

MEETING ANNOUNCEMENT
Madison Area Transportation Planning Board
A Metropolitan Planning Organization (MPO)

May 15, 2019

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

6:30 p.m.

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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 48 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 48 小时提出请求，以便我们做出安排。

AGENDA

1. Roll Call
2. Approval of April 3, 2019 Meeting Minutes
3. Communications
4. Public Comment (for items *not* on MPO Agenda)
5. Presentation on Beltline (USH 12/14/18/151) Dynamic Part-Time Shoulder Use Concept Being Evaluated for Potential Implementation
(Brandon Lamers, Major Studies Supervisor, WisDOT Southwest Region)
6. Election of Chair and Vice Chair
7. Approval to Release for Public Review and Comment Proposed Amendment #3 to 2019-2023 TIP
 - Beltline-Interstate 39/90 Interchange, Reconstruction and Expansion [Revise scope to add interchange and funding, Const. in 2020-'22]
 - Beltline (Whitney Way to I-39/90), Resurfacing, Drainage Improvements, and Reconstruction of Median Barrier Wall [Revise scope to add additional work, Const. in 2021-'22]
 - USH 14/STH 69//STH 92/Beltline, Flood Sites, Emergency Repairs [NEW, Const. in 2019]
 - STH (Fair Oaks Ave. to Interstate Ramps), Joint Repair, Mill & Overlay [NEW, Const. in 2024]
8. Review of Draft Coordinated Public Transit – Human Services Transportation Plan for Dane County
9. Review of Draft Revised Scoring Criteria for Section 5310 (Services for Elderly and Persons with Disabilities) Program
10. Status Report on Capital Area RPC Activities

11. Announcements and Schedule of Future Meetings

12. Adjournment

Next MPO Board Meeting:

Wednesday, June 19, 2019 at 6:30 p.m.
Madison Water Utility, 119 E. Olin Avenue, Room A-B

**Madison Area Transportation Planning Board (an MPO)
April 3, 2019 Meeting Minutes**

1. Roll Call

Members present: Kelly Danner, Paul Esser, Steve Flottmeyer, Ken Golden, Jerry Mandli (arrived during item #5, Ed Minihan, Mark Opitz, Larry Palm, Bruce Stravinski

Members absent: David Ahrens, Allen Arntsen, Doug Wood, Zach Wood

MPO staff present: Bill Schaefer, Ben Lyman

Others present in an official capacity: Chris Petykowski (City of Madison Engineering), Steve Steinhoff (Capital Area Regional Planning Commission)

Schaefer introduced new MATPB Transportation Planner Lyman to the Board.

2. Approval of March 6, 2019 Meeting Minutes

Moved by Esser, seconded by Minihan, to approve the March 6, 2019 meeting minutes. Motion carried.

3. Communications

Schaefer followed up on previous communications regarding FHWA staff investigation into WisDOT changing use of federal funds on projects to STBG Urban without approval by the MPO through the TIP amendment process. This also called into question whether WisDOT was providing large MPOs the correct amount of STBG Urban funds per federal law. MATPB staff have a meeting scheduled with FHWA staff later in April on the issue. Schaefer will keep the board apprised of the FHWA investigation.

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

None

5. Presentation on Design Alternatives for University Avenue (Shorewood Blvd. to University Bay Dr.) and Gammon Road (Beltline to Mineral Point Rd. including West Towne Path) Reconstruction Projects

Schaefer noted that the MPO was funding both projects, which are in the design process now. He said the Gammon Road project was further along in the process, while the University Avenue project design was still preliminary with some details not yet worked out. A public information meeting would be held in the next few weeks. Petykowski presented first on the University Avenue reconstruction project. He explained the major stormwater facility component of the project to address flooding in the area. He said sidewalk would be added on the north side of University Avenue and east side of University Bay Drive. The Village of Shorewood Hills will construct a new path along the rail corridor filling in the current gap. A ped/bike under- or overpass is planned to connect to the path.

Opitz expressed concern about the lack of bicycle accommodations on the south side of the street where there were existing businesses and likely redevelopment in the future. Petykowski responded that the design focus had been on providing safe pedestrian crossings and access. There was limited space for adding pedestrian and bicycle facilities. Opitz said he understood, but asked that alternatives be considered such as widening the sidewalk on the south side. Petykowski agreed that was worth looking at, and suggested that perhaps that was more of a priority than the sidewalk on the north side along the rail corridor.

Golden asked if the traffic volume on University Bay Drive merits having the southbound right-turn slip lane as he finds right-turn slip lanes to be hostile to pedestrians. He also noted that in his experience the complaints

regarding University Avenue are commonly the Ridge St. and University Bay/Farley intersections where the traffic signal does not provide adequate time for pedestrian crossings and queued vehicle movements. Petykowski responded that the slip lane is intended to improve the pedestrian crossing by reducing the number of lanes that need to be crossed at a time. He noted that a number of studies support the use of this design to improve pedestrian safety. He referred to the Williamson/Blair/John Nolen project currently underway where the crossing would be raised to a “table top” and the refuge made as large as possible to make it more inviting to pedestrians. Golden reiterated that due to the turning radius of the slip lane, it can be difficult for the pedestrian to see oncoming cars, and difficult for cars to see pedestrians.

Golden asked if BRT were implemented whether any of the project would need to be re-reconstructed to accommodate it. Petykowski stated that city staff and project consultants were working with the BRT design staff to accommodate BRT in the corridor as part of the project. He noted several bus stops will be relocated and other design features added to accommodate BRT queue bypass lanes and stations. Golden asked if they had considered center-running BRT in this corridor, and Petykowski stated there was not enough right of way for it. Schaefer reiterated the coordination occurring between the two project design teams and that planned features such as far side stops and queue bypasses would help both standard Metro operations and BRT.

Danner stated that she represents residents in this area and that there will be significant interest in the pedestrian crossing improvements, mentioning the pedestrian fatality at Ridge Street. Petykowski discussed planned changes to the signal timing to provide pedestrians extra crossing time and an all-red phase to provide pedestrians a head start prior to vehicle movements. Opitz asked about the design of the under- or over-pass crossing of University Bay Drive and staff preference between the two designs. Petykowski discussed grade change requirements and depth/height requirements for the two, indicating a preference for the underpass if engineering issues could be worked out. Staff plan to take these plans to the public for feedback within a month.

Palm asked how right-turns onto University Bay Drive from westbound Campus Drive would affect the bus bypass lane. Petykowski stated that the bus would likely be given an advance signal, allowing it to clear the intersection before right turns from traffic lanes would be permitted. Schaefer described the plans for eastbound bus traffic with a far side stop that transitioned into a bus lane on Campus Drive crossing in front of traffic heading onto Old University Avenue.

Petykowski then presented on the Gammon Road reconstruction project design, which includes extension of the Beltline corridor path west and a ped/bike underpass of Gammon Road. He noted the MPO funded both the road and bike projects. A path will be added on the west side of Gammon Road up to Mineral Point Road. The roadway configuration will only undergo minor changes such as extending the northbound double left into the mall.

Palm noted that northbound bicyclists would still need to cross Mineral Point Road to reach the high school east of Gammon Road, and Petykowski concurred. Minihan asked if cameras were typically installed in underpasses. Petykowski said yes and that cameras would be installed in the proposed underpass. Opitz asked why the sidewalk on the west side of Gammon Road under the Beltline wasn't being widened as part of the project. Petykowski explained that the project had originally been programmed to include the portion of Gammon Road under the Beltline, and that plans had been developed to extend the multi-use path further south. However, WisDOT has not scheduled that project, which would include reconstructing of the ramps. Therefore, that part of the project would need to wait.

6. Presentation on A Greater Madison Vision Survey Results

Steinhoff provided a presentation on the A Greater Madison Vision Survey results, which included a review of the survey, a detailed analysis of the results, and key findings related to growth strategies that were a high priority.

Golden suggested that the MPO extract transportation planning related results from AGMV for use in future plans and implementation strategies. He requested that staff think about how to accomplish this. Palm stated

that this is an input process, which can be used for other engagements. The question is how to repeat this process on a schedule, how to build upon this dataset, and how to utilize this data to inform plans. Golden stated that this data can inform which questions to ask in the future, and Palm concurred. Opitz requested more information about reported support for transit between constituencies, and which communities are more or less supportive of transit. Palm mentioned that the AGMV website will be populated with various ways for the public to drill down into the data. Opitz questioned if there was the ability to split results by zip code into finer-grained geographies. Steinhoff stated that respondents self-reported whether they lived in urban, suburban, or rural areas so results could also be filtered by that. Stravinski asked about area specific survey results. Steinhoff stated that he would be happy to come to communities and present both overall survey results and community- or area-specific results.

7. Resolution TPB No. 152 Approving Amendment #2 to 2018 MATPB Work Program Extending Period for Use of Funds Through August

Opitz moved, Kamp seconded, to approve Resolution No. 152 amending the 2018 MATPB Work Program. Motion carried.

8. Resolution TPB No. 153 Approving Amendment #2 to the 2019-2023 Transportation Improvement Program (TIP)

Schaefer described the projects included in the proposed amendment.

Moved by Esser, seconded by Danner, to approve Resolution TPB No. 153 amending the TIP. Motion carried.

9. Approval of Public Involvement Effort and Schedule for Preparing 2020-2024 Transportation Improvement Program

Stravinski discussed the issue of jurisdictional transfer of county highways. He mentioned a recent presentation on the topic that pointed out 80-90% of county revenue comes from city and village residents while only 22% of county highways are in cities and villages. He commented that the MPO should not approve any new multi-jurisdictional projects unless future jurisdiction and maintenance had been worked out. Schaefer noted that a policy was added to the MPO's STBG Urban program process document that requires an MOU on future jurisdiction and maintenance within one year of approval for multi-jurisdictional projects. He said technical committee members felt it would be difficult if this was required at the time of application.

Moved by Kamp, seconded by Golden, to approve the TIP public involvement effort and schedule. Motion carried.

10. Status Report on Capital Area RPC Activities

Palm discussed CARPC work that was beginning on the land use plan update and the effort to utilize the AGMV data for the update. Minihan said that the next meeting would be held in the Town of Dunn. He then mentioned damages to roads and other infrastructure caused by flooding last year, and how flooding continues to be a problem for the community. Schaefer discussed the timeline for the CARPC and MPO staff co-location and the planned location at 100 State Street.

11. Announcements and Schedule of Future Meetings

Palm noted the board would need to elect a Chair at its next meeting. Schaefer noted that the June meeting would need to be rescheduled. Several board members stated that they would not be able to attend the scheduled May meeting so Schaefer said he would plan to reschedule that meeting as well. Schaefer said he would send out an email to poll members on alternative dates for the meetings.

12. Adjournment

Moved by Esser, seconded by Stravinski, to adjourn. Motion carried. The meeting adjourned at approximately 7:55 PM.

March 17, 2019

Page 2

- The Meier Road Extension and Overpass project was cancelled in January 2018. The cancellation letter did not give specific reasons. Other correspondence suggests it was related to the rescoping of the BIC interchange.
- Project ID 1007-10-02 BIC Interchange
 - The 2018 EA includes Millpond Road intersection and County AB intersection within project limits.
 - The 2018 EA states the US 12/18 section with Millpond Road has an extreme safety need a total crash rate or KAB crash rate more than 3 standard deviations above the statewide average rate for similar facilities
 - In the 2016 Range of Alternatives referenced a grade separated solution to Millpond Road intersection (Meier Road extension – now cancelled) and a Phase 3 County AB interchange.
 - The 2018 EA narrows the Project Purpose to focus solely on I-39 operations, without addressing critical needs within the logical termini of the project.

As stated, these three state and federal projects included the Millpond Road intersection in the logical termini, reference the extreme safety need of the intersection, yet these three projects have no proposed action addressing that need. FHWA’s own guidance defines logical termini as, “(1) *rational end points for a transportation improvement*, and (2) *rational end points for a review of the environmental impacts.*”¹ In reference to (1), the proposed action for the BIC omits 0.8 miles of high crash US 12/18 corridor within the logical termini – the supposed rational endpoint for the transportation improvement. If three state and federal actions include these intersections within their scope, and yet do not address the need, what recourse does the City have?

These safety concerns were raised during the rescoping process for the BIC in MATPB’s July 2018 letter, yet the concerns were unheeded in the narrowing of the BIC project purpose.

The Millpond Road intersection is well within the influence area typically allocated to a system interchange, on a state highway that is within the National Highway System (NHS). This precludes the opportunity to install more conventional and less costly intersection treatments such as signals. Because US 12/18 is on the NHS, only actions by WisDOT and FHWA can address this problem.

We understand and applaud WisDOT’s and FHWA’s efforts to implement performance based practical design. We would like to work with WisDOT and FHWA to identify/develop a cost effective grade-separated solution that satisfies the urgent safety need of these intersections in the next five years. At-grade solutions (such as J-turns), while effective for lower volume intersections, would not address the full set of needs associated with the high auto and truck volumes at Millpond Road and County AB.

Thank you for reviewing this set of additional comments as you consider approval of the I-39/90 EA, and we look forward to working together to address these important needs.

Sincerely,



Thomas W. Lynch, PE, PTOE, PTP, AICP
Director of Transportation
City of Madison

¹ https://www.environment.fhwa.dot.gov/legislation/nepa/guidance_project_termini.aspx



Wisconsin Department of Transportation
Southwest Region Project Field Office
111 Interstate Boulevard
Edgerton, WI 53534

(608) 884-1234 | I39-90Project@dot.wi.gov | www.i39-90.wi.gov

April 15, 2019

Re: WisDOT Project ID 1007-10-02
I-39/90 at US 12/18 (Beltline) Interchange
Dane County

Dear Mr. Tom Lynch,

Thank you for your letter dated March 17, 2019 in which additional comments were provided on behalf of the City of Madison in response to the Environmental Assessment (EA) prepared for the I-39/90 at US 12/18 (Beltline) interchange. Your letter, as well as this response, will be included in the final document. It is WisDOT's hope that by providing some project background, this letter will offer some clarification as to why the Meier Road overpass and County AB interchange are no longer included as grade-separated crossings with the Beltline Interchange project.

A series of meetings began in November 2012 with FHWA, WisDOT Statewide Bureaus, WisDOT Southwest Region staff, and the I-39/90 Corridor Management Team (a combined WisDOT/consultant mega-project oversight team for the I-39/90 Corridor, including the US 12/18 (Beltline) interchange, at its 45-mile northern terminus). The purpose of the meetings was to discuss key design parameters for the Beltline Interchange including traffic operations, utilities, structures, constructability, right-of-way, environmental impacts, and construction costs.

As WisDOT developed alternatives for a full-system interchange design, the concepts included wide sweeping curves for the turbine interchange, as well as incorporating collector-distributor system roadways resulting in the project limits being expanded. With the ramps extending east past the Millpond Road intersection, the closure of this at-grade intersection was required and the Meier Road overpass and County AB interchange with a frontage road along the south side of US 12/18 was proposed. Since the closure of the Millpond Road intersection was necessitated by Beltline Interchange, costs associated with the Meier Road overpass and County AB interchange were considered in the project costs. As WisDOT developed concepts for a full system interchange design, the project then transitioned into evaluating Performance-Based Practical Design solutions in late-2015.

In December 2017, WisDOT and FHWA revisited the scope of the Beltline Interchange project with consideration given to Performance-Based Practical Design in an effort to reduce impacts and enable savings in the estimated cost of the interchange. The primary purpose of the revised project is to focus on safety issues that affect interstate travel through the Beltline Interchange and ensure compatibility with the I-39/90 Corridor reconstruction project south of the US 12/18 interchange to the Illinois State Line.

With the change in project scope, the limits and impacts associated with the Beltline Interchange project were greatly reduced. It was decided, and agreed upon with FHWA, that the needs addressed with the project either fully or substantially, would be those that impact the safety and operations of the I-39/90 mainline and

fall within the Beltline interchange traffic operations area of influence. The influence area on each leg of the interchange was determined with guidance from Chapter 14 of the Highway Capacity Manual and are detailed in the EA and shown as Figure 7. An exhibit showing the influence area is also included with this letter. The logical termini described in the EA, and mentioned in your letter, are the NEPA rational end points determined for the project area for analyzing all social, environmental, and technical aspects to determine the potential effect(s) of the project.

When WisDOT began moving forward with a new design approach, the concept of the Meier Road overpass fell outside of the revised scope and was no longer consistent with the newly defined purpose and need. Since the changes to the project allowed the Millpond Road intersection to remain open, the associated need for the County AB interchange and frontage road along US 12/18 are no longer necessitated by the Beltline Interchange and exceed the goals of the project.

In keeping with WisDOT's concern for safety, the department evaluated crash data which resulted in the Southwest Region submitting applications which propose safety improvements at both the Millpond Road and County AB at-grade intersections as separate projects for consideration through the Highway Safety Improvement Program (HSIP). WisDOT has recently reconvened and discussed issues at both locations with stakeholders in the area including the City of Madison, Dane County, Ho-Chunk Nation and others to develop short-term and long-term solutions along US 12/18. The department looks forward to continued communication with the newly formed work group as future US 12/18 options are examined.

As always, WisDOT is open to continued communication with all interested area stakeholders. If you would like to discuss the project in more detail, or if you have any questions, please feel free to contact me at me at (608) 884-1221 or by email at John.Vesperman@dot.wi.gov.

Sincerely,

John Vesperman

John Vesperman, P.E.
Major/Mega Project Chief
WisDOT Southwest Region
111 Interstate Boulevard
Edgerton, WI 53534

Cc/encl: Mayor Paul Soglin, City of Madison
Rob Phillips, City of Madison
Mark Vesperman, WisDOT I-39/90 North Segment Project Manager
Jennifer Grimes, WisDOT I-39/90 Corridor Environmental Coordinator
Tim Marshall, Federal Highway Administration
Tracey Blankenship, Federal Highway Administration
Bill Schaefer, Madison Area Transportation Planning Board (MPO)
Jerry Mandli, Dane County Highway Commissioner



WISCONSIN DEPARTMENT OF TRANSPORTATION



PROJECT ID 1007-10-02
BELTLINE INTERCHANGE
(I-39/90 at US 12/18)
DANE COUNTY



AREA OF INFLUENCE

BASED ON TRAFFIC OPERATIONS FOR THE
BELTLINE INTERCHANGE

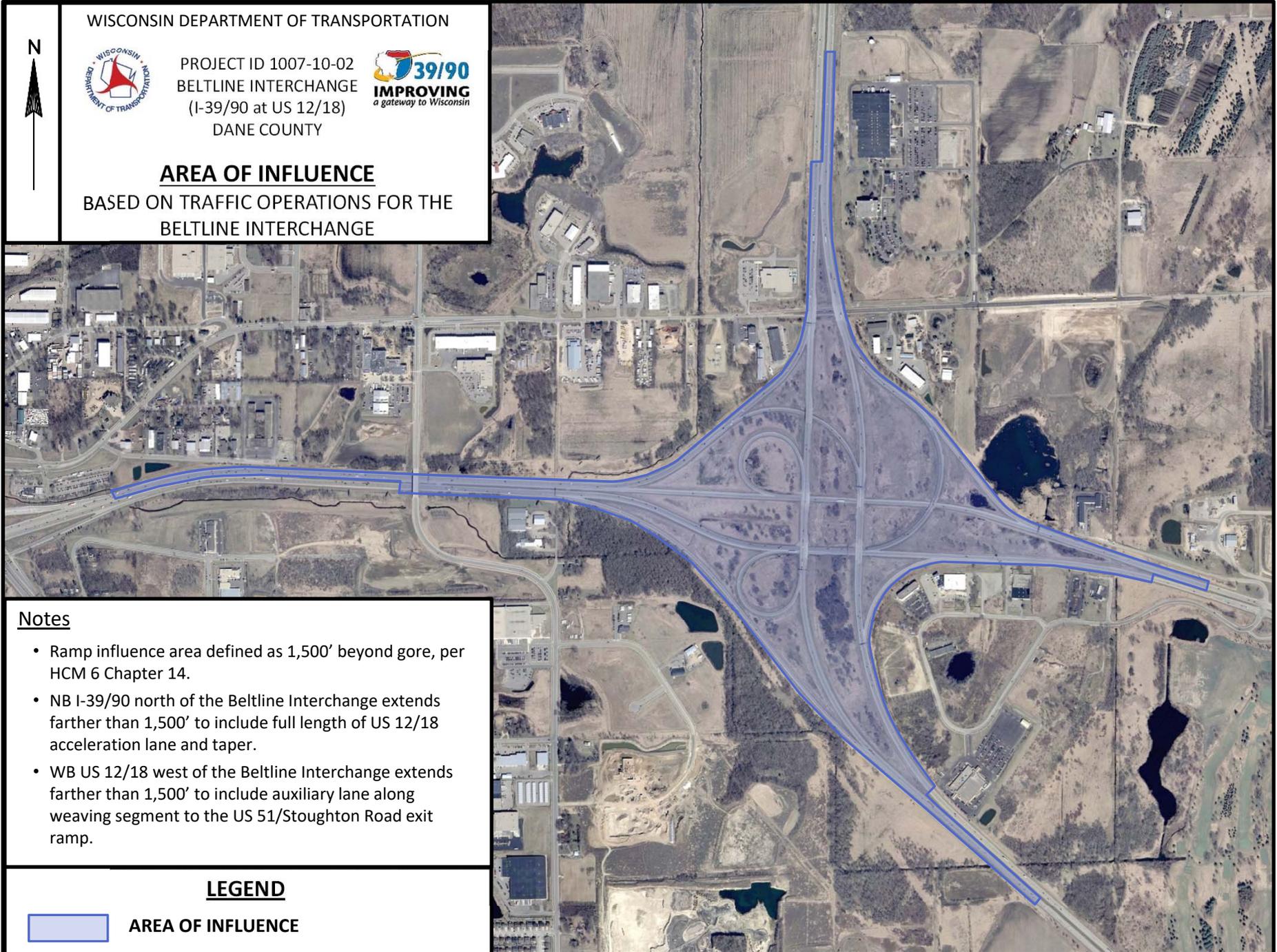
Notes

- Ramp influence area defined as 1,500' beyond gore, per HCM 6 Chapter 14.
- NB I-39/90 north of the Beltline Interchange extends farther than 1,500' to include full length of US 12/18 acceleration lane and taper.
- WB US 12/18 west of the Beltline Interchange extends farther than 1,500' to include auxiliary lane along weaving segment to the US 51/Stoughton Road exit ramp.

LEGEND



AREA OF INFLUENCE





Wisconsin Department of Transportation
Office of the Secretary
4822 Madison Yards Way, S903
Madison, WI 53705

Governor Tony Evers
Secretary Craig Thompson
wisconsindot.gov
Telephone: (608) 266-1114
FAX: (608) 266-9912
Email: sec.exec@dot.wi.gov

Date: April 12, 2019

To: Mitch Batuzich, Federal Highway Administration

From: Charles Wade, Wisconsin Department of Transportation

Subject: Amendment to the 2018 Unified Planning Work Program for the Madison Metropolitan Planning Area

In accordance with FHWA rule regarding the reporting of changes made to work programs, please accept the following as notification of such changes to the 2018 Madison Metropolitan Planning Area Unified Planning Work Program (UPWP).

The Bureau of Planning and Economic Development Section within the Division of Transportation Investment Management recommends approval of the enclosed request by the Madison Area Transportation Planning Board for work activity and budget adjustments to the UPWP.

This approval will extend the period of eligibility to complete these 2018 UPWP activities until August 31, 2019. The requested work activities to be completed are estimated in the amount of \$182,000. These work activities will be reimbursed at the current 2018 UPWP Federal, State and Local allocation percentages. Any 2018 UPWP funding not expended and invoiced by August 31, 2019 will not be eligible for reimbursement. Total reimbursements for 2018 UPWP activities are limited to the approved 2018 UPWP funding allocation of \$931,976.25.

The Wisconsin Department of Transportation asks for your approval to proceed with this request. Thank you for your prompt attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to be "Charles Wade".

Charles Wade, Planning Section Chief
Bureau of Planning and Economic Development
Division of Transportation Investment Management,
Wisconsin Department of Transportation

Approved:

A handwritten signature in black ink, appearing to be "Michael Batuzich".

4/15/19

Cc via email: William Schaefer, Madison Area Transportation Planning Board
Mary Forlenza, Federal Highway Administration
Steve Flottmeyer, WisDOT Southwest Region
Diane Paoni, WisDOT Bureau of Planning and Economic Development



Wisconsin Department of Transportation
Office of the Secretary
4822 Madison Yards Way, S903
Madison, WI 53705

Governor Tony Evers
Secretary Craig Thompson
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April 18, 2019

Timothy Marshall
Acting Division Administrator
Federal Highway Administration
U.S. Department of Transportation
525 Junction Rd., Suite 8000
Madison, Wisconsin 53717

Kelley Brookins
Regional Administrator
Federal Transit Administration
U.S. Department of Transportation
200 W. Adams Street, Suite 320
Chicago, Illinois 60606

Dear Mr. Marshall and Ms. Brookins:

Under the authority delegated to me by Governor Tony Evers, I am hereby approving the Madison Area Transportation Planning Board's Amendment to the 2019-2023 Transportation Improvement Program (TIP) for the Dane County Urbanized Area. The amendment was approved and adopted by the Madison Area Transportation Planning Board on April 3, 2019. We will reflect by reference the 2019-2022 federal aid projects covered by this approval in our 2019-2022 Statewide Transportation Improvement Program (STIP).

Copies of the TIP Amendment and Resolution TPB Number 153 for the Madison Area Transportation Planning Board are enclosed. This TIP amendment represents a comprehensive, continuous, and cooperative effort between the MPO, local communities, affected transit operators, and the Wisconsin Department of Transportation (WisDOT), and is designed to meet the objectives of Title 23 USC 134 and 135 and their implementing regulations 23 CFR 450 and the 2050 regional transportation system plan.

We have determined that the proposed amendment: 1) is consistent with the adopted 2050 Regional Transportation System Plan, 2) conforms to state and national air quality standards as required by the Federal Clean Air Act Amendments of 1990, and 3) ensures that the TIP remains fiscally constrained in that federal funding resources are sufficient to support the new or modified projects.

Sincerely,



Craig Thompson
Secretary

cc: William Schaefer, MPO
Mitch Batuzich, FHWA
Mary Forlenza, FHWA
William Wheeler, FTA
Stephen Flottmeyer, WisDOT Southwest Region
Charles Wade, WisDOT Bureau of Planning and Economic Development

TPB (MPO) Agenda Cover Sheet
May 15, 2019

Item No. 5

Re:

Presentation on Beltline (USH 12/14/18/151) Dynamic Part-Time Shoulder Use Concept Being Evaluated for Potential Implementation

Staff Comments on Item:

WisDOT Southwest Region staff have been investigating the possible implementation of part-time shoulder use on the Beltline between Whitney Way and the Interstate. If implemented, traffic would be permitted to use the inside shoulder during weekday peak periods and at other times, such as during special events, when the Beltline is congested. The concept has been implemented in quite a few states in various forms. The focus has been on making sure that this can be done in a way that will benefit traffic operations but won't negatively impact safety or incident response. WisDOT staff and their consultant have been working closely with traffic enforcement and first responder agencies on these issues. If WisDOT decides to move forward, there will be opportunities for stakeholder and public input. A stakeholder kickoff meeting was held on April 19.

Materials Presented on Item:

None. Powerpoint presentation slides will be made available after the meeting.

Staff Recommendation/Rationale:

For information and discussion purposes only.

TPB (MPO) Agenda Cover Sheet
May 15, 2019

Item No. 7

Re:

Approval to Release for Public Review and Comment Proposed Amendment #3 to 2019-2023 TIP

Staff Comments on Item:

WisDOT has requested a TIP amendment to revise two projects to modify their scope and add funding. The first is the Beltline (Whitney Way to Interstate 39/90) resurfacing project. Funding is being added in 2021 to add a second layer of pavement (on top of the layer to be added this year), fix drainage problems, and reconstruct some or all of the median barrier wall. The project is independent of the potential implementation of Beltline dynamic part-time shoulder use (DPTSU) (agenda item #5), but the improvements would allow that to be done in conjunction with the project if WisDOT moves forward with that. The environmental document for the project is being prepared as if DPTSU will be implemented, just in case. The second project is the Interstate 39/90 expansion project, and the amendment adds funding for the Beltline-Interstate interchange reconstruction. A separate environmental document was done for that component of the project, and the funding for it hadn't been included as part of the overall project. Two other minor projects are also being added as part of the TIP amendment: emergency repairs from flooding damage at various locations and resurfacing of the STH 30/Fair Oaks Avenue ramps to be done as part of the STH 30 bridge deck overlay project. The project listings table for the proposed amendment is attached.

Because of the high cost of the Beltline and Interstate projects and their regional significance, this qualifies as a major amendment under the MPO's procedures for amending the TIP. This requires a public notice, comment period, and public hearing. Staff is seeking approval at this meeting to post the notice and schedule the hearing at the board's June meeting. Action on the TIP amendment will be scheduled at that meeting.

Staff reviewed the proposed TIP amendment with the MPO's technical committee at its April meeting and the committee recommended approval.

Materials Presented on Item:

1. TIP Amendment Projects Listings Table

Staff Recommendation/Rationale:

Staff recommends approval to release for public comment. Action on the TIP amendment is scheduled for the June meeting.

TPB (MPO) Agenda Cover Sheet
May 15, 2019

Item No. 8

Re:

Review of Draft Coordinated Public Transit – Human Services Transportation Plan for Dane County

Staff Comments on Item:

The Coordinated Public Transit – Human Services Transportation Plan is being updated. The current plan, prepared by MATPB staff with assistance from staff of Dane County Department of Human Services (DCDHS) and Metro Transit, was adopted in 2013.

The Coordinated Plan is required to include: (1) assessment of available services; (2) assessment of transportation needs; (3) strategies, activities, and projects to address gaps between services and needs and to improve efficiencies in service delivery; and (4) priorities for implementation. Projects funded under the Federal Section 5310 (Enhanced Services for Elderly and Persons with Disabilities) Program must be identified as needs in the Coordinated Plan.

A coordination meeting was held in July 2018 to gather feedback from a broad range of stakeholders. Presentations on the Coordinated Planning Process were also given at the MPO Citizen Advisory Committee and the Dane County Specialized Transportation Commission (STC). Feedback from these meetings was used to develop the draft 2019-2023 Coordinated Public Transit-Human Services Transportation Plan for Dane County.

The draft plan will be discussed at the May 16th STC meeting. A public meeting is being scheduled for the beginning of June to review the draft plan with stakeholders. Action to approve the plan would be scheduled for the MPO Board's June 19th meeting, and by the STC at their June 20th meeting.

The draft 2019-2023 Coordinated Plan can be viewed at:

http://www.madisonareampo.org/planning/documents/2019_Coordinated_Plan_Draft_web.pdf

Materials Presented on Item:

1. Assessment of Transportation Gaps and Needs, and Strategies to Address Needs draft chapters

Staff Recommendation/Rationale:

For review and discussion purposes only at this time. Action to approve plan is scheduled for the June meeting.

Assessment of Transportation Gaps and Needs

Through coordination with Dane County Human Services, Madison Metro, and area human services and transportation providers, the following list of transportation gaps and needs was compiled. Many of the identified gaps and needs have carried over from the previous coordinated plans; however, stakeholders also identified new and emerging needs. The gaps that were identified have been broadly classified into six categories: financial; coordination, education and outreach; service; vehicles; infrastructure; and technology.

Financial Needs

Funding for Service Providers

The lack of sufficient funding for public transportation is the root of many of the transportation gaps and needs experienced in Dane County and elsewhere around the United States. Less than 20% of federal transportation funds are allocated to public transit; to access those funds, operators must come up with at least 20% local match for capital expenses and 35% local match for operation expenses. At the state level, in 2011 the Wisconsin Legislature reduced transit operating assistance by 10% and repealed regional transit authorities (RTAs), which would have allowed a local half-cent sales tax to fund mass transit.

Madison Metro's bus garage is at capacity, which limits any expansion of Metro service. Metro has applied for Transportation Investment Generating Economic Recovery (TIGER) federal funding during the past three application periods in effort to secure funding for a satellite bus facility to provide the capacity necessary to expand service; however Metro has not received an award from any of the grant cycles.

Affordability for Users

Providing fare assistance for people to use existing public transit, specialized transit, taxi, or other services is often the most cost-effective way to provide transportation for low-income people. Fares for taxi services – even publicly subsidized shared-ride services – can be particularly difficult for low-income people to afford. Additionally, providing conditionally eligible paratransit riders with a free transit pass to encourage fixed-route use has shown potential to achieve substantial cost savings for Metro Transit and increased mobility for the individual.

The costs of vehicle ownership, transit fares, or other transportation costs may limit access to jobs, medical care, and other services for low-income individuals. There is a need for financial assistance to low-income people to purchase or repair vehicles for employment transportation in areas or situations where public transit service, specialized transportation, and ride sharing are not practical – primarily in rural areas. Driver's license fees, insurance, and vehicle registration have also been identified as barriers for low-income people to access transportation.

Coordination, Education and Outreach Needs

Mobility Management

Navigating complex transportation programs and eligibility requirements can be a major barrier to accessing transportation services. Transportation services are often fragmented due to restrictive eligibility requirements, which may result in duplicative or underutilized services, service gaps, and rising costs. Some individuals are not fully aware of the wide variety of programs and their eligibility requirements; this is further complicated by the fact that some programs use multiple service providers, and other programs use the same service provider(s).

Dane County offers mobility management services to people to help them navigate the various public transit, paratransit, and specialized transportation systems that may be available to them. Continued funding is needed to maintain Dane County's one-call center. Improved information on specialized transportation services would help new and occasional users utilize the programs.

By assigning trips strategically, Dane County and Metro Transit are able to provide the most service with available resources. Dane County and Metro Transit need to continue to coordinate with each other to ensure changes in eligibility do not result in unexpected eligibility gaps. This has become increasingly challenging with the implementation of Family Care, as the transportation brokerages are contracting with other transportation providers rather than with Metro Transit.

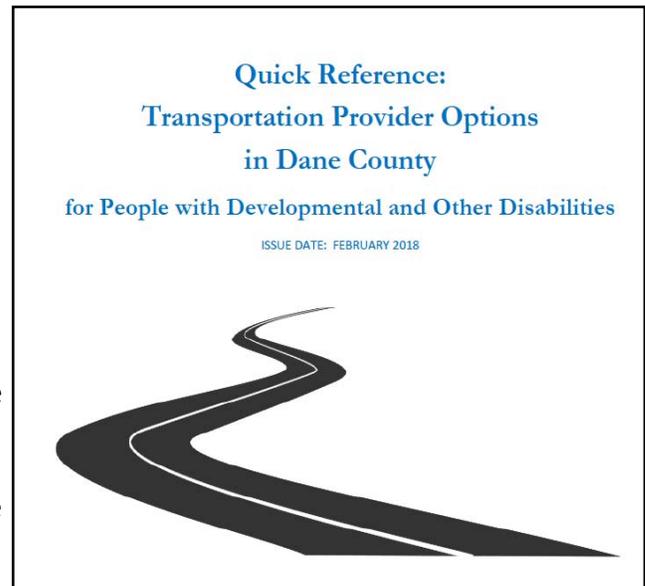
Metro Transit now uses in-person assessments to determine eligibility for its paratransit service. In-person assessments are substantially more accurate than form-based assessments because a staff member can interact with and observe the applicant. Accounts from the in-person assessment program suggest that some applicants overstate the severity of their conditions in an attempt to become eligible while others understate the severity of their condition. More accurate assessments may systematically reduce Metro Transit's paratransit operating cost by shifting ineligible applicants to fixed-route transit. Additionally, in-person assessments have been helpful in assisting people with travel training and fixed-route orientation because it connects people directly with Metro staff.

Medical transportation to hospitals and medical centers in the Madison area is difficult for people who cannot make the trip by themselves. Improved coordination has the potential to significantly reduce duplication and provide enhanced service. Dialysis trips are particularly difficult to coordinate, despite the need for patients to make routine visits. Incentives are needed for dialysis centers to coordinate schedules for patients who live close to each other. Staff resources are needed to improve coordination between drivers. For instance, a relative driving a patient may trade trips with other drivers so that patients can receive continuous care and drivers do not have to miss work shifts. Local coordination of Non-Emergency Medical Transportation (NEMT) has not been possible since the commencement of the state-wide NEMT transportation broker.

The Madison Area Transportation Planning Board employs a full-time Transportation Demand Management and Rideshare Etc. Program Coordinator who works with individuals and large employers in Dane County to promote and coordinate ridesharing, van/carpooling, transit, and other transportation alternatives for employees. However, additional resources are needed to encourage more employers to assist employees with transportation to work and provide incentives for them to do so. The need is particularly great in areas outside Metro's transit service area. For some low-wage workers, carpooling with fellow employees may be the most effective way to get to work. There continues to be a need for improved coordination of job training and transportation, and other employment transportation with public transit.

Rider Education

Navigating the Metro bus system can be a challenge, particularly for trips which involve a transfer, for new riders who are used to driving themselves, and for people with mental health, cognitive, or developmental disabilities. Training is needed, particularly for seniors, people with disabilities, and those who do not speak English well, who could use the fixed-route bus system with some coaching and encouragement. In many cases, removing this barrier improves people's mobility and independence while reducing Metro's cost by reducing reliance on paratransit. Mobility training and fixed-route orientation may include individual or group guidance sessions, in-person meetings, and/or travelling with the person until they feel comfortable making the trip on their own. Although many users can become comfortable using fixed-route transit after a single training session, some users may need ongoing mobility training and transfer supervision. An example of transfer supervision would be deploying a staff member to a Metro Transit transfer point at key times when people with disabilities are known to travel. The staff would assist individuals as needed and watch for problems such as people boarding the wrong bus.



Metro Transit distributes a full-size color system map and Ride Guide (with timetables and other information) aboard its buses and at selected locations. Trip planning is also available using Google Maps and other real-time electronic data sources. These materials need to be consistently improved upon for ease of use. Large-print materials are needed for individuals with impaired vision.

Outreach

The coordinated planning process benefits from a broad range of stakeholders. Historically stakeholders from the medical, educational, and retirement home communities have been largely absent from the coordinated planning process in Dane County.

Being home to the state capitol and a major university, there are a large number of human services agencies and organizations within the Madison area. This makes coordination key to effective service delivery and the minimization of duplication; however, outside the coordinated planning process- which occurs every five years- there is currently no other mechanism to convene a more frequent meeting of providers and facilitate coordination.

Data showing how the various public transit and specialized transportation systems operate, and how people use the system is limited. Cooperative and ongoing sharing of data could help with identifying service gaps and opportunities for collaboration.

Service Needs

Fixed-Route Public Transit

The *2013-2017 Transit Development Plan for the Madison Urban Area* (TDP) describes public transit needs in the cities of Madison, Fitchburg, Middleton, Sun Prairie, Verona, and nearby towns and villages. This urban area covers all fixed-route public transit systems in Dane County. The needs identified in the TDP relate to many aspects of transit service, including:

- Coverage area
- Capacity
- Scheduling
- Frequency
- Travel times
- Facilities

Overall, the span of service of most Metro Transit routes is good compared to peer systems. However, many low-wage workers work second- and third-shift jobs that may start or end when Metro Transit is not operating. Holiday service ends at about 7:00 pm, when many low-wage workers do not have the day off.

Any expansion of peak-period transit service would require additional capacity for bus storage and maintenance. Metro Transit’s garage on East Washington Avenue at Ingersoll Street is currently operating beyond capacity. New service in low density areas that cannot justify conventional fixed-route service may be appropriate for flexible point-deviation service designs with small buses or cutaway vans, similar to Monona Lift. Enhancing service within Metro Transit’s existing service area would improve people’s access to jobs and services and reduce reliance on specialized transportation.

The needs shown below summarize needs identified in the TDP outside of Metro Transit’s core service area.

Areas in need of bus service include the Village of McFarland, north Middleton, far southwest Madison, Waunakee, DeForest, and Sun Prairie. In addition, many residential and employment areas have only limited service or peak-period-only commuter service, and they lack off-peak, weekend, and paratransit service. In some cases, all-day service exists, but travel times are long enough that fixed-route public transportation is not practical. For instance, a mid-day, weekend, or evening commute from west or south Madison to east or north Madison may require two transfers and take over an hour. Service is also needed to connect Madison with regional neighbors such as Cottage Grove, Stoughton, Oregon, Belleville, and Mt. Horeb; and also nearby places in surrounding counties. This service may consist of either commuter service or a few trips scattered throughout the day. The service may have a demand-response component to it to serve medical or other trips meeting demonstrated needs, similar to Monona Lift or Sun Prairie Shuttle. Routes may be designed to connect with other transit service at transfer points or continue to central Madison.

The transit systems in the Madison area – Metro Transit, Sun Prairie Transit, and Monona Public Transportation– overlap at various locations such as East Towne Mall and the Capitol Square. Transfers are loosely coordinated but further integration of the systems would allow riders to more easily make connections. Integrating the fare structure would improve the mobility for the people using the system because they would not have to pay two separate fares. Apart from transfers from Metro Transit to Monona Public Transportation, transfers are currently not honored among these systems. Where possible, suburban transit trips should provide timed transfers to the most direct Metro Transit routes so that travel times are minimized.

Specialized Transit

Additional specialized transportation trips are needed for areas that are currently underserved, which are typically outside the urban core. Geographic areas with a need for additional service include DeForest, Waunakee, and Stoughton. Service area boundaries for many of these trips limit the destinations that can be served. Additional trips for purposes that are currently underserved, such as social activities, would be beneficial to seniors and people with disabilities. Seniors without friends or family members available to drive them to normal day-to-day activities may become isolated from society. Basic transportation services are vital to maintaining quality of life.

Better transportation options are needed for seniors and people with disabilities for flexible, short-notice medical transportation. This service could be performed by on-call volunteers using their own vehicles or by a more formal program. One particular unmet need is for medical trips involving sedation (which includes surgeries and other procedures). In those cases, the patient needs to be discharged to someone who can accept responsibility for them for 24 hours.

A service gap exists for residents of retirement communities. Some facilities are equipped with vehicles to provide trips for their residents, however many are not, leaving their residents with limited transportation options which often requires relying on family or costly private transportation services.

Shared-Ride Taxi

In small communities, publicly subsidized shared-ride taxi service is often the most efficient form of public transportation. Sun Prairie and Stoughton are currently the only publicly subsidized shared-ride taxi systems in Dane County. Other growing communities such as Verona and Waunakee could also use the approach to provide transit service within their communities and to neighboring suburban communities.

Vehicle Needs

Paratransit and other light-duty transit vehicles typically last about five to seven years, necessitating routine vehicle procurements. Maintaining late-model fleets improves safety and fuel efficiency. Hybrid diesel-electric and alternative-fueled vehicles should be prioritized to help achieve sustainability goals.

Metro paratransit and other wheelchair-accessible specialized transportation services generally require a reservation at least a day before the trip. This does not allow for spontaneous or emergency trips. Metro paratransit service is also not available at times when the fixed-route services in the area are not running. Private wheelchair-accessible taxi service fills this gap in needed service. Union Cab and Van Go Taxi provide wheelchair-accessible on-demand taxi service; other cab companies only serve ambulatory passengers. Funding is needed to purchase new vehicles as well as to train drivers and to assist with lost fare revenue as a result of serving passengers with disabilities. The limited number of wheelchair-accessible vehicles can result in long waits for a taxi at certain peak times.

The cost of owning, insuring, and maintaining a vehicle is a barrier for many non-profit organizations and agencies. Additionally, often times these vehicles may only be operated during limited time periods, with extended periods with the vehicle not in use. Solutions to increase the availability of vehicles by pooling vehicles and resources may open new opportunities for seniors and people with disabilities.

Infrastructure Needs

Amenities

Infrastructure around bus stops can be a key determinant whether an individual with mobility challenges can access the fixed-route bus system or must find other alternatives. A 2018 study by the University of Utah found that bus stops with the appropriate amenities increases overall stop-level ridership as well as reduced paratransit demand for those locations.

Approximately 35% of existing Metro stops are not compliant with the Americans with Disabilities Act (ADA) guidelines for bus boarding and alighting areas, which takes in to account boarding surface structure and dimensions, sidewalk connectivity, and slope. Metro Transit and the City of Madison are in the process of systematically upgrading bus stops to include concrete boarding platforms. The availability and quality of sidewalks can have a profound impact on the accessibility of a bus stop. The installation and maintenance of sidewalks is the responsibility of the municipality. While much of Madison has sidewalks on one or both sides of the road, sidewalks are more limited in the periphery of the city and surrounding communities. Benches are an important amenity for seniors in particular to rest while waiting for the bus, and new benches and shelters may make it possible for some riders to transition from paratransit to fixed-route. Clearly signed stops can give riders the confidence needed to navigate the system. For individuals with visual impairments, large-sized print, detectable warning materials and audible crosswalk signals and bus announcements are required to safely navigate the fixed-route system.

Facilities

As discussed previously, the Metro bus storage facility is at capacity and cannot accommodate additional vehicles, which limits opportunities for service expansion. A satellite bus storage facility is needed to accommodate the demand for additional service.

With the closing of the Badger Bus Depot on Bedford Street in 2009, a new intermodal terminal is needed in central Madison. Besides centralizing intercity bus services, the terminal may serve regional transit riders using the new and expanded services described above.

Technology Needs

In many cases, technology represents an opportunity rather than an existing gap or need. Evolving technologies may result in more reliable and efficient service opportunities, streamlined coordination and enhanced user experience. Real-time arrival information is available on computers and smart phones for Metro Transit fixed-route buses, but not for Metro Paratransit or other specialized transportation services. Adding this service would be an asset to riders when their vehicle is running late – a situation which results in the highest number of complaints for paratransit. Fare collection and other technology improvements like online trip planning are also needed. Improved dispatching technology has proved to reduce costs while maintaining or improving service.

Strategies to Address Needs

Priority Strategies to Address Needs

The following strategies and projects in Table 1 have been identified in order to address the recognized transportation and coordination gaps and needs in Dane County. Many of these strategies have been carried over from previous coordinated plans and are of an ongoing nature.

Table 1 Strategies to Address Financial Needs	
Funding for Service Providers	Pursue additional funding strategies to support increased service needs
	Establish a regional transit authority with a dedicated funding source
Affordability for Users	Continue to provide financial assistance for low-income families, veterans, homeless individuals, and conditionally eligible paratransit riders
	Continue to support employee transportation assistance programs
	Continue to provide financial assistance for low-income individuals to purchase or repair a vehicle for employment transportation
Strategies to Address Coordination, Education, and Outreach Needs	
Mobility Management	Continue to support the Dane County One-Call Center
	Continue to support Metro Paratransit in-person assessments
Rider Education	Continue to support travel and mobility training programs
Outreach	Improve information on available resources
	Convene regular meetings to discuss coordination needs
	Seek great stakeholder involvement in the coordination process, particularly from education and healthcare providers
Strategies to Address Service Needs	
Fixed-Route Public Transit	Expanded public transit service area, hours, and frequency
	New regional fixed-route bus service
	Develop Bus Rapid Transit (BRT) service
Specialized Transit	Additional scheduled group transportation service
	Continued and additional transportation to work options
	Continue to provide mileage reimbursement for RSVP drivers
Shared-Ride Taxi	Expanded and new shared-ride taxi service
Strategies for Addressing Vehicle Needs	
Vehicles	Replace vehicles as necessary
	Add additional vehicles for eligible non-profits and shared-ride taxi systems
	Investigate feasibility of creating a vehicle pool to allow a greater availability of affordable, accessible vehicles for non-profit organizations and agencies

Continued on next page

Table 1 Strategies to Address Infrastructure Needs	
Amenities	Improve amenities at bus stops, including concrete boarding platforms, shelters, benches, and audible signals where needed
	Improve pedestrian access to bus stops
	Implement Metro Transit Bus Stop Amenities Study
Facilities	Add a satellite bus storage facility
Strategies to Address Technology Needs	
Technology	Develop real-time information for specialized transportation services
	Maintain or add software and applications to assist with scheduling, routing, dispatch, and similar tasks.

General Priorities

The coordinated planning process has established two priority tiers for implementing strategies and projects identified in Table 1. Tier 1 represents the highest priority level for implementation.

Tier 1- Maintain existing level of service of viable programs or operations

Tier 1 supports existing transportation services and projects that:

- Have shown to be effective in meeting transportation needs of seniors, people with disabilities, and those with limited income
- Continue to demonstrate effective transportation operations within the county’s coordinated network

Tier 2a- Accommodate increasing demand for services within existing programs and operations

Tier 2a supports existing and new services and projects that:

- Require capital and operating assistance to meet growing demand for the service(s) within present boundaries
- Are able to improve efficiency and functionality by building on existing infrastructure
- Allow for growth, but do not automatically extend new service without a careful evaluation of transportation needs across populations and jurisdictions

Tier 2b- Respond to emerging community needs, opportunities, and create new partnerships

Priority #2b supports projects that:

- Are under development and bring new resources
- Address identified transportation needs and gaps and/or focus on an underserved group of individuals
- Improve the efficiency and effectiveness of the overall system
- Provide an added benefit to the transportation services network and riders
- Are innovative in their approach in reaching out to new riders or geographic areas

Potential Sources of Funding

Below are the federal funding programs (Table 2) and state funding programs (Table 3) that provide financial assistance for public transportation services which may be used to achieve the strategies listed in Table 1. In addition to federal and state transportation funding programs there are also various human-services funding programs and non-profit grants that may also be applicable.

Table 2 Federal Transit Administration Funding Programs				
Funding Program	Target Demographic	Eligible Applicants	Eligible Expenses	Description
Federal Formula Grant Program for Urbanized Areas (Section 5307)	Public in urbanized areas (50,000+)	Local public bodies	Capital and Operating	A federally-funded grant program that assists transit systems in urban areas (population over 50,000) with operating expenditures.
Capital Investment Grants (Section 5309)	Public	Local public bodies with Urban Public Transit Systems	Capital and Operating	FTA's primary grant program for funding major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.
Enhanced Mobility of Elderly and Individuals with Disabilities (Section. 5310)	Seniors and people with disabilities	Private non-profits, local units of government and operators of public transit	Capital and Operating	This program utilizes federal 5310 funds to aid with vehicle purchase projects that improve the mobility of seniors and individuals with disabilities. The cost of the vehicle is split 80/20 with local paying 20 percent. Grants are awarded on a two-year application cycle. Eligible applicants include private non-profits, local units of government and operators of public transit.
Federal Formula Grant Program for Rural Areas (Section 5311)	Public in non-urbanized areas	Local public bodies	Capital and Operating	Supports capital and operating expenses for public transit services that are scheduled for and operated in non-urbanized areas (population under 50,000).
State of Good Repair Grant (Section 5337)	Public	Local public bodies	Capital	The State of Good Repair Grants Program (49 U.S.C. 5337) provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair.
Bus and Bus Facilities Program (Section 5339)	Public	Local public bodies	Capital	A federally-funded formula and discretionary capital grant program providing capital funding to public transit systems to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

Table 3

State of Wisconsin Funding Programs

Funding Program	Target Demographic	Eligible Applicants	Eligible Expenses	Description
State Urban Mass Transit Operating Assistance (85.20)	Public in areas with a population of at least 2,500	Local public bodies	Operating	Assists transit systems with operating costs. Eligible applicants include municipalities with populations greater than 2,500 including counties, municipalities and towns – along with transit or transportation commissions or authorities. Eligible public transit services include bus, shared-ride taxicab, rail or other conveyance either publicly or privately owned.
Paratransit Aids Program 85.205	People with disabilities	Local public bodies	Operating	Allocated to fixed route bus systems via formula based on budget and service, implemented to partially offset a reduction in the 85.20 program.
County Elderly and Disabled Transportation Assistance (85.21)	Seniors and people with disabilities	Counties	Capital and Operating	The County Elderly and Disabled Transportation Assistance program provides counties with financial assistance to provide transportation services to seniors and individuals with disabilities.
Disabled Transportation Capital Assistance Program (85.22)	Seniors and people with disabilities	Private non-profits, local units of government and operators of public transit	Capital	Combined with federal 5310 funding.
Wisconsin Employment Transportation Assistance Program (WETAP)	Low-income workers	Private non-profits, local units of government	Capital and Operating	Improving transportation services can improve the economic outcomes among workers throughout the state of Wisconsin. An effort to connect low-income workers with jobs through enhanced local transportation services, WETAP integrates local, state and federal funding into a single program and award process administered by WisDOT.

TPB (MPO) Agenda Cover Sheet
May 15, 2019

Item No. 9

Re:

Review of Draft Revised Scoring Criteria for Section 5310 (Services for Elderly and Persons with Disabilities) Program

Staff Comments on Item:

In conjunction with updating the Coordinated Public Transit- Human Services Transportation Plan for Dane County, staff also reviewed the scoring criteria for the Section 5310 program. MATPB receives an annual allocation of Section 5310 (Enhanced Services for Seniors and Individuals with Disabilities) Program funds and selects projects through a competitive process using scoring criteria outlined in the [Section 5310 Program Management and Recipient Coordination Plan](#) approved by the MATPB in 2014. The proposed revised scoring criteria reflects the needs and priorities included in the draft Coordinated Plan, as well as feedback from past project scoring rounds to clarify the scoring and project selection process.

Materials Presented on Item:

1. Excerpt of current scoring criteria from the Section 5310 Program Management and Recipient Coordination Plan
2. Proposed revised scoring criteria for Section 5310

Staff Recommendation/Rationale:

For review and discussion purposes only at this time. Action to approve revised scoring criteria as part of approval of revised Section 5310 Program Management and Recipient Coordination Plan is scheduled for the June meeting.

Project Selection Criteria

The projects that receive funds through the Madison Urbanized Area's Section 5310 program are selected by the MPO based on published criteria.

The evaluation criteria used by the evaluation panel to score project applications are as follows:

1. Demonstration of Need and Project Benefits (30 points)

- The project meets the eligibility requirements of the Section 5310 program.
- The application describes how the existing project or has been or the proposed project will be effective at meeting the transportation needs of seniors and people with disabilities.
- The project requires ongoing capital or operating assistance to maintain the current level of service.
- The application describes the demographics that the project will serve.
- The project overcomes a barrier to transportation and/or meets an unmet need.
- The project serves an appropriate number of individuals or trips given the project budget.
- Information includes specific examples or data.

2. Promotes the Development of a Coordinated Network (40 points)

- The project is consistent with the plan principles and funding priorities in the 2013 Coordinated Public Transit – Human Services Transportation Plan for Dane County.
- The project benefits correspond with the needs assessment in the 2013 Coordinated Public Transit – Human Services Transportation Plan for Dane County.
- The application identifies other transportation systems available and how the project complements them rather than duplicating them.
- The application identifies steps that will be taken to ensure a coordinated effort with other local agencies, including human service agencies, meal and shopping sites, employers, etc.
- The application identifies project partners and shows how the project will utilize resources to the maximum extent.

3. Budget/Financial and Technical Capacity (30 points)

- The project is a cost effective use of funds.
- The project has a reasonable level of administrative costs.
- The application identifies local match sources that are backed up with by budgets, support letters, and other documentation.
- The project sponsor has experience delivering similar projects.
- The project sponsor has the capacity to meet the reporting and project management functions of the Section 5310 program.

Once scored, projects will be selected by the MPO for inclusion in the POP based on their scores and the extent to which they fulfill the general funding priorities and address specific service needs identified in the coordinated public transit – human services transportation plan, including:

1. Maintain existing service levels of viable operations

Priority #1 supports existing transportation services and projects that:

- Have shown to be effective in meeting transportation needs of seniors, people with disabilities
 - Require ongoing capital and operating assistance to maintain the current level of service
 - Continue to demonstrate effective transportation operations within the county’s coordinated network
2. Respond to growth within existing services by allowing for measured increases where demand shows an unmet need within the current limits of the service

Priority #2 supports existing and new services and projects that:

- Require capital and operating assistance to meet growing demand for the service(s) within present boundaries
 - Are able to improve efficiency and functionality by building on existing infrastructure
 - Allow for growth, but not automatically add new service without a careful evaluation of transportation needs across populations and jurisdictions
3. Respond to emerging community needs by taking action on opportunities to coordinate and expand service, creating new partnerships and reacting to newly identified transportation needs and gaps

Priority #3 supports projects that:

- Are under development and bring new resources
- Address identified transportation needs and gaps and/or focus on underserved seniors and people with disabilities
- Improve the efficiency and effectiveness of the overall system
- Provide an added benefit to the transportation services network and riders
- Are innovative in their approach in reaching out to new users

Additionally, the MPO will select and prioritize projects based on their ability to satisfy the Section 5310 Program Goals and Objectives described in Section 2: independence, accessibility, efficiency, and resourcefulness.

Section 5310 Application Scoring Criteria- Proposed		Maximum Points
1. Demonstration of Need and Project Benefits		40
The application describes how the existing project or the proposed project will be effective at meeting the transportation needs of seniors and people with disabilities and what happens if the funding is not awarded.		10
Project Type <ul style="list-style-type: none"> • Replacement Vehicle- Explains why current fleet cannot meet current needs (10 Points) • Expansion Vehicle- Describes the planned service expansion and how the need for the expanded service was determined (8 Points) • Mobility Management (Traditional)-Describes how project will help meet the transportation needs of seniors and individuals with disabilities, and identifies specific services and activities the project will provide (10 Points) • Non-Traditional Projects- Describes how project will help meet transportation needs of seniors and individuals with disabilities. Identifies specific services and activities the project will provide (8 Points) 		10
Supported by the Coordinated Plan- The project overcomes barrier to transportation and/or meets an unmet need. <ul style="list-style-type: none"> • Identified as a Tier 1 Strategy Project (10 Points) • Identified as a Tier 2 Strategy Project (6 Points) • Not identified as a strategy, but addresses a need (3 Points) 		10
The project serves a reasonable number of individuals or trips given the project budget. <ul style="list-style-type: none"> • Should include total number of people served, and percentage of seniors or individuals with a disability served 		10
2. Promotes the Development of a Coordinated Network		30
The application identifies other transportation services available and how the project complements rather than duplicates them. <ul style="list-style-type: none"> • Could include (but not limited to) increased hours of operation, reduction of coverage gaps, increased access to medical/employment/recreation trips 		15
The application identifies steps that will be taken to ensure a coordinated effort with other local agencies (including human services agencies, meal and shopping sites, employers etc.), and how the service will be marketed.		10
The application describes who is eligible to ride/participate in proposed service. <ul style="list-style-type: none"> • Public- Project/service is open to all eligible seniors or individuals with disabilities (5 Points) • Private- Project/service is limited to a select client base (2 points) 		5
3. Financial and Management Capacity		30
The project has a reasonable level of administrative costs		10
The application identifies local match sources that are backed up by budgets, support letters, and other documentation.		10
The project sponsor has the capacity to meet the project management, reporting, and project delivery functions of the Section 5310 program.		10