

Greater Madison Metropolitan Planning Organization (MPO)
April 3, 2024 Meeting Minutes

[Virtual Meeting hosted via Zoom](#)

Opitz called the meeting to order at 6:32 PM.

1. Roll Call and Introductions

Members present: Richelle Andrae, John Duncan, Derek Field, Barbara Harrington-McKinney, Tom Lynch, Mark Opitz, Kristi Williams, Doug Wood, Pam Dunphy and Steve Flottmeyer

Members excused: Liz Callin, Phil Caravello, Paul Esser and Charles Myadze

MPO staff present: Alex Andros, Colleen Hoesly, Ben Lyman

Others present in an official capacity: none

2. Approval of February 7, 2024 Meeting Minutes

Williams moved, Duncan seconded, to approve the February 7, 2024 meeting minutes. Motion carried.

3. Communications

- Sewer Service Area amendment review letters sent to the City of Madison and Village of DeForest.

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

None.

5. MPO 2024 Resolution No. 2 Approving Amendment to the 2024 Work Program

Andros explained that we are requesting to carry forward unspent 2023 funds into 2024. These funds resulted due to cost savings from not having a director for a period of time and due to some work program items being delayed.

Wood moved, McKinney seconded, to approve the amendment to the 2024 Work Program. Motion carried.

6. MPO 2024 Resolution No. 3 Metro Transit Asset Management (TAM) Performance Measures

Andros explained that federal planning rules require MPOs to integrate the Metro Transit Asset Management Performance Measures into our planning process. We're recommending that the board adopt the performance measure targets. Lyman said that this is routine amendment to the TIP that we need to process every year, since Metro doesn't know their actual performance for the year when we adopt the TIP in October.

Duncan moved, Williams seconded, to adopt MPO 2024 Resolution No. 3 Metro Transit Asset Management (TAM) Performance Measures. Motion carried.

7. MPO 2024 Resolution No. 4 Approving Transportation Improvement Program (TIP) Amendment No. 2 to the 2024-2028 TIP for the Madison Metropolitan Area & Dane County

- Revisions to Attachment E, Analysis of Anticipated Effect of TIP Toward Achieving Federal Performance Measure Targets
- Increase federal Section 5310 funding for Dane County Travel Training Program
- Add five new federally funded Carbon Reduction Program (CRP) projects located in Fitchburg, Madison, Middleton, Monona, and Sun Prairie

Andros said that this amendment revises Attachment E to incorporate reference to the updated annual Transit Asset Management (TAM) performance measure targets, increases federal section 5310 funding for Dane County's Travel Training program, and adds five new federally funded carbon reduction program (CRP) LED streetlight conversion projects. The CRP LED streetlight conversion projects were originally approved by the Policy Board last year. However, they were never officially scheduled because the SFY 2024 federal expenditure plan was not approved by the Wisconsin Joint Committee on Finance until January of this year. Wood said that one of the projects is located in Monona, and that it is helpful to know why that project was delayed.

Andrae moved, Opitz seconded, to adopt MPO 2024 Resolution No. 4 approving Transportation Improvement Program (TIP) Amendment No. 2 to the 2024-2028 TIP for the Madison Metropolitan Area & Dane County. Motion carried.

8. Presentation on the Transportation Demand Management (TDM) & RoundTrip Platform

Brucaya provided a presentation on the Roundtrip TDM program. She gave a program overview, including 2023 metrics on program performance. Brucaya also described program initiatives for 2024 and provided a demonstration of the rideshare platform website. Wood asked if people need to register ahead of time to use the emergency ride home program. Brucaya said that advanced registration is required. This can be done via the website. Paper vouchers can also be used. Individuals can receive paper vouchers by signing up over the phone.

Opitz asked about the partnership/sponsorship of Madison bike week. Brucaya said that RoundTrip has hosted a bike station on E. Wilson Street over the past two years, and that we expect to do it again this year. We have partnered with Metro in the past, so that people have an opportunity to practice using the bike storage carrier.

9. Update on Senate Bill 791 regarding electric vehicle charging stations

Andros provided an update on Senate Bill 791 regarding electric vehicle charging. She described what the legislation will accomplish and impacts of the bill. The bill has been passed by the legislature, and was subsequently signed into law.

Wood stated that Act 121 has been enacted into law. He stated that the restrictions on municipalities with regard to development is unfortunate. Municipalities should be able to make those decisions on their own without the state intervening. It does allow for a development agreement to address EV charging stations. In Monona, developers are aware that there is a desire and coming demand for chargers, so they will probably add them anyway.

Andros said that communities will need to review and potentially make changes to their ordinances.

10. Section 5310 2024 Program of Projects Amendment 2

Lyman explained that the FTA has informed Metro and MPO staff that Dane County's Travel Training Program (Bus Buddy Program) is considered a traditional Mobility Management (capital) cost, and not a non-traditional operating expense. This means that the \$14,000 project is eligible to be funded at 80% federal with a 20% local match, instead of the 50%/50% split in the adopted Program of Projects. Dane County has already allocated a 50% local share, equivalent to \$7,000. This will be considered an overmatch.

McKinney asked if there is anything the board should do to document this change. Lyman said that he has the documentation and will include this the next time we update our Program Management Plan for the Section 5310 program. This will happen after the update of the coordinate plan which should be updated before the end of the year.

McKinney moved, Field seconded, to approve the amendment. Motion carried.

11. Discussion and potential action on Wisconsin Department of Transportation (WisDOT) Memorandum of Understanding

Andros explained that the purpose of the MOU is to provide formal documentation on how WisDOT distributes federal funds to the MPOs, and how the MPO's may work with each other to swap federal funds with each other, across different years of a program cycle.

Wood noted that CARPC is not listed in the agreement, while other RPCs are. Andros explained that CARPC is not listed because they are structured for land use planning only. Other RPCs, like SERWPC, are structured for land use planning and transportation planning.

Opitz noted that he was a DOT liaison to the East Central RPC many years ago. Cole Runge, a signatory to the MOU, was around during that time.

McKinney, Opitz seconded to approve the draft MOU provided by WisDOT. Motion carried.

12. Discussion on potential Greater Madison MPO comments on I-39/90/94 Interstate Study

Andros stated that the MPO received the Interstate Study preferred alternative memo from the study team on Monday, April 1, and that we have an opportunity to provide comments prior to the deadline on Wednesday, May 1. The preferred alternative for the mainline within the Madison Area will be modernization plus added GP lanes. Due to high local interest in the hybrid alternative, WisDOT recommends both the modernization plus added GP lane alternative and the modernization hybrid alternative for further study in the draft EIS. Both the Hoepker Road and Milwaukee Street interchanges will be included in the draft EIS.

Our recommendation is for the comment letter to focus on consistency with our adopted MPO plans. We intend to provide comments on mitigation strategies such as noise walls, park & ride facilities, and improving connectivity, etc. The board opposed a mainline capacity expansion in the past. However, we feel that the Interstate study team has better addressed MPO concerns with the analysis this time around. For example, in the previous study Level of Service (LOS) C was the desired threshold (degree of design year congestion). However, for this study, they are using LOS D as the desired threshold in the

Madison planning area, which is consistent with the LOS target for interstates established in the MPO's adopted congestion management process.

We are seeking board comments before writing the letter, which must be sent to WisDOT prior to the next board meeting. The letter will be an opportunity to comment on the preferred alternative before the draft EIS is published in late June. We will also have an opportunity to provide comments on the draft EIS during the public review period in late July/early August.

Lynch indicated that he continues to prefer new managed lanes over new GP lanes in order to reduce induced demand. He also mentioned that some alders have concerns about noise impacts, which could potentially be addressed through sound mitigation walls. However, he didn't think that the noise levels were high enough to meet WisDOT's standards.

McKinney had questions about the timing of the comment period, and whether the City of Madison's Transportation Commission would have time to comment on the preferred alternative. Lynch said that there would not be enough time for them to provide comments. Lynch then provided an overview of the project's review and approval process, and the anticipated timeline for that. He noted that this is a large project, and it is moving forward rapidly.

Field commented on the importance of ped/bike connections identified in the City's priority list, including the Milwaukee Street bridge. Hoesly said that the MPO has this list. We have reached out to local communities along the corridor and have received their feedback. Our intent is to have a regional perspective on the positions of the local communities and to reflect that in our comment letter.

Opitz said that MPO staff could talk to him or Wood if anything comes up prior to writing the letter.

13. Status Report on Capital Area RPC Activities

CARPC has completed their strategic planning process. A joint webinar was held with CARPC about the EV plan. It was well attended.

14. Announcements

- Update on 2023 Annual Report: Our first ever annual report has been completed. We would welcome your feedback.
- Update on MPO Strategic Plan: Will be focused on staff, the TCC, and the board. We are working with same consultant that worked with CARPC. There will be a survey and a few strategic planning meetings with staff.
- Update on Board Member Appointments: A number of appointments will be coming up soon.
- Update on Regional Safety Action Plan: We anticipate releasing a draft overview of the draft plan and will seek approval to release the draft for public comment at our next board meeting.
- Update on Safe Streets and Roads for All program: Notice of Funding Opportunity for the safe streets and roads for all program (SS4A) was released. The deadline was delayed which reopened the opportunity that would allow us to apply for supplemental planning activities that we don't normally do, such as safe routes to school plans, road safety audits, and development of local vision zero plans. That deadline is at the end of August. We still have funding in our budget to work with a consultant on putting together an application. We have been reaching out to local communities to see if there is interest in submitting a regional application. On next month's agenda, we will include

a discussion of potentially adding a line item to our future budget for dedicated safety planning funding.

- Update on Planning Area Boundary: We have reached out to the Village of Mount Horeb's administrator regarding a potential expansion of our planning area boundaries. We will follow-up with a presentation to the plan commission.

15. Adjournment

Next MPO Board Meeting: Wednesday, May 1, 2024 at 6:30 p.m. (Remote meeting via Zoom)

Opitz moved, Williams seconded, to adjourn. Motion carried. Meeting adjourned at 7:42 p.m.