

**Meeting of the
Greater Madison MPO (Metropolitan Planning Organization) Policy Board**

November 2, 2022

Virtual Meeting via Zoom

6:30 p.m.

This meeting is being held virtually.

1. **Written Comments:** You can send comments on agenda items to mpo@cityofmadison.com.
2. **Register for Public Comment:**

- Register to speak at the meeting.
- Register to answer questions.
- Register in support or opposition of an agenda item (without speaking).

If you want to speak at this meeting, you must register. You can register at <https://www.cityofmadison.com/MeetingRegistration>. When you register, you will be sent an email with the information you will need to join the virtual meeting.

3. **Watch the Meeting:** If you would like to join the meeting as an observer, please visit <https://www.cityofmadison.com/clerk/meeting-schedule/watch-meetings-online>
4. **Listen to the Meeting by Phone:** You can call in to the **Greater Madison MPO** using the following number and meeting ID:
 - (877) 853-5257 (Toll Free)
Meeting ID: 864 3303 2824
 - If you need an interpreter, materials in alternate formats, or other accommodations to access this meeting, contact the Madison Planning Dept. at (608) 266-4635 or TTY/TEXTNET (866) 704-2318.
Please do so at least 72 hours prior to the meeting so that proper arrangements can be made.

Si usted necesita un interprete, materiales en un formato alternativo u otro tipo de acomodaciones para tener acceso a esta reunión, contacte al Departamento de Desarrollo Comunitario de la ciudad al (608) 266-4635 o TTY/TEXTNET (866) 704-2318.

Por favor contáctenos con al menos 72 horas de anticipación a la reunión, con el fin de hacer a tiempo, los arreglos necesarios.

Yog tias koj xav tau ib tug neeg txhais lus, xav tau cov ntaub ntawv ua lwm hom ntawv, los sis lwm yam kev pab kom koom tau rau lub rooj sib tham no, hu rau Madison Lub Tuam Tsev Xyuas Txog Kev Npaj, Lub Zej Zos thiab Kev Txhim Kho (Madison Planning, Community & Economic Development Dept.) ntawm (608) 266-4635 los sis TTY/TEXTNET (866) 704-2318.

Thov ua qhov no yam tsawg 72 teev ua ntej lub rooj sib tham kom thiaj li npaj tau.

如果您出席会议需要一名口译人员、不同格式的材料，或者其他的方便设施，请与 Madison Planning, Community & Economic Development Dept. 联系，电话是 (608) 266-4635 或 TTY/TEXTNET (866) 704-2318。
请在会议开始前至少 72 小时提出请求，以便我们做出安排。

AGENDA

1. Roll Call and Introductions
2. Approval of October 12, 2022 Meeting Minutes
3. Communications

4. Public Comment (for items **not** on MPO Agenda)
5. MPO 2022 Resolution No. 9 Approving Amendment to the MPO 2022 Unified Planning Work Program
6. MPO 2022 Resolution No. 10 Approving the 2023 MPO Unified Planning Work Program
7. MPO 2022 Resolution No. 11 Authorizing the City of Madison to Enter into an Agreement with Dane County for MPO to Provide Specialized Transportation Coordination Services to Dane County in 2023
8. MPO 2022 Resolution No. 12 Authorizing the City of Madison to Enter into an Agreement with the Capital Area Regional Planning Commission (CARPC) for MPO to Provide Transportation Planning Work Activities to CARPC in 2023
9. MPO 2022 Resolution No. 13 Adopting Annual Transit Asset Management and Public Transit Agency Safety Plan Performance Measure Targets
10. Brief Update on Transit Service Planning Activities in the Metro Area
11. Presentation on 2021 Traffic Safety Snapshot and Dane County Traffic Safety Commission Initiative
12. Letter of Support for City of Madison Planning Grant Application under the New SMART Program
13. Announcements and Schedule of Future Meetings
14. Adjournment

Next MPO Board Meeting:

Wednesday, December 7, 2022 at 6:30 p.m.

**Greater Madison Metropolitan Planning Organization (MPO)
October 12, 2022 Meeting Minutes**

Virtual Meeting hosted via Zoom

Opitz called the meeting to order at 7:02 PM.

1. Roll Call and Introductions

Members present: Phil Caravello, Paul Esser, Steve Flottmeyer, Grant Foster (joined at item #5), Tom Lynch, Jerry Mandli, Mark Opitz, Nasra Wehelie, Kristi Williams, Doug Wood

Members absent: Richelle Andrae, Barbara Harrington-McKinney

MPO staff present: Bill Schaefer, Zia Brucaya

Others present in an official capacity: Diane Paoni (WisDOT Planning)

2. Approval of September 7, 2022 Meeting Minutes

Williams moved, Wehelie seconded, to approve September 7, 2022 meeting minutes. Motion carried.

3. Communications

The meeting packet included an email from Steve Steinhoff, Director of the Capital Area Regional Planning Commission (CARPC), providing a brief report on CARPC's recent activities. This written update will replace the agenda item previously included in MPO policy board meetings. Schaefer noted that the CARPC board approved funding for 25% of the outreach and communications specialist position that the MPO is targeting to hire in the second quarter of 2023.

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

None

5. MPO 2022 Resolution No. 8 Adopting the 2023-2027 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Schaefer reviewed revisions to the STBG-Urban priority projects table, which shows recent changes to funding levels and project schedules that staff are proposing in red, based on meetings with local project sponsors and a review of cost estimates. The schedule for projects is still draft until WisDOT confirms there is sufficient funding in years projects are programmed. Schaefer explained that costs for some projects needed to be increased to more accurately and consistently reflect state costs for construction engineering and review, as well as contingency costs. The table includes these cost increases along with proposed associated STBG-Urban funding increases of approximately \$260,000 across four projects, which would be removed from the John Nolen Drive project. Schaefer mentioned the additional change for the Stoughton project that was emailed to board members after it was discovered storm water facility cost had mistakenly been omitted. Schaefer then highlighted the biggest changes shown in the "Addition/Change Sheet," which mostly includes technical corrections. He said the MPO Technical Committee recommended approval of the draft TIP with the changes reflected in the Addition/Change sheet, aside from one change to the City of Stoughton project that staff had not yet made when the TC reviewed.

Williams moved, Wood seconded, to adopt with the draft TIP with the changes reflected in the Addition/Change sheet dated 10/6/22. Motion carried.

6. Approval to Release Draft 2023 MPO Unified Planning Work Program (UPWP) for Review and Comment

Schaefer reviewed the summary of the draft 2023 UPWP included in the board packet and highlighted key projects. Highlights include implementing planning-related recommendations from the recently adopted RTP; creating a new MPO Planning Area boundary and roadway functional classification system based on the 2020 Census urban area boundary that will be released later this year; developing a regional resiliency plan; adopting an MPO complete streets policy; assisting communities with active transportation planning; and taking the lead with Metro to oversee an on-board passenger survey in the spring. Staff expects to have a regular STBG-Urban application cycle for FY 2027-2028 funding and is hoping for additional cycles for the TAP and Carbon Reduction programs to start before the end of this year or early next year. The MPO just released an RFP to develop a regional comprehensive safety action plan and implementation grant application next year, and is starting work on a regional electric vehicle planning study. Staff will also resume work on the Transit Development Plan; support major corridor planning studies; and provide ongoing support for BRT.

Lynch said that measuring vehicle miles of travel (VMT) is critical to the City of Madison and is a reporting metric included in several plans. Schaefer said that the MPO will be using Streetlight Data to measure this for the city, county, and some sub-areas. Lynch requested that this be added as a bullet in the UPWP.

Lynch moved, Williams seconded, to release the Draft 2023 MPO UPWP for review and comment, with the addition of a reference to seeking to develop a methodology for measuring annual VMT for the county and city of Madison. Motion carried.

7. Review and Recommendation on Draft 2023 MPO Budget

Schaefer said that the MPO board approves the work program and the City of Madison approves the budget, but staff has the board make a recommendation on the budget to the city. He then reviewed the draft 2023 MPO budget included in the board packet and pointed out major items. The budget reflects a 23% increase from 2022 due to the increase in federal Planning funding.

Wood moved, Wehelie seconded, to recommend approval of the Draft 2023 MPO Budget to the City of Madison Common Council. Motion carried.

8. Letter of Support for City of Madison's Planning Grant Application under the New Federal Reconnecting Communities Grant Program

Schaefer said that the city is applying for a planning grant to study the Perry Street connection over the Beltline. The connection is recommended in the city's new South Madison Plan, and identified in the MPO's regional transportation plan as a key missing link for bicyclists and pedestrians. It is an important project from an equity standpoint.

Opitz commented that the first sentence of the second paragraph sounds pejorative and requested rephrasing. He also commented that in the second to last paragraph, the Perry Street crossing would be the fifth Beltline crossing, not third.

Williams moved, Opitz seconded, to approve the letter of support for the City of Madison's application to the Reconnecting Communities grant program, with edit to second paragraph to delete reference to

neighborhoods around the proposed overpass as ranking among the worst in the region in low-stress bicycle accessibility, and instead say that the 2018 MPO staff analysis revealed that the neighborhoods, “would benefit the most in terms of increased job accessibility from improvements to low-stress bicycle infrastructure in the area, including this overpass.” Motion carried.

9. Presentation on MPO’s RoundTrip Travel Demand Management (TDM) Program

Brucaya presented on the RoundTrip program, providing background information and discussing current initiatives and ideas for use of rollover/extra funding in 2023-2024. The RoundTrip program was rebranded in Fall 2021 and the MPO has been developing new marketing and educational resources over the past year. A major current project is working with WisDOT and the Southeastern Wisconsin Regional Planning Commission (SEWRPC) to switch vendors for the statewide rideshare platform, which the MPO manages in Dane County under RoundTrip. The new platform is set to launch in January 2023 and will provide better tools to support ridesharing and other transportation options in the region. With rollover funding in 2023, the MPO is considering developing a mini-grant pilot program for employers to implement TDM strategies, and launching a regional promotional event in the fall to build public awareness of transportation options. Ideas for 2024 include developing a new strategic plan for the TDM program, and launching a residential-focused initiative.

10. Announcements and Schedule of Future Meetings

MPO/CARPC Open House at our office: Thursday, October 20, 2022, 4-6 p.m.

The recent MPO Complete Streets webinar was well attended. The slides and recording are posted on the MPO website.

Next MPO Board Meeting: Wednesday, November 2, 2022, 6:30 p.m.

11. Adjournment

Williams moved, Wehelie seconded, to adjourn. Meeting adjourned at 7:42 p.m.

Schaefer, William

Subject: FW: CARPC update

From: Steve Steinhoff <steves@capitalarearpc.org>
Sent: Thursday, October 27, 2022 9:43 AM
To: Schaefer, William <WSchaefer@cityofmadison.com>
Subject: RE: CARPC update

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Bill,

Here are CARPC updates:

- Recommended approval of the Stoughton Urban Service Area amendment to the DNR
- Released draft 2023 Work Program, adoption scheduled for November 10
- Submitting application for WDNR Surface Water Education Grant to develop an educational video on green infrastructure in the Black Earth Creek watershed
- On November 10 Commission agenda: approval of CARPC administration of Wisconsin Salt Wise program and staff
- Successful joint open house with MPO!
- Produced successful webinar: Planning 101 for Local Plan Commissioners October 20 and 27
- Partnering with Midwest Climate Collaborative on National Science Foundation Civic Innovation Challenge grant to explore mitigation of the urban heat island effect using trees

Steve

MPO Agenda Cover Sheet

November 2, 2022

Item No. 5

Re:

MPO 2022 Resolution No. 9 Approving Amendment to the 2022 MPO Unified Planning Work Program

Staff Comments on Item:

The MPO is expected to have an estimated \$20,000 in carryover 2022 funding for next year, largely due to the use of some carryover funding from 2021. The funding will be used to continue the MPO's safety planning activities, including working with the UW TOPS Lab to finalize the development and mapping of the High Injury Network (if not finished this year) and working with a consultant to complete a Regional Safety Action Plan. A Work Program amendment is required in order to extend the period within which to spend the MPO's 2022 Planning funds into next year (to May 31, 2023) for these continuing work activities.

Materials Presented on Item:

1. MPO 2022 Resolution No. 9

Staff Recommendation/Rationale:

Staff recommends approval.

MPO 2022 Resolution No. 9
Approving Amendment to the 2022 Work Program

WHEREAS preparation and adoption of a Unified Planning Work Program is a requirement for all Metropolitan Planning Organizations (MPOs) receiving federal and state planning financial assistance; and

WHEREAS the Greater Madison MPO is the designated MPO for the Madison, Wisconsin Metropolitan Area with responsibilities to perform regional transportation planning and programming; and

WHEREAS the Unified Planning Work Program for the Greater Madison MPO is annually updated, and the 2022 Work Program dated November 2021 was approved on November 3, 2021, and amended on January 5, 2022; and

WHEREAS planning grants for 2022 planning activities were received, including funds from the Federal Transit Administration, Federal Highway Administration (FHWA), Wisconsin Department of Transportation (WisDOT), and several local governmental units; and

WHEREAS the City of Madison is the Greater Madison MPO's fiscal and administrative agent and is a legally constituted entity under the laws of the State of Wisconsin and able to receive these funds; and

WHEREAS the 2022 Work Program includes safety analysis work under Work Element 2400 (TSM Planning), including working with the UW TOPS Lab to develop a High Injury Network for the Madison urban area and conduct follow up analysis to identify specific countermeasures for problem intersections and roadway segments and apply for safety grant funding; and

WHEREAS completion of the work to develop the High Injury Network (HIN) may extend into early 2023 and the MPO has issued an RFP to hire a consultant to prepare a Regional Safety Action Plan, building upon the HIN development and other safety analysis work completed, and to prepare a regional implementation grant application under the new federal Safe Streets and Roads for All program; and

WHEREAS it is estimated that around \$20,000 of the 2022 budget will be available to carry over into 2023 due to the use of a similar amount of carryover funding from 2021, and this funding will be used for the continuation of this safety work, completing the HIN and developing the Safety Action Plan; and

WHEREAS the Greater Madison MPO is therefore requesting that the work program be amended to carry over into 2023 the estimated \$20,000 in 2022 funding for these continued safety planning activities under Work Element 2400; and

WHEREAS the Greater Madison MPO is also requesting that the date within which to complete the HIN project and undertake follow up work on the regional safety plan be extended to May 31, 2023 with the carryover 2022 funding to be spent and invoiced by that date:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves an amendment to the 2022 Unified Planning Work Program extending the date to complete the aforementioned work and spend the funding until May 31, 2023 with the carryover funding to be spent and invoiced by May 31, 2023; and

BE IT FURTHER RESOLVED that the MPO Planning Manager is authorized and directed to submit this work program amendment to WisDOT and FHWA for approval; and

BE IT FURTHER RESOLVED, in accordance with 23 CFR 450.334(a) the Greater Madison MPO hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
3. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, ex, or age in employment or business opportunity;
4. Sections 11101(e) of the Infrastructure Investment & Jobs Act (Pub. L. 117-58, also known as the Bipartisan Infrastructure Bill) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

November 2, 2021

Date Adopted

Mark Opitz, Chair

MPO Agenda Cover Sheet

November 2, 2022

Item No. 6

Re:

MPO 2022 Resolution No. 10 Approving the 2023 MPO Unified Planning Work Program

Staff Comments on Item: A notice and summary of the draft 2023 Unified Planning Work Program was distributed to all local units of government within the MPO planning area and appropriate agencies, committees, and commissions for review and comment. No comments were received on the draft work program from local officials or the general public.

The only changes being proposed to the draft document are the addition of a reference to using StreetLight Data to estimate annual vehicle miles of travel (VMT) under Work Element 2300: Data Collection Activities and the revision of estimated carryover funding from \$17,000 to \$20,000. The addition of the VMT calculation was requested at the last board meeting, but MPO staff weren't able to make this change to the draft document.

For reference, the Draft 2023 MPO Unified Planning Work Program is posted on the MPO website at this link: https://www.greatermadisonmpo.org/planning/documents/23_UPWPDraft_9_29.pdf

Materials Presented on Item:

1. MPO 2022 Resolution No. 10
2. UPWP Addition/Change Sheet

Staff Recommendation/Rationale: Staff recommends approval of the draft Work Program with the two minor changes. The 2023 Unified Planning Work Program is the basis for MPO contracts with local units of government and with state and federal agencies for 2023 planning activities and funding.

MPO 2022 Resolution No. 10
Approving the 2023 Greater Madison MPO Unified Planning Work Program

WHEREAS a Unified Planning Work Program (UPWP) is a requirement for receiving federal and state planning financial assistance; and

WHEREAS the UPWP for the Greater Madison MPO (Metropolitan Planning Organization) is annually updated, and the 2023 Work Program is the first year of the 2023-2025 Overall Program Design Report; and

WHEREAS separate grant applications will be required to apply for the 2023 programmed planning grant funds, including applications to the Federal Transit Administration, Federal Highway Administration, Wisconsin Department of Transportation, Dane County, and various local governmental units; and

WHEREAS the City of Madison is the administrative and fiscal agent for the MPO and is a legally constituted entity under the laws of the State of Wisconsin and able to receive these funds:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves the Draft 2023 Unified Planning Work Program dated October 2022 with the changes reflected in the Addition/Change sheet dated 10/26/22; and

BE IT FURTHER RESOLVED that the MPO Transportation Planning Manager is authorized and directed to submit necessary applications to appropriate state, local, and federal departments for planning activities indicated for 2023 and to execute appropriate agreements and contracts with said agencies on behalf of the MPO; and

BE IT FURTHER RESOLVED that the MPO Transportation Planning Manager is authorized to file appropriate supporting documents and requisitions and to perform other duties and acts, which may be required as part of these planning grant contracts; and

BE IT FURTHER RESOLVED that the planning agency agrees to abide by all the provisions, terms, and conditions of said contracts; and

BE IT FURTHER RESOLVED, in accordance with 23 CFR 450.334(a) the MPO hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
3. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 11101(e) of the Infrastructure Investment & Jobs Act (Pub. L. 117-58, also known as the Bipartisan Infrastructure Bill) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

8. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

November 2, 2022

Date Adopted

Mark Opitz, Chair

Greater Madison MPO

**Greater Madison MPO
2022 Unified Planning Work Program
Change Sheet**

1. Page 19 under Detailed Work Activities for Work Element 2300 (Data Collection Activities):
Revise 3rd bullet on the page as follows:

Continue to utilize the StreetLight Data analytics platform to obtain data to support MPO and local planning projects. This includes using the platform to measure annual VMT within the county, city of Madison, and subareas of the county to support MPO and city transportation performance measure monitoring. Continue to participate in periodic trainings and meetings sponsored by StreetLight and continue to hold meetings of the StreetLight Data users group to provide peer learning on the platform.

2. Page 31: Revise the 2023 MPO Work Program Budget Table to modify the estimated 2022 carryover funding shown, increasing the total from \$17,000 to \$20,000 (\$16,000 Fed; \$948 State; \$3,052 Local).

MPO Agenda Cover Sheet

November 2, 2022

Item No. 7

Re:

MPO 2022 Resolution No. 11 Authorizing the City of Madison to Enter into an Agreement with Dane County for MPO to Provide Specialized Transportation Coordination Services in 2023

Staff Comments on Item:

It is proposed that the MPO continue to provide staff assistance to Dane County for specialized transportation planning and coordination services as provided in previous years. The services are outlined in the attached scope of work. The agreement also includes Metro Transit's service agreement with the county since the City of Madison is the contracting agent for both the MPO and Metro.

Materials Presented on Item:

1. MPO 2022 Resolution No. 11
2. Description of scope of work for proposed County funding of MPO planning and coordination services and Metro Transit's promotion and transit information services

Staff Recommendation/Rationale: Staff recommends approval.

MPO 2022 Resolution No. 11
Authorizing the City of Madison to Enter into an Agreement
with Dane County for the Greater Madison MPO to Provide Specialized Transportation
Coordination Services in 2023

WHEREAS, the staff of the Greater Madison MPO (Metropolitan Planning Organization) has historically provided assistance to Dane County for specialized transportation planning and coordination services; and

WHEREAS, the MPO intends to continue this assistance of planning and coordination services to the county again in 2023; and

WHEREAS, the County has budgeted \$5,000 for this service for the year 2023; and

WHEREAS, this service is included in the Greater Madison MPO's adopted 2023 Unified Planning Work Program; and

WHEREAS, the County requests that this agreement be part of Metro Transit's service agreement and contract for transit information, promotion efforts, and operations, since the contracting agent for both Metro Transit and the MPO is the City of Madison; and

WHEREAS, the services to be provided by the MPO and Metro Transit are outlined in the attached scope of services document:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO agrees to have MPO staff provide this service to Dane County in 2023 and authorizes the City of Madison on behalf of the MPO to execute the agreement and contract to provide this service.

November 2, 2022

Date Adopted

Mark Opitz, Chair
Greater Madison MPO

**DANE COUNTY FUNDED 2023 PUBLIC TRANSIT SERVICES
PROVIDED BY METRO TRANSIT
AND
SPECIALIZED TRANSPORTATION COORDINATION SERVICES
PROVIDED BY
GREATER MADISON MPO**

Schedule A: Scope

Public Transit Services. Dane County will fund the following public transit services of the City of Madison to be provided by Metro Transit.

1. Assistance to Customer Service Center (CSC)

The major area-wide information point for transit has been Metro's Customer Service Center, which provides information on routes, schedules, etc., for those who telephone and responds to E-mail questions regarding routes and schedules. CSC representatives also provide paratransit ride scheduling, transportation referrals, and ridesharing (266-RIDE) referrals for vanpool and carpool services. Representatives utilize Teleinterpreters for interpretation services when callers who speak only foreign languages contact the CSC.

2. Transit Information/Promotion Assistance

Provide assistance to Metro Transit for transit information and promotion costs including:

- Printing map and schedule information.
- Promoting Commute Card pass and existing prepaid fares such as 31-Day, 31-Day Senior/Disabled.
- Promoting Park & Ride lots, commuter routes and routes to outlying parts of the Madison urban area (such as Fitchburg and Middleton routes).
- Creating other promotional materials, including public information to increase awareness of Metro.

Overall transit information/promotion program is to be approved by County Public Works & Transportation Committee prior to release of funds.

3. Contribution Toward Operating Costs of Metro Transit

During 2023 Metro Transit plans to continue to focus on employee pass programs (such as the UW and St. Mary's employee passes) and the Commuter Choice Benefit program to attract more county and regional use. Additional plans, in 2023, include continuing bus stop sign replacement program and installing maps and schedule information in Metro shelters to make riding Metro easier. This funding will assist Metro with some local share costs of this effort.

Specialized Transportation Coordination. Dane County will fund the following specialized transportation planning and coordination services of the City of Madison to be provided by the Greater Madison MPO (Metropolitan Planning Organization) staff.

- 1) Serve on and provide technical assistance to the Dane County Specialized Transportation Commission, as needed.

- 2) Provide assistance to the Adult Community Services Division of the Department of Human Services in planning, coordinating and evaluating their specialized transportation services.
- 3) Assist in monitoring of and collecting data on the operations of specialized transportation providers, and collecting and analyzing data on the location of elderly and persons with disabilities from the American Community Survey and other sources.
- 4) Assist in implementation of the 2019 Dane County Coordinated Public Transit – Human Services Transportation Plan recommendations.
- 5) Work with Metro Transit to implement the Section 5310 (Enhanced Mobility for E/D Persons) Program Management and Recipient Coordination Plan, including project scoring and selection by the MPO and administration of the program by Metro.
- 6) Coordinate various projects with county agencies and service providers, both public and private, to make Dane County's specialized transportation services more cost-effective.

Schedule B: Payments

- a. Upon receipt of invoice from the City of Madison, payment will be rendered as follows:

Payment in full for Public Transit Services (\$24,300 to Metro Transit)

1. Assistance for Customer Service Center
2. Transit Info/Promotion Assistance (following committee approval)

- b. Upon receipt of invoices from the Greater Madison MPO, payment will be rendered as follows:

Payment for Specialized Transit Coordination (\$5,000 to Greater Madison MPO)

June 2023	\$2,500
December 2023	<u>\$2,500</u>
	\$5,000

Schedule C: Reports

Narrative progress reports will be provided by MPO staff to County staff in conjunction with the invoices.

MPO Agenda Cover Sheet

November 2, 2022

Item No. 8

Re:

MPO 2022 Resolution No. 12 Authorizing the City of Madison to Enter into an Agreement with the Capital Area Regional Planning Commission (CARPC) for MPO to Provide Transportation Planning Work Activities to CARPC in 2023

Staff Comments on Item:

CARPC is once again requesting Federal Planning funds from the Wisconsin Department of Transportation for transportation planning activities for areas in Dane County generally outside of the Madison Metropolitan Area. A total of \$5,457 of this amount (including the local match) will be set aside for MPO planning services. CARPC is requesting that the MPO provide services similar to previous years.

These MPO staff services have historically included conducting analyses of the impact of proposed Sewer Service Area (SSA) amendments in the county on the multi-modal transportation system, including an assessment of the capacity to handle the traffic to be generated, ability to serve the development with public transit, accommodations for pedestrians and bicyclists, other design issues, and overall consistency with the goals, policies, and recommendations in the Regional Transportation Plan. Services in 2023 may or may not include this activity as CARPC is considering eliminating the land use/transportation review of SSA amendments and replacing that with reviews and assistance on comprehensive plans.

MPO staff will provide assistance to CARPC staff in preparing the transportation component of comprehensive plans, and providing other local transportation planning assistance. MPO staff will also assist in preparing consistency reviews of comprehensive plans. MPO staff also continue to coordinate with CARPC on integrating regional land use and transportation planning, including on tracking performance measures and on outreach efforts. Joint planning activities will also be explored such as involving CARPC in the MPO's regional resiliency plan to be conducted in 2024.

This MPO activity is included in the 2023 MPO Unified Planning Work Program.

Materials Presented on Item:

1. MPO 2022 Resolution No. 12
2. Agreement between City of Madison and CARPC for MPO to provide planning services

Staff Recommendation/Rationale: Staff recommends approval.

MPO 2022 Resolution No. 12

Authorizing the City of Madison to Enter into an Agreement with the Capital Area Regional Planning Commission (CARPC) for the Greater Madison MPO to Provide Transportation Planning Services to CARPC in 2023

WHEREAS, the Greater Madison MPO (Metropolitan Planning Organization) is the designated MPO for the Madison Metropolitan Area with responsibilities to perform metropolitan transportation planning and programming activities; and

WHEREAS, the Capital Area Regional Planning Commission (CARPC) is the regional land use planning and area-wide water quality management planning agency for the Dane County region with responsibilities that include preparing a master framework plan for the physical development of the region; and

WHEREAS, CARPC is in need of services to conduct transportation planning for areas in Dane County, particularly outside of the Madison Metropolitan Area; and

WHEREAS, CARPC is requesting federal Planning funding from the Wisconsin Department of Transportation for transportation planning activities for areas in Dane County outside of the Madison Metropolitan Area; and

WHEREAS, CARPC is also requesting that the Greater Madison MPO provide these services in a similar manner to previous years; and

WHEREAS, these services are to consist of: (1) conducting analyses of the impact of proposed Urban Service Area amendments on the multi-modal transportation system, including capacity to handle the traffic to be generated, ability to serve the development with public transit, accommodations for pedestrians and bicyclists, other design issues, and the overall consistency with the goals, policies, and recommendations in the MPO's Regional Transportation Plan; and (2) coordinating on CARPC's work to finalize and begin implementing the Regional Development Framework plan, including coordination on the performance measures to be used to gauge successful implementation of plan goals and objectives; and

WHEREAS, the MPO will bill CARPC on a quarterly basis for the 80% federal funding share of providing the transportation planning services with the city covering the required 20% local match to the federal funding, and the cost of these services will not to exceed \$5,457 (including the local match) for calendar year 2023; and

WHEREAS, these MPO work activities are included in the adopted 2023 MPO Unified Planning Work Program:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO authorizes the City of Madison to enter into an agreement with CARPC for the MPO to provide transportation planning services to CARPC in calendar year 2023 with CARPC providing for the reimbursement of MPO staff services for an amount not to exceed \$4,366 or 80% of the \$5,457 total.

November 2, 2022

Date Adopted

Mark Opitz, Chair
Greater Madison MPO

**AGREEMENT BETWEEN
CITY OF MADISON ON BEHALF OF THE GREATER MADISON MPO
AND THE
CAPITAL AREA REGIONAL PLANNING COMMISSION
FOR TRANSPORTATION PLANNING SERVICES**

Parties: This agreement is by and between the City of Madison, hereafter “City,” and Capital Area Regional Planning Commission, hereafter “CARPC.”

Term: The term of this agreement is January 1, 2023 through December 31, 2023.

Scope of Services by City/MPO: The city will provide transportation planning services to CARPC. These services will be provided by city staff to the Greater Madison MPO (Metropolitan Planning Organization) housed within the city’s Planning Division. These planning services will consist of:

- (1) conducting analyses of the impact of proposed Sewer Service Area amendments in the county on the multi-modal transportation system, including an assessment of the capacity to handle the traffic to be generated, ability to serve the development with public transit, accommodations for pedestrians and bicyclists, other design issues, and overall consistency with the goals, policies, and recommendations in the MPO’s Regional Transportation Plan (RTP), *Connect Greater Madison 2050*;
- (2) provide assistance in preparing the transportation element of comprehensive plan updates for communities or providing other transportation related local planning assistance;
- (3) provide assistance in preparing regional plan (RTP and Regional Development Framework) consistency reviews of comprehensive plans;
- (4) work with CARPC staff to integrate regional land use and transportation planning generally and coordinate performance measure tracking and outreach efforts; and
- (5) engage in any other joint planning initiatives.

Payment: The City of Madison will bill CARPC on a quarterly basis for the 80% federal funding share of providing the transportation planning services. The city will cover the required 20% local match to the federal funding. The city will provide a progress report on services provided, which will be submitted with the quarterly invoice. The total cost of MPO transportation planning services will not exceed \$5,457 (including the local match) for calendar year 2023.

Non-Discrimination: During the term of this agreement, the parties agree to abide by their respective policies of non-discrimination and affirmative action. Further, the parties agree that this agreement does not subject either party to the other’s jurisdiction for the determination of such matters.

Liability: CARPC shall be responsible for injuries, claims and losses arising from or caused by the acts or omissions of its officers, employees, agencies, boards, commissions and representatives. The city shall be responsible for injuries, claims and losses arising from or caused by the acts or omissions of its officers, employees, agencies, boards, commissions and representatives. The obligations of the parties under this paragraph shall survive the expiration or termination of this agreement.

IN WITNESS THEREOF, the parties have caused this agreement to be executed by individuals and officers duly authorized on the dates noted below.

**CAPITAL AREA REGIONAL
PLANNING COMMISSION**

By: _____

Steve Steinhoff
Agency Director

Date: _____

CITY OF MADISON

By: _____

Satya Rhodes-Conway
Mayor

Date: _____

By: _____

Maribeth Witzel-Behl
City Clerk

Date: _____

Countersigned:

By: _____

David Schmiedicke
City Finance Director

Date: _____

Approved as to Form:

By: _____

Michael Haas
City Attorney

Date: _____

MPO Agenda Cover Sheet

November 2, 2022

Item No. 9

Re:

MPO 2022 Resolution No. 13 Adopting Annual Transit Asset Management and Public Transit Agency Safety Plan Performance Measure Targets

Staff Comments on Item:

As part of the performance management framework established and continued in the last three federal transportation bills, including the current Infrastructure Investment & Jobs Act (IIJA), the Federal Transit Administration (FTA) has adopted rules with requirements and performance measures related to transit asset management and safety. The rule on transit asset management requires transit agencies that receive FTA grant funds to develop transit asset management (TAM) plans and adhere to specified asset management practices, including establishing and reporting results on the federal TAM performance measures. The Public Transportation Agency Safety Plan (PTASP) rule requires transit agencies to develop safety plans that include processes and procedures necessary for implementing Safety Management Systems (SMS). Metro Transit completed its TAM plan in late 2018. Metro completed its required safety plan in 2020. Federal planning rules require MPOs to integrate the transit performance measures into their planning processes. This includes setting performance targets for the measures in coordination with transit agencies.

Metro conducted a review of the PTASP in 2021, with only changes being staff listed in the plan. Metro continues to collect data and conducted another review in 2022 to determine if adjustments to targets were needed; in addition to adding a new staff position for the plan's chief safety officer, Metro created a new safety team in response to IIJA requirements, adjusted the System Reliability/State of Good Repair target to be more realistic, increased the Safety Performance Targets for Bus Transit, and revised the system reliability target to be consistent with other targets.

Metro is proposing no changes to their TAM vehicle targets, and is meeting their TAM revenue vehicle target in 2022. Metro changed the ULB for non-revenue trucks to 10 years due to their usage and longevity, but are still not meeting their TAM target due to all 2020 vehicle replacements being postponed due to COVID-19 budget constraints, and delivery of subsequent purchases being postponed due to supply chain issues. Facility upgrades to the Metro South Ingersoll St (formerly East Washington Ave) facility are underway, and the new satellite facility is under construction; both facilities currently exceed the State of Good Repair policy of 0% of facilities rated under 3.0 on the TERM scale, and when these projects are complete they will be rated 4.0.

Staff recommend that the MPO adopt Metro's annual TAM performance measure targets and safety performance targets as established in its safety plan.

Materials Presented on Item:

1. MPO 2022 Resolution No. 13
2. Metro memo regarding TAM targets

3. Metro memo regarding safety targets

Staff Recommendation/Rationale: Staff recommends approval.

MPO 2022 Resolution No. 13

Adopting Annual Transit Asset Management and Public Transit Agency Safety Plan Performance Measure Targets

WHEREAS, the Greater Madison MPO (Metropolitan Planning Organization) is the designated MPO responsible, together with the state and Metro Transit, for comprehensive, continuing, and cooperative metropolitan transportation planning and project programming for the Madison, WI metropolitan planning area; and

WHEREAS, federal transportation legislation (IIJA, also known as BIL) and associated federal rules (Title 23, Section 134 U.S.C.) requires that each MPO undertake a transportation planning process that provides for the establishment and use of a performance-based approach to transportation decision making to support national goals while also establishing performance targets that address the performance measures to use in tracking progress toward attainment of critical outcomes for the region; and

WHEREAS, the Federal Transit Administration's (FTA) regulation on Transit Asset Management (TAM) (49 CFR Part 625) establishes a required transit agency plan and system to monitor and manage public transportation assets to improve safety and increase reliability and performance, under which public transit providers receiving federal funds are required to set annual asset management targets; and

WHEREAS, the Federal Transit Administration's (FTA) regulation on Public Transportation Agency Safety Plans (PTASP) (49 CFR Part 673) requires transit agencies that receive Section 5307 Formula funding to develop safety plans that include processes and procedures necessary for implementing Safety Management Systems (SMS); and

WHEREAS, federal transportation planning rules require MPOs and transit providers to coordinate on setting TAM and PTASP performance targets, and require MPOs to establish TAM and PTASP performance targets within 180 days of the transit agency setting targets and to integrate those performance targets into their planning documents and transportation improvement programs; and

WHEREAS, the FTA TAM regulation requires transit operators to develop and adopt a TAM Plan that addresses state of good repair for rolling stock (buses), infrastructure, equipment, and facilities, and Metro Transit, the major transit operator for the region, has completed this required TAM Plan; and

WHEREAS, Metro Transit has established the following 2023 TAM performance measure targets, which are the same as those established for 2022:

- Percentage of rolling stock (buses) that have met or exceeded their Useful Life Benchmark (USB) – 11% [Currently at 8%]
- Percentage of non-revenue service vehicles that have met or exceeded their USB – 38% [Currently at 69%]
- Percentage of facilities with a condition rating below 3.0 ("adequate") on the FTA Transit Economic Requirement Model (TERM) scale – 0% [Currently at 0% as the main admin/maintenance facility and new satellite facility are rated 3.6 and 3.9 respectively. The facilities will exceed a target goal of 4.0 after the 6-phase main facility renovation and satellite facility remodel are completed.]

WHEREAS, Metro Transit has developed its required safety plan and has established the following 2022 PTASP performance measure targets, which are the same as those established for 2020 and 2021, with the exceptions of: System Reliability/State of Good Repair, which was adjusted to be more realistic and attainable; Bus Transit Injuries, which were adjusted to be higher than in 2021 but still attainable; and, adjusting the way the System Reliability target is reported to improve consistency with other measures:

- Number of reportable fatalities – Bus transit and ADA/Paratransit targets: 0 [0 in 2021]
- Rate of reportable fatalities per 100,000 vehicle revenue miles – Bus transit and ADA/Paratransit targets: 0 [0 in 2021]
- Number of reportable injuries – Bus transit target: 10 [3 in 2021]; ADA/Paratransit target: 1 [0 in 2021]
- Rate of reportable injuries per 100,000 vehicle revenue miles – Bus transit target: 0.23 [0.05 in 2021]; ADA/Paratransit target: 0.15 [0 in 2021]
- Number of reportable safety events – Bus transit target: 340 [241 in 2021]; ADA/Paratransit target: 20 [5 in 2021]
- Rate of reportable safety events per 100,000 vehicle revenue miles – Bus transit target: 5.46 [3.71 in 2021]; ADA/Paratransit target: 3.07 [0.97 in 2021]
- System Reliability/State of Good Repair (Mean distance between major mechanical failures) – Bus transit target: 4 failures/100,000 vehicle revenue miles [4.38 in 2021]; ADA/Paratransit target: 1.82 failures/100,000 vehicle revenue miles [1.80 in 2021]

WHEREAS, the Greater Madison MPO, in consultation with Metro Transit, has decided to adopt Metro Transit's TAM and PTASP performance measure targets, and to work with Metro to plan and program projects that contribute toward the accomplishment of these targets; and

WHEREAS, the Greater Madison MPO intends to track the TAM and PTASP performance measures and report on them annually as part of its Performance Measures monitoring process:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO adopts the 2023 TAM and 2022 PTASP performance measure targets described above established by Metro Transit and agrees to work with Metro to plan and program projects within the Madison Metropolitan Planning Area that contribute toward the accomplishment of these targets.

November 2, 2022

Date Adopted

Mark Opitz, Chair

Madison Area Transportation Planning Board



Department of Transportation

Metro Transit

1245 East Washington Avenue, Suite 201
Madison, Wisconsin 53703
Administration: (608) 266-4904
Fax: (608) 267-8778
Customer Service: (608) 266-4466
mymetrobus@cityofmadison.com
www.mymetrobus.com

MEMORANDUM

TO: FTA, MPO and other stakeholders

FROM: Crystal Martin, Deputy General Manager

DATE: September 16, 2022

SUBJECT: 2022 TAM Performance Measure Targets

This memorandum is to document the current conditions of our assets and explain the 2022 Transit Asset Management (TAM) Performance Measure Targets.

Revenue Vehicles Current Status as of August 2022

Item	Inventory	Condition	Useful Life Benchmark	Number Past Useful Life Benchmark	Percentage Past Useful Life Benchmark	Average Age
Rolling Stock (Buses)	215	3.08	14 years	17	8%	8.18

Metro Transit has incorporated a long-range strategic replacement plan for its transit buses. The plan calls for the annual replacement of 15 buses based on age and condition. On average, the buses replaced are between 14 and 15 years old and have about 400,000 miles. This is accomplished by rotating older buses into less rigid service and maximizing the newest buses to their full capacity on more strenuous routes. **The Performance Measure Target for this category in order to comply with our State of Good Repair policy is 11% of our bus inventory exceed our useful life benchmark (ULB) of 14 years.** With BRT and the Route Redesign projects, a fleet analysis was conducted and Metro will require less 40' buses in the future so the inventory reduction process started this year with 5 additional buses being disposed after delivery of the 15 new buses. This disposal helped reach the performance measure target this year. The inventory will change again late this year as further reductions occur in order to get to the optimal fleet of 192 regular 40' buses.

NonRevenue Vehicles Current Status as of August 2022

Item	Inventory	Condition	Useful Life Benchmark	Number Past Useful Life Benchmark	Percentage Past Useful Life Benchmark	Average Age
Sedans	11	2.36	8 years	10	91%	10.09
Trucks	14	3.43	10 years	10	71%	12.21
SUVs	4	4	8 years	0	0%	4.25
Vans	0		8 years		0%	
Totals	29	3.26		20	69%	8.85

In 2019, Metro Transit developed a long range strategic replacement plan for non-revenue vehicles. This was accomplished with an inventory analysis that was conducted by Planning, Maintenance and Operations staff to calculate the appropriate amount of driver relief, road supervisor and building & grounds vehicles. Based on this analysis, there will be at least 2 vehicles replaced annually, which will aid in complying with our desired performance targets. The replacement of non-revenue vehicles occurred this year, but due to supply chain issues haven't been delivered yet and might not happen until early next year. During the 2022 update, the Useful Life Benchmark for Trucks was increased to 10 years based on their usage and longevity. **The Performance Measure Target for this category in order to comply with our State of Good Repair policy is 38% of inventory exceed our useful life benchmark (ULB) of 8 years for most vehicles and 10 years for Trucks.**

Bus Garage and Maintenance Facilities		
Location	Current Condition	TAM Target
1 South Ingersoll (formally 1101 East Washington Avenue)*	3.6	4
3829/3901 Hanson Road	3.9	4

In order to improve the facility and reach the desired performance target, Metro Transit conducted a thorough facility study in 2017. This process assessed the most pressing needs and developed a six-phase strategy in order to address each one. The phases include roof replacement, electrical, HVAC, plumbing and work area renovations. Phasing strategies were evaluated for system failure, life safety, operational efficiencies and construction effect and prioritized accordingly. This strategy was chosen to help mitigate the budget impact of the total anticipated cost of over \$55 million. This strategy began in 2018 with the roof replacement project and will continue through 2024. As such, it was incorporated in our 2022 Capital Improvement Plan (CIP) for capital budget planning over the next six years that includes ongoing maintenance. In July 2021 Metro purchased a satellite facility located in North-East Madison on Hanson Road and is in the process of a design study in order to remodel it for transit purposes. The facility is in inventory and had its first condition assessment this year. The structure is in good shape but is in need of construction for transit. **The Performance Measure Target for this category in order to comply with our State of Good Repair policy is 0% of facilities rated under 3.0 on the TERM scale. Since the plan for the facility is to be in operation 20+ more years, our target goal for the facility is to exceed the minimum 3.0 rating of Adequate and achieve a rating of 4.0 to the rating of Good.** It is anticipated that this will be accomplished after the six-phase facility renovations and satellite facility remodel are complete.

If you have any questions regarding this matter, please contact me at 608-267-8780, cmartin@cityofmadison.com or Scott Korth at 608-266-6538, skorth@cityofmadison.com.

Sincerely,

Crystal Martin

Crystal Martin
Deputy General Manager

CC: Justin Stuehrenberg, Transit General Manager
Scott Korth, Transit Accountant



Department of Transportation

Metro Transit

1245 East Washington Avenue, Suite 201

Madison, Wisconsin 53703

Administration: (608) 266-4904

Customer Service: (608) 266-4466

mymetrobus@cityofmadison.com

www.mymetrobus.com

Memorandum

To: WI DOT, MPO

From: Crystal Martin, Deputy General Manager

Date: 7/18/2022

Subject: 2022 PTASP Annual Review

In February 2022, the Metro Safety Planning Team began an annual review of their Public Transit Agency's Safety Plan (PTASP). The team reviewed changes they made to their risk assessment and mitigation process, updated the Safety Performance Targets based on data collected from 2021 and began updating the plan based on the Bipartisan Infrastructure Law's new PTASP requirements.

This year's update included staff changes, including the hiring of a new safety coordinator that will serve as the plan's chief safety officer. Updates were made to the Risk Assessment Matrix which is the tool they use to establish the likelihood and severity of hazards found within the system or reported by Metro's employees. The team added a hazard mitigation log to assist in tracking and following up on mitigation strategies.

On February 17th, 2022 the Federal Transit Administration (FTA) sent a Dear Colleague Letter to inform the transit industry of the Bipartisan Infrastructure Law Changes to the Public Transportation Agency Safety Plan (PTASP) requirements at 49 U.S.C. § 5329(d) and establishes compliance deadlines for implementing these new provisions. The new requirements include the following:

- i. Requires agency safety plans to be consistent with Centers for Disease Control and Prevention and State health authority guidelines to minimize exposure to infectious diseases.
- ii. Requires recipients serving an urbanized area with a population of fewer than 200,000, to develop their agency safety plan in cooperation with frontline employee representatives.
- iii. Requires recipients of section 5307 funds that serve urbanized areas with populations of 200,000 or more to undertake the following activities:
 - a. Establish a Safety Committee (*due July 31st, 2022*), composed of representatives of frontline employees and management, that is responsible for identifying, recommending, and analyzing the effectiveness of risk-based mitigations or strategies to reduce consequences identified in the agencies' safety risk assessment.
 - b. Develop, and add to their agency safety plan, a risk reduction program for transit operations to improve safety by reducing the number and rates of accidents, injuries, and assaults on transit workers based on data submitted to the national transit database.

- c. Set risk reduction performance targets using a three-year rolling average of the data submitted by the recipient to the National Transit Database and allocate not less than 0.75 percent of their section 5307 funds to safety related projects.
- d. Require maintenance personnel to meet the existing safety training requirements and safety, operations, and maintenance personnel to complete de-escalation training.

As a result of these new requirements, Metro's safety planning team, management team and the Teamsters Union Local No. 695, created a new safety committee composed of frontline employees and management. The new safety committee will operate under the name "Team SAFE" which stands for Safety And Frontline Employees. The team's first meeting is scheduled for July 2022. The new team will be responsible for identifying, recommending, and analyzing the effectiveness of risk-based mitigations or strategies to reduce consequences identified in the agencies' safety risk assessment.

Metro's safety coordinator developed safety training for its Maintenance employees which includes the required topic of de-escalation. This training will be completed in July 2022 and will be required for all Maintenance and Building & Grounds employees. Metro already has a comprehensive new hire and refresher staff training program for its bus operators. De-escalation training was added to this program in November of 2021.

The FTA plans to update the National Public Transportation Safety Plan to provide additional information on how agencies can meet the new requirement for safety performance targets. However, performance targets for a risk reduction program are not required to be in place until FTA has updated the National Public Transportation Safety Plan to include additional performance measures required by the Bipartisan Infrastructure Law.

Below is how Metro performed against its 2021 Safety Performance Targets and Metro's new 2022 Safety Performance Targets based on the data collected in 2021.

In 2021, we were able to exceed each of our safety performance targets except under the category of system reliability/state of good repair for bus transit. After reviewing this target, we believe we made a mistake and set this target too high. We have adjusted it to a more realistic and attainable goal for 2022.

Safety Performance Targets 2021 Actual vs Target							
Mode of Service	Fatalities (total)	Fatalities (per 100000 VRM)	Injuries (total)	Injuries (per 100000 VRM)	Safety Events (total)	Safety Events (per 100000 VRM)	System Reliability/State of Good Repair (per 100000 VRM)
Bus Transit Actual	0	0	3	.05	241	3.71	22,832>failure
Bus Transit Targets	0	0	15	.23	340	5.46	65000>failure
Paratransit Actual	0	0	0	0	5	.97	55,459>failure
Paratransit Targets	0	0	1	.15	20	3.07	54,000>failure

For 2022, we have adjusted our Safety Performance Targets for bus transit and set goals that we feel are attainable but are set higher than 2021. We decided to leave our paratransit targets the same for 2022. We also adjusted the way we are displaying our system reliability target by making it consistent with our other targets based on occurrences per 100,000 VRM.

2022 Safety Performance Targets							
Mode of Service	Fatalities (total)	Fatalities (per 100000 VRM)	Injuries (total)	Injuries (per 100000 VRM)	Safety Events (total)	Safety Events (per 100000 VRM)	System Reliability/State of Good Repair (per 100000 VRM)
Bus Transit Targets (2022)	0	0	10	.15	300	4.62	4
Paratransit Targets (2022)	0	0	1	.15	20	3.07	1.82

*Fatalities = Any fatal accident involving a Metro Transit vehicle regardless of fault
 Injuries = Any occurrence resulting in a person transported from the bus via ambulance
 Safety Events = any accident, incident, or occurrence
 VRM = vehicle revenue miles
 System Reliability = VRM between on-road, mechanical failure*

If you have any questions regarding this matter, please contact me at 608-276-8780, cmartin@cityofmadison.com, or Justin Maki at 608-266-5961, jmaki@cityofmadison.com.

Sincerely,

Crystal Martin

Crystal Martin, Deputy General Manager

cc: Justin Stuehrenberg, General Manager
 Phil Gadke, Operations Manager
 Scott Korth, Transit Accountant, Grants
 Justin Maki, Transit Safety Coordinator

MPO Agenda Cover Sheet

November 2, 2022

Item No. 10

Re:

Brief Update on Transit Service Planning Activities in the Metro Area

Staff Comments on Item:

There are many significant transit projects and plans for transit service underway, with the result that transit options in the Madison Urban Area will be significantly different in nine months than they are today.

Upcoming and potential changes include:

- Bus Rapid Transit (BRT)
- Metro Transit Network Redesign
- Sun Prairie local bus routes
- Potential for Monona transitioning to Metro, with a new local bus route
- Potential Cottage Grove/Amazon Metro service

Additionally, the Village of Oregon is assessing community desire and need for transit service both within the community and to connect to the Metro service area.

The MPO will also be leading an On-Board Survey of Metro riders in early 2023. The MPO will also be resuming work to update the Transit Development Plan for the Madison Urban Area in conjunction with Metro Transit staff.

Materials Presented on Item:

1. Presentation slides on transit plans and implementation

Staff Recommendation/Rationale:

For information and discussion purposes only.



State of Transit: Update on Transit Plans and Implementation

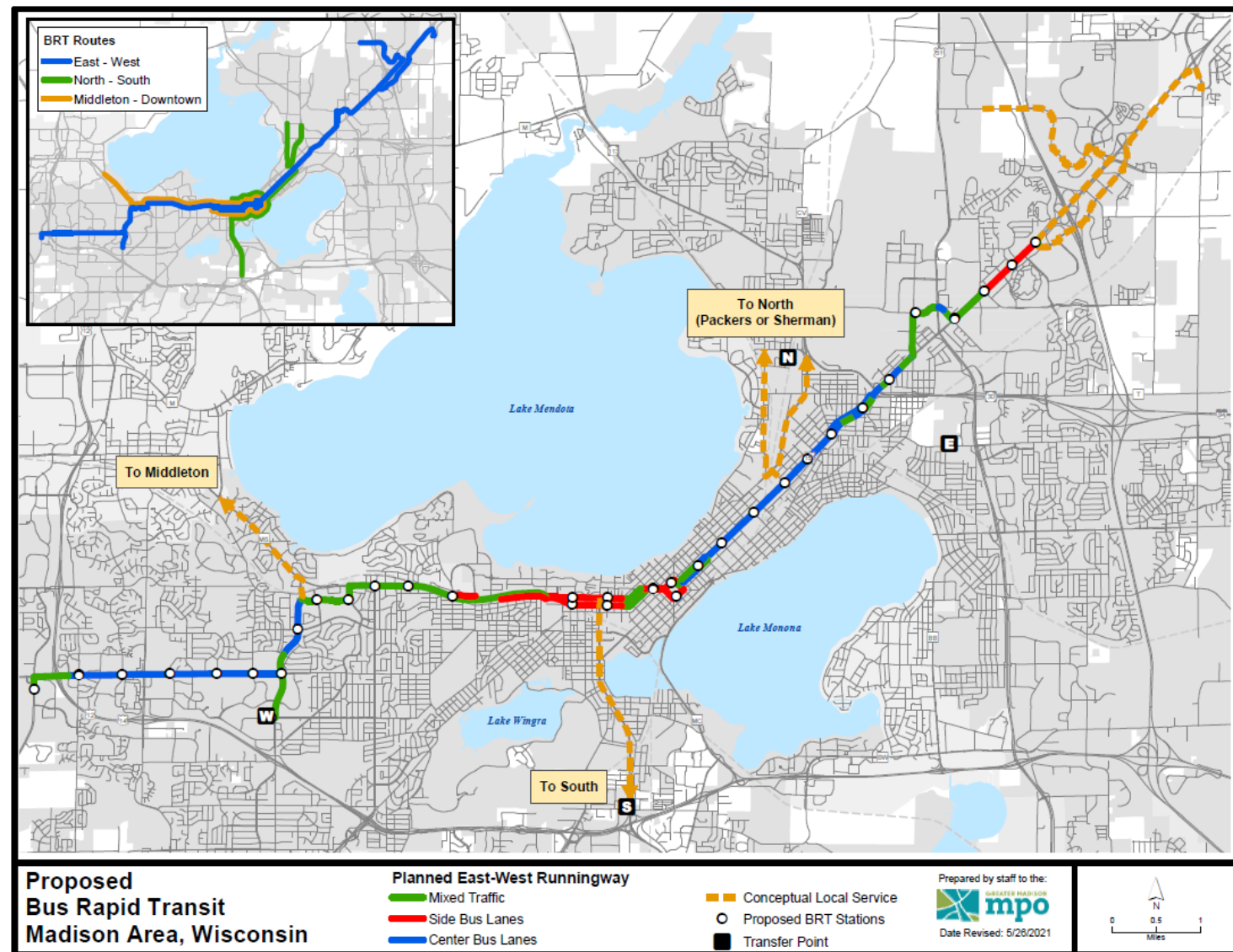
Ben Lyman, Transportation Planner

Transit Updates

- Bus Rapid Transit (BRT)
- Metro Transit Network Redesign
 - Equity/Title VI Analysis
- Sun Prairie
- Monona
- Cottage Grove/Amazon
- Oregon
- On-Board Survey
- Transit Development Plan Update



Planned Bus Rapid Transit (BRT) System



Author: pldms

Path: M:\MPO_GIS\GIS_Users\Dan_S\ArcMapPrj\Transit\TransitBRT\BRT_Running_2021_wRoutes.mxd

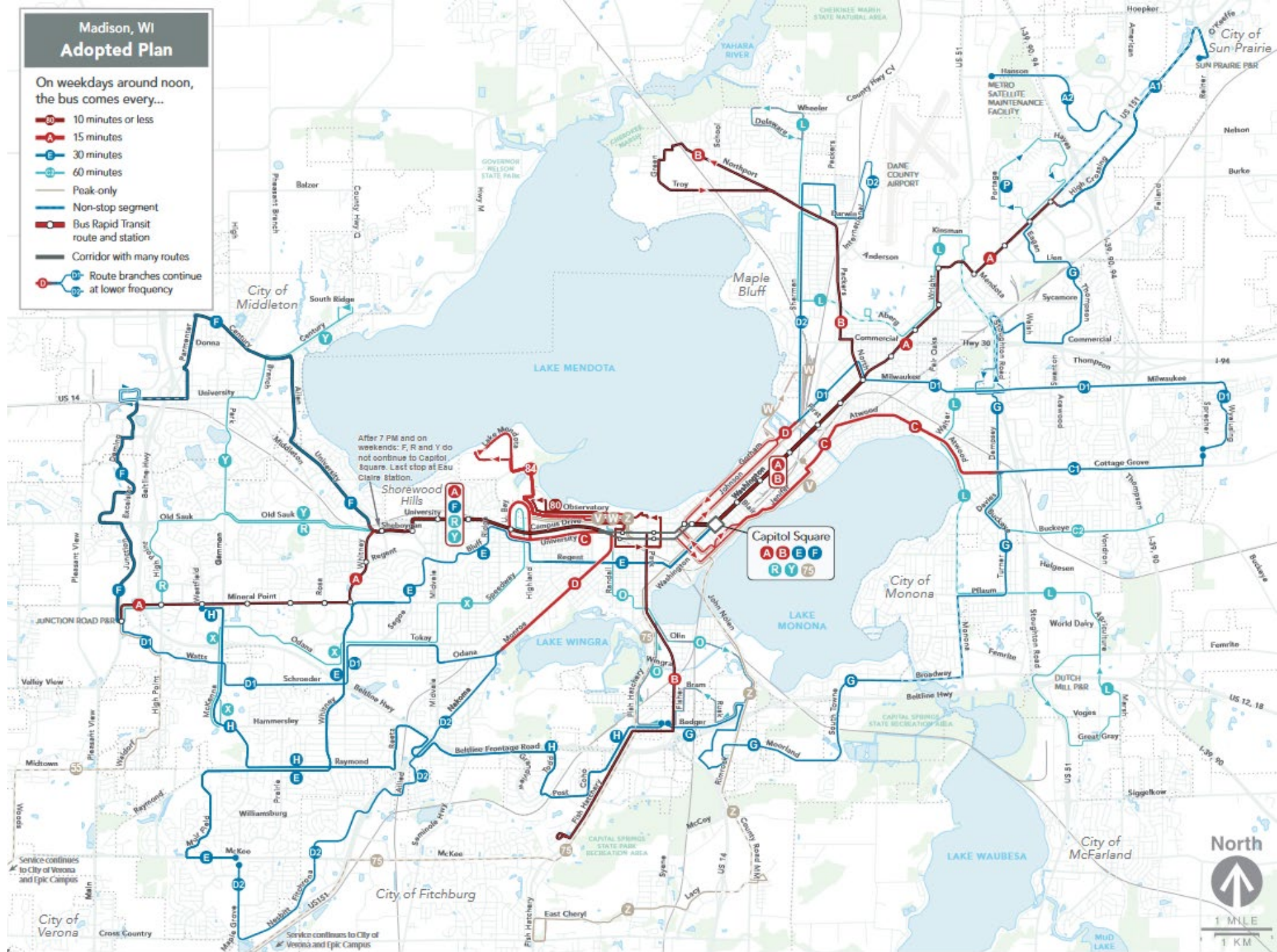
Date Printed: 5/26/2021



Madison, WI Adopted Plan

On weekdays around noon,
the bus comes every...

- 10 minutes or less
- 15 minutes
- 30 minutes
- 60 minutes
- Peak-only
- Non-stop segment
- Bus Rapid Transit route and station
- Corridor with many routes
- Route branches continue at lower frequency



Equity Analysis

Required by Title VI

- Identify any disparate impacts to any protected group
- Amend plan (if needed) to avoid disparate impacts

Required by City of Madison Common Council

- Analyze impacts for individual racial/ethnic groups

Summary: <https://www.cityofmadison.com/metro/documents/november-publichearing/equityanalysis-summary.pdf>

Full Report: https://www.cityofmadison.com/metro/documents/november-publichearing/TitleVI_ServiceEquityAnalysis.pdf

Public Hearing November 9: <https://www.cityofmadison.com/metro/routes-schedules/public-hearing-scheduled>



Equity Analysis

By Race

	Percentage Experiencing:	
	Decreased Access (-1,000 jobs or worse within 45 minutes)	Significantly Increased Access (+10,000 jobs or better within 45 minutes)
White non-Hispanic	3%	45%
Asian non-Hispanic	2%	56%
Hispanic	2%	52%
Black non-Hispanic	2%	45%
Two or More Races non-Hispanic	3%	45%
Native American* non-Hispanic	3%	55%
Other* non-Hispanic	5%	41%
Native Hawaiian/Pacific Islander* non-Hispanic	0%	33%
* Populations are considered too small for a reliable analysis.		

Table comparing the percentage of each racial and ethnic group experiencing decreased access vs. significantly increased access to jobs by transit within 45 minutes



Equity Analysis

By Income

	Approx. Population	Median Access to Jobs within 45 minutes, door-to-door, using transit			
		Existing Network	Network Redesign	Change	
All Residents	352,000	10,400	20,200	+9,800	+94%
Non-Low Income	270,000	8,400	15,700	+7,300	+87%
Low-Income	71,000	34,900	67,200	+32,200	+92%

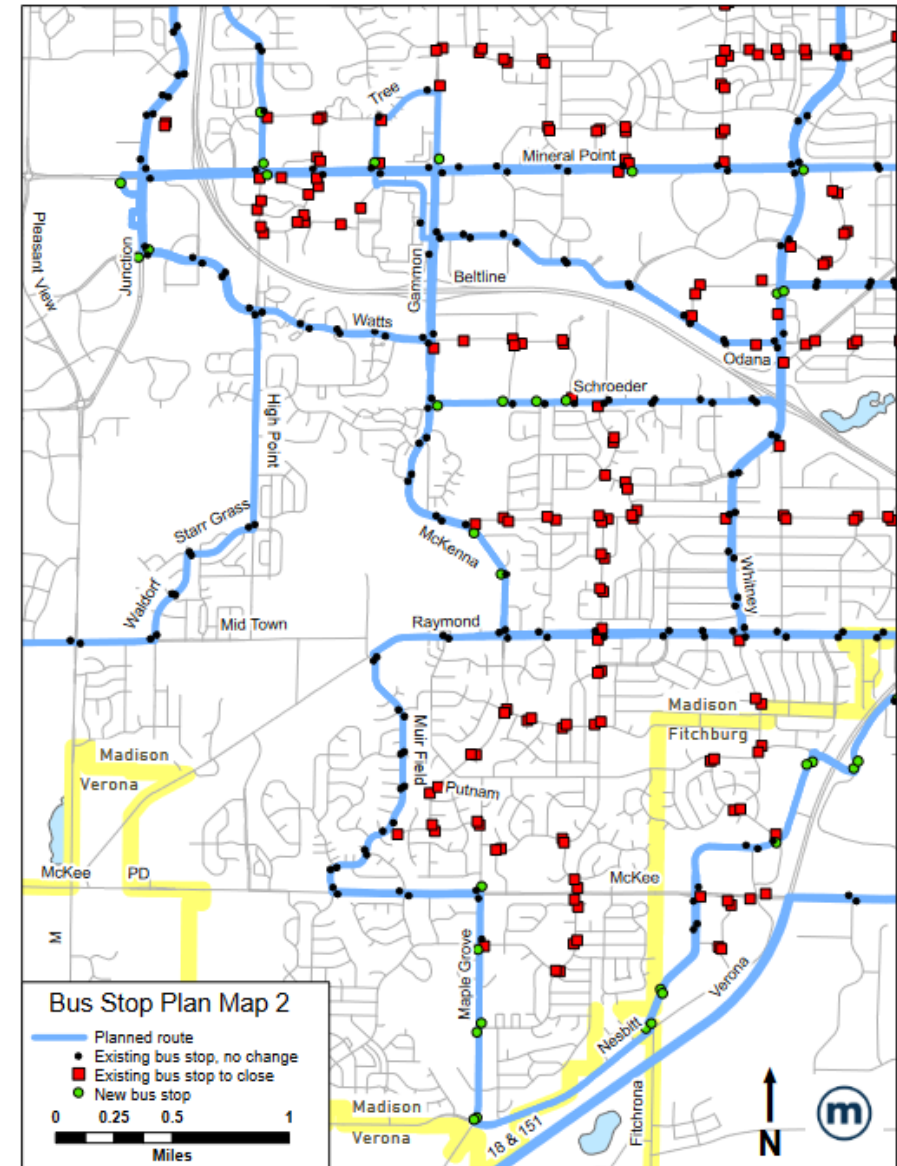
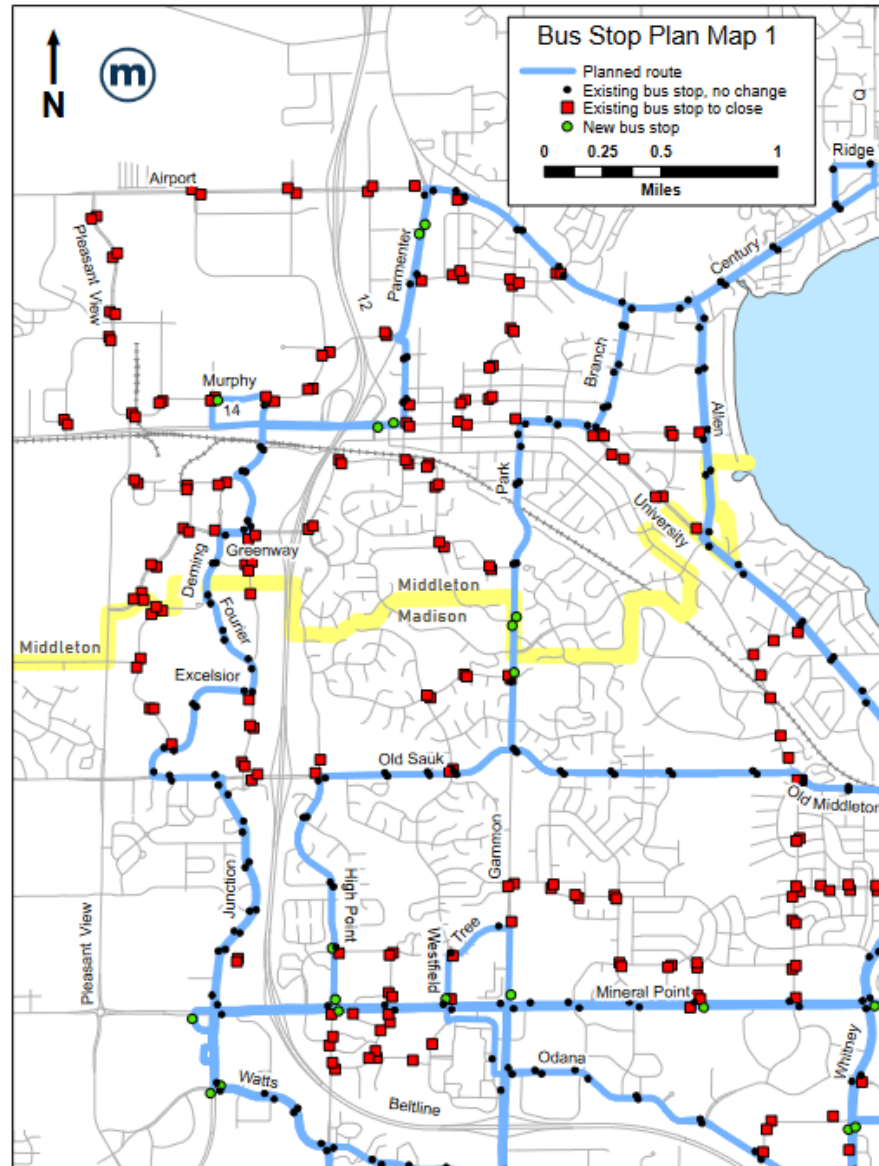
Table comparing the change in the median access to jobs by income group

	Percentage Experiencing:	
	Decreased Access (-1,000 jobs or worse within 45 minutes)	Significantly Increased Access (+10,000 jobs or better within 45 minutes)
All Residents	3%	47%
Non-Low-Income	3%	40%
Low-Income	2%	67%

Table comparing the percentage of each income group experiencing decreased access vs. significantly increased access to jobs by transit within 45 minutes



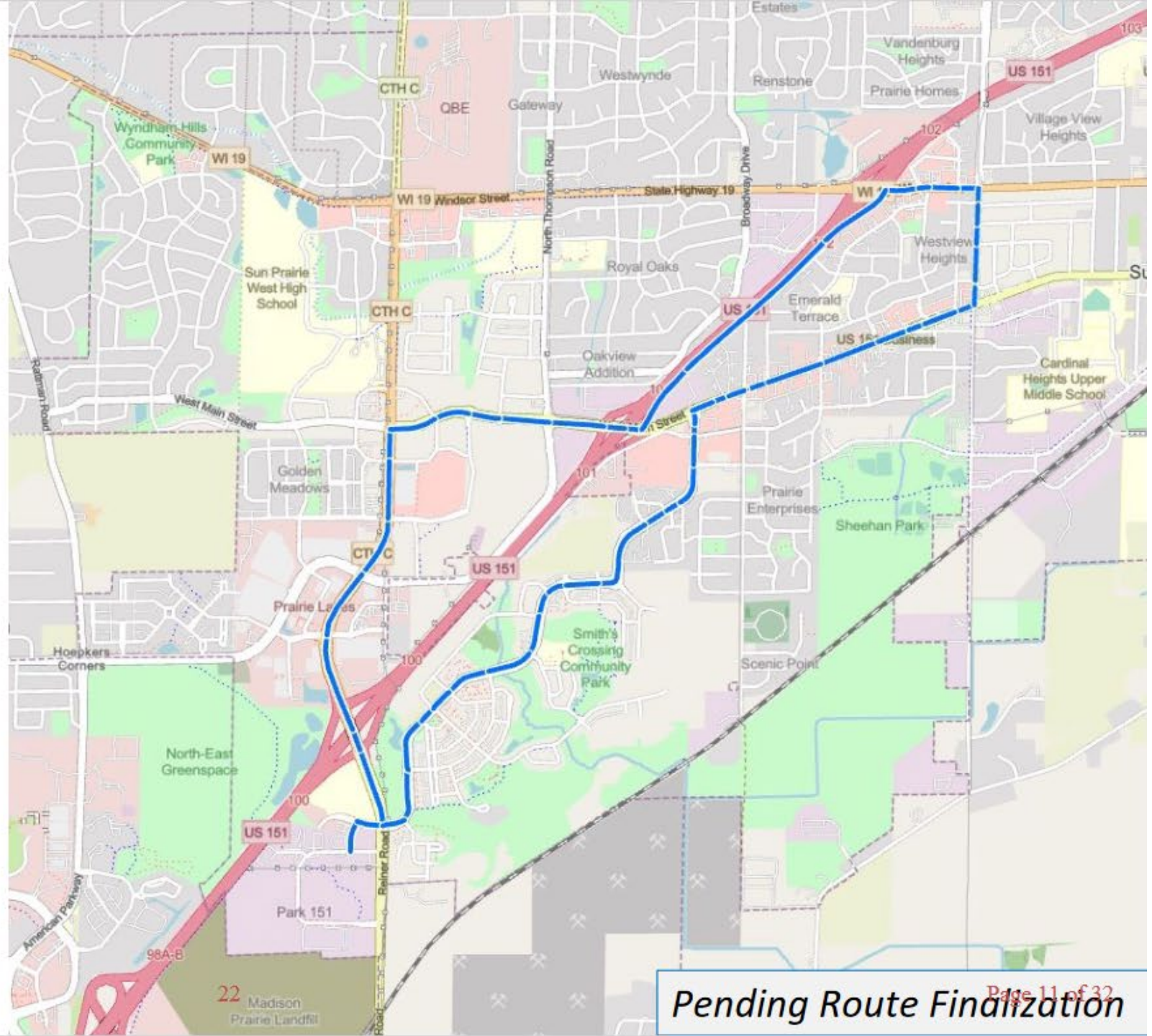
Stop Changes



Sun Prairie Routes

Route W: Ridership Route

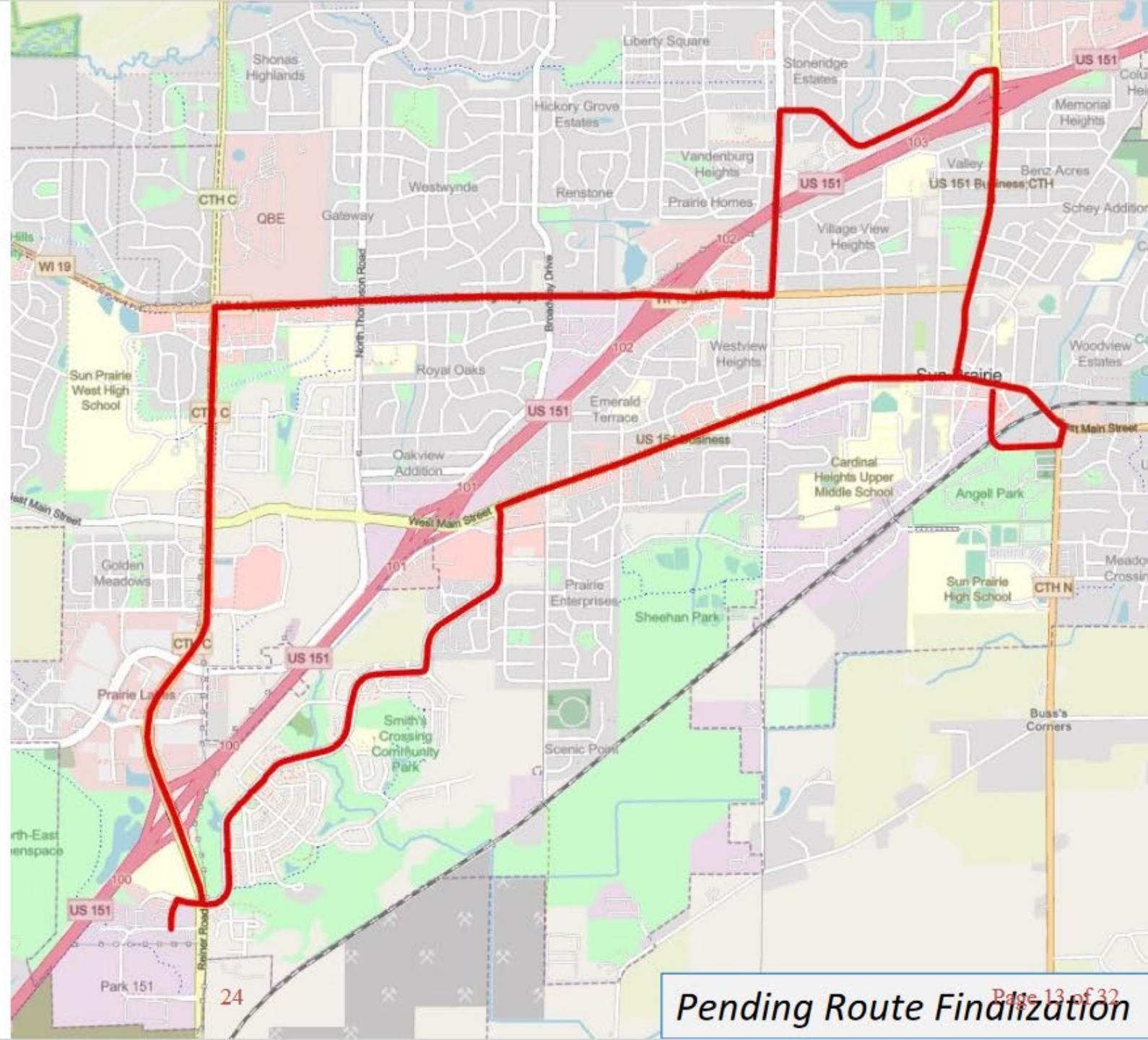
- M-F
- 6am – 6pm
- Runs every half hour
- Runs clockwise
- Has three primary benefits
 - 1) serves current and future Route 23 users
 - 2) half-hour service lends itself to higher ridership utilization
 - 3) largest clusters of SRT ridership all receive dramatically higher levels of service



Sun Prairie Routes

Route S: Coverage Route

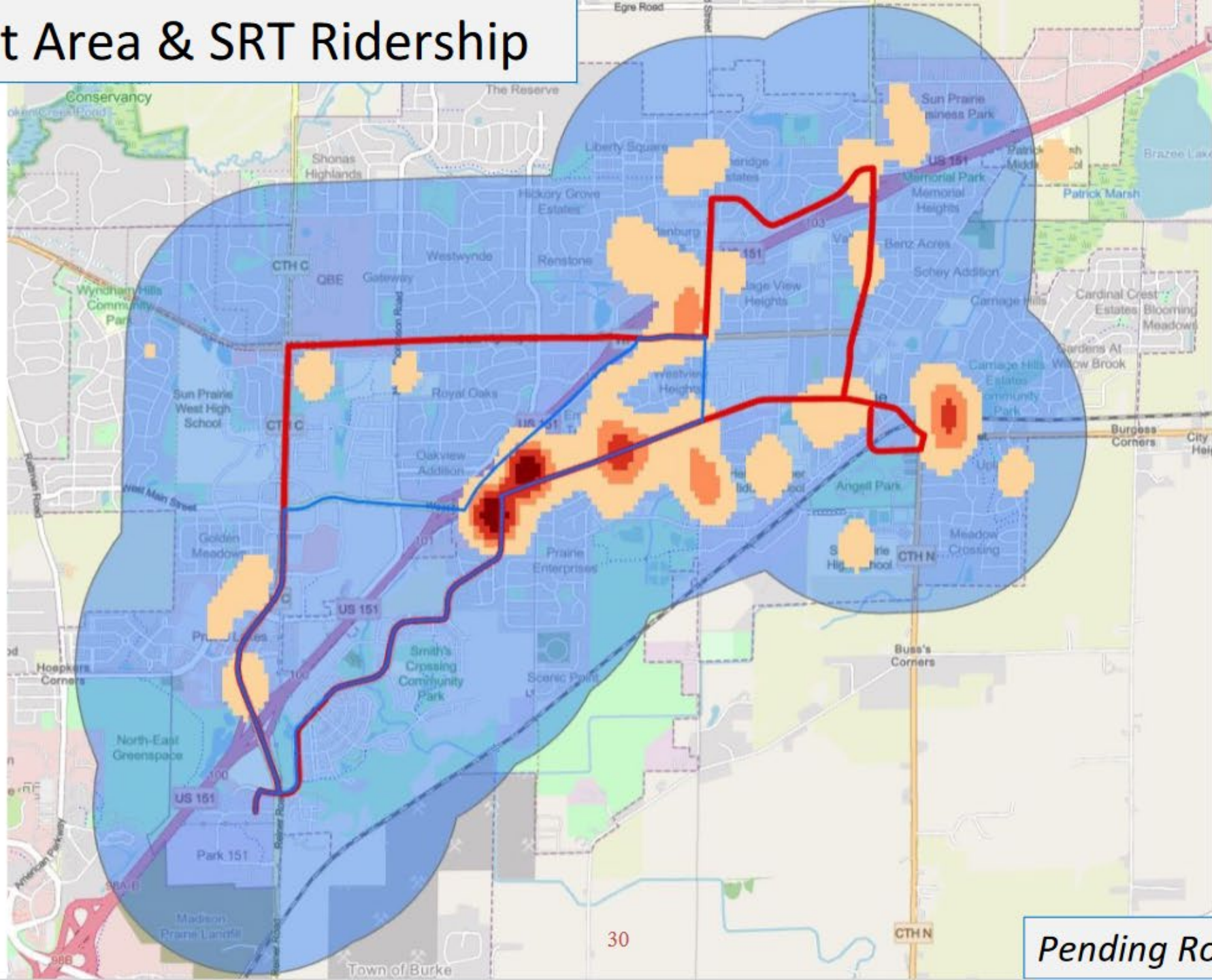
- 7 days week
- 5am – 11pm M-F
- 6am – 11pm Weekends
- Runs every hour
- Runs Counterclockwise
- Has three primary benefits
 - 1) serves current and future SRT users, and generally improves reliability of service
 - 2) Maximizes the paratransit service area
 - 3) Coverage reflects and prioritizes findings from the 2021 Survey.



Paratransit Area & SRT Ridership

Sun Prairie Routes

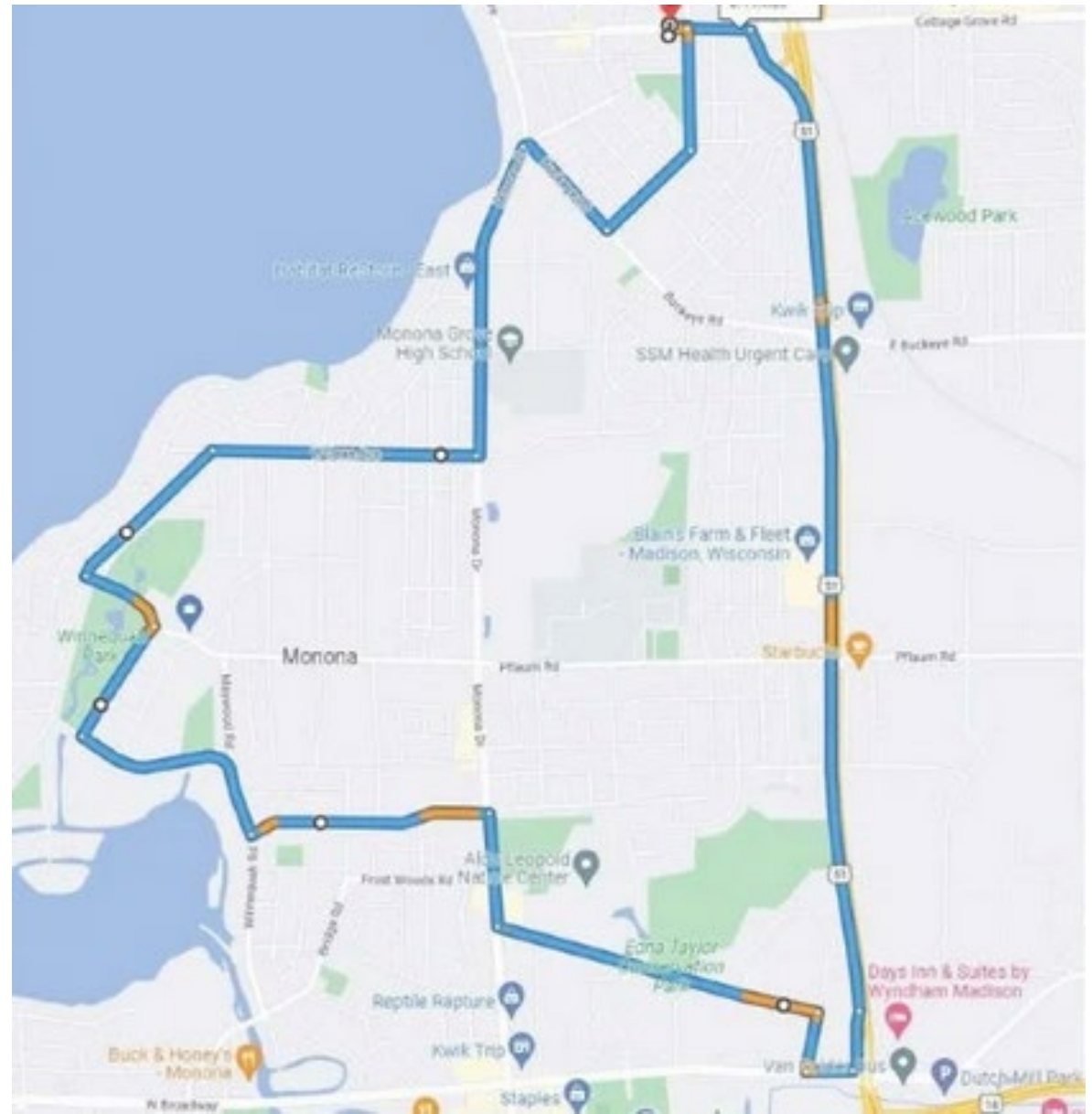
[https://agendas.cityofsunprairie.com/OnBaseAgendaOnline/Documents/ViewDocument/Transit Commission 2300 Agenda Packet 10 19 2022 5 00 00 PM.pdf?meetingId=2300&documentType=AgendaPacket&itemId=0&publishId=0&isSection=false](https://agendas.cityofsunprairie.com/OnBaseAgendaOnline/Documents/ViewDocument/Transit%20Commission%20Agenda%20Packet%2010%2019%202022%205%2000%20PM.pdf?meetingId=2300&documentType=AgendaPacket&itemId=0&publishId=0&isSection=false)



Monona Routes



New Routes in Network Redesign
L: Hourly G: 30 min.



Conceptual New Monona Route
Clockwise Hourly

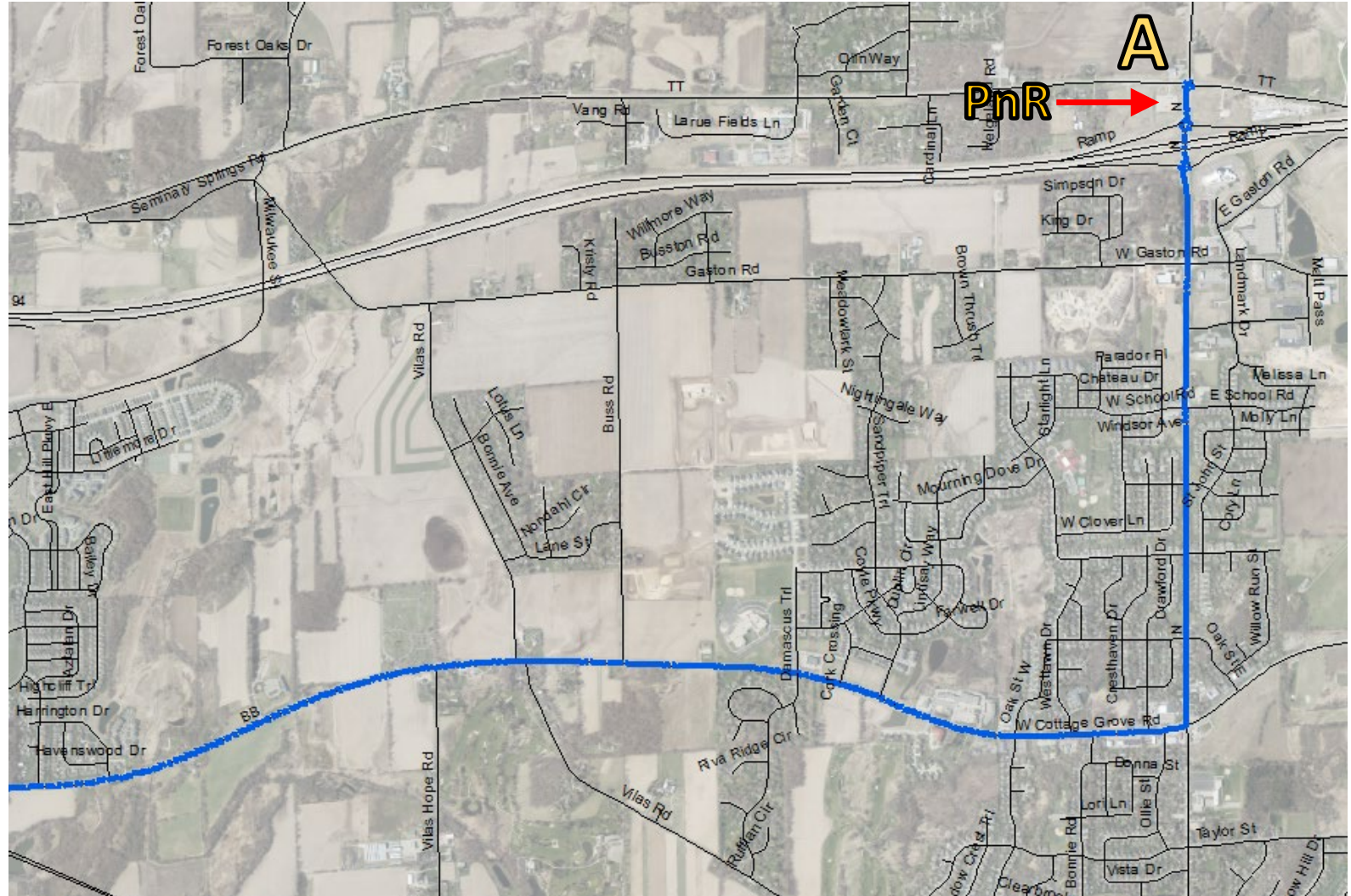


Cottage Grove/Amazon

Conceptual Route

Could turn around in
Roundabout or at WisDOT
Park & Ride (PnR)

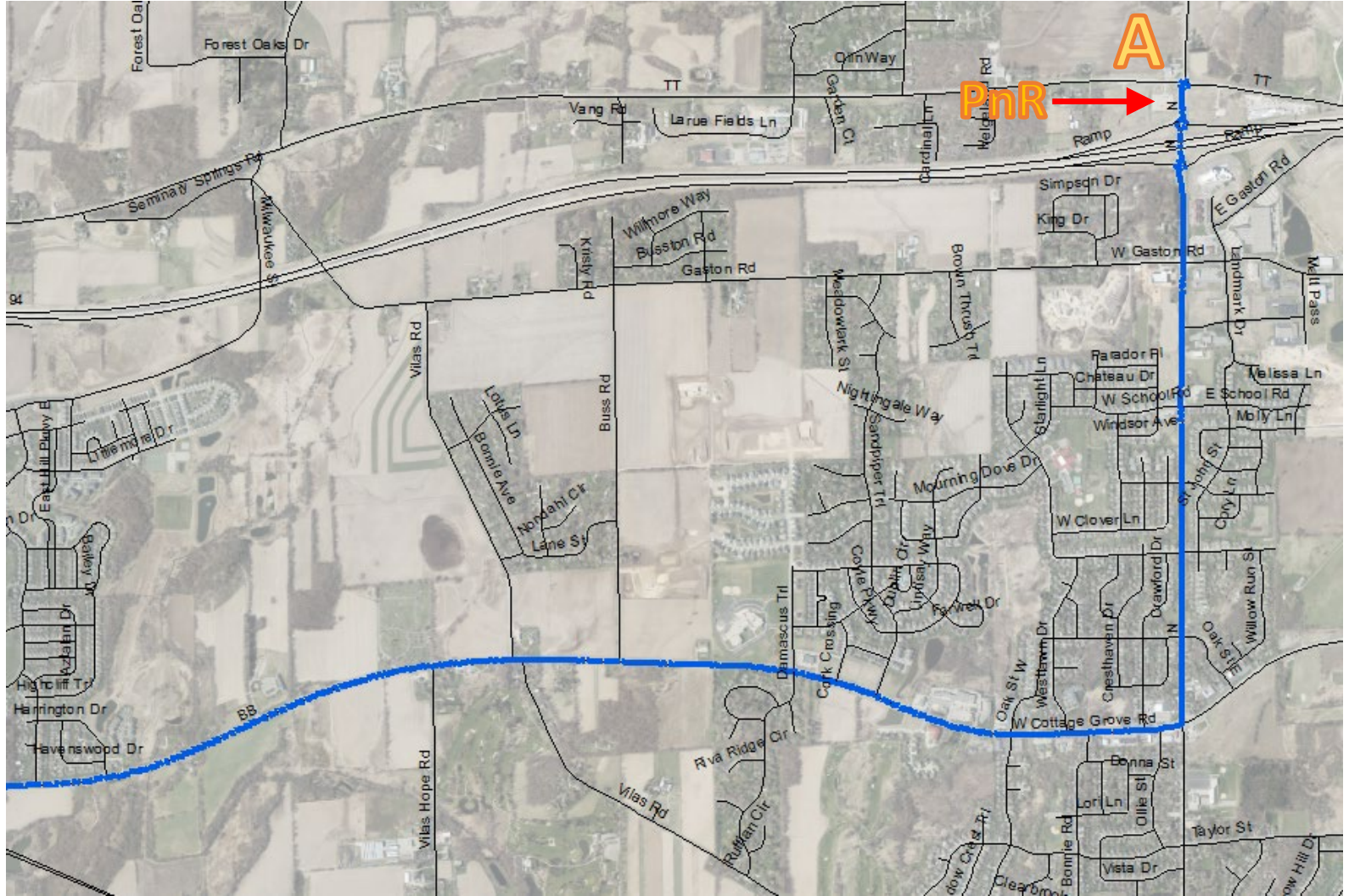
Amazon Project Silver
Eagle (A)



Cottage Grove/Amazon

Amazon Project Silver Eagle

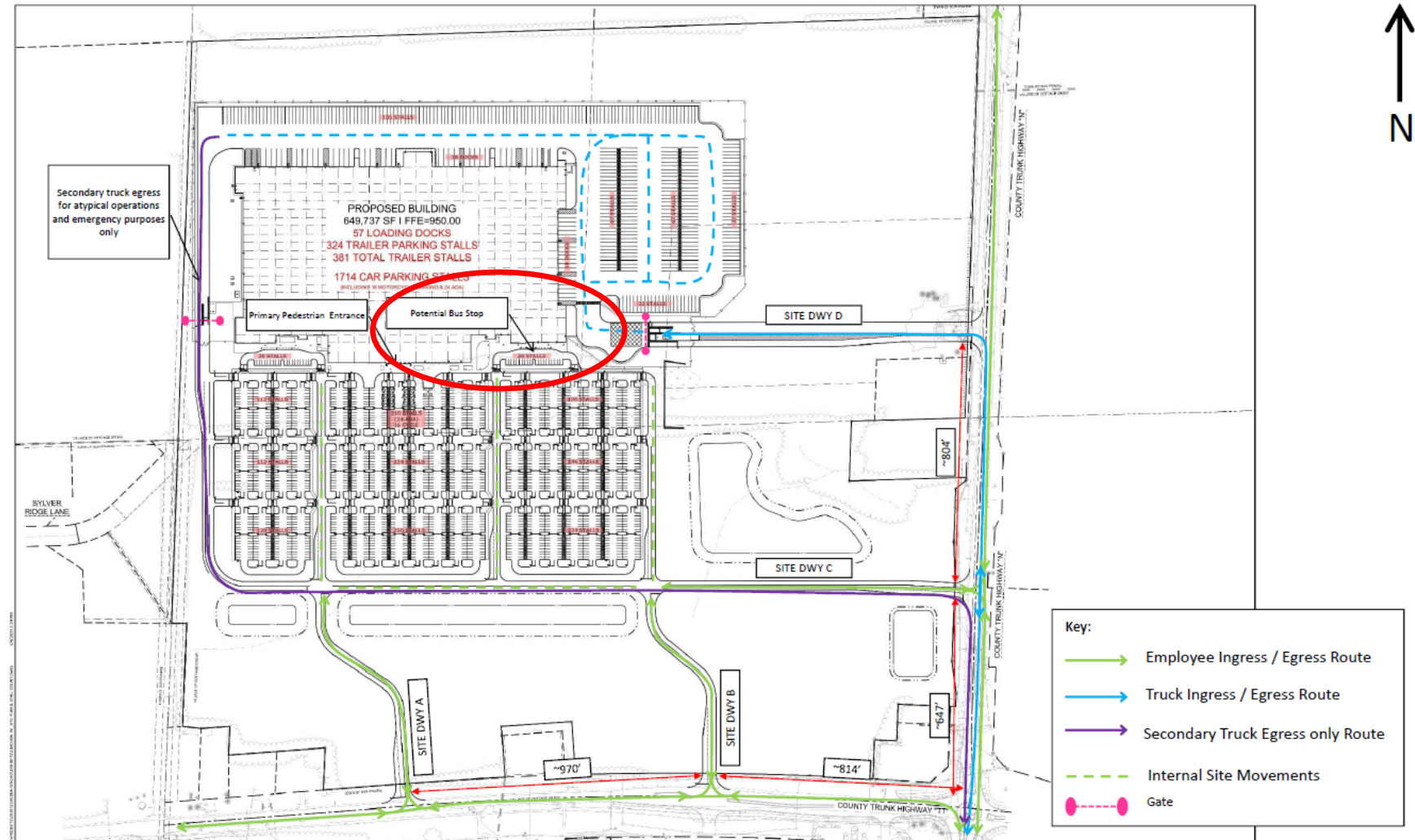
- 661 employees/shift
- Shifts offset by 30 min. or more
- 634,800 sq. ft.
- 24/7 operation



Cottage Grove/Amazon

Site Plan – Project Silver Eagle

Bus stop shown on site plan; Metro would not want to traverse (private) parking lot



Village of Oregon

Ad-Hoc Transportation Committee

- Investigating transportation options for Village
- Survey being finalized November 9
- Local trips
- Regional trips
- Bicycle and Pedestrian facilities and programs



On -Board (Rider) Survey

- Last conducted in 2015
- Selected Cambridge Systematics with subcontractors
- To be conducted in spring 2023
- Working with UW- Madison Transportation Services on Short Form survey



Transit Development Plan Update

Must Include:*

- Transit system policies;
- An assessment of servicedemands;
- Planned transit service improvements;
- Transit fares; and
- Transit system capital facility needs.

Will (Likely) Also Include:

- Service Planning Guidelines
- New Performance Measures



*Per MPO/Metro/WisDOT Cooperative Agreement



MPO Agenda Cover Sheet

November 2, 2022

Item No. 11

Re:

Presentation on 2021 Traffic Safety Snapshot and Dane County Traffic Safety Commission Initiative

Staff Comments on Item:

Each year, thousands of Wisconsin residents are injured and killed in traffic crashes. In an effort to prevent these tragedies, in 1971 the legislature created traffic safety commissions (TSC) in every county. These commissions are intended to bring local and state expertise to minimize the incidence and severity of traffic crashes. The Dane County TSC meets quarterly to review the fatal and injury crashes that occurred in the county and discuss traffic safety issues. The Dane County TSC is made up of representatives from local law enforcement, engineering, public health and community advocates, representing a diverse range of expertise to address the complexity of traffic safety. MPO staff assists the TSC by providing data analysis support.

The attached presentation provides an overview of crashes that occurred in Dane County in 2021, organized by SHSP Safety Priority areas, and was presented at the Dane County TSC annual meeting in September. This data is used to identify priority emphasis areas and develop an annual work plan for the TSC to improve traffic safety in the county.

Materials Presented on Item:

1. Presentation slides for 2021 traffic safety snapshot

Staff Recommendation/Rationale:

For information and discussion purposes only.

Sept 2022



2021 ANNUAL TRAFFIC SAFETY REPORT

FOR DANE COUNTY

DANE COUNTY TRAFFIC SAFETY COMMISSION

DANE COUNTY CRASH FACTS

**Total
Crashes
In 2021***

*Excluding Deer Crashes

6,836

TOTAL CRASHES

47

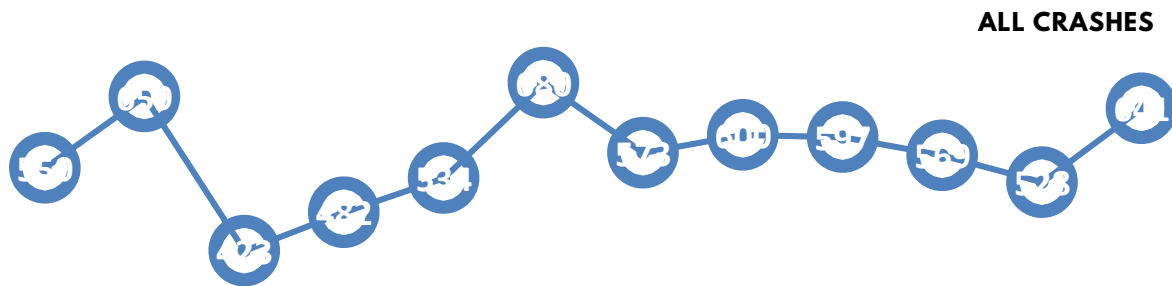
FATALITIES

181

SERIOUS INJURIES

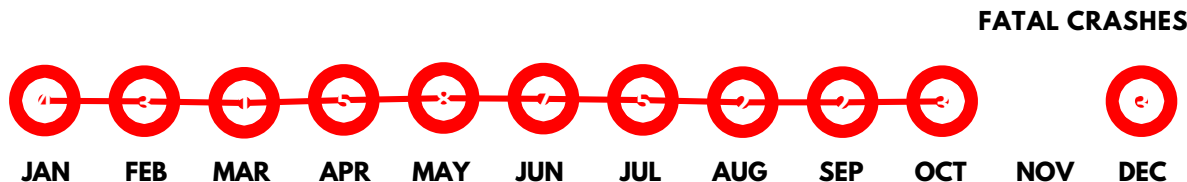
2,027

**MINOR OR SUSPECTED
INJURIES**



13,176

**UNINJURED VEHICLE
OCCUPANTS,
BICYCLISTS AND/OR
PEDESTRIANS
INVOLVED IN A CRASH**



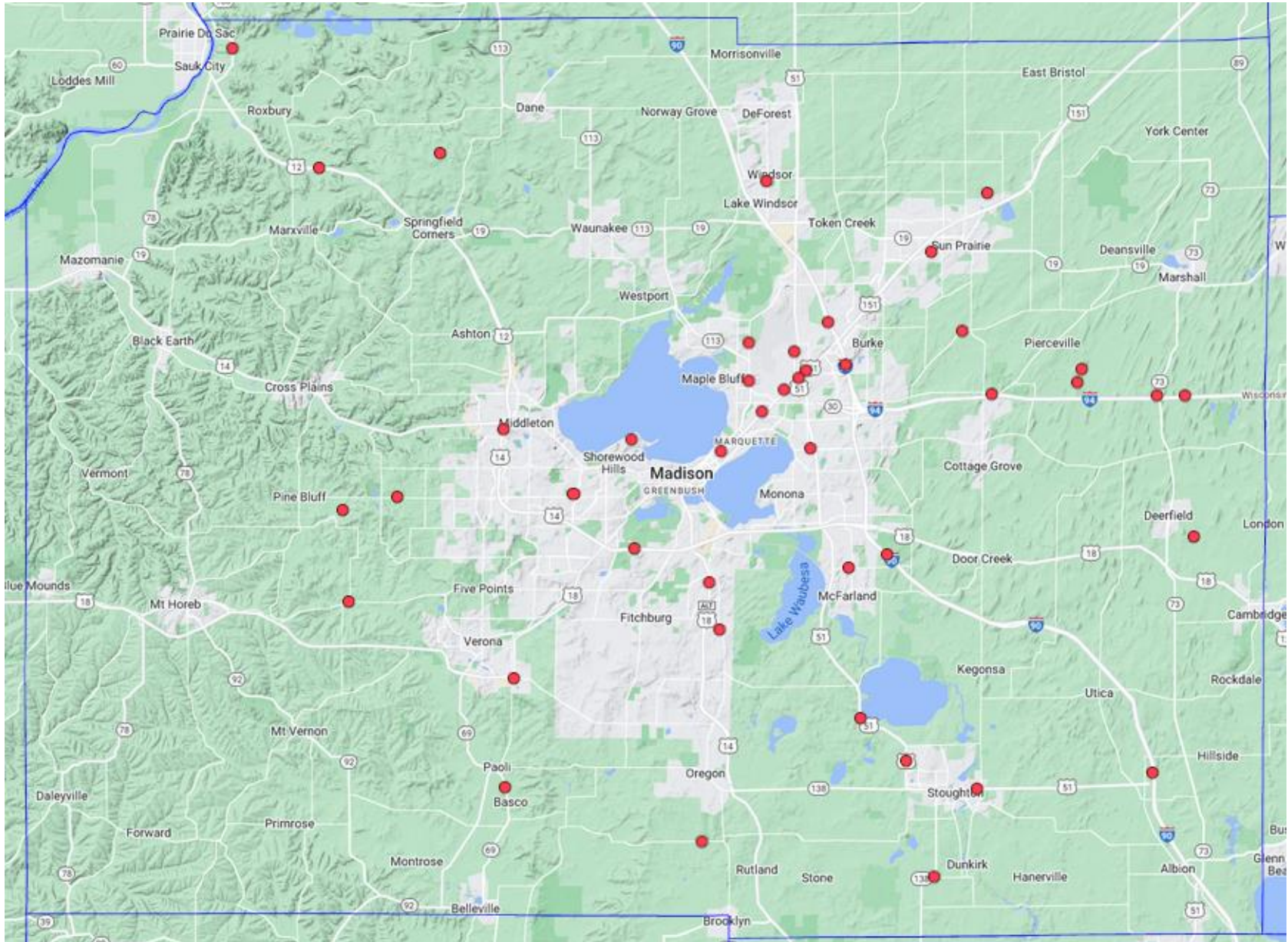
CRASHES BY MONTH



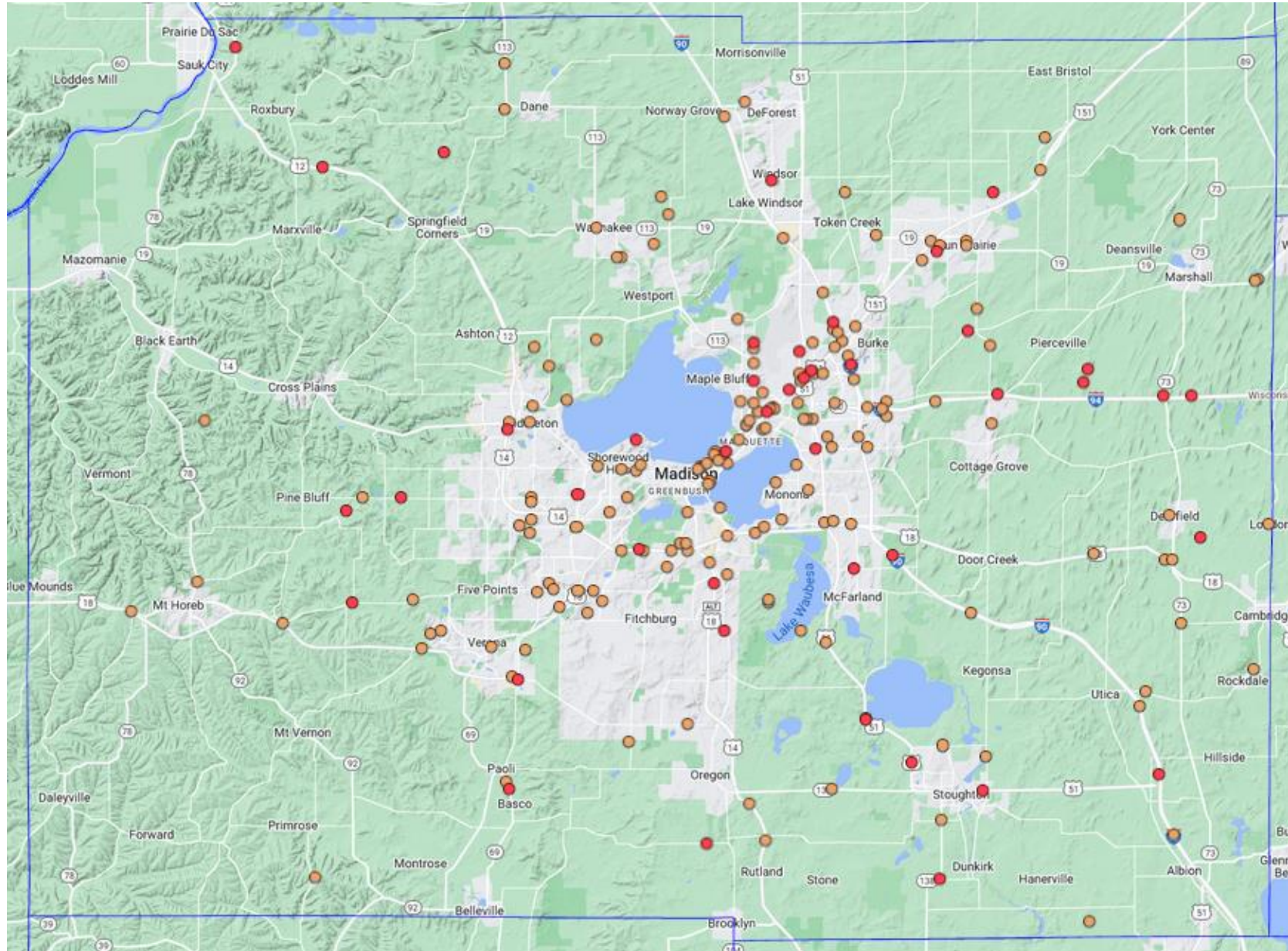
GREATER MADISON
mpo

Data From UW TOPS Lab WisTransPortal

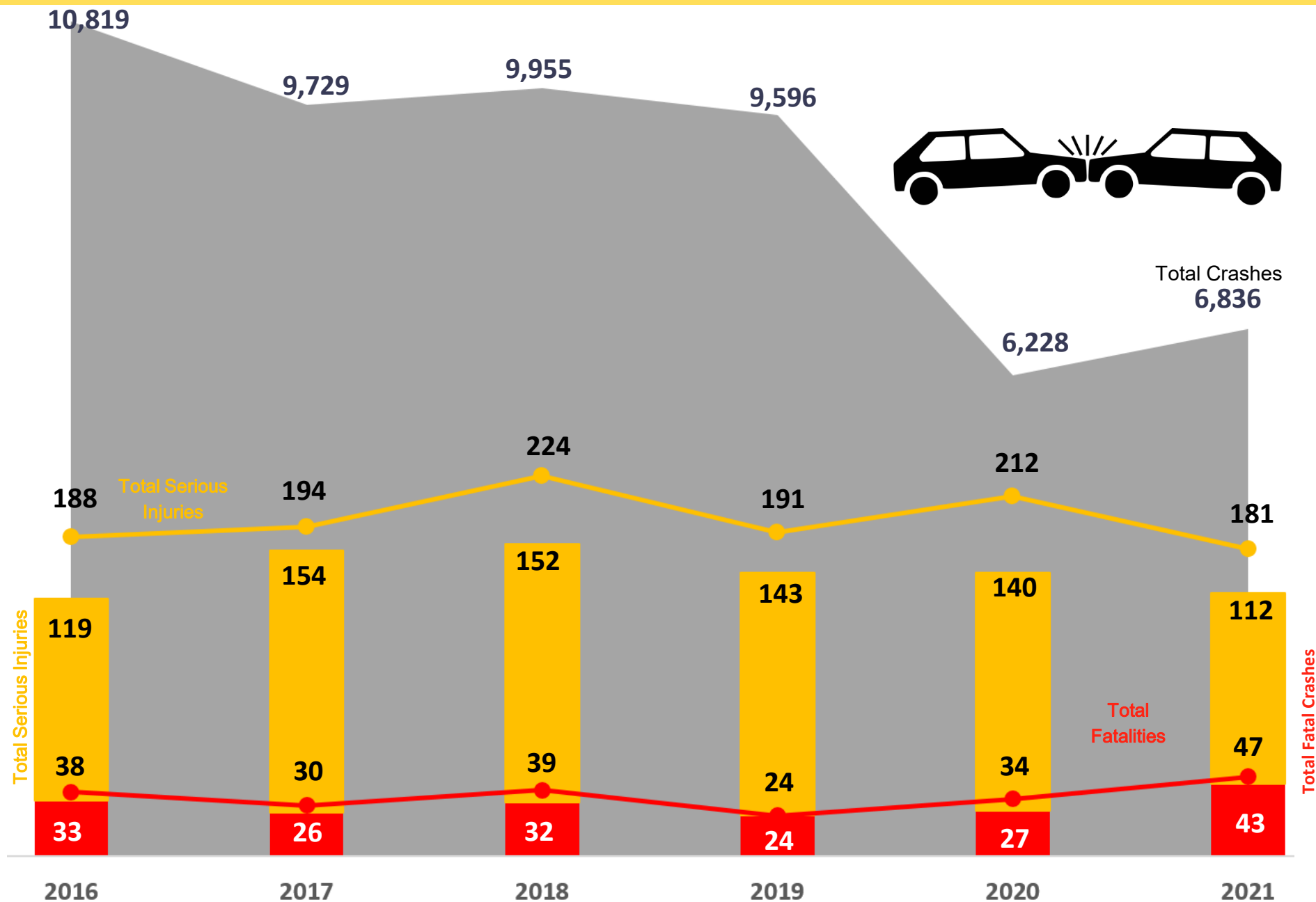
2021 Fatal Crashes



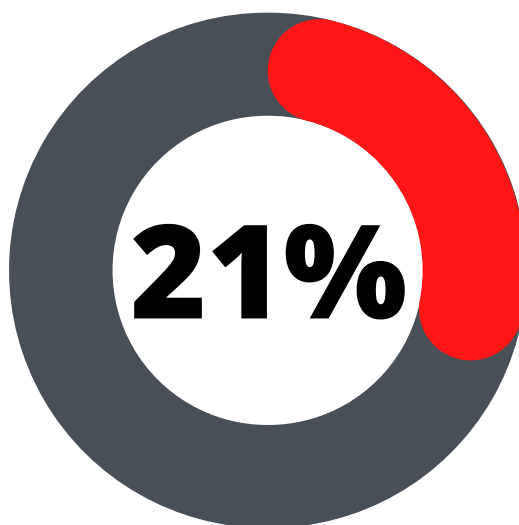
2021 Fatal and Serious Injury Crashes



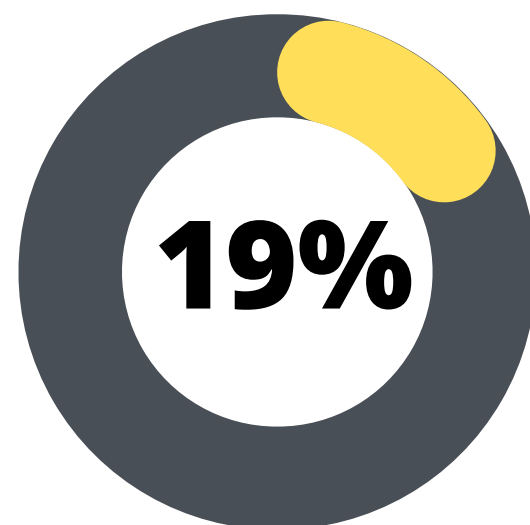
2016-2021 Traffic Crashes



SEATBELTS WERE NOT WORN IN:



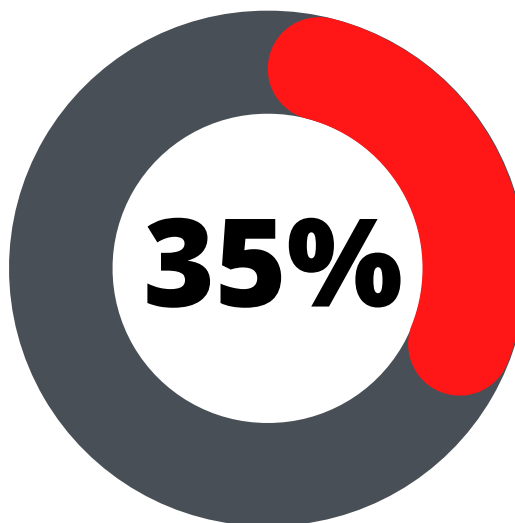
FATAL CRASHES



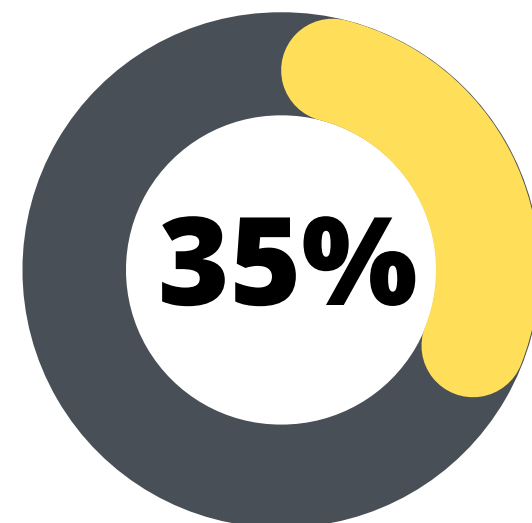
SERIOUS INJURY CRASHES



SPEEDING WAS A FACTOR IN:

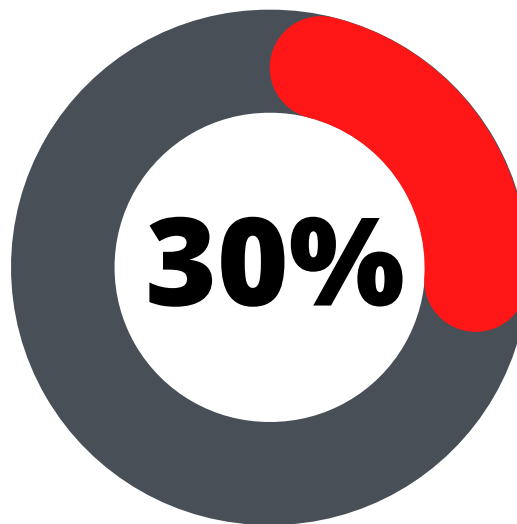


FATAL CRASHES

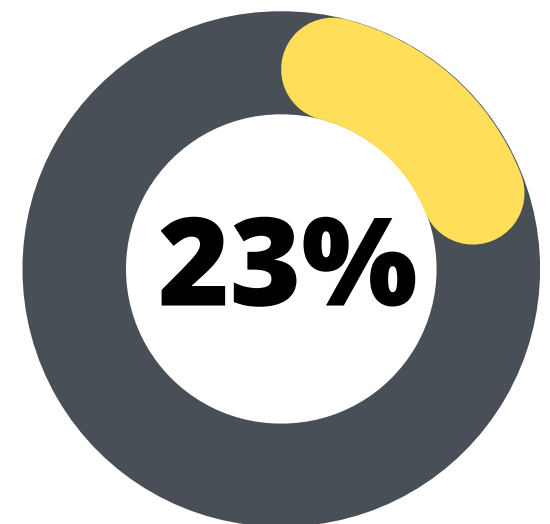


SERIOUS INJURY CRASHES

ALCOHOL WAS A FACTOR IN:



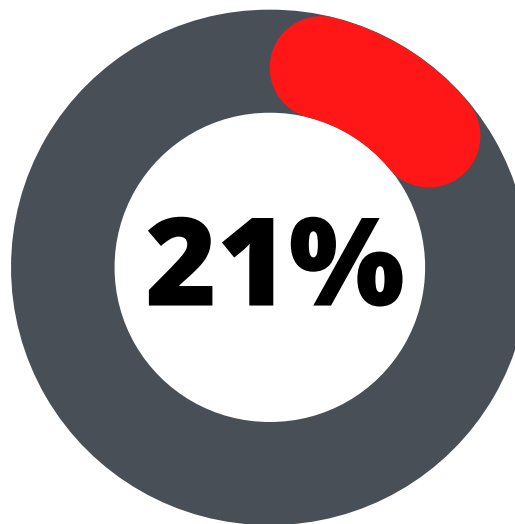
FATAL CRASHES



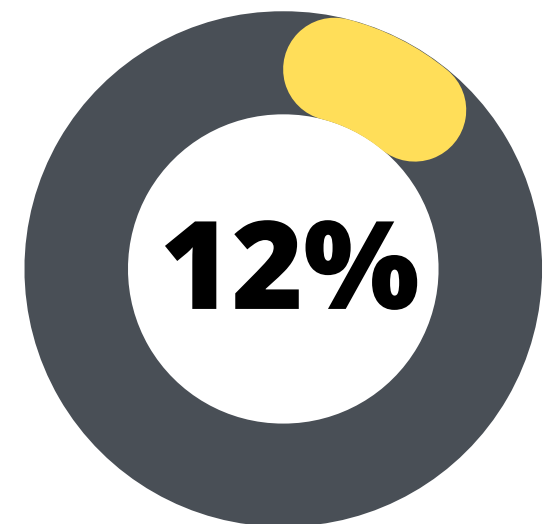
SERIOUS INJURY CRASHES



DRUGGED DRIVING WAS A FACTOR IN:



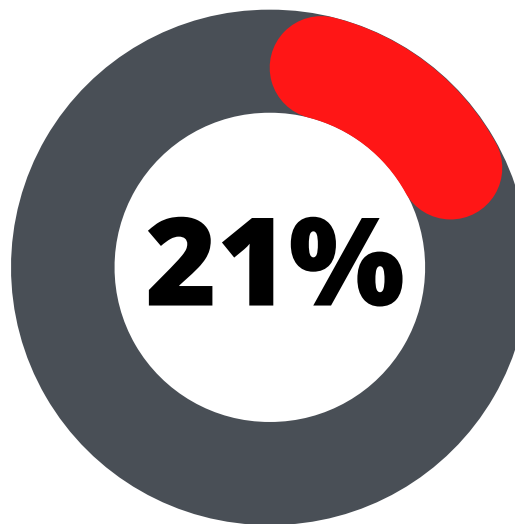
FATAL CRASHES



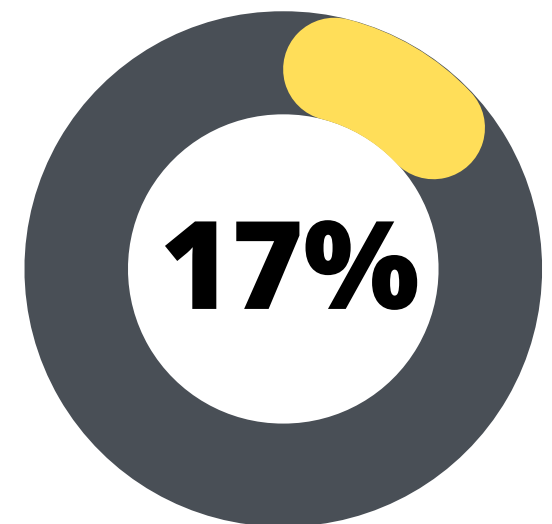
SERIOUS INJURY CRASHES



DISTRACTED DRIVING WAS A FACTOR IN:



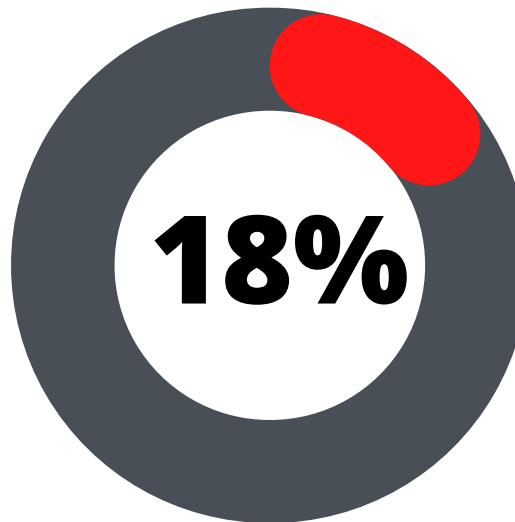
FATAL CRASHES



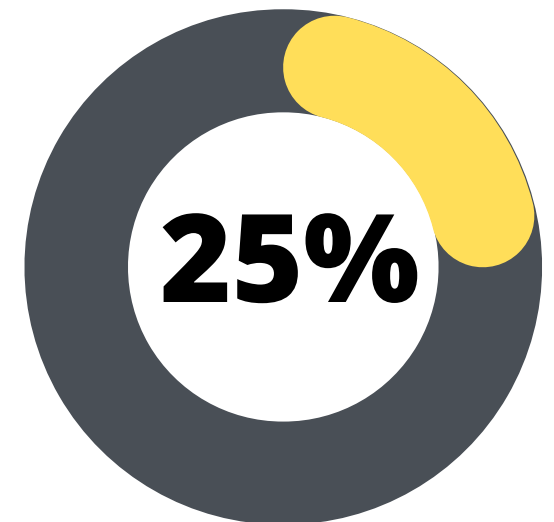
SERIOUS INJURY CRASHES



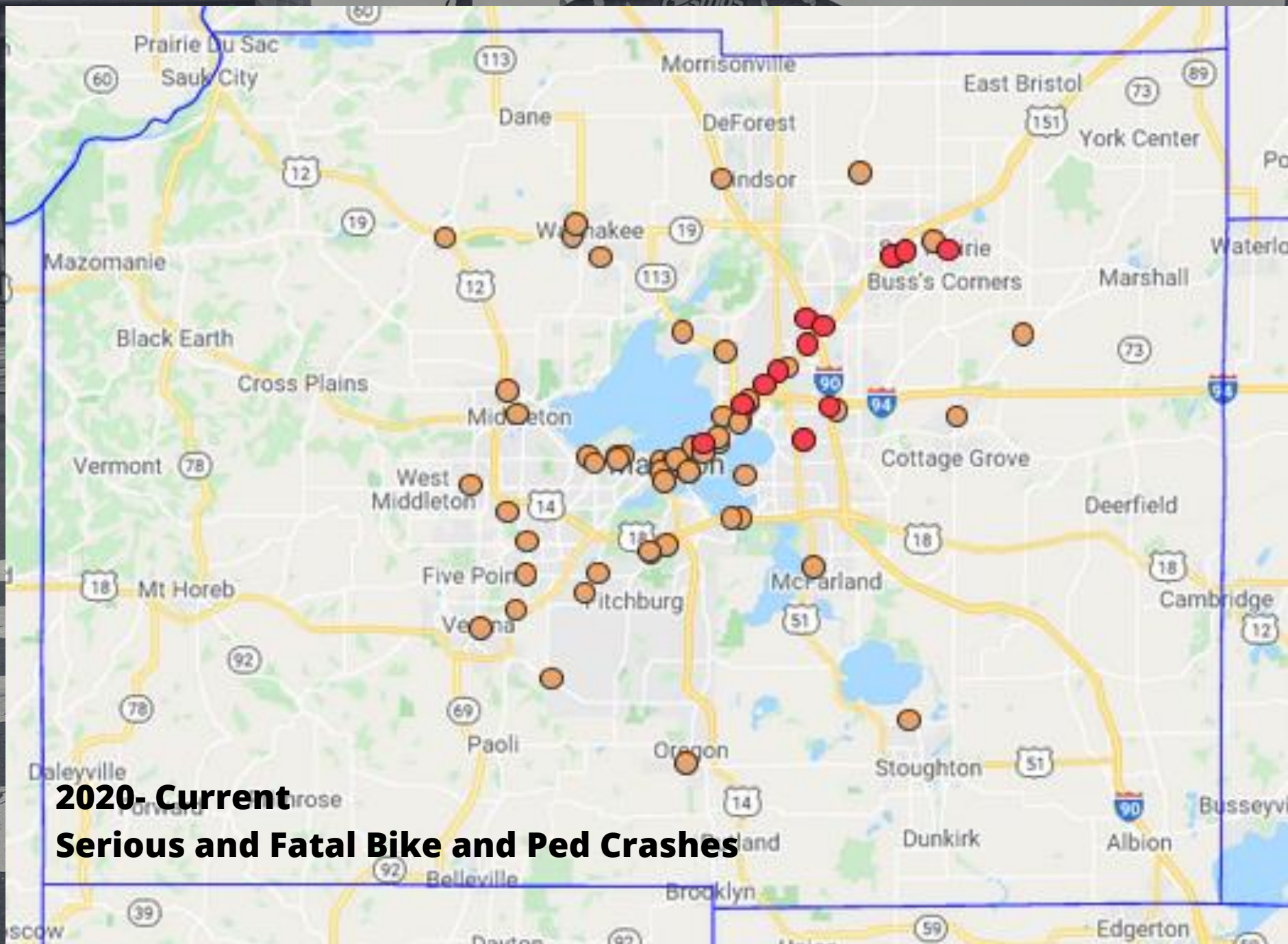
NON- MOTORIZED USERS WERE INVOLVED IN:



FATAL CRASHES



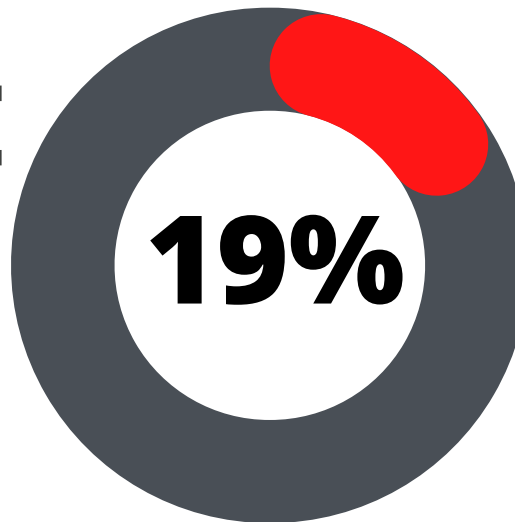
SERIOUS INJURY CRASHES



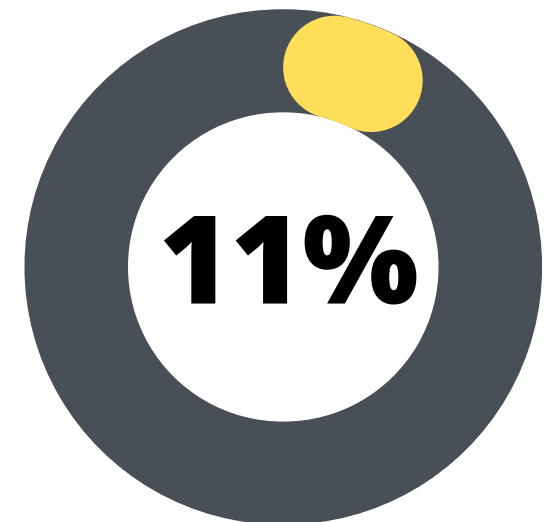
2020- Current Serious and Fatal Bike and Ped Crashes



MOTORCYCLE CRASHES RESULTED IN:



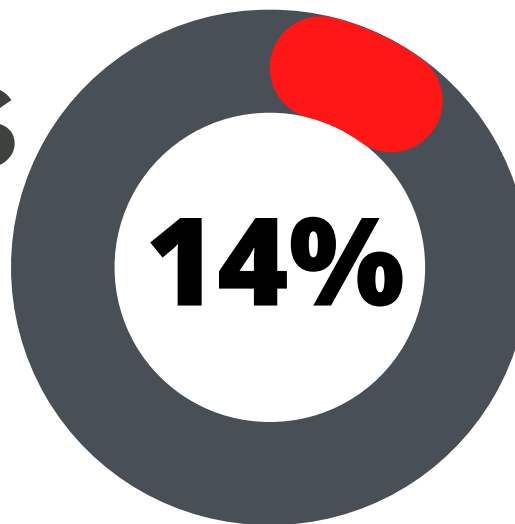
FATAL CRASHES



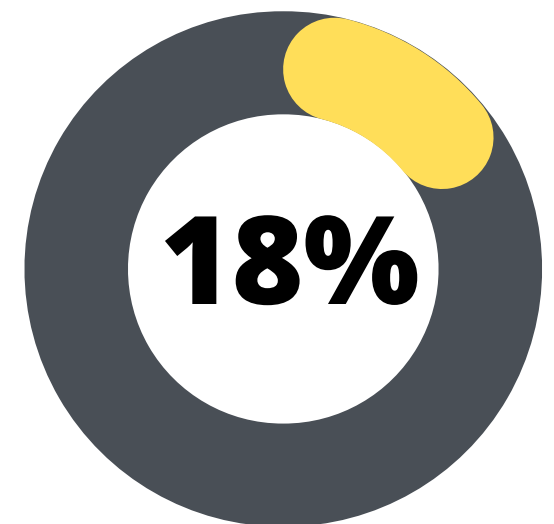
SERIOUS INJURY CRASHES



TEEN DRIVERS WERE INVOLVED IN:



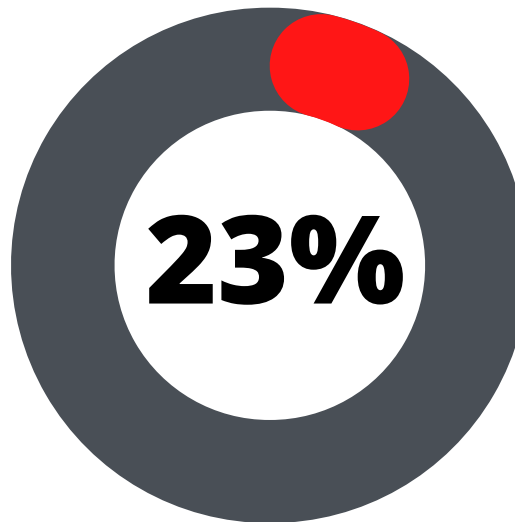
FATAL CRASHES



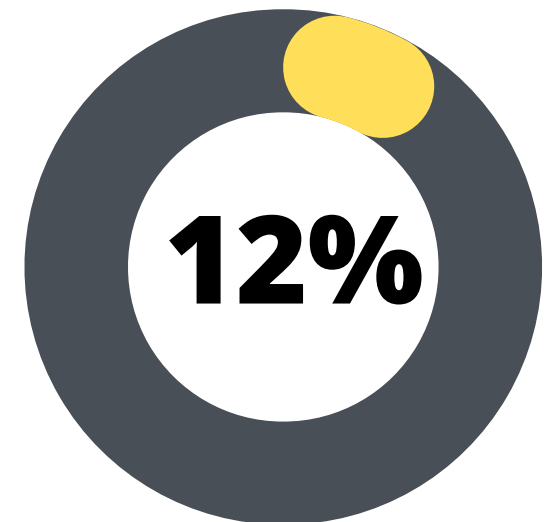
SERIOUS INJURY CRASHES



OLDER DRIVERS WERE INVOLVED IN:



FATAL CRASHES



SERIOUS INJURY CRASHES

MPO Agenda Cover Sheet

November 2, 2022

Item No. 12

Re:

Letter of Support for City of Madison Planning Grant Application Under the New SMART Program

Staff Comments on Item:

The City of Madison is applying for a planning grant under the new federal Strengthening Mobility and Revolutionizing Transportation (SMART) program to facilitate planning and prototyping of a demonstration project in the Park Street corridor that focuses on advancing technologies to improve transportation safety and efficiency for pedestrians and bicyclists. Specifically, the project would use connected vehicle technology to, among other things, provide advance warning to non-motorized users of a potential collision with motor vehicles. The Park Street Corridor is a pilot connected vehicle technology corridor.

Materials Presented on Item:

1. None. A draft letter of support will be provided prior to the meeting.

Staff Recommendation/Rationale:

Staff recommends approval of the support letter.