prior to the public hearing, and Schaefer replied that information on the changes to the plan would be included with the notice.

Schaefer indicated that the RTP must be amended to include the project by the time project development is completed, which won't be until the end of 2021, but there might be advantages to having it in the plan sooner than that. Grant asked if routing details would be incorporated into the RTP. Schaefer replied that if the routing wasn't determined, the different alternatives would be shown. Lynch stated that FTA has requirements for "right sizing" projects, and that the city will be required to "right size" their proposal to fit FTA's criteria for capital and operating costs. The cost analysis will be updated following selection of the routing and the service details may be changed to ensure the BRT route is below 5% of Metro's current operating costs. There are advantages to this with the process. He said Madison would be competing against 32 other systems that are currently in line for funding. Around six to eight projects are funded per year. Project readiness and local match are two criteria where the city wants to be competitive so the city may propose a higher local match. Most projects funded recently have a 50/50 cost share. Esser asked if it is necessary to apply for funding each year. Lynch stated that it is necessary; new information must be provided if the proposal changes. Wood said he thought the funding process was non-competitive. Lynch explained that the process is non-competitive; all proposals that meet FTA requirements will eventually receive funding, but a higher match increases the chances of a project being funded sooner.

Wood suggested waiting until the revised language for the RTP was ready before moving forward with the process. Lynch suggested using loose language in describing the project to provide flexibility during the design phase. After further discussion, the board agreed to defer the item.

8. Letter of Support for Designation of USH 151 (Fond du Lac to Iowa State Line) as an Alternative Fuels Corridor

Schaefer stated that the current federal transportation bill created an alternative fuels corridor program. It was designed to support establishment of a national network of alternative fuel charging infrastructure along designated national highway system routes. However, there is no funding for this infrastructure; the designation is primarily for educational purposes (signage, etc.). WisDOT has been nominating corridors since the program started in 2016. Most of the interstate highway system in Wisconsin, including the interstate through Madison, has already been designated. This year, WisDOT is proposing to add USH 151 between Fond du Lac and the Iowa state line as another corridor. Part of the process is to request letters of support. WisDOT has accordingly asked MATPB for a letter of support for the designation of USH 151 for electric and natural gas vehicles. This is consistent with the RTP's policy to promote the transition to low and no emission vehicles.

Stravinski noted that the corridor is shown as "pending/ready" for electric and "ready" for CNG, and asked about the distinction. Schaefer replied that a corridor could only be classified as "ready" if it met requirements for number of infrastructure fueling stations. If not, it can be classified as "pending" with signage allowed after those requirements are met. Mandli said that the location of CNG stations will often times be noted on a CNG vehicle's GPS navigation screen. Schaefer stated that the Department of Energy maintains an online map showing all fueling station locations for the different fuel types.

Esser moved, Baldeh seconded, to approve the letter of support for designation of USH 151 (Fond du Lac to Iowa State Line) as an alternative fuels corridor. Motion carried.

9. Presentation on National and Local Household Travel Surveys in Dane County

Schaefer stated that staff is substantially done with cleaning up the data from the household travel surveys completed in 2017. Our travel model consultants are using the data for development and calibration for the next generation of our travel model. The data will also be helpful for other planning purposes. The survey

provides information on how many trips households make based on household size, number of workers, and income, and other trip information such as purpose, distance, and mode choice.

Schaefer provided a presentation on the survey methodology and summary results. He noted that the local survey was conducted in conjunction with the national household survey, which is completed every 7-8 years. MATPB contracted with the UW Survey Center to conduct our own local version of the national survey to provide sufficient samples to use for our travel model update. The survey had two parts – a travel log and a questionnaire about travel behavior. About 1,200 households completed each of the two surveys.

Baldehy asked Schaefer to clarify the geographic limits of the two surveys. Schaefer replied that the national survey was conducted of residents throughout the county, while the local survey was conducted just for residents in the MPO planning area. Lynch asked if the results could be filtered according to each municipality, Schaefer confirmed they could be. Lynch added that it is valuable to know a community's travel statistics such as mode share for grant applications. Heck asked how MATPB selected people to take the survey, Schaefer explained that it was random selection. However, for the local survey he said MATPB oversampled relative to population in areas with high bike and transit use and areas with higher concentrations of minorities and low-income residents. Heck asked if surveys were solicited through the mail, and Schaefer replied yes. The national survey solicited households via mail first and then the surveys were filled out online or via phone with a Census Bureau representative. Lynch asked if the local survey's oversampling data was normalized, Schaefer confirmed that weighting was done to the trip data to account for the oversampling. Post stratification weighting was not done (i.e., weighting based on demographics of people who responded). Foster asked if the data could be queried to create additional trip purpose categories, and Schaefer said yes. He said the trip purposes were inferred from information people provided.

Schaefer presented slides showing the travel data and then the questionnaire responses with discussion on some of the results. Opitz commented that it was interesting to see that the local survey showed more people who never bike compared to the add-on survey. He thought this could be the result of there being a lower incidence of biking in underserved areas. Foster asked if there is data that shows percentage of bike trips by income, race, and gender, and Schaefer said that could be calculated. Schaefer said that data is available for work trips and is in the RTP. Lynch said he regularly refers to travel data from the RTP, but said he would start using data from the household survey. Schaefer clarified that the Census American Community Survey data was the better source for work trip data due to the much larger sample size. The household survey is valuable because it provides data for all trips and has other data that isn't available from the Census.

10. Status Report on Capital Area RPC Activities

Stravinski said that CARPC met at their new offices on State Street for their last meeting. The commission elected Larry Palm to be the Chair for another year and Peter McKeever to be the vice-chair.

11. Adjournment

Opitz moved, Lynch seconded, to adjourn. Motion carried. The meeting ended at 7:52 PM.