

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

**June 19, 2019**

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

**6:30 p.m.**

If you need an interpreter, materials in alternate formats, or other accommodations to access this meeting, contact the Madison Planning, Community & Econ. Development Dept. at (608) 266-4635 or TTY/TEXTNET (866) 704-2318.  
*Please do so at least 48 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 48 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 ntauv ua lwm hom ntauv, 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 May 15, 2019 Meeting Minutes
3. Communications
4. Public Comment (for items *not* on MPO Agenda)
5. Public Hearing on Amendment #3 to the 2019-2023 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

*Note: Action by the MPO on the TIP amendment is anticipated following the hearing unless comments are received expressing concerns in which case action could be postponed until the August meeting. Written comments on the TIP amendment are invited until 4 p.m. on June 19, the date of the meeting, and should be sent to the MPO offices at 121 S. Pinckney St., Suite 400, Madison, WI 53703 or e-mailed to wschaefer@cityofmadison.com.*

6. Presentation on East-West Bus Rapid Transit Corridor Study  
(Dave Trowbridge, City of Madison Transportation)
7. Resolution TPB #154 Approving Amendment #3 to the 2019-2023 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
  - Beltline-Interstate 39/90 (Beltline to County Line), Reconstruction and Expansion [Revise scope to add Beltline interchange and add 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 and add funding, 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]

- USH 151/E. Washington Ave. (Blair St. to E. Springs Dr.), Adaptive signal system installation [NEW, Const. in 2019-'20]
  - USH 12 (CTH AB Intersection), Construction of J-Turn to improve safety [NEW, Const. in 2022]
  - USH 12 (Millpond Rd. Intersection, Construction of J-Turn to improve safety [NEW, Const. in 2022]
  - Interstate 39/90 (Beltline to STH 30), Concrete pavement repair [NEW, Const. in 2022]
  - Verona Road/USH 18-151 (Raymond Rd. to CTH PD), Add emergency flood repair to ongoing construction project
8. Resolution TPB #155 Approving Coordinated Public Transit – Human Services Transportation Plan for Dane County
  9. Resolution TPB #156 Amending the Program Management and Recipient Coordination Plan for the Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) Program for the Madison Urbanized Area
  10. Review of Surface Transportation Block Grant (STBG) – Urban Applications for the 2020-2025 Program Cycle
  11. Brief Update on MATPB Intersection Safety Screening Analysis
  12. Status Report on Capital Area RPC Activities
  13. Announcements and Schedule of Future Meetings
  14. Adjournment

Next MPO Board Meeting:

**Wednesday, August 7, 2019 at 6:30 p.m.**  
Madison Water Utility, 119 E. Olin Avenue, Room A-B

**Madison Area Transportation Planning Board (an MPO)  
May 15, 2019 Meeting Minutes**

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**1. Roll Call**

**Members present:** Samba Baldeh, Paul Esser, Steve Flottmeyer, Grant Foster, Ken Golden, Patrick Heck, Jerry Mandli (arrived during Item #5), Ed Minihan (arrived during Item #5), Mark Optiz, Bruce Stravinski, Mike Tierney, Doug Wood

**Members absent:** Kelly Danner, Chuck Kamp

**MPO staff present:** Bill Schaefer, Colleen Hoesly

**Others present in an official capacity:**

Diane Paoni (WisDOT Planning), Michael Hoelker (WisDOT SW Region), Brandon Lamers (WisDOT SW Region), Scott Schoenmann (WisDOT SW Region), John Vesperman (WisDOT SW Region)

**2. Approval of March 6, 2019 Meeting Minutes**

Moved by Esser, seconded by Golden, to approve the April 3, 2019 meeting minutes. Motion carried.

**3. Communications**

- Letter from Tom Lynch, City of Madison Transportation Director, to WisDOT concerning Beltline-Interstate interchange and the need for improvements at Mill Pond Rd and WisDOT response
- WisDOT letter with state and FHWA approval of work program amendment
- WisDOT letter with state and federal approval of TIP amendment

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

None

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

Brandon Lamers (WisDOT) gave a presentation on the concept of dynamic part-time shoulder use (DPTSU), which WisDOT staff has been investigating for potential implementation on the Beltline between Whitney Way and the Interstate, in conjunction with the planned resurfacing of this stretch of the Beltline in 2021. 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 focus has been on making sure that this could be implemented in a manner that would benefit traffic operations but would not 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.

Wood noted that he had heard from police and fire responders that they respond to many crashes on the Beltline, and are still concerned about the safety of first responders. Lamers replied that the two main issues they have heard from first responders are access to a crash scene and compliance/enforcement and they are working with them to address. Esser asked why not just allow use of the additional lane all of the time. Lamers responded that doing that would eliminate some of the safety benefits and the capacity was not needed at this time. Golden ask how DPTSU would impact the Beltline PEL study. Lamers replied that the PEL was still being finalized, and reiterated that DPTSU would be an interim solution before more capacity was needed. Stravinski asked if there would be lane limitations for large trucks. Lamers replied that they were looking into the legalities of that issue. Heck asked why a High Occupancy Vehicle (HOV) lane was not being proposed. Lamers replied that based upon the occupancy study done for the PEL study, an HOV lane would not get enough use to help with congestion. Baldeh asked if it would be an express lane, and

Lamers said no. There would just be striping. Foster asked about the cost to implement DPTSU. Lamers responded that the costs for the pavement and median replacement aspects are known, but the costs of ITS component (signage, software etc.) are still being compiled. The emphasis at this stage is determining whether DPTSU is a viable strategy to implement. Tierney asked if these would be reversible lanes. Lamers replied no, they would be bi-directional. Golden suggested that WisDOT create a representative citizen advisory committee with some continuity with the committee established for the PEL study.

## **6. Election of Chair and Vice Chair**

Golden nominated Opitz. There were no other nominations. Golden moved, Minihan seconded, to close nominations and cast a unanimous vote for Opitz. Motion carried

Stravinski nominated Wood for Vice Chair. Golden nominated Baldeh. Both provided brief remarks. Wood received a majority of the votes and was elected Vice Chair.

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

Schaefer explained that 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, 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), but the improvements would allow that to be done in conjunction with the project if WisDOT moves forward with the concept. The second project is the Interstate 39/90 expansion project with the amendment adding funding for the Beltline-Interstate interchange (BIC) reconstruction. 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. Due to 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, which requires a public notice, comment period, and public hearing. The public hearing would be scheduled for the June 2019 meeting. The action requested now is to release the notice seeking comment on the TIP amendment.

Golden asked staff to weigh in on the issue of whether improvements to the Mill Pond Road intersection should be included within the scope of the interchange project. Schaefer said he wasn't familiar with the federal rules related to logical termini for projects, but that clearly there was a need to address the safety issues at the Mill Pond Road and CTH AB intersections with USH 12/18. John Vesperman (WisDOT) described why the scope of the BIC reconstruction had changed, with WisDOT selecting an alternative for the interchange based on performance-based practical design principles. He noted a group of staff members from the City of Madison, Dane County, WisDOT, and Ho-Chunk have met to discuss growth and development plans for that area and potential improvements that may be needed to address safety issues now and with the increased traffic from proposed development. There was a follow up question on whether the revised Beltline resurfacing project included the costs necessary to implement DPTSU. Michael Hoelker (WisDOT) said the project did not currently include all of the costs necessary for DPTSU.

Esser moved, Golden seconded, to approve release of proposed Amendment #3 to 2019-2023 TIP for public review and comment. Motion carried.

## **8. Review of Draft Coordinated Public Transit-Human Services Transportation Plan for Dane County**

Hoesly gave an overview of the Draft 2019-2023 Coordinated Public Transit-Human Services Transportation Plan for Dane County (Coordinated Plan). She reviewed the plan requirements and transportation service inventory that was previously discussed at the August 2018 MATPB Board meeting, and focused on the identified specialized transportation gaps and needs, and priority strategies that were developed for this iteration of the Coordinated Plan.

Golden commented that Care Wisconsin, one of the Managed Care Organizations, was in debt, and he continued to be concerned about cost shifting for trips serving the Family Care population. Hoesly stated that MATPB was given an extension by WisDOT for the completion of the Coordinated Plan due to the implementation of Family Care in Dane County in 2018 and the uncertainty of how Family Care might impact the transportation needs of seniors and people with disabilities. She said staff had heard that certain types of trips were not being provided to this population. She noted that a public meeting would be held June 4 to gather feedback on the draft plan, and plan approval was anticipated at the June 19 MATPB Board meeting.

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

Hoesly gave an overview of the existing scoring criteria for the Section 5310 program and the proposed revised scoring criteria. She stated that the proposed new scoring criteria was developed through reviewing other MPOs' criteria and was based on the experience of previous evaluators. The criteria are also designed to more closely align with the goals and priorities included in the Coordinated Plan.

Golden asked who would be a part of the scoring team for the upcoming application cycle. Hoesly said that for last year's scoring team it was an MPO staff member, WisDOT transit section staff member, and a citizen committee member who had worked for both DWD and DHS. Golden suggested that someone from Access to Independence would be good to have on the scoring panel if they weren't applying for funding, and Schaefer said that was a helpful suggestion.

#### **10. Status Report on Capital Area RPC Activities**

Minihan and Stravinski mentioned that CARPC was beginning to work on the regional land use plan update following the completion of the AGMV growth survey. Minihan stated that Paul Jaden from the Madison Region Economic Partnership (MadREP) had given a presentation recently that included the importance of the Beltline to the regional economy. Schaefer noted that a lease was being signed for the MPO and CARPC to move and co-locate in office space at 100 State Street. The move would occur in October or November.

#### **11. Announcements and Schedule of Future Meetings**

The next meeting will be June 19. Schaefer mentioned that he will be on vacation from 5/22-6/5.

#### **12. Adjournment**

Moved by Esser, seconded by Minihan, to adjourn. Motion carried. The meeting adjourned at 8:20 PM.



## Wisconsin Department of Transportation

111 Interstate Blvd., Edgerton WI 53534-9399 (608) 884-1234 FAX (608) 884-1220  
[www.dot.wisconsin.gov](http://www.dot.wisconsin.gov)



DATE: May 21, 2019

FROM: Wisconsin Department of Transportation  
Southwest Region – Project Office  
111 Interstate Blvd., Edgerton WI 53534-9399

SUBJECT: Notice of FONSI Availability  
I-39/90 at US 12/18 (Beltline) Interchange  
WisDOT Project ID: 1007-10-02  
Dane County

This is to advise you that a Finding of No Significant Impact (FONSI) has been issued for the future improvements of Interstate (I) 39/90 at the US 12/18 (Beltline) Interchange near Madison by the Wisconsin Department of Transportation and the Federal Highway Administration. A copy of the FONSI and the environmental document may be obtained from the Wisconsin Department of Transportation office located at the above address. Information may also be viewed online at:

<https://projects.511wi.gov/i-39-90/us1218-beltline/>

The FONSI has been issued and filed in accordance with the Wisconsin and National Environmental Policy Acts.

The FONSI indicates that no significant environmental impacts are anticipated to occur as a result of this project.

If you have any questions regarding this notice, please contact Jennifer Grimes, WisDOT I-39/90 Environmental Coordinator, at (608) 516-9760 or by email at [Jennifer.Grimes@dot.wi.gov](mailto:Jennifer.Grimes@dot.wi.gov).

# MATPB (MPO) Agenda Cover Sheet

## June 19, 2019

# Item No. 5

**Re:**

Public Hearing on Amendment #3 to the 2019-2023 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

**Staff Comments on Item:**

MPO staff reviewed with the board at the last meeting the two major modifications to the Beltline and Interstate projects requested by WisDOT, revising their scope and adding funding. Because of the high cost of the two 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.

The Beltline (Whitney Way to Interstate 39/90) project is for resurfacing and other maintenance work. 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 the median barrier wall. The project is independent of the potential implementation of Beltline dynamic part-time shoulder use (DPTSU), which WisDOT staff presented on, but the improvements would allow DPTSU to be implemented in conjunction with the project if WisDOT moves forward with it. The cost being added to the project as part of this amendment includes the resurfacing, fully modifying the drainage system at all locations, and replacing the entire barrier wall, but does not include the cost of ITS/signage related to hard shoulder running as WisDOT does not yet have a good cost estimate of that yet. The TIP amendment is needed now to allow design work to proceed for the project. A decision on whether DPTSU will be implemented will likely be made later this summer prior to action on the annual TIP update in October. If needed, the scope and cost of the project will be modified as part of the annual TIP update.

The Interstate 39/90 project is the expansion south to the state line with the amendment adding 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. For new board members not familiar with the interchange project, a summary of the design alternative and reasons for it has been attached along with the notice sent out regarding the TIP amendment.

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. Memo regarding the proposed TIP amendment with attached project listings
2. Summary of preferred design for the Interstate & Beltline interchange project

**Staff Recommendation/Rationale:**

N/A. Action item is agenda item #7.

## Memorandum

TO: All Mayors, Village Presidents, and Town Chairs in the MPO Planning Area  
FROM: William Schaefer, Transportation Planning Manager  
DATE: May 16, 2019  
RE: Proposed Major Amendment to the 2019-2023 Transportation Improvement Program (TIP) for the Madison Metropolitan Area Involving WisDOT Projects

This is to notify you of a proposed major amendment to the 2019-2023 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County involving projects sponsored by the Wisconsin Department of Transportation (WisDOT).

The amendment would make the following revisions to two major WisDOT projects as shown on the attached project listings table:

- Modify the scope of the Beltline (USH 12/14/18/151) (Whitney Way to Interstate 39/90) resurfacing project (scheduled for 2019) to add a second resurfacing in 2021-'22 along with improvements to the drainage system, reconstruction of the median barrier, and possible ITS infrastructure improvements. A total of \$48.16 million is being added for this work.

This maintenance work is independent of, but would allow WisDOT to implement Beltline Dynamic Part-Time Shoulder Use (DPTSU). This concept is currently being investigated and discussed with law enforcement and first responder agencies. No decision has been made on whether to pursue this. If WisDOT decided to move forward, there would be opportunities for stakeholder and public input. If the concept was 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.

- Modify the Interstate 39/90 (S. Beltline to Rock County Line) reconstruction and expansion project to add a total of \$97.55 million in 2019-'20 for the reconstruction of the Beltline-Interstate interchange reconstruction. See the project website ([US 12/18 \(Beltline\) interchange – I-39/90 Expansion Project](#)) for more information on the interchange design.

In addition to these two major amendments, the proposed amendment to the TIP will also add the following two minor projects as shown on the attached table:

- Flood related emergency repairs on roadways and bridges at various locations on USH 14, STH 69, STH 92, and the Beltline (USH 12/14).
- STH 30 (Fair Oaks Avenue to Interstate Ramps), concrete joint repairs and resurfacing.

Because this amendment to the 2019-2023 TIP involves the addition of a regionally significant project (Beltline-Interstate interchange reconstruction) and involves the addition of funding well in excess of \$7 million for two different projects, the amendment is classified as a major one per the adopted MATPB procedures for amending the TIP. Major amendments require a notice and comment period and a public hearing as is done for the annual update to the TIP. The following is the date and location of the public hearing on the proposed TIP amendment:

**Public Hearing**  
Wednesday, June 19 at 6:30 p.m.  
Madison Water Utility  
119 E. Olin Avenue, Conference Rooms A-B

Written comments or concerns regarding the TIP amendment must be submitted in writing by 4 p.m. on Wednesday, June 19 or submitted at the public hearing. Please address written comments to the MATPB office or email them to MATPB staff at [wschaefer@cityofmadison.com](mailto:wschaefer@cityofmadison.com).

The MATPB anticipates taking action on the TIP amendment following the public hearing unless the board receives comments expressing concerns about the amendment prior to or at the hearing in which case action could be delayed.

Please feel free to contact me (PH: 266-9115; Email: [wschaefer@cityofmadison.com](mailto:wschaefer@cityofmadison.com)) if you have any questions.

Enclosure

cc: Joe Parisi, Dane Co. Executive (email)  
MPO Policy Board and CC list (email)  
MPO Technical Committee and CC list (email)  
MPO Citizen Advisory Committee (email)  
Dane County Supervisors in MPO PL Area (email)  
City of Madison Alders (email)

Michael Erickson, WisDOT SW Region (email)  
Arthur Sommerfield, WisDOT SW Region (email)

PROJECT LISTINGS FOR AMENDMENT NO. 3 TO THE 2019-2023 TRANSPORTATION IMPROVEMENT PROGRAM  
(Cost in \$000s)

Primary Jurisdiction/ Project Sponsor	Project Description	Cost/ Type	Jan-Dec 2019			Jan-Dec 2020			Jan-Dec 2021			Jan-Dec 2022			Jan-Dec 2023			Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	
<b>STREET/ROADWAY PROJECTS</b>																		
WisDOT	W. AND S. BELTLINE (USH 12/14/18/151) Madison - Cambridge Whitney Way to I-39/90 Roadway resurfacing, drainage system improvements, partial or full reconstruction of median barrier wall, and possible new ITS infrastructure improvements (10.4 miles)	PE ROW CONST  TOTAL	8,720	2,180		10,900	38,528	9,632	48,160	38,528	9,632	48,160	Continuing					1206-06-08, -78, -79 Construction anticipated for CY 2019; WisDOT approval required. Design \$ obligated in 2018. Roadway resurfacing between Whitney Way and I-39/90. ITS facilities improvements bet Whitney Way and Verona Road. -43, -45, -46, -47, -48, -49, -70, -71, -72, -73, -75, -76, -78, -79, -81, -84, -86, -87, -88, -89, -94, -95, -96, -97, -98, -99; 1007-12-74, -75, 76, 79, 80; 1007-11-01, -24, -25, -40, -41, -43, -70 thru -77, -79, -80 thru -82, -88, -89 -91 thru -99 Const. scheduled out thru 2022. Some const. on advanceable list. Design phase ongoing thru 2020. Mostly in outer Dane & Rock Cty. Financial constraint being handled at state level.
X*	INTERSTATE 39/90 S. Beltline (USH 12/18) to Rock County Line Reconstruction and expansion from 4 to 6 lanes lanes with associated reconstruction of bridges and interchanges, including the S. Beltline interchange.	PE ROW UTIL CONST  TOTAL	26,762	31,446	59,208	31,105	8,234	39,339	914	914	914	914	Continuing					5370-03-85 Various locations in Dane County. Some locations located outside of Planning Area. Site WI-18-100, 101, 102, 103A, 104, 105, 106 - STH 14, Site WI-18 - STH 69; Site WI-18 132 - STH 92; site WI-18 -183 USH 12.
111-11-029	USH 14/ STH 69/ STH 92/ Beltline (USH 12/14) Dane County 2018 FLOOD Event August 2018 ST HWY Flood Sites FLOOD - 2018 - 2019 Emergency Repairs Roadways and Bridges (24 mi.)	PE ROW UTIL CONST  TOTAL	26,762	31,446	59,208	31,105	8,234	39,339	914	914	914	914	Continuing					5490-00-33, -63 Construction anticipated in 2024. Construction advanceable to 2022.
NEW	STH 30 City of Madison, STH 30 Fair Oaks Avenue to Interstate 39/90 Ramp Mill and Overlay, Concrete Joint Repair (2.4 mi.)	PE ROW UTIL CONST  TOTAL	125	31	156	Continuing			1,428	357	1,785	1,428	357	1,785				
111-19-24			125	31	156				NHPP			NHPP						



# I-39/90 & US 12/18 Beltline Interchange

## Preferred Alternative Summary



**Purpose:** The purpose of the I-39/90 and US 12/18 (Beltline) Interchange project is to accommodate I-39/90 traffic levels with a focus on safety issues that affect interstate travel through the US 12/18 interchange and to ensure compatibility with the I-39/90 reconstruction project south of US 12/18 to the Illinois State Line.

**Needs:** Four components make up the need for the Beltline Interchange project.

1. Safety Issues
2. Interchange Traffic and Operations as they would affect I-39/90
3. Interchange Geometrics
4. Connection to the I-39/90 Project from south of the Beltline Interchange to the Illinois State Line

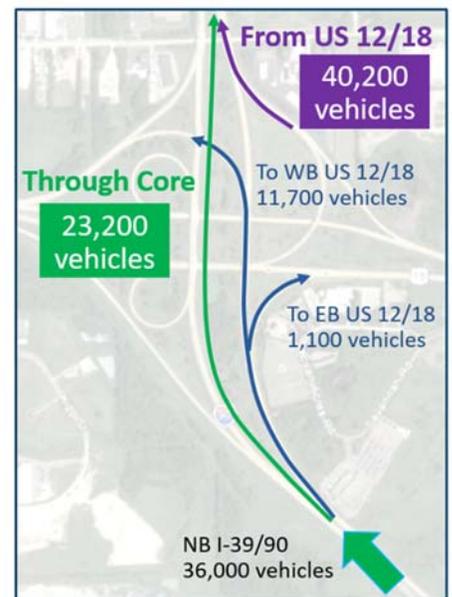
The needs for the Beltline Interchange project are inclusive to all needs within the project termini. **It is not WisDOT and FHWA’s intention to address all project needs within the project termini. Needs will be addressed within the Beltline Interchange traffic operations area of influence as well as any needs on US 12/18 as they impact safety and operations on I-39/90.** The alternatives development focused on satisfying the purpose of the Beltline Interchange project.

### Information Related to the Beltline Interchange Project

- WisDOT plans to improve the Beltline Interchange as part of the ongoing I-39/90 Expansion Project.
- The Interstate is currently under construction and is being expanded from four to six lanes between the Illinois State Line and the Beltline Interchange near Madison.
- The core of the interchange is the area of I-39/90 between the northbound ramps going to the Beltline and the northbound ramps coming from the Beltline. The proposed core is more than one mile long.

### Unique Traffic Patterns at the Beltline Interchange

- Northbound traffic approaching the Beltline interchange is anticipated to be 36,000 vehicles per day by the year 2040.
- Madison is a major destination for Interstate travelers. WisDOT expects one-third of northbound vehicles on the Interstate to exit at the Madison Beltline each day, leaving a lower volume of traffic in the core.
- Approximately 23,200 vehicles per day will travel northbound through the core of the interchange.
- What’s unique about the Beltline Interchange is that the daily traffic volume on I-39/90 within the core is significantly lower than the daily traffic volume on the ramp from the Beltline.
- The ramp from the Beltline onto I-39/90 northbound is anticipated to carry 40,200 vehicles per day by the year 2040, which is 73% more traffic than on I-39/90 traveling through the core of the interchange.
- Today, traffic volumes on the Beltline on-ramp are higher than I-39/90 at almost all hours of the day, even on Friday afternoons in the summer.



**Daily Traffic Volumes – BIC Core**

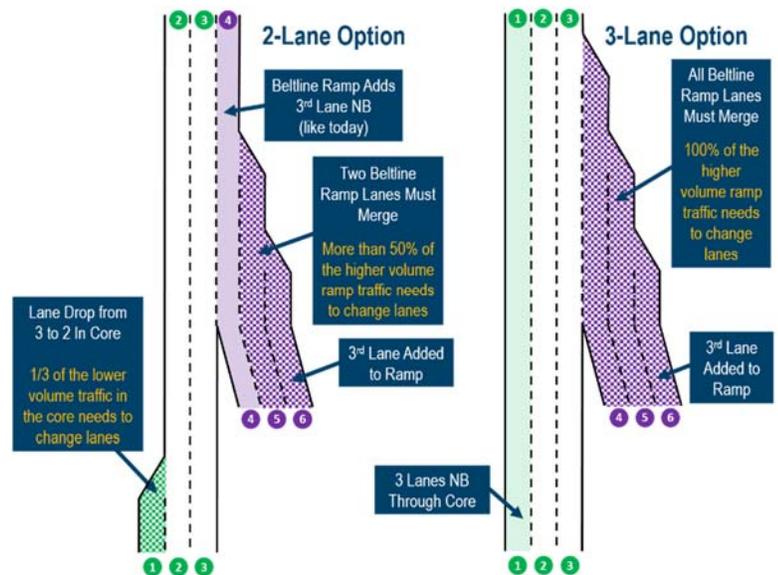
### Alternatives Considered for the Beltline Interchange

#### Southbound

- Based on the purpose and need of the project, three lanes will be built along southbound I-39/90 through the core of the interchange. The two existing lanes will remain in place with a third lane added to the inside along with a new 12-foot shoulder and concrete median barrier.
- A dedicated exit-only lane will also be added to southbound I-39/90 near the exit ramp to westbound US 12/18.

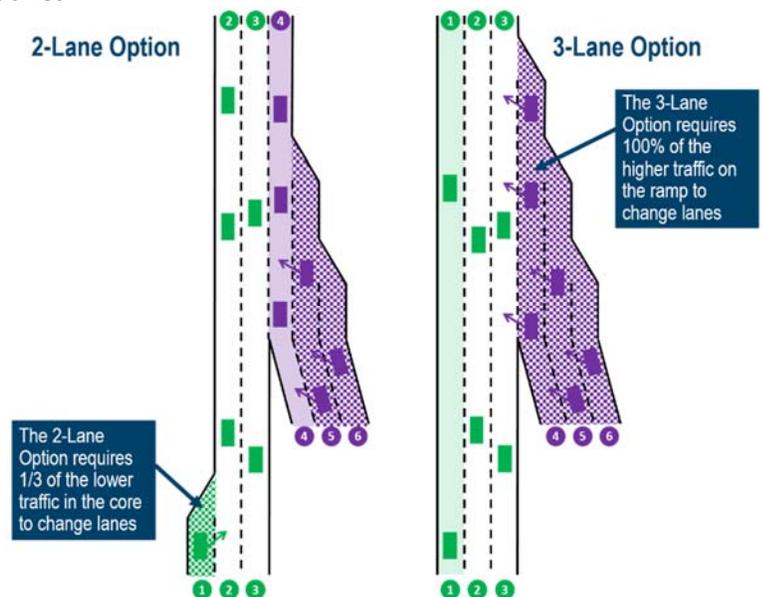
## Northbound

- WisDOT is considering alternatives for two or three lanes northbound through the core of the interchange.
- The two-lane interchange improvement option carries three lanes of I-39/90 past the off-ramp to the Beltline and drops one lane in the core, prior to the northbound on-ramp from the Beltline. With this option, a third through lane is added back to the Interstate from the Beltline on-ramp, like it does today. The on-ramp will also have an extended acceleration lane.
- The three-lane interchange improvement option carries three lanes of I-39/90 through the core of the Beltline Interchange. With this option, all three proposed lanes of the higher volume on-ramp from the Beltline merge into I-39/90.
- The alternative that drops from three lanes to two lanes within the core is being considered as the preferred alternative because of its operational benefits. Normally, a single travel lane can accommodate about 2,000 vehicles in an hour before reaching capacity. On I-39/90, in the core of the Beltline Interchange, 2,165 vehicles per hour are anticipated during a summer Friday afternoon in the year 2040. These 2,165 vehicles only require two lanes of traffic – and with plenty of capacity to spare. There is a need for three lanes south of the Beltline, but between the on and off ramps in the core of the interchange, there is only demand for two lanes.
- For both alternatives, the northbound I-39/90 to westbound US 12/18 exit ramp is to be reconstructed as a right-side exit and combined with the exit to eastbound US 12/18.



## Safety Consideration for the Beltline Interchange Alternatives

- The most significant reason for dropping a lane in the core of the interchange, aside from the lack of traffic demand, is to improve the overall safety of the interchange. More vehicles required to change lanes often means more crashes.
- If two lanes continue through the core of the interchange, total traffic on the Interstate and the northbound on-ramp from the Beltline will make a minimum of approximately 36,000 lane changes per day.
- If three lanes travel through the core of the interchange, total traffic on the Interstate and the northbound on-ramp from the Beltline will make a minimum of approximately 68,500 lane changes per day, about 90% more than the two-lane option.
- Why the large difference? If there are three lanes of travel through the core of the interchange, the higher traffic volume – which is on the ramp, not the interstate – is required to merge at least one lane, and sometimes up to three lanes.



## Summary

- At first glance, it might not seem like a good idea to drop a lane in the middle of an interchange, only to add another lane a few thousand feet later. Know that WisDOT considered the traffic and safety impacts of each alternative, and after thorough analysis and evaluation of each option, WisDOT determined that the two-lane alternative was the safest and most efficient of the alternatives considered.
- For more information, visit the project website at <https://projects.511wi.gov/i-39-90/us1218-beltline/>.

**MATPB (MPO) Agenda Cover Sheet**  
**June 19, 2019**

**Item No. 6**

**Re:**

Presentation on East-West Bus Rapid Transit Corridor (BRT) Study

**Staff Comments on Item:**

The Madison East-West BRT Planning Study is being led by City of Madison Transportation in coordination with Metro Transit and MATPB. The lead consultant for the study is AECOM. The study follows up a BRT feasibility study in 2013 that was led by MATPB and additional evaluation conducted by the interagency staff team, which resulted in a recommendation to pursue a project in the east-west corridor. The purpose of this study is to identify and evaluation a transit investment alternative for implementation within the corridor, which runs between the East and West Towne malls through the Isthmus.

At the conclusion of the study this fall, the City of Madison will recommend a “locally preferred alternative (LPA)” that meets the purpose and need for the project and will be competitive for funding through the Federal Transit Administration Small Starts capital funding program. An application to FTA will be made to enter project development and begin more detailed design work prior to submitting a construction grant application.

For more information, see the project website at the following link:

[Madison BRT](#)

**Materials Presented on Item:**

None. The presentation slides will be made available to the board after the meeting.

**Staff Recommendation/Rationale:**

For informational purposes only.

**MATPB (MPO) Agenda Cover Sheet**  
**June 19, 2019**

**Item No. 7**

**Re:**

Resolution TPB No. 154 Approving Amendment #3 to the 2019-2023 Transportation Improvement Program

**Staff Comments on Item:**

The TIP amendment, which was requested by WisDOT, makes modifications to the Beltline (Whitney Way to Interstate) resurfacing and Interstate 39/90 expansion projects, revising their scope and adding funding. A second pavement overlay is being added to the Beltline project in 2021 along with drainage improvements and reconstruction of the barrier wall. Funding is being added to the Interstate project for the reconstruction of the Beltline-Interstate interchange. These project revisions qualified this as a major amendment, requiring a public notice and hearing.

The amendment also includes the addition of some other projects, two of which were included in the TIP amendment hearing notice, and a revision to another one. The new projects are: (1) flood related emergency repairs on roadways and bridges at various locations; (2) STH 30 (Fairs Oaks Ave. to Interstate ramps), concrete joint repairs and resurfacing; (3) USH 151/E. Washington Ave. (Blair St. to E. Springs Dr.), installation of adaptive signal and detection system; (4) USH 12 (CTH AB Intersection), construction of U turn to improve safety; (5) USH 12 (Millpond Rd. Intersection), construction of U turn to improve safety; and (6) Interstate 39/90 (Beltline to STH 30), concrete pavement repair. The USH 18/151 (Verona Rd.) (Raymond Rd. to McKee Rd.) project is being revised to add an emergency flood repair project.

No comments have been received to date on the TIP amendment. As previously noted, the MPO's technical committee recommended approval of the major TIP amendment.

**Materials Presented on Item:**

1. Resolution TPB No. 154 Approving Amendment #3 to the 2019-2023 TIP (including attachments)

**Staff Recommendation/Rationale:**

Staff recommends approval.

## **Resolution TPB No. 154**

### **Amendment No. 3 to the 2019-2023 Transportation Improvement Program for the Madison Metropolitan Area & Dane County**

**WHEREAS**, the Madison Area Transportation Planning Board (MATPB) – An MPO approved the *2019-2023 Transportation Improvement Program for the Madison Metropolitan Area & Dane County* on October 3, 2018; and

**WHEREAS**, MATPB adopted TPB Resolution No. 151 on March 6, 2019, approving Amendment No. 1, and adopted TPB Resolution No. 153 on April 3, 2019, approving Amendment No. 2; and

**WHEREAS**, the Madison Metropolitan Planning Area transportation projects and some transportation planning activities to be undertaken using Federal funding in 2019–2022 must be included in the effective TIP; and

**WHEREAS**, a major amendment is needed to modify the scope and cost/funding of the federally funded Beltline (USH 12/14/18/151) (Whitney Way to I-39/90) Roadway Resurfacing project, adding a second resurfacing in 2021, drainage system improvements, and reconstruction of the median barrier; and

**WHEREAS**, this maintenance work is independent of, but would permit WisDOT to implement Beltline Dynamic Part-Time Shoulder Use (DPTSU), a concept currently being investigated and discussed with law enforcement and first responder agencies that would allow traffic to use the inside shoulder during weekday peak periods and at other times, such as during special events, when the Beltline is congested; and

**WHEREAS**, a major amendment is also needed to modify the scope and cost/funding of the federally funded Interstate 39/90 (South Beltline/USH 12/18 to Rock County Line) Reconstruction and Capacity Expansion project, adding funding for the reconstruction of the Beltline-Interstate interchange in 2019-'20; and

**WHEREAS**, the amendment also adds the following federally funded projects:

- Interstate 39/90 (South Beltline/USH 12/18 to STH 30), Concrete Pavement Repair project
- USH 12 (Buckeye and Millpond Rd. Intersections), Safety improvements creating a J Turn at the intersections
- Flood-related emergency repairs on roadways and bridges at various locations on USH 14, STH 69, STH 92, the Beltline (USH 12/14), and on USH 18/151 (Verona Road) (Raymond Road to McKee Road)
- STH 30 (Fair Oaks Avenue to Interstate Ramps), Concrete Joint Repairs and Resurfacing project; and

**WHEREAS**, the amendment adds the state funded USH 151/East Washington Avenue (Blair Street to East Springs Drive) Adaptive Signal & Detection System project; and

**WHEREAS**, the amendment modifies the USH 18/151 (Verona Rd.) (Raymond Rd. to CTH PD) reconstruction and expansion project to add emergency flood repair work in 2019; and

**WHEREAS**, the TIP amendment will not affect the timing of any other programmed projects in the TIP and the TIP remains financially constrained as shown in the attached revised TIP financial table (Table B-2); and

**WHEREAS**, the MPO's public participation procedures for major TIP amendments was followed for these changes, including an official notice and comment period and holding a public hearing on June 19; and

**WHEREAS**, the new and revised projects are consistent with the *Regional Transportation Plan 2050 for the Madison Metropolitan Area*, the long-range regional transportation plan for the Madison Metropolitan Planning Area adopted in April 2017:

**NOW, THEREFORE, BE IT RESOLVED** that the MATPB approves Amendment No. 3 to the *2019-2023 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project additions and revisions as shown on the attached TIP amendment project listing table:

1. **REVISE** the Beltline (USH 12/14/18/151) (Whitney Way to Interstate 39/90) Resurfacing Project on page 27 of the Street/Roadway Projects section, adding a second resurfacing in 2021, improvements to the drainage system, and reconstruction of the median barrier, increasing federal NHPP funding, and revising the total project cost.
2. **REVISE** the Interstate 39/90 (South Beltline/USH 12/18 to Rock County Line) Reconstruction and Capacity Expansion Project on page 28 of the Street/Roadway Projects section, revising the project description to include reconstruction of the Beltline-Interstate interchange in 2019-'20, increasing federal NHPP funding, and revising the total project cost.
3. **ADD** the Interstate 39/90 (South Beltline/USH 12/18 to STH 30) Concrete Pavement Repair Project to page 28 of the Street/Roadway Projects section.
4. **ADD** the USH 12 (CTH AB/Buckeye Road Intersection) Safety Improvements Project to page 28 of the Street/Roadway Projects section.
5. **ADD** the USH 12/Millpond Road Intersection Safety Improvements Project to page 28 of the Street/Roadway Projects section.
6. **ADD** the USH 14, STH 69, STH 92 and Beltline (USH 12/14) Flood-Related Emergency Relief (ER) Repairs Project to page 29 of the Street/Roadway Projects section.
7. **REVISE** the USH 18/151 (Verona Road) (Raymond Road to McKee Road/CTH PD) Reconstruction and Capacity Expansion Project on page 30 of the Street/Roadway Projects section, adding federal flood-related Emergency Relief (ER) funding, and revising the total project cost.
8. **ADD** the USH 151/East Washington Avenue (Blair Street to East Springs Drive) Adaptive Signal & Detection System Project to page 30 of the Street/Roadway Projects section.
9. **ADD** the STH 30 (Fair Oaks Avenue to Interstate Ramps) Concrete Joint Repairs and Resurfacing Project to page 3 of the Street/Roadway Projects section.

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Date Adopted

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Mark Opitz, Chair  
Madison Area Transportation Planning Board



**PROJECT LISTINGS FOR AMENDMENT NO. 3 TO THE 2019-2023 TRANSPORTATION IMPROVEMENT PROGRAM  
(Cost in \$000s)**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost/ Type	Jan-Dec 2019				Jan-Dec 2020				Jan-Dec 2021				Jan-Dec 2022				Jan-Dec 2023				Comments
			Fed	State	Local	Total																	
WisDOT NEW *	STH 30 City of Madison, STH 30 Fair Oaks Avenue to Interstate 39/90 Ramp Mill and Overlay, Concrete Joint Repair (2.4 mi).	PE ROW UTL CONST	125	31		156	Continuing				Continuing				Continuing								5490-00-33, -63
111-19-27		TOTAL	125	31		156													1,428	357		1,785	Construction anticipated in 2024. Construction advanacable to 2022.
			NHPP																NHPP				

**Table B-2**  
**Summary of Federal Funds Programmed (\$000s) and Those Available in Year of Expenditure Dollars**  
**in the Madison Metropolitan Planning Area**

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2019	2020	2021	2022	2023*	2019	2020	2021	2022	2023*
Federal Highway Administration	National Highway Performance Program	44,984	37,021	38,973	2,813	1,528	44,984	37,021	38,973	2,813	1,528
	Bridge Replacement and Rehabilitation	900	0	0	0	0	900	0	0	0	0
	Surface Transp. Block Grant Program - Madison Urban Area	7,101	4,185	12,886	181	186	7,101	4,185	12,886	181	unknown
	Surface Transp. Block Grant Program - State Flexibility	265	0	0	2,189	2,226	265	0	0	2,189	2,226
	Surface Transp. Block Grant Program - Transp. Alternatives	2,105	1,600	1,389	0	0	2,105	1,600	1,389	0	unknown
	Highway Safety Improvement Program	366	1,898	1,743	0	0	366	1,898	1,743	0	0
	Emergency Relief (ER) Funding for Flood Damage	770	0	0	0	0	770	0	0	0	0
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	7,974	7,587	8,025	7,808	7,850	7,974	7,587	8,025	7,808	7,850
	Sec. 5339 Bus & Bus Facilities	1,002	969	1,024	997	1,002	1,002	969	1,024	997	1,002
	Sec. 5337 State of Good Repair	1,001	968	1,023	996	1,001	1,001	968	1,023	996	1,001
	Sec. 5310 E/D Enhanced Mobility Program	268	0	0	0	0	268	302	308	314	320
	Sec. 5311 Rural Area Formula Program**	1,271	1,077	1,096	1,116	1,136	1,271	1,077	1,096	1,116	1,136
	Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program***	1,285	0	0	0	0	1,285	0	0	0	0

\* Fifth year of funding (2023) is informational only.

\*\* Wisconsin Employment Transportation Assistance Program (WETAP) grant projects

\*\*\* Carryover funding. Includes Transport 2020 Alternatives Analysis

Note: All state roadway projects using applicable funding sources (e.g., NHPP, STBG State Flexible, BR) are programmed through 2023. Local BR, STBG (BR), and STBG Rural projects are programmed through 2022. HSIP (other than annual small HES program) projects are programmed through 2022. Local STBG -Transp. Alternatives projects are programmed through 2022. Local STBG-Urban (Madison Urban Area) projects are programmed through 2022. Transit funding is not yet programmed and is based on needs and anticipated future funding levels (See also Table B-4 Metro Transit System Projected Expenses and Revenues). Programmed transit funding for 2019 excludes carryover projects for which the Federal funding is already obligated (except for the Alternatives Analysis and TIGER funding). Roadway and transit inflation rate @ 1.7% per year applied to expenses, except for the STBG-Urban program. The Interstate 39/90 (S. Beltline to Rock County Line) Reconstruction and Capacity Expansion project and USH 151 (CTH VV to STH 73) Resurfacing and Bridge Deck Overlay project are not included in the table since they are primarily located in Rock County and/or outer Dane County. Fiscal constraint for these projects is being handled at the state level.

# MATPB (MPO) Agenda Cover Sheet

## June 19, 2019

Item No. 8

**Re:**

Resolution TPB #155 Adopting Coordinated Public Transit – Human Services Plan for Dane County

**Staff Comments on Item:**

The Coordinated Public Transit – Human Services Transportation Plan has been prepared by MATPB staff with assistance from staff of Dane County Department of Human Services (DCDHS) and Metro Transit. It is an update to the prior plan 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 address strategies or activities included in the plan or needs identified in the plan.

The draft plan reviewed with the board at the last meeting was developed with input from a coordination meeting in 2018 that included a broad range of stakeholders and presentations given to the MPO Citizen Advisory Committee and Dane County Specialized Transportation Commission (STC). Another stakeholder meeting was held on June 4<sup>th</sup> 2019 to review the draft plan. The changes listed in the attached Change Sheet have been made to the draft document to respond to comments received at the meeting as well as other comments from Dane County Human Services and Metro Transit staff. A revised version of the Assessment of Transportation Gaps and Needs, and Strategies to Address Needs chapters incorporating these changes is also attached, along with the adopting resolution.

The complete final draft 2019-2023 Coordinated Plan incorporating the revisions can be viewed at: [http://www.madisonareampo.org/planning/documents/2019\\_Coordinated\\_Plan\\_RevDraft\\_web.pdf](http://www.madisonareampo.org/planning/documents/2019_Coordinated_Plan_RevDraft_web.pdf)

Approval of the plan by the Dane County STC is scheduled for June 20.

**Materials Presented on Item:**

1. Assessment of Transportation Gaps and Needs, and Strategies to Address Needs chapters of the Plan incorporating proposed changes to the draft document
2. Resolution TPB No. 155 adopting the Coordinated Plan
3. Change Sheet, dated June 13, 2019, listing the proposed substantive changes to the draft plan.

**Staff Recommendation/Rationale:**

Staff recommends approval of the draft plan with changes listed in the Change Sheet dated 6/12/19. The plan has been developed with input from Dane County Human Services, Metro Transit, and key stakeholder groups and incorporates the feedback received.

# Assessment of Transportation Gaps and Needs

Through coordination with Dane County Human Services (DCDHS), 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. The County Elderly and Disabled Transportation Assistance program (85.21) provides counties with financial assistance to provide transportation services to seniors and individuals with disabilities. As the aging population continues to increase, maintaining or increasing the 85.21 funding levels will be vital to continue to meet the needs of the seniors and people with disabilities in Dane County.

### Affordability for Users

There are many DCDHS programs that provide affordable and accessible transportation options, as described in the previous chapter. Increased awareness of these programs can help extend the reach of these cost effective transportation options to more eligible participants.

Providing fare assistance for people to use existing public transit, specialized transit, taxi, or other services is an additional 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.

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, coordinated through the Dane County Transportation Call Center. Continued funding is needed to maintain the Dane County Transportation Call Center. Improved information on specialized transportation services would help new and occasional users utilize the programs.

Dane County and Metro Transit work closely together to ensure that changes in eligibility do not result in unexpected eligibility gaps for riders; however, with the implementation of Family Care in Dane County in 2018, transportation brokerages are increasingly contracting with other transportation providers rather than with Metro Transit which makes this coordination between programs much more challenging.

Medical transportation to hospitals and medical centers 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 and cancer treatment trips are particularly difficult to coordinate, given the frequent nature and duration of the treatment visits. Incentives are needed for dialysis centers to coordinate schedules for patients who live close to each other. Additionally, 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 traveling 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

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

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.

Land use planning plays a critical factor in where new facilities, including senior housing, medical facilities, shopping centers and new employment opportunities are located. There is a continued need for public transit and specialized transportation providers to collaborate with planning commissions to help ensure that new development can be served by public transportation options.

## Service Needs

### Coverage Area

Fixed-route bus service offers transit-dependent riders the greatest range of mobility options, often at the most affordable price. The urban portion of the Madison area is well served by fixed route bus service; however, the more suburban Dane County communities either have limited or no bus service, including Cottage Grove, DeForest, Fitchburg, McFarland, northern Middleton, Waunakee, Sun Prairie, and the far southwest side of Madison. Regional connections to Stoughton, Oregon, Belleville, and Mt. Horeb, as well as surrounding counties are needed. Better integration of transfers and connections between systems is also needed. In smaller communities, publicly subsidized accessible shared-ride taxi service is often the most efficient form of public transportation. Sun Prairie and Stoughton currently offer 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.

Transit-dependent individuals who are not within the Metro fixed-route bus service area, or those with mobility or cognitive impairments which limit access to fixed-route bus service must rely on specialized transportation options. Metro Paratransit provides paratransit service for individuals with disabilities within ¾ miles of a Metro fixed-route corridor, who cannot use the fixed-route service, under the Americans with Disabilities Act (ADA) requirements.

Additional specialized transportation trips are needed for areas that are outside Metro's service area, particularly in the rural portions of Dane County and the peripheral or suburban areas listed above. Dane County's group ride programs (GAS and RSG) are an effective way to meet the basic day-to-day needs of seniors and people with disabilities. Additional shopping and nutrition trips would improve options for seniors and people with disabilities, however service area boundaries currently limit the destinations that can be served.

### Service Hours

For those living within the Metro service area, many residential and employment areas have only limited service or peak-period-only commuter service, and they lack off-peak, weekend, and paratransit service. The public shared-ride taxi services in Stoughton and Sun Prairie also have limited late night hours. The lack of night service makes access to 2nd and 3rd shift employment opportunities difficult.

### Travel Times

Excessive travel time may make certain trips impracticable. For those using the fixed-route bus system, a mid-day, weekend, or evening commute across Madison may require multiple transfers and take over an hour. For riders with a physical or cognitive impairment, a specialized transportation trip of excessive duration may present additional complications and result in barriers to transportation.

### Scheduling

Metro Paratransit service, and other accessible specialized transportation services, and NEMT rides require at least one-day advanced reservation. There is a need for flexible, short-notice rides, especially for medical appointments.

Often passengers are given a window of time for when pickup will occur, and the driver will only wait a set amount of time for the passenger to arrive at the vehicle. For those with mobility challenges, the wait time may not be long enough for them to make it out to the vehicle, resulting in a missed ride.

### Reliability

Reliability is one of the most important factors for those relying on public and specialized transportation, and is one of the top complaints that Metro Paratransit receives. The failure of a ride to show up or a canceled trip can result in the rider missing important appointments that are often difficult to reschedule. For those depending on public transportation to get to work, any disruption in the schedule may result in the employee not getting to work on time and limit their employment opportunities.

## Other Service Needs

The implementation of Family Care in Dane County in 2018 has resulted in a variety of new and emerging transportation challenges for service providers, transportation providers, and enrolled participants. Many providers have reported that enrollees in Family Care have experienced a reduction in transportation service level, particularly for social and work-related trips. As the implementation of Family Care progresses, additional service needs may emerge.

A service gap exists for residents of residential care facilities. Eligibility requirements for many DCDHS transportation programs preclude serving those who do not live in their own home or apartment; while some residential facilities are equipped with vehicles to provide trips for their residents, many are not, leaving those residents with limited transportation options which often require relying on family or costly private transportation services.

## Vehicle Needs

Light-duty transit vehicles typically last about five to seven years, necessitating routine vehicle procurements to maintain the existing level of service. Where the service population is increasing, expanding the fleet may also be necessary in maintaining the existing level of service. Hybrid diesel-electric and alternative-fueled vehicles should be prioritized to help achieve sustainability goals.

The limited number of wheelchair-accessible vehicles can result in long waits at certain peak times, leading to capacity and service reliability challenges. Private taxi service can help fill the service gap for short-notice same day service, however Union Cab is the only wheelchair-accessible on-demand taxi service in the area; other cab companies only serve ambulatory passengers. Funding is needed to purchase new accessible vehicles, as well as to training drivers on how to operate the accessible vehicles.

One major challenge facing transportation providers currently is a shortage of drivers. In many instances vehicles may be available to provide service, however there are not enough drivers to operate them, particularly during peak demand periods. There is also a need for more driver training on how to operate the accessible vehicles and how to provide service to people with a mobility impairment.

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 determinate 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

Madison Metro's bus garage is at full capacity, which limits any expansion of Metro service and creates the need for a new satellite facility.

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. Technology is also an asset to mobility management. Call centers and volunteer driver programs collect and organize data to efficiently dispatch riders and complete mandatory data for funding reports.

One challenge that technology introduces is a learning curve for adoption. Training is needed to help providers and riders learn how to use different software applications. The wide range of software applications available can also lead to integration challenges between systems. Additionally, seniors, people with disabilities, and low-income individuals may lack access to the internet, making it important to maintain traditional methods of communication and coordination.

# 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 where public transportation is not available to meet need		
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 greater stakeholder involvement in the coordination process, particularly from education and healthcare providers and residential care facilities.		
Strategies to Address Service Needs			
Service	Expand public transit service area, hours, and frequency		
	New regional fixed-route bus service		
	Develop Bus Rapid Transit (BRT) service		
	Additional scheduled group transportation service		
	Continue and increase transportation to work options		
	Continue to provide mileage reimbursement for RSVP drivers		
	Expand and increase shared-ride taxi services		
Strategies for Addressing Vehicle Needs			
Vehicles	Replace vehicles as necessary		
	Add accessible vehicles for eligible shared-ride taxi systems		
	Add accessible vehicles for eligible non-profits without duplicating existing transportation services in Dane County		
	Investigate feasibility of creating a vehicle pool to allow a greater availability of affordable, accessible vehicles for non-profit organizations and agencies		
	Investigate feasibility of creating county-wide driver training opportunities		

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, dispatching, mandatory data collection, 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

Tier 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 locals paying 20 percent. Mobility management projects are also eligible. 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.

**Resolution TPB No. 155**

**Adopting the 2019-2023 Coordinated Public Transit – Human Services Transportation Plan for Dane County**

**WHEREAS**, the Coordinated Public Transit – Human Services Transportation Plan for Dane County (Coordinated Plan) is a strategic plan to identify service needs, coordination issues, and implementation strategies related to public transit systems, paratransit, shared-ride taxi services, and specialized transportation services throughout Dane County; and

**WHEREAS**, projects funded with federal Section 5310 Transportation for Elderly Persons and Persons with Disabilities program grants must be identified or meet specific needs identified in the Coordinated Plan; and

**WHEREAS**, the Coordinated Plan is generally updated every five years by the Madison Area Transportation Planning Board – a Metropolitan Planning Organization (MPO) in cooperation with Metro Transit, Dane County Department of Human Services, and other providers of transit and specialized transportation services and human services; and

**WHEREAS**, the *2019-2023 Coordinated Public Transit – Human Services Transportation Plan for Dane County* has been developed by MATPB in cooperation with Metro Transit, Dane County, and other providers of transit and specialized transportation, within the framework of MATPB’s existing *2013-2017 Transit Development Plan for the Madison Urban Area* and the *Regional Transportation Plan 2050 for the Madison Metropolitan Area*; and

**WHEREAS**, the Coordinated Plan was developed through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public, meeting federal requirements in 49 United State Code (U.S.C.), Section 5310 and associated regulations and guidance; and

**WHEREAS**, the Coordinated Plan includes: (1) an assessment of available services; (2) an assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes; (3) strategies, activities, and projects to address the identified gaps between current services and needs; and (4) priorities for implementation; meeting the requirements of FTA Circular 9070.1F:

**NOW, THEREFORE BE IT RESOLVED** that the Madison Area Transportation Planning Board – An MPO adopts the *2019-2023 Coordinated Public Transit – Human Services Transportation Plan for Dane County*, dated June 2019, which incorporates the changes to the draft Coordinated Plan in the Changes/Corrections sheet dated June 13, 2019 as a framework to guide transit and specialized transportation service improvements and coordination strategies and to serve as a basis for prioritizing projects for funding under the Section 5310 program, other applicable federal transit programs, and other available state and local funding.

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Date Adopted

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Mark Opitz, Chair,  
Madison Area Transportation Planning Board

**Changes to May 2019 Draft Coordinated Public Transit – Human Services Plan  
June 13, 2019**

**Public Transit Services in Dane County**

- Pg 13:** The “Transportation Policy and Planning Board” was added as an oversight committee of Metro Transit. “The vast majority are low-floor buses” was replaced with “All buses are wheelchair accessible, equipped with low-floors and ramps.”
- Pg 17:** The second paragraph was replaced with information about Metro Paratransit in-person eligibility assessments that was previously included on page 28.
- Pg 20:** The total number of calls handles by the Transportation Call Center in 2018 was revised from 6,149 to 6,419.
- Pg 20:** The Travel Training section was replaced with updated information from the Dane County Department of Human Services (DCDHS).
- Pg 21:** A reference to Figure 16 (map titled “Dane County Geographical Areas”) showing the ten geographic areas that are served by the Rural Senior Group Transportation Service Program was added. Figure 16 was moved from page 21 to page 22.
- Pg. 23:** “Retired Senior Volunteer Driver Escort” was changed to “Retired Senior and Volunteer Program.”
- Pg. 23:** “Veteran’s Transportation” was changed to “Other Veteran Transportation.” “The Veteran’s Transportation program provides veterans with rides to needed appointments and services, regardless of their discharge or disability status” was changed to “DryHootch provides veterans with rides to needed appointments and services, regardless of their age, discharge, or disability status.”
- Pg. 25:** “Non-Profit Organizations” replaced the section on the Dane County Aging and Disability Resource Center (ADRC). The “Non-Profit Organizations” section includes information about the ADRC, and added “There are many non-profit organizations within Dane County that provide transportation services, including community centers, residential care facilities, faith-based organizations, and vocational organizations. These services are typically limited to a specific client or member base.

**Assessment of Transportation Gaps and Needs**

- Pg 27:** Discussion about the need for funding for a new Madison Metro satellite bus garage was moved to the “Infrastructure Needs” section on page 32.
- Pg 27:** Language about the importance of maintaining 85.21 funding for counties was added.
- Pg 27:** Under “Affordability for Users” language was added about the need to increase awareness of the many DCDHS transportation programs that offer affordable transportation options to eligible participants.
- Pg 29:** Continued outreach to facilitate the consideration of transportation and mobility needs during the land use planning process was added to the “Outreach” section.
- Pg 29:** The “Service Needs” section on pages 29-31 was rewritten, and recategorized in “Coverage Age, Service Hours, Travel Times, Scheduling, and Reliability” subcategories.
- Pg 31:** Information about the shortage of drivers that transportation providers are currently facing was added.

**Pg. 32:** “One challenge that technology introduces is a learning curve for adoption. Training is needed to help providers and riders learn how to use different software applications. The wide range of software applications available can also lead to integration challenges between systems. Additionally, seniors, people with disabilities, and low-income individuals may lack access to the internet, making it important to maintain traditional methods of communication and coordination” was added to the “Technology Needs” section.

### **Strategies to Address Needs**

**Pg. 33:** “Where public transportation is not available to meet need” was added to “Continue to provide financial assistance for low-income individuals to purchase or repair a vehicle for employment transportation.”

**Pg. 33:** “Residential care facilities” was added to the strategy to seek greater stakeholder involvement in the coordination process.

**Pg. 33:** Adding vehicles for eligible non-profits and shared-ride taxi systems was split into two strategies. Language about not “duplicating existing transportation services in Dane County” was added to the additional vehicles for non-profits strategy.

**Pg. 33:** “Investigate the feasibility of creating county-wide driver training opportunities” was added as a strategy under the “Vehicles” category.

**Pg. 34:** “Mandatory data collection” was added to the strategy to “Maintain or add software” under the “Technology” category.

# MATPB (MPO) Agenda Cover Sheet

## June 19, 2019

Item No. 9

**Re:** Resolution TPB No. 156 Amending the Program Management and Recipient Coordination Plan for the Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) Program for the Madison Urbanized Area

### Staff Comments on Item:

The Federal Transit Administration's Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) Program provides funding to local governments, non-profit organizations, and operators of public transportation (which may receive a grant indirectly) for projects that remove barriers to transportation service or expand transportation mobility options that go beyond required ADA complementary paratransit service. MPOs for large urban areas such as Madison receive an allocation of funding under the program and select projects for funding.

A Program Management and Recipient Coordination Plan (PMRCP) is required, which identifies the policies and procedures for administering the Section 5310 program. The current PMRCP was adopted by MATPB in 2014 when funding first became available to large MPOs. It outlines the division of responsibilities between Metro Transit and MATPB. Metro is the designated recipient (DR) of the funds, but MATPB prioritizes and selects the projects for funding. Metro Transit's DR responsibilities include applying to FTA for the program grants and handling all aspects of grant administration, including reporting to the FTA.

Among other things, the PMRCP includes the project selection criteria and process, which is in Section 4 of the document. As reviewed with the board at its last meeting, staff has proposed some revisions to the project selection criteria to make the scoring process more transparent and incorporate some other changes based on experience to date in scoring projects. The PMRCP is being amended to incorporate the new criteria.

The project evaluation process remains the same with staff using an evaluation panel of persons knowledgeable about specialized transportation and human services to assist in scoring the projects. Scores are then reviewed with the MPO's advisory committees and the MPO Board. There is an appeals process to comply with FTA guidance. Any appeals are sent to MPO staff one week prior to the MPO board meeting where the "program of projects" (list of projects to be funded) is approved as part of approval of the annual TIP update.

### Materials Presented on Item:

1. Resolution TPB No. 156 Amending the Section 5310 Program Management and Recipient Coordination Plan
2. Program Management and Recipient Coordination Plan

### Staff Recommendation/Rationale:

Staff recommends approval.

**Resolution TPB No. 156**

**Amending the Program Management and Recipient Coordination Plan for the Madison Urbanized Area's Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program**

**WHEREAS**, the Madison Area Transportation Planning Board (MATPB) – An MPO adopted Resolution TPB No. 84 on November 13, 2013, supporting designation of the City of Madison – Metro Transit as the recipient for federal Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funds with MATPB responsible for preparing the Program Management Plan (PMP) in coordination with Metro Transit, prioritizing and selecting projects for Section 5310 program funding, and preparing the annual Program of Projects (POP) as part of the Transportation Improvement Program process; and

**WHEREAS**, the Governor designated the City of Madison – Metro Transit as the recipient of Section 5310 Program funds for the Madison Urbanized Area via letter to the Federal Transit Administration (FTA) on December 9, 2013; and

**WHEREAS**, a Program Management Plan that describes policies and procedures for administering the Section 5310 program in the Madison area, including the division of responsibilities between Metro Transit and MATPB is required to be on file with FTA; and

**WHEREAS**, MATPB adopted Resolution TPB No. 85 on February 5, 2014 approving the *Program Management and Recipient Coordination Plan for the Madison Urbanized Area's Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program* as the required PMP; and

**WHEREAS**, MATPB adopted Resolution TPB No. 94 on September 3, 2014 amending the Madison Area PMP to add project selection criteria and a competitive process for selecting projects, which has been used since 2015; and

**WHEREAS**, the PMP needs to be amended again to reflect revisions to the project selection criteria designed to make project scoring more transparent and reflect experience to date with project evaluation and scoring:

**NOW, THEREFORE BE IT RESOLVED** that MATPB approves an amendment to the *Program Management and Recipient Coordination Plan for the Madison Urbanized Area's Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program*, revising Section 4 to reflect the new, revised project selection criteria and making other minor editorial changes to the document.

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Date Adopted

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Mark Opitz, Chair,  
Madison Area Transportation Planning Board



Program Management and Recipient Coordination Plan  
for the Madison Urbanized Area's Section 5310 Enhanced  
Mobility of Seniors and Individuals with Disabilities Program

Madison Area Transportation Planning Board – a Metropolitan Planning Organization (MPO)

and

City of Madison, Metro Transit

Adopted February 2014

Amended September 2014

Amended June 2019



## Table of Contents

1. Introduction.....	1
2. Summary of the Section 5310 Enhanced Mobility Program .....	3
3. Roles and Responsibilities .....	6
4. Project Selection Criteria and Process.....	8
5. Private Sector Participation.....	12
6. Civil Rights.....	13
7. Maintenance.....	16
8. Section 5310 Program Management.....	17
9. Project Monitoring and Reporting.....	19
10. Other Provisions .....	21
Appendix A – Recipient Designation Letter.....	23
Appendix B – MPO Board Resolution .....	24
Appendix C – References.....	25
Appendix D – Index of Program Management Plan Requirements .....	26
Appendix E – Acronyms and Abbreviations.....	26



# 1. Introduction

## Mobility Programs for Seniors and People with Disabilities under SAFETEA-LU

Under the previous federal transportation authorization legislation – the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) – there were two programs that were designed to enhance mobility for seniors and people with disabilities.

These programs were:

**Transportation for Elderly Persons and Persons with Disabilities (Section 5310)**, which provided federal funds to help private non-profit agencies purchase vehicles and other capital items to transport seniors and people with disabilities. In Dane County, past funding was used to purchase vans for non-profit organizations used for transportation for seniors.

**New Freedom Program (Section 5317)**, which provided federal funds to expand transportation mobility options for people with disabilities. MPOs in large urbanized areas exceeding 200,000 in population such as Madison (called Transportation Management Areas or TMAs) received a direct allocation of funding under the program. These funds were also distributed by WisDOT through a competitive application process coordinated with the MPO, and the funds could be used by private non-profit agencies, state and local governments, and public and private transportation operators for capital purchases and operating expenses associated with new services that went beyond the requirements of the Americans with Disabilities Act (ADA). Section 5317 funds were used to fund mobility management services for Dane County specialized transportation services and for funding new accessible vans and training and financial incentives for Union Cab drivers providing accessible cab rides.

## Consolidation of Programs under MAP-21

In July of 2012, a new federal transportation authorization bill was signed into law. The new law – Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) – combined the two programs (Transportation for Elderly Persons and Persons with Disabilities and New Freedom Program) to create the **Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310 program)**. This new program continues to enhance mobility for seniors and people with disabilities, and the activities that were eligible for funds under the former New Freedom Program are now eligible for Section 5310 funding.

Under SAFETEA-LU and previous legislation, Section 5310 program funds were apportioned to states for distribution to subrecipients. Another significant change instituted by MAP-21 is that Section 5310 program funds are apportioned to rural, small urban, and large urban areas. In large MPO areas (TMAs) such as Madison, the designated recipient must be designated by the state and responsible local officials. As a result, a local administration process needed to be developed by the Madison Area Transportation Planning Board (MATPB) – a Metropolitan Planning Organization (MPO) to allow the funds associated with the new program to be distributed in the Madison area.

Although MAP-21 consolidated the former Section 5310 and 5317 programs, it specifies that at least 55% of program funds be used for traditional capital projects for seniors and people with disabilities, including mobility management. The remaining funds (up to 45%) may be used for similar projects with fewer restrictions.

The most recent federal transportation authorization bill, the Fixing America's Surface Transportation (FAST) Act, adopted in 2015, continued the same structure and rules for the Section 5310 program.

## **Purpose of the Program Management and Recipient Coordination Plan**

The Program Management and Recipient Coordination Plan (PMRCP) is designed to identify the policies and procedures for administering the Section 5310 program in the Madison Urbanized Area. These policies and procedures are based on program requirements issued by the Federal Transit Administration (FTA).

Proposed Circular FTA C 9070.1G Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions provides guidance for Section 5310 projects. It covers project requirements, administration procedures, and other relevant components of the federal Section 5310 program. The PMRCP serves as a local companion to FTA C 9070.1G, describing the roles and mechanisms for carrying out policies and procedures in the Madison Urbanized Area, satisfying the FTA requirement for a Program Management Plan.

## **Summary of Roles and Responsibilities for Section 5310 Program in the Madison Urban Area**

The City of Madison – Metro Transit (Metro Transit) is the largest provider of public transportation in Dane County and the second largest public transit agency in Wisconsin. Metro Transit is the direct recipient for Section 5310 program funds. Metro Transit is also the designated recipient for other federal funds, such as Urban Area Formula (Section 5307) grants, and has the legal, financial, and staffing capabilities to receive and administer federal funds. As the designated recipient, Metro Transit is responsible for administering grant agreements, with subrecipients applying for federal funds, and satisfying documentation and reporting requirements.

The Madison Area Transportation Planning Board (MATPB) – A Metropolitan Planning Organization (MPO) serves as the MPO for Madison Urban Area in central Dane County. With a 2010 population of about 408,000<sup>1</sup>, the Madison Urban Area is a Transportation Management Area (TMA) as determined by the Federal Highway Administration (FHWA) and FTA. The MPO's role in the Section 5310 program is to select and prioritize projects for funding and prepare and maintain the PMRCP in cooperation with Metro Transit.

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<sup>1</sup> 2010 Census population within the Madison Urban Area as adopted by USDOT 6/11/2013 and by MPO 3/4/15  
Program Management and Recipient Coordination Plan

## 2. Summary of the Section 5310 Enhanced Mobility Program

The purpose of the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program is to:

...Enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

– FTA Section 5310 Fact Sheet

### **Designated Recipient**

The governor of each state or an official designee must designate a public entity to be the recipient for Section 5310 funds. The designated agency must have the requisite legal, financial, and staffing capabilities to receive and administer federal funds under this program. In many cases it is appropriate for the designated recipient (DR) for the Section 5310 program to be the same as the DR for Urbanized Area Formula (Section 5307) funds. Alternatively, the DR for the former Section 5317 program, the MPO, the state, or another public agency may be a preferred choice based on local circumstances. Up to 10% of the recipient's total fiscal year apportionment may be used to fund program administration costs.

The DR is primarily responsible for applying to FTA for Section 5310 grants on behalf of itself and/or subrecipient(s). In addition, the DR is responsible for the development of a Program of Projects (POP) which identifies the subrecipients and projects for which the recipient is applying for financial assistance. In the Madison Urbanized Area, the MPO will prepare the POP for submission to the FTA by the DR. In addition, the DR manages all aspects of grant distribution, including reporting to the FTA.

Metro Transit was identified as the most appropriate DR in the Madison Urbanized Area because of Metro staff's experience with similar federal funding programs, including the Urbanized Area Formula Program (Section 5307) and Bus and Bus Facilities Program (Section 5339). The State of Wisconsin designated Metro Transit as the recipient of Section 5310 program funds for the Madison Urbanized Area via a letter from Governor Walker to the FTA dated December 9, 2013.

### **Eligible Subrecipients**

Eligible subrecipients are entities that are allowed to apply for and receive funds through the Section 5310 program. The eligible subrecipients for this program are:

- State or local government authorities
  - To be eligible for "traditional 5310 capital projects", a state or local government authority must be approved by WisDOT to coordinate services for seniors and individuals with disabilities or certify that there are no non-profit organizations readily available in the area to provide the service.
- Private non-profit organizations
- Operators of public transportation that receive a grant indirectly through a recipient
  - Not eligible for "traditional 5310 capital projects"

## Eligible Activities

According to FTA requirements, at least 55% of the Section 5310 funding apportionment must be used for capital expenses for public transportation projects that are planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities (“traditional Section 5310 capital projects”). It is not sufficient that seniors and individuals with disabilities are merely included (or assumed to be included) among the people who will benefit from the project. Mobility management expenses, previously eligible under Section 5317, are eligible and qualify for this traditional Section 5310 project requirement.

The remaining 45% of the funds may be used for operating or capital expenses associated with:

- Public transportation projects that exceed the requirements of the ADA
- Public transportation projects that improve access to fixed route transit service and decrease reliance by individuals with disabilities on complementary paratransit
- Alternatives to public transportation that assist seniors and individuals with disabilities

Before a project can be awarded funds, the project must be certified by the DR that it is included in a locally developed coordinated public transit – human services transportation plan. The 2013 Coordinated Public Transit – Human Services Transportation Plan for Dane County, prepared and published by the MPO, has served as this document. The Draft 2019 Coordinated Public Transit – Human Services Transportation Plan for Dane County, also prepared and published by the MPO, is being reviewed and is scheduled to be adopted concurrently with this related Program Management Plan amendment. Once adopted, the 2019 Coordinated Public Transit – Human Services Transportation Plan for Dane County will replace the 2013 plan.

## Section 5310 Program Goals and Objectives

The following principles from the 2019 Coordinated Public Transit – Human Services Transportation Plan for Dane County summarize the goals and objectives for the use of Section 5310 program funds in the Madison Urban Area.

**Independence** – Promote and maintain the independence of older adults, people with disabilities, and others with limited resources, by encouraging and supporting the use of transportation options that foster independence; and, provide training and resources to allow transit-dependent people the greatest possible access to the community.

**Accessibility** – Eliminate geographical inequity in availability of transportation options; provide access to transportation services throughout Dane County that are open to seniors and people with disabilities and not limited to a specific group of clients or customers; and, connect communities and their residents to transportation services that are integrated and open to the general public.

**Efficiency** – Develop cost effective solutions and avoid duplication of service provision; seek out cost-sharing opportunities and partnerships to extend the usefulness of transportation resources; and, evaluate services based on productivity and measures of cost effectiveness that exemplify good stewardship of public resources.

**Resourcefulness** – Use a mix of resources (human, monetary, equipment, contractual) to create and sustain services that meet different transportation needs; and, apply innovative thinking and cultivate community relationships to address issues.

Funding priorities and project selection criteria are listed in Section 4, Project Selection Criteria and Process.

## **Funding for Projects and Program Administration**

Section 5310 program funds are awarded on an annual calendar cycle. For example, Fiscal Year 2020 allocations are awarded in Calendar Year 2019.

The Section 5310 program can generally fund up to 80% of a project's capital costs (in some limited cases up to 90%) and up to 50% of a project's operating costs. Administrative costs (up to 10% of the federal apportionment) are funded at 100% federal share. The remaining costs can be covered by:

- Other federal (non-DOT) transportation funding sources
- State and local funding sources
- Private funding sources

It is the responsibility of the subrecipient to secure and administer funds outside the 5310 program.

Metro Transit and the MPO are eligible to be reimbursed for Section 5310 administrative costs. Subrecipients will not be reimbursed for administrative costs related to application development, program reporting, or other activities. The administrative costs will be used for activities described in Section 3, Roles and Responsibilities.

### 3. Roles and Responsibilities

Although Metro Transit is the DR for the Madison Urbanized Area's Section 5310 program, the program is co-administered by Metro Transit and MATPB. Metro Transit may apply for funding for projects it conducts; therefore, in this document the word "subrecipient" applies to Metro Transit as well as other entities. Each entity's administrative roles and responsibilities are summarized below.

#### **Metro Transit Roles and Responsibilities**

- Develop, execute, manage, and amend grant agreements with subrecipients
- Apply for federal funds on behalf of eligible subrecipients as identified by the MPO and manage the program's federal grants
- Complete program grant reporting to the FTA on a quarterly and annual basis
- Work with subrecipients and WisDOT to procure capital items and ensure compliance with all applicable state and federal requirements
- Process payments, draw down federal funds, complete financial audits, and complete grant closeouts
- Collect and maintain financial reports, operating statistics, and vehicle data from subrecipients
- Monitor subrecipient compliance with federal requirements (Section 504, ADA, etc.)
- Conduct on-site inspections of subrecipient projects, if needed
- Amend Metro Transit's Title VI Plan, Equal Employment Opportunity (EEO) Plan, Disadvantaged Business Enterprise (DBE) Goals, and other applicable documents to include the Section 5310 program
- Review subrecipients' Title VI, EEO, and DBE programs
- Investigate and address Title VI, EEO, and DBE complaints
- Monitor subrecipients' adherence to maintenance plans and safety standards
- Participate in the roles and responsibilities of eligible subrecipients for project applications on behalf of Metro Transit

#### **MPO Roles and Responsibilities**

- Develop and revise the program's PMRCP
- Develop and approve the annual Program of Projects (POP) as part of the Transportation Improvement Program (TIP) process
- Develop and revise the Coordinated Public Transit – Human Services Transportation Plan for Dane County
- Notify potential subrecipients of application cycles; distribute project application materials
- Determine subrecipient and project eligibility; maintain a list of potential subrecipients
- Provide technical assistance to potential subrecipients
- Develop and conduct the project selection process, which includes:
  - Develop the application form to distribute to potential subrecipients
  - Release a solicitation for project applications to potential subrecipients
  - Develop project selection criteria

- Receive and review project applications from subrecipients
- Recruit persons to serve on the project evaluation team each year (if it is decided to use one) and work with the team to review and score the project applications
- Present project scoring and funding recommendations to the MPO's advisory committees and to the program's decision-making body (MPO Policy Board). Utilize the Transportation Improvement Program (TIP) process in the MPO's Public Participation Plan for providing the public and private transportation providers with notice and an opportunity to comment on projects selected for funding
- Notify successful subrecipients of their award amounts and reporting requirements
- Ensure compliance with Section 5310 program requirement that at least 55% of the federal funding apportionment is used for "traditional 5310 capital projects"
- Provide demographic data to help subrecipients comply with Title VI requirements

### **Subrecipient Roles and Responsibilities**

- Inform MATPB (MPO) staff of intention to apply for Section 5310 program funds, complete and submit application(s) and/or provide project description(s) and funding information, provide follow-up information, and participate in interviews and/or on-site visits if conducted
- Work with Metro Transit and WisDOT to procure capital items; assure that procurement regulations are met
- Develop and maintain a Maintenance Plan to be held on file with Metro Transit
- Inspect, insure, and maintain all vehicles funded through the program
- Complete and submit acceptance certifications to Metro Transit upon vehicle delivery
- Deliver the project as described in the grant project application, including local management and administration
- Provide financial management of the project, including provision of non-Section 5310 funds and assurance that Section 5310 funds are used for the project identified in the project application
- Submit financial and progress reports, operating statistics, and vehicle data to Metro Transit
- Maintain a Title VI plan and comply with federal Title VI requirements
- Submit to on-site inspections as requested by Metro Transit and the Wisconsin State Patrol
- Comply with private sector participation requirements in Section 5
- Maintain a Data Universal Numbering System (DUNS) profile and provide the DUNS number to Metro Transit. DUNS numbers can be requested at no charge at [www.dnb.com](http://www.dnb.com)
- Register for a System for Award Management (SAM) account and profile and provide the SAM registration to Metro Transit. SAM registration can be performed for no charge but requires an account through [www.login.gov](http://www.login.gov)
- Comply with all additional applicable state and federal requirements

## 4. Project Selection Criteria and Process

### Project Planning and Coordination

Medium-range planning for Section 5310 program projects is included in the five-year Coordinated Public Transit – Human Services Transportation Plan for Dane County, completed by the MPO. This planning process is conducted within the framework of the MPO’s long range transportation plan (currently the Regional Transportation Plan 2050 adopted in 2017) and the currently adopted Transit Development Plan for the Madison Urban Area.

A competitive process is used to select and prioritize projects for Section 5310 program funding the Madison urban area. The MPO will solicit project applications from eligible subrecipients.

### Project Application Process

The application process will be led by the MPO. Specific tasks, deadlines, and meeting dates will be identified in the materials that are distributed to eligible subrecipients as appropriate.

- MPO staff informs eligible subrecipients of upcoming application cycle.
- Eligible subrecipients notify MPO staff of intention to apply.
- MPO staff distributes application materials to interested eligible subrecipients.
- Completed applications are due to MPO staff.
- MPO staff assembles an evaluation panel with objective individuals who do not represent any of the applicants, which scores the applications. [Note: Evaluation panel will generally be used, but is optional.]
- MPO staff prepares a draft program of projects (POP) based on the scores, funding available, and requirements of the Section 5310 program.
- MPO staff distributes letters to applicants informing them of whether or not they are included in the draft POP. Appeals are due to the MPO staff contact one week prior to the scheduled adoption of the POP.
- MPO board approves the POP with any changes as part of approval of the TIP or a TIP amendment.
- Applicants work with Metro Transit to develop project agreements.
- Metro Transit applies to the FTA for funding for the projects on behalf of the subrecipients.

Project application materials are developed by WisDOT. MPO staff have the option of using these application materials as they are or developing alternative application materials to distribute. The benefit of using application materials developed by WisDOT is that applicants that do not immediately know whether they should apply for state-managed Section 5310 funds or MPO-managed Section 5310 funds can fill out one standard application.

Applicants that are approved for vehicle capital funds should contact Metro Transit as soon as possible to begin the procurement process. Applicants that are approved for operating funds should contact Metro Transit as soon as possible to develop project agreements.

**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:

<b>Section 5310 Application Scoring Criteria</b>		<b>Maximum Points</b>
<b>1. Demonstration of Need and Project Benefits</b>		<b>40</b>
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"> <li>• Replacement or Service Level Maintenance Vehicle- Explains why current fleet cannot meet current needs (10 Points)</li> <li>• Expansion Vehicle- Describes the planned service expansion and how the need for the expanded service was determined (8 Points)</li> <li>• 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)</li> <li>• 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)</li> </ul>		10
Supported by the Coordinated Plan- The project overcomes barrier to transportation and/or meets an unmet need. <ul style="list-style-type: none"> <li>• Identified as a Tier 1 Strategy Project (10 Points)</li> <li>• Identified as a Tier 2 Strategy Project (6 Points)</li> <li>• Not identified as a strategy, but addresses a need (3 Points)</li> </ul>		10
The project serves a reasonable number of individuals or trips given the project budget. <ul style="list-style-type: none"> <li>• Should include total number of people served, and percentage of seniors or individuals with a disability served</li> </ul>		10
<b>2. Promotes the Development of a Coordinated Network</b>		<b>30</b>
The application identifies other transportation services available and how the project complements rather than duplicates them. <ul style="list-style-type: none"> <li>• Could include (but not limited to) increased hours of operation, reduction of coverage gaps, increased access to medical/employment/recreation trips</li> </ul>		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"> <li>• Public- Project/service is open to all eligible seniors or individuals with disabilities (5 Points)</li> <li>• Private- Project/service is limited to a select client base (2 points)</li> </ul>		5
<b>3. Financial and Management Capacity</b>		<b>30</b>
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

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 the Priority Tier each project falls under:

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

Tier 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

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.

**Annual Program of Projects Development, Appeal, Approval, and Amendment Process**

The MPO is responsible for developing and amending the Program of Projects (POP) since it has the responsibility for selecting the projects and prepares the five-year Transportation Improvement Program (TIP). The POP must be consistent with the TIP and the federal share cannot exceed the allocation of Section 5310 program funds; however, the TIP may include illustrative projects that do not yet have completed and accepted project applications. The requirements for the POP include:

- Identification of each subrecipient, including whether they are governmental authorities, private non-profit agencies, or Indian tribal governments or tribal transit agencies
- A description of each project
- The total project cost and the federal share
- Whether each project is a capital or an operating expense and whether or not it meets the requirements for a “traditional Section 5310 capital” project

MPO staff develops a draft POP after project applications are reviewed and scored by the evaluation panel. The draft POP and a description of any projects not selected for funding are presented to the MPO's advisory committees.

MPO staff distributes letters to each applicant with the draft POP, informing them whether or not their project is included. Applicants may appeal the decision of MPO staff to include or not include any project in the draft POP. Applicants must submit their appeal in writing by one calendar week prior to the scheduled adoption of the POP. Appeals must be submitted to the MPO staff contact, who will be identified in the notice and is listed on page 23. Any appeals will be included in the meeting packet for the MPO board. The MPO board will make the final decision on which projects are included in the POP.

Following review and a recommendation by the MPO advisory committees, the MPO Policy Board may approve the project recommendations (with or without modifications), or direct staff to develop alternative proposals. The approved POP is then forwarded to Metro Transit, which forwards it to the FTA and carries it out. Amendments to the POP are conducted as needed using the same process.

## **5. Private Sector Participation**

The FTA requires that local recipients provide private for-profit transit and paratransit operators a fair and timely opportunity to participate to the maximum extent feasible in the planning and provision of proposed transportation services. Therefore, each applicant for funds from the Madison Urbanized Area's Section 5310 program must make efforts to comply with this policy and provide documentation of these efforts in its application.

Applicants who utilize in-house resources or other methods to deliver projects must demonstrate that they made reasonable efforts to include participation by private for-profit operators if applicable.

## 6. Civil Rights

Recipients of the Madison Urban Area's Section 5310 program funds are required to meet civil rights requirements under Title VI, as well as Equal Employment Opportunity (EEO) and Disadvantaged Business Enterprise (DBE) regulations.

The MPO maintains a record of funding requests for the Section 5310 Program received from private non-profit organizations, state or local governmental authorities, and Indian tribes. The record identifies those applicants that would use grant program funds to provide assistance to predominantly minority and low income populations. The record shall also indicate which applications were rejected and accepted for funding.

Metro Transit, as a City of Madison utility, utilizes the City of Madison Department of Civil Rights to oversee civil rights issues. Metro Transit will be the liaison between subrecipients, the City of Madison Department of Civil Rights, and the FTA.

### Title VI

The elements of a Title VI Program are determined by FTA Circular 4702.1B (Appendix A) and include, but are not limited to:

- Title VI notice to the public, including a list of locations where the notice is posted
- Title VI complaint procedures (i.e., instructions to the public regarding how to file a Title VI discrimination complaint) and Title VI complaint form
- List of transit-related Title VI investigations, complaints, and lawsuits
- Public participation plan, including information about outreach methods to engage minority and limited English proficient populations (LEP), as well as a summary of outreach efforts made since the last Title VI Program submission
- Language Assistance Plan for providing language assistance to persons with limited English proficiency
- A table depicting the membership of non-elected committees and councils, the membership of which is selected by the recipient, broken down by race, and a description of the process the agency uses to encourage the participation of minorities on such committees
- A Title VI equity analysis if the recipient has constructed a facility, such as a vehicle storage facility, maintenance facility, operation center, etc.
- A copy of board meeting minutes, resolution, or other appropriate documentation showing the board of directors or appropriate governing entity or official(s) responsible for policy decisions reviewed and approved the Title VI Program.

Metro Transit prepares a Title VI Program Update for submission to the FTA every three years.

Section 5310 Program subrecipients must submit their Title VI Programs to Metro Transit. Metro will develop a schedule that outlines the frequency with which subrecipients must submit their Title VI programs. A subrecipient's Title VI program must be approved by the subrecipient's appropriate governing entity or official(s) responsible for policy decisions (e.g., board of directors, mayor, tribal executive, city administrator, etc.). Subrecipients must submit a copy of the board resolution, meeting minutes, or similar documentation as evidence of approval.

Contractors and subcontractors are not required to submit a Title VI report. However, they are responsible for complying with the Title VI Program of the recipient with whom they are contracting. Recipients and subrecipients are responsible for ensuring that their contractors are complying with their Title VI Program and Title VI regulations.

Metro Transit, the MPO, and WisDOT are available to assist subrecipients with Title VI compliance. Metro Transit will provide sample notifications, forms, and program language to subrecipients upon request. The MPO will provide demographic data to assist subrecipients in conducting their analysis and subsequently developing their Title VI Program.

Metro Transit, in coordination with the City of Madison Department of Civil Rights, oversees subrecipient compliance with Title VI as follows:

- **Grant Agreements** – Through annual grant agreements, the subrecipient agrees to comply with applicable civil rights statutes and regulations, including Title VI of the Civil Rights Act, Equal Employment Opportunity (EEO), and Disadvantaged Business Enterprise (DBE). As subrecipients to Metro Transit, Section 5310 Program subrecipients must comply with the FTA's Annual List of Certifications and Assurances signed annually by Metro Transit.
- **Review of Subrecipient's Title VI Program** – Metro Transit reviews the contents of Title VI Program materials as submitted by subrecipients, including public notification language, LEP, complaint procedures and complaint form, and public participation and outreach. Metro provides sample materials and technical assistance to subrecipients in developing a compliant Title VI Program.
- **Investigation and Monitoring of Title VI Complaints (or potential complaints and/or lawsuits)** – As part of its annual application, Metro Transit requires subrecipients to report any Title VI complaints or lawsuits. Subrecipients may contact Metro Transit at any time during the year to report Title VI complaints, potential complaints, and/or lawsuits. Metro Transit may also receive complaints regarding subrecipients or their contractors directly from the public. When a complaint is determined to be a civil rights issue, Metro Transit staff will consult with the City of Madison Department of Civil Rights office as appropriate.
- **On-Site Visits** – Metro Transit and/or City of Madison Civil Rights Department staff may conduct on-site visits as necessary to monitor subrecipient compliance. During on-site visits, staff will verify the location of the public notification language as stated in the subrecipient's Title VI Program. During this time, staff may also discuss with the subrecipient any new or potential opportunities for public participation and public outreach that may present themselves since the previous submission of the subrecipient's Title VI Program.

#### **Disadvantaged Business Enterprise (DBE)**

The objectives of the US Department of Transportation's (DOT's) DBE regulations, as specified in 49 CFR Part 26, are to:

- Ensure nondiscrimination in the award and administration of DOT-assisted contracts
- Create a level playing field on which DBEs can compete fairly for DOT-assisted contracts
- Ensure that the DBE Program is narrowly tailored in accordance with applicable law
- Ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs
- Help remove barriers to the participation of DBEs in DOT assisted contracts
- Assist the development of firms that can compete successfully in the market place outside the DBE Program

Metro Transit has developed and administers its DBE Program Plan. The plan outlines policies and procedures established to satisfy the DBE requirements. Metro Transit's DBE Program Plan is on file with the FTA. Any plan updates with significant changes are submitted to FTA. All DBE submissions to the FTA, including the DBE Program Plan and all required reporting, are completed by Metro Transit staff.

Metro Transit staff works closely with subrecipients to address DBE requirements. In goal setting, three-year goals are established based on anticipated FTA-funded contracting opportunities by both subrecipients and Metro Transit. Contract-specific goals may also be established, and these goals may require a greater amount of subrecipient technical assistance from Metro Transit and/or the MPO. Work with subrecipients also includes the ongoing collection of data for contract monitoring and reporting on FTA-funded contracts.

Prior to awarding Section 5310 Program funds, subrecipients may be asked to identify potential contracting and procurement opportunities and Metro Transit staff works with subrecipients to identify potential DBE participation. Metro Transit staff also ensures that subrecipients use appropriate DBE contract language in their solicitations. WisDOT's Office of Business Opportunity and Equity Compliance (OBOEC) provides assistance to potential DBEs to become certified and maintains the Unified Certification Program Directory. Subrecipients must report to Metro Transit as required on DBE goal achievement on all FTA-funded contracting.

### **Equal Employment Opportunity (EEO)**

Metro Transit and Section 5310 Program subrecipients must ensure that no person in the United States shall on the grounds of race, color, religion, national origin, sex, age, or disability be excluded from participating in, or denied the benefits of, or be subject to, discrimination in employment under any project, program, or activity receiving federal financial assistance under the federal transit laws.

Each Section 5310 Program contract between Metro Transit and a subrecipient for the provision of FTA funding shall contain language that requires the subrecipient to comply with FTA regulations related to EEO. In addition, private providers under contract with subrecipients are required to comply with these regulations.

If a subrecipient's transit-related staff reaches 15 or more and/or the dollar threshold for capital, operating, or planning assistance is met, Metro Transit will require the subrecipient to submit a formal Affirmative Action (AA) / EEO Plan to Metro Transit for review and approval. Metro will withhold the approval of future grants until it receives the AA / EEO Plan from the subrecipient. The Equal Employment Opportunity Act by definition explicitly exempts Indian tribes from its provisions.

### **Assurances**

Metro Transit annually signs the FTA Annual List of Certifications and Assurances for Federal Transit Administration Grants and Cooperative Agreements, which binds Metro Transit to all civil rights requirements.

Through annual grant agreements, subrecipients agree to comply with all applicable civil rights statutes and regulations. These include Title VI of the Civil Rights Act, Equal Employment Opportunity, and Americans with Disabilities Act. As subrecipients to Metro Transit, Section 5310 Program subrecipients must comply with the FTA's Annual List of Certifications and Assurances as stated in their grant agreements with Metro Transit.

## 7. Maintenance

Consistent with federal requirements, each subrecipient must maintain its facilities (and substantial facility components), vehicles, and other substantial assets.

Subrecipients are required to develop maintenance plans covering their federally-funded vehicles and facilities and to provide Metro Transit with a copy of their plan(s). Subrecipients must maintain all federally-funded property in good operating order and maintain ADA accessibility features.

Subrecipients are expected to develop their own maintenance plans, although WisDOT provides extensive written guidance on developing maintenance plans as well as sample plans upon request. Once adopted, subrecipients are monitored for adherence to the plans by Metro Transit staff for compliance during on-site visits.

Metro Transit requires subrecipients to design and operate maintenance programs that include:

- Preventative maintenance practices and schedules for vehicles
- Preventative maintenance practices for accessibility equipment
- Preventative maintenance practices for facilities
- A system for recording maintenance and repair activities
- A process for authorizing and controlling maintenance activities and costs
- Quality control for outsourced maintenance
- A procedure for pursuing warranty recoveries

Metro Transit must have an up-to-date maintenance plan on file from Section 5310 program subrecipients prior to applying for grants from the FTA. Subrecipients will not be required to resubmit maintenance plans with each application cycle, but are required to submit updated plans when necessary, e.g., when they have acquired new vehicles or other substantial assets not addressed in previously submitted plans or when the plan on file is out-of-date.

All transit vehicles are required to meet safety standards and undergo inspections based on program and/or vehicle capacity. WisDOT and Metro Transit require that all vehicles purchased with Section 5310 program funds be registered as human service vehicles (HSVs) or municipal vehicles, and be plated accordingly. All vehicles are considered HSVs and are subject to annual HSV inspections conducted by the Wisconsin State Patrol per Wisconsin State Statutes Section 110.05 and Wisconsin Administrative Code Trans 301. Upon request, State Patrol also will conduct initial inspections right after vehicle delivery. These inspections cover the integrity of vehicle safety and mechanical features.

Wisconsin Administrative Code Trans 301 addresses equipment and safety standards for HSVs. It adopts all federal regulations from 49 CFR 393 (Parts and Accessories Necessary for Safe Operation), 49 CFR 571 (Federal Motor Vehicle Safety Standards), and 36 CFR 1192 (Americans with Disabilities Act [ADA] Accessibility Guidelines for Transportation Vehicles). Trans 301 also provides additional equipment standards and requirements and provides inspection and enforcement standards.

## 8. Section 5310 Program Management

### Vehicle Procurement

Although Metro Transit is the DR for the Madison Urban Area's Section 5310 Program, vehicle procurement activities are generally handled by the WisDOT Bureau of Transit through its statewide procurement process. Subrecipients will work with Metro Transit and WisDOT to arrange procurement of vehicles that meet the needs of the project. All grant agreements require subrecipients to comply with all relevant federal procurement laws and regulations and submit all third party contracts to Metro Transit for review.

WisDOT Transit procedures require staff to review all federally funded third party contracts to ensure federal contract clauses are included. WisDOT provides toolkits for assisting subrecipients with common procurements. Technical assistance for federal procurements is available from transit project managers or a WisDOT designated agent (e.g. a contractor). WisDOT maintains a subrecipient procurement assistance web page that contains links to:

- The WisDOT procurement manual.
- FTA-compliant toolkits for micro and small purchases.
- FTA-compliant toolkit for shared-ride taxi requests for proposals.
- System for Award Management (SAM).

WisDOT also has a toolkit for procuring architecture and engineering services according to Brooks Act requirements, and WisDOT Transit provides opportunities for training on federal procurement regulations.

### Buy America and Pre-award and Post-delivery Reviews

WisDOT's HSV procurement solicitations detail federal Buy America requirements and impose Buy America pre-award certification requirements on all vendors submitting bids. For each vehicle type a vendor bids on, it must submit a "Certification of Compliance with 49 U.S.C. 5323(j)." If a vendor is unsure whether an offered vehicle is compliant with Buy America requirements, it may submit a "Certification of Non-Compliance with 49 U.S.C. 5323(j)" with its bid; however, it must provide documentation of an FTA-approved exception before WisDOT will consider the bid.

In addition to the pre-award certification, the solicitations require bidders to provide certification and a detailed list of all major vehicle components and subassemblies and their respective calculated percentages of total manufacturer's cost made in the United States. WisDOT reviews the Buy America information submitted by bidders and provides a pre-award certification.

For each delivered FTA-funded vehicle, Metro Transit requires the vehicle recipient to complete a post-delivery Buy America compliance certification that declares it has received and reviewed appropriate Buy America documentation. Metro will not pay the vendor until it receives this certification.

WisDOT's procurement manual details Buy America requirements and provides instructions for completing pre-award and post-delivery certifications for FTA subrecipients conducting their own procurements. Metro Transit, with WisDOT's assistance, provides technical support to subrecipients needing assistance with this or other aspects of their procurements.

## **Financial Management**

Metro Transit is responsible for managing grants, contracts, and interagency agreements to ensure that expenditures comply with federal rules and regulations for all FTA grant programs. Financial management responsibilities include:

- Investigating and resolving accounting problems to ensure compliance with state and federal rules.
- Managing the documentation associated with individual grants, contracts, and interagency agreements.
- Submitting federal financial reports.
- Rectifying and closing out FTA grants when projects are completed.

Metro Transit uses the Electronic Clearing House Operation System (ECHO Web) process to request FTA grant awards so that transactions are processed in a timely manner and accounts are balanced and documented.

Metro Transit maintains records for vehicles, facilities, and other substantial assets purchased with Section 5310 Program funds. Metro Transit ensures that all equipment used by subrecipients that is purchased with federal funds through the Section 5310 Program is used for the program or project for which it was acquired. Records are updated and appropriate equipment use is assured through reporting by subrecipients and on-site reviews. See Section 9, Project Monitoring and Reporting.

## **Disposition of Assets**

In the event that a subrecipient no longer needs equipment purchased with federal funds through the Section 5310 Program and useful life remains, the equipment is transferred in accordance with Metro Transit, WisDOT, and FTA requirements and guidelines.

In the event a vehicle or other substantial asset has reached the end of its useful life, the subrecipient must receive approval from Metro Transit to dispose of the asset.

## **Accounting Systems**

Subrecipients establish a set of accounts in which all transit-related costs, revenues, and operating sources are recorded and clearly identified, easily traced, and substantially documented. Accounting practices and records must be in accordance with Generally Accepted Accounting Principles.

Metro Transit uses the same accounting system for the Section 5310 Enhanced Mobility Program that it uses for its other state and federal grant programs.

Metro uses the information contained in the quarterly reports to monitor subrecipients' fiscal and operational activities. Requests for reimbursement are approved by Metro Transit before being processed for payment.

## 9. Project Monitoring and Reporting

The goal for monitoring and reporting for Section 5310 program funds is to ensure effective use of program funds, provide useful information for the planning and prioritization of future projects, and fulfill federal requirements without placing an excessive burden on the designated recipient or subrecipients.

### **Metro Transit Reporting**

Metro Transit will submit required Section 5310 reports to the FTA by October 31 of each year, covering a 12-month period ending on September 30, as well as quarterly reports, as required by the FTA. Subrecipients are required to submit required information to Metro Transit so that Metro Transit can consolidate the information to include in the report to the FTA. Metro Transit will act as a liaison between the FTA and subrecipients during audits. Annual reports filed by Metro Transit will include:

- An updated POP (prepared by the MPO)
- Civil rights compliance issues (such as Title VI, EEO, or DBE complaints)
- A milestone activity report
- A Federal Financial Report
- Program measures, including:
  - Gaps in service filled by Section 5310 projects
  - Ridership
  - Physical improvements (such as sidewalks, transportation facilities, or technology)

In addition, Metro will fulfill National Transit Database (NTD) reporting requirements.

### **Reporting Requirements for Subrecipients**

**Quarterly Reports.** Quarterly reports are due to Metro Transit 10 business days following the end of each quarterly period – January 1 through March 31, April 1 through June 30, July 1 through September 30, and October 1 through December 31. The following data must be submitted to Metro Transit on a quarterly basis for each vehicle, transportation program, or other service funded through the Madison Urbanized Area’s Section 5310 program:

- A narrative describing accomplishments and/or problems and changes to milestones and budgets
- A copy of all recorded civil rights or Title VI complaints
- The actual or estimated number of one-way unlinked passenger trips (if applicable), and the categorical purpose of each trip (if known, optional)
- The actual or estimated statistics related to delivering mobility management, fixed-route orientation, client eligibility, or similar services; such as contacts through call centers, website visits, and training sessions
- The number of individual clients served
- Physical improvements completed (such as sidewalks, transportation facilities, or technology)
- Quarterly revenues and sources of revenue for the project

(continued next page)

- Quarterly capital and operating costs (separated)
- Quarterly actual or estimated vehicle revenue miles (required) and hours (if known)
- Fleet summary including year, mileage, make/model, and relevant features
- Inventory of related facilities

**Annual Reports.** Metro Transit will submit required annual Section 5310 reports to the FTA by October 31 of each year, covering a 12-month period ending on September 30. Metro Transit will be responsible for consolidating this data from monthly reports and may request additional information from subrecipients.

**National Transit Database (NTD) Reporting.** Subrecipients must provide Metro Transit with information necessary for Metro Transit to file annual NTD reports. The necessary information, which commonly includes vehicle miles and hours, passenger trips, and financial information, will vary depending on the project and subrecipients must coordinate with Metro Transit to determine what is necessary. NTD information is due to Metro Transit by March 15 annually.

Metro Transit will use these reports to monitor subrecipient fiscal and operational management and to satisfy federal reporting requirements.

Metro Transit will schedule on-site visits with subrecipients on a triennial cycle to review operations and maintenance records. In addition, to improve subrecipient monitoring procedures, Metro staff may request and review supporting documentation, including local match documentation, for one subrecipient's reimbursement request per quarter. Selection of the reimbursement request will be based on either a risk assessment or random selection.

#### **Section 504 and ADA Reporting**

The annual Federal Certifications and Assurances for FTA Assistance, which is signed by all subrecipients, contains the ADA certification. Metro Transit staff verifies compliance with Section 504 and ADA requirements while reviewing annual grant applications and during on-site visits.

## 10. Other Provisions

### Environmental Protection

Most projects and activities funded through the Section 5310 Enhanced Mobility Program do not involve significant environmental impacts. Typically, projects are considered categorical exclusions because they are types of projects that have been “categorically” (i.e., previously) excluded in regulations from the requirements to conduct environmental reviews and prepare environmental documentation.

FTA classifies categorical exclusions (CE) into two groups:

- CE under 23 CFR 771.117(c) – activities and projects which have very limited or no environmental effects at all (e.g., planning studies, preliminary design work, program administration, operating assistance and the purchase of transit vehicles).
- CE under 23 CFR 771.117(d) – activities and projects involving construction and/or have a greater potential for off-site environmental impacts (e.g., construction of transit facilities, parking, etc.). These projects may be designated CE after review of documentation. In order to receive a documented CE, a subrecipient must complete a CE checklist, including an Environmental Justice (EJ) analysis. WisDOT will first review the completed checklist before sending it to FTA, which has final authority to grant the CE. For a copy of the checklist and more detail on the review process, see the WisDOT Transit Procedures and Oversight Manual.

Even if a project is determined to be a CE, there may be other relevant state and federal environmental protection requirements that must be satisfied (depending on the project’s type and location).

For projects with environmental impacts that are determined not to be a CE, FTA requires the preparation of an environmental assessment (EA) for public comment and FTA review. In the unlikely event that significant environmental impacts are identified with a project, an environmental impact statement (EIS) is required.

### School Transportation

Consistent with federal laws, Section 5310 program funds may not be used for exclusive school bus service. The Federal Certifications and Assurances for FTA grants require the subrecipient to certify compliance with each annual sub-grant agreement.

Metro Transit oversees compliance with the prohibition by monitoring route schedules submitted with application materials, on websites, and/or in promotional materials with route schedules. Metro staff also looks for signs that might indicate exclusive school bus service (e.g., a school route only) during vehicle inspections.

### Drug and Alcohol Testing

Subrecipients that receive Section 5310 program funds are not subject to FTA’s drug and alcohol testing rules. However, these subrecipients must comply with the Federal Motor Carrier Safety Administration (FMCSA) rule for employees who hold commercial driver’s licenses (49 CFR Part 382).

## Staff Contacts

<b>Agency</b>	<b>Name</b>	<b>Phone</b>	<b>Email</b>
Madison Area Transportation Planning Board (MPO) Staff	Ben Lyman	(608) 243-0182	<a href="mailto:blyman@cityofmadison.com">blyman@cityofmadison.com</a>
Metro Transit	Scott Korth	(608) 266-6538	<a href="mailto:skorth@cityofmadison.com">skorth@cityofmadison.com</a>
Wisconsin Department of Transportation (WisDOT)	Lorrie Olson	(608) 266-1535	<a href="mailto:Lorrie.Olson@dot.wi.gov">Lorrie.Olson@dot.wi.gov</a>
	-or- John Swissler	(608) 264-9532	<a href="mailto:John.Swissler@dot.wi.gov">John.Swissler@dot.wi.gov</a>

## Appendix A – Recipient Designation Letter



**SCOTT WALKER**  
**OFFICE OF THE GOVERNOR**  
**STATE OF WISCONSIN**

P.O. Box 7863  
MADISON, WI 53707

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December 9, 2013

Ms. Marisol Simon  
Regional Administrator  
Federal Transit Administration, Region V  
200 West Adams Street, Suite 320  
Chicago, IL 60606

Dear Ms. Simon:

I am pleased to notify you that pursuant to 49 U.S.C. Section 5310 I have appointed the following entities as Designated Recipients of Federal Transit Administration formula funds for the Transportation Management Areas (TMAs) listed below:

<u>Designated Recipient</u>	<u>TMA</u>
Valley Transit	Appleton, WI
Green Bay Metro	Green Bay, WI
Madison Metro	Madison, WI
Milwaukee County	Milwaukee, WI

Attached are the resolutions from each area's planning commission, identifying these entities as the Designated Recipients of 5310 funds for their respective TMA.

If you have any questions, please feel free to contact John Alley, transit section chief, Wisconsin Department of Transportation, at (608) 266-0189.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Walker".

Governor Scott Walker

Enclosures

## **Appendix B – MPO Board Resolution**

## Appendix C – References

- [Fact Sheet - Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 \(FTA\)](#)
- [Proposed Circular FTA C 9070.1G Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions \(FTA\)](#)
- [Transit Procurement Procedures \(WisDOT\)](#), includes links to:
  - [Procurement Manual \(WisDOT\)](#)
  - [Best Practices Procurement Manual \(FTA\)](#)
  - Toolkits and other resources for procurement and contracting
- [Americans with Disabilities Act \(US Department of Justice\)](#)
- [Fiscal Year 2013 Annual List of Certifications and Assurances for FTA Grants and Cooperative Agreements \(FTA\)](#)
- [Circular FTA 4702.1B Title VI Requirements and Guidelines for Federal Transit Administration Recipients \(FTA\)](#)
- [Wisconsin State Statutes \(Legislative Reference Bureau\)](#)
- [Wisconsin Administrative Code \(Legislative Reference Bureau\)](#)
- Wisconsin state-wide [Elderly and Disabled Transportation Capital Assistance \(WisDOT\)](#)
- [Title VI of the Civil Rights Act of 1964 \(US Department of Justice\)](#)
- [49 CFR Part 26 Sample Disadvantaged Business Enterprise Program \(US DOT\)](#)
- [ECHO-Web User Manual \(FTA\)](#)

## Appendix D – Index of Program Management Plan Requirements

Proposed Circular FTA C 9070.1G Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions specifies that the Project Management Plan should address the following topics. The reference page numbers of the topics are shown at the right.

a. Program Goals and Objectives .....	4
b. Roles and Responsibilities .....	5
c. Coordination .....	8
d. Eligible Subrecipients .....	3
e. Local Share and Local Funding Requirements .....	4
f. Project Selection Criteria and Method of Distributing Funds .....	8
g. Annual Program of Projects Development and Approval Process .....	10
h. State Administration, Planning and Technical Assistance (use of administrative costs) .....	5
i. Transfer of Funds (applies to State Management Plans) .....	N/A
j. Private Sector Participation .....	11
k. Civil Rights .....	12
l. Section 504 and ADA Reporting .....	16
m. Program Measures (method for collecting and reporting data) .....	26
n. Program Management .....	16
o. Other Provisions .....	20

## Appendix E – Acronyms and Abbreviations

DR – Direct Recipient

ECHO Web – Electronic Clearing House Operation

FTA – Federal Transit Administration

LEP – Limited English Proficiency

MAP-21 – Moving Ahead for Progress in the 21<sup>st</sup> Century

MATPB – Madison Area Transportation Planning Board – a Metropolitan Planning Organization

Metro Transit – the City of Madison – Metro Transit

MPO – Madison Area Transportation Planning Board – a Metropolitan Planning Organization

PMRCP – Program Management and Recipient Coordination Plan

NTD – National Transit Database

POP – Program of Projects

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users

WisDOT – Wisconsin Department of Transportation

TEAM – Transportation Electronic Award and Management (online web reporting for the FTA)

TIP – Transportation Improvement Program

# MATPB (MPO) Agenda Cover Sheet

## June 19, 2019

Item No. 10

**Re:**

Review of Surface Transportation Block Grant (STBG) Urban Applications for 2020-2025 Program Cycle

**Staff Comments on Item:**

Large MPOs such as Madison receive a direction allocation of funding under the Federal Surface Transportation Block Grant (STBG) - Urban program, and solicit applications and select projects for funding. Applications are solicited every two years in conjunction with WisDOT's local program cycle and the biennial state budget process. For this 2020-2025 program cycle, projects are being approved for three additional years – 2023 through 2025 (one more year than usual) – with a review and adjustment, if necessary, of the funding and schedule for projects already approved for 2020-2022. It is possible, though not likely, that a project – especially a lower cost one – could be scheduled in 2021 or 2022. WisDOT has estimated that MATPB will have around \$21.7 million in funding available for new projects. This is in addition to funding already allocated to projects scheduled in 2020-2021.

The program policies and the scoring criteria for evaluation of projects are outlined in the STBG – Urban Project Selection Process paper, which is included as Appendix A of the Transportation Improvement Program. The current TIP with that document is at this [link](#).

A total of ten (10) applications were received: six from the City of Madison and one each from Dane County, City of Middleton, City of Fitchburg, and Village of McFarland. A description of the projects and a map of their locations are attached. The map includes the previously approved 2020-2021 projects as well.

Staff just received the project applications a few days ago and is in the process of evaluating and scoring them. Staff will report on the project evaluation at the meeting. Staff will complete the preliminary draft project scoring and priority listings in time to present to the MPO's technical committee at its June 26 meeting. Staff will then review with the board at its August meeting the draft project scoring and priority listing of projects proposed for funding. Approval will be sought at that time to release this information as part of the draft TIP. A public hearing regarding the draft STBG-Urban priority projects and the draft 2020-2024 TIP is scheduled for the September 4 MPO Board meeting. MPO Board approval of the STBG-Urban project listings and the 2020-2024 TIP is anticipated at the October 2 meeting.

**Materials Presented on Item:**

1. 2020-2025 STBG Urban Program Project Application Summaries and Map of Projects

**Staff Recommendation/Rationale:**

For information and discussion purposes only at this time.

## 2020-2025 Surface Transportation Block Grant (STBG) – Urban Program Project Summaries

### Currently Approved/Programmed Projects:

City of Fitchburg:

#### McKee Road (Commerce Park Dr. to Seminole Hwy.)

McKee Road, a divided 4-lane principal arterial, will be reconstructed with a similar cross-section, including bike lanes, sidewalks, and grassed median. Improvements (i.e., addition of turn lanes) will be made at the Commerce Park Drive and Seminole Highway intersections. A multi-use path will be constructed on the south side of the roadway and a grade-separated crossing of McKee Road for the Badger State Trail is also planned.

City of Madison:

#### Gammon Road (Seybold Rd. to Mineral Point Rd.)

Gammon Road, a 6-lane divided principal arterial, will be reconstructed with sidewalk, bicycle facilities, street lighting, and storm sewer. Improvements will be made to the intersection with the mall to accommodate queues of turning traffic. A multi-use path will be added on the west side of the roadway. The project will be constructed concurrently with the federally funded West Beltline Path (Gammon Road to Grand Canyon/Struck Street) and Ped/Bike Underpass project. That project is adjacent to the West Beltline Highway (USH 12/14).

#### University Avenue (Shorewood Blvd. to University Bay Dr.)

University Avenue will be reconstructed with six lanes, sidewalk, bicycle facilities, a median, street lighting, and storm sewer. A proposed storm sewer interceptor, along with storm sewer box, will protect the roadway to a 100-year level storm event. Currently, the roadway floods in a 1-2 event. The project will include improvements to the University Avenue/University Bay Drive intersection to improve traffic flow. A bus queue jump is planned at University Bay Drive in anticipation of the BRT project. A new pedestrian/bicycle bridge will be constructed over University Bay Drive with this project to connect to a planned new path segment along the rail line to be built this year. Sidewalk would be added on the north side of University Ave. and east side of University Bay Dr. The city is seeking additional funding for this project for the storm sewer interceptor.

### Proposed New Projects Being Evaluated:

Dane County:

#### County Trunk Highway (CTH) M (Willow Rd. to S. of Oncken Rd.)

The project would reconstruct and expand CTH M, a principal arterial that is currently a 2-lane rural roadway, to a 4-lane divided urban cross-section with bike lanes, spot lighting, and storm sewer. Intersection improvements would be made, including a major improvement to the CTH K intersection, to improve traffic flow and pedestrian crossings. A multi-use path will be constructed in the corridor with crossings of Six Mile Creek and Dorn Creek. Access control measures, such as driveway consolidation, will be included. A park-and-ride facility is also planned in the area of the CTH K intersection.

City of Fitchburg:

S. Syene Road (McCoy Rd. to Lacy Rd.)

The project would reconstruct S. Syene Road, a 2-lane minor arterial, to an urban cross section with new roundabouts at McCoy Road and E. Cheryl Parkway. The proposed road section will include 11-foot travel lanes, a 16-foot curbed median with turn lanes at intersections, sidewalk, four-foot bike lanes with two-foot painted buffer strips, curb & gutter, lighting, and storm sewer improvements. Sections of the existing multi-use path on the west side of the street will be relocated to provide better sight distance for motorists and cyclists.

City of Madison:

Atwood Avenue (S. Fair Oaks Ave. to Cottage Grove Rd.)

The project would reconstruct Atwood Avenue, a 4-lane undivided minor arterial, to an urban boulevard with three vehicle lanes, sidewalk, bicycle facilities, street lighting, and storm sewer. Improvements are planned for the Walter St. intersection. One of the eastbound vehicle travel lanes is planned to be removed between Oakridge Ave. and Walter St. to provide space for the bicycle facilities. A median will be added along Olbrich Park to allow for two-stage pedestrian crossings with crossing improvements at Olbrich and a new one added for a multi-path crossing of Atwood west of Walter St. Bicycle facilities along Olbrich Park will consist of bike lanes and a side path. A ped/bike bridge over Starkweather Creek will be constructed.

[Note: The project's north and south termini -- S. Fair Oaks Avenue and Cottage Grove Road intersections -- have already been reconstructed.]

Meier Road (Femrite Dr. to Mill Pond Rd.)

The project would extend Meier Road south from Femrite Drive to Millpond Road with a new bridge over USH 12/18. The road extension would be constructed with curb & gutter, sidewalk, bicycle facilities (bike lanes or multi-use path), street lighting, and storm sewer. The purpose is to provide safe access to the Ho Chunk Gaming facility and other development in that area. A major development has been proposed there.

John Nolen Drive (Olin Ave. to North Shore Dr.)

The project would reconstruct John Nolen Drive, a 4-6 lane principal arterial and six bridges. The separate multi-use path and shoreline would be reconstructed. Storm sewer and street lighting improvements will be included, along with curb and gutter for the entire project length.

Mineral Point Road (Beltline Hwy to S. High Point Rd.)

The project would replace the pavement on Mineral Point Road, a 4-6 lane principal arterial. Lanes will be realigned to allow for full, separate bicycle lanes through the segment. Curb & gutter and sidewalk will be replaced as needed. WisDOT Southwest Region may be interested in replacing pavement in between ramp termini as part of the project.

Gammon Road (Schroeder Rd. to Colony Dr.)

The project would upgrade the current communications and detection systems to provide a platform to operate an adaptive signal control system using the existing Centrac's centralized traffic signal system. The project would update existing twisted pair communications to Ethernet Fiber, including adding necessary networking hardware. The city has existing backbone fiber in place and conduit system necessary for the communication upgrades. The project would add system and intersection detection as necessary to allow for travel volume and speed data collection. The project would also procure any necessary traffic signal controller upgrades.

Mineral Point Road (Junction Rd. to Glenway St.)

The project would upgrade the current communications and detection systems to provide a platform to operate an adaptive signal control system using the existing Centrac centralized traffic signal system. The project would update existing twisted pair communications to Ethernet Fiber, including adding necessary networking hardware. The city has existing backbone fiber in place and conduit system necessary for the communication upgrades. The project would add system and intersection detection as necessary to allow for travel volume and speed data collection. The project would also procure any necessary traffic signal controller upgrades.

City of Middleton:

Pleasant View Road – Phase 1 (USH 14 to Timber Wolf Tr.)

The project would reconstruct and expand Pleasant View Road, a designated principal arterial which is currently a 2-lane rural roadway, to a 4-lane urban boulevard with a grassed median, bike lanes, sidewalks, a multi-use path on the west side, street lighting, traffic signals/roundabouts, and storm sewer improvements. The project will address vertical and horizontal curve deficiencies. A new bike bridge will be provided at the existing on-street bike crossing north of Greenway Blvd. due to the elevation change of that section of the roadway, which will be cut by 12 feet.

Village of McFarland:

Exchange Street (Farwell St. to Sleepy Hollow Rd.)

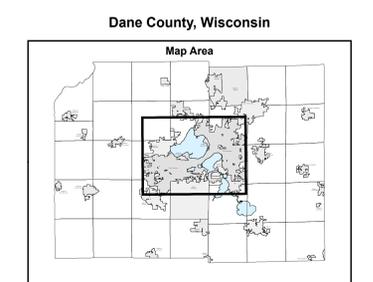
The project would reconstruct Exchange Street, a 2-lane collector. It would include the installation of new sidewalk on the entire west side of the road, storm sewer, curb and gutter, and decorative lighting improvements. The Village indicated it would consider adding striped bike lanes as part of this project, which is recommended in local and regional plans.

**DRAFT**  
**Approved**  
**STBG Urban Projects**  
**and Proposed New**  
**Projects for Funding**  
**2020 - 2025**

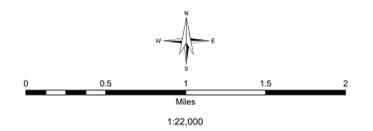
- Approved Madison Urban Boundary
- Approved 2020 - 2021 Projects**
- 2020
- 2021
- Proposed Projects 2022 - 2025**

**Reconstruct** Red Text Denotes Planned Major Capacity Expansion Project

**Note:** Year of construction shown. See project listings for information on obligation of federal funding.



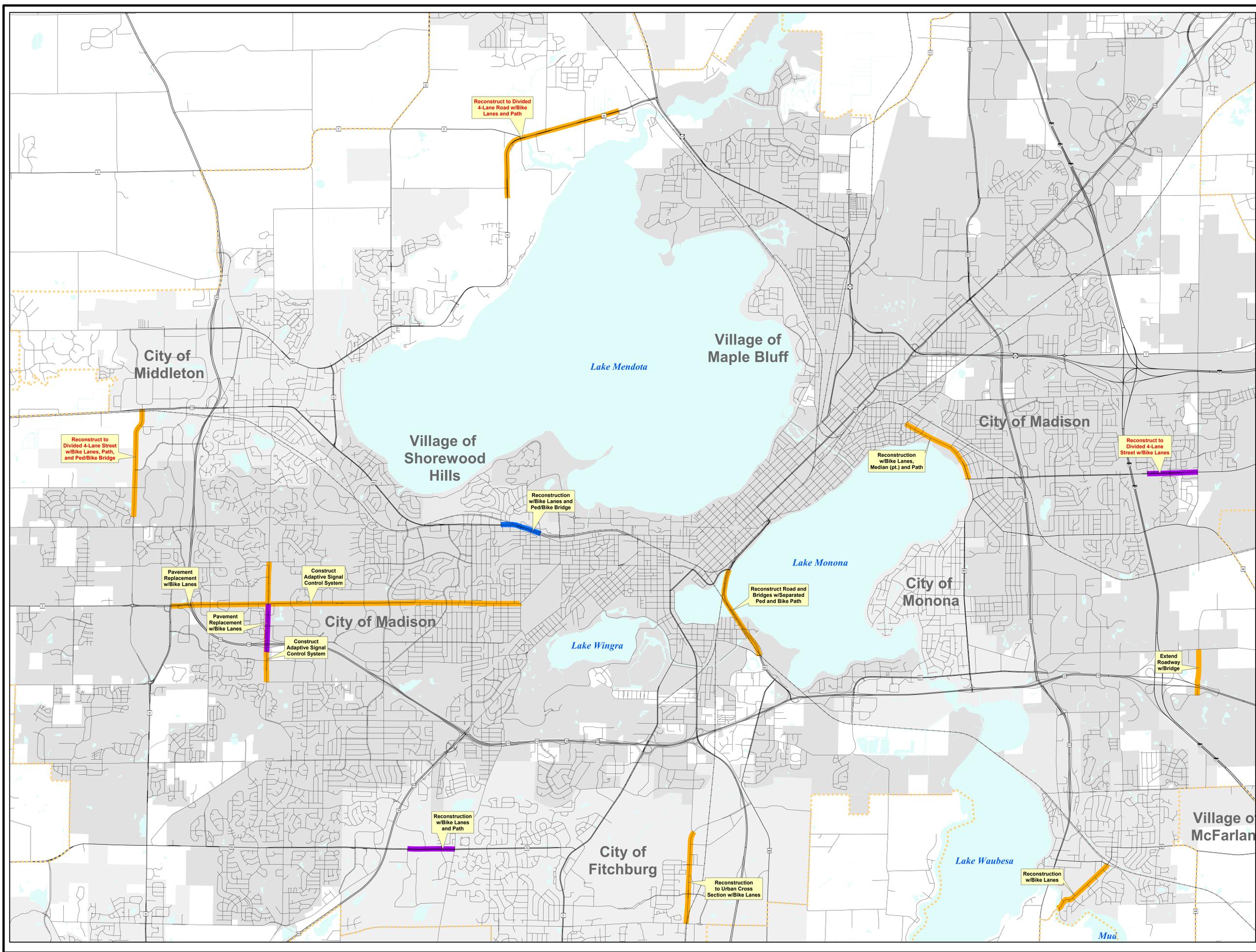
Prepared by staff to the:  
**T · P · B**  
 Transportation Planning Board  
 A Metropolitan Planning Organization (MPO)  
 Date Revised: 6/10/2019



Coordinate System: NAD 1983 HARN WISCRS Dane County Feet  
 Projection: Lambert Conformal Conic

Source Info:  
 Street Base: 2019 (MATPB DCLIO)  
 Hydrography: 1200, 124,000 (WENR)  
 Civil Division Limits: 2019, Annexion Records (DCLIO)  
 Transportation Improvement Program: 2019 - 2023 (MATPB)

User: jrbk  
 Date Printed: 6/10/2019  
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**MATPB (MPO) Agenda Cover Sheet**  
**June 19, 2019**

**Item No. 11**

**Re:**

Presentation on Intersection Safety Screening Analysis

**Staff Comments on Item:**

MPO staff collaborated with the UW Traffic Operations and Safety (TOPS) Lab staff to conduct a data-driven safety screening analysis for all arterial and collector level intersections in the MPO planning area boundary. The purpose of this screening was to serve as a starting point to identify intersections with a need for more detailed study for potential safety improvements. The analysis ranks the intersections by the total number of crashes, crash rate, and crash severity.

MPO staff presented on the study to the board at its March meeting. Following that an error was noticed in the intersection entering traffic volume that the TOPS Lab had used for their analysis of crash severity that also carried over into the crash rate data. That error has been corrected and the revised tables of high-crash locations are attached. MPO staff is in the process of putting together community specific data for a number of local staff that have requested this. MPO staff will also be meeting with city of Madison Transportation staff to discuss the project and the Madison data. A report will be prepared on the study.

**Materials Presented on Item:**

1. Tables listing top high-crash intersections

**Staff Recommendation/Rationale:**

For information and discussion purposes only.

## Top 50 High-Crash Frequency Intersections (2012-2016)

Crash Freq. Rank	Intersection	Traffic Control	Total Crashes	Crash Severity			Municipality
				Fatal	Injury	PDO	
1	Stoughton Rd @ Buckeye Rd	Signal	226	0	77	149	Bloomington Grove
2	Pleasant View @ Mineral Point Rd	RAB	197	0	15	182	Madison
3	Fish Hatchery Rd @ Greenway Cross	Signal	149	0	39	110	Madison
4	Stoughton Rd @ Pflaum Rd	Signal	146	0	53	93	Madison
5	Gammon Rd @ Watts Rd	Signal	143	0	41	102	Madison
6	Stoughton Rd @ Broadway	Signal	134	0	42	92	Madison
7	East Washington Ave @ Mendota St	Signal	127	0	28	99	Madison
8	Odana Rd @ Whitney Way	Signal	126	1	34	91	Madison
9	East Washington Ave @ First St	Signal	122	1	39	82	Madison
10	Midvale Blvd @ University Ave	Signal	116	0	17	99	Madison
11-12	East Washington Ave @ John Nolan Dr	Signal	109	0	42	67	Madison
11-12	Blair St/John Nolen Dr @ Williamson St/E Wilson St	Signal	109	0	26	83	Madison
13	East Washington Ave @ Thierer Rd/Portage Rd	Signal	105	0	35	70	Madison
14-15	Gammon Rd @ Mineral Point Rd	Signal	103	0	28	75	Madison
14-15	East Washington Ave @ Lien Rd	Signal	103	0	29	74	Madison
16	Park St @ Badger Rd	Signal	100	0	35	65	Madison
17	Gammon Rd @ Odana Rd	Signal	99	0	22	77	Madison
18	Regent St @ Park St	Signal	96	0	26	70	Madison
19	Mineral Point Rd @ High Point Rd	Signal	95	0	23	72	Madison
20	East Washington Ave @ East Springs Dr	Signal	94	0	27	67	Madison
21	Lien Rd @ Thompson Drive	RAB	92	0	11	81	Madison
22	University Ave @ Parmenter St	Signal	89	0	19	70	Middleton
23-25	East Washington Ave @ Milwaukee St	Signal	88	0	27	61	Madison
23-25	Packers Ave @ International Ln	Signal	88	0	35	53	Madison
23-25	East Washington Ave @ Zeier Rd	Signal	88	0	30	58	Madison
26	East Washington Ave @ Continental Ln/Eagan Rd	Signal	86	0	22	64	Madison
27	East Washington Ave @ Fair Oaks Ave /Wright St	Signal	85	0	29	56	Madison
28	W Johnson St @ N Park St	Signal	84	0	24	60	Madison

## Top 50 High-Crash Frequency Intersections (2012-2016)

Crash Freq. Rank	Intersection	Traffic Control	Total Crashes	Crash Severity			Municipality
				Fatal	Injury	PDO	
29	John Nolen Dr @ Rimrock Rd	Signal	83	0	24	59	Madison
30	East Washington Ave @ E Johnson St	Signal	80	0	28	52	Madison
31	Fish Hatchery Rd @ Post Rd	Signal	77	0	21	56	Fitchburg
32-33	Gammon Rd @ Gammon Pl	Signal	76	0	20	56	Madison
32-33	Monona Dr @ W Broadway	Signal	76	0	19	57	Monona
34-35	East Washington Ave @ Blair St	Signal	75	0	22	53	Madison
34-35	Sherman Ave @ Northport Dr	Signal	75	0	14	61	Madison
36-39	Regent St @ W Washington Ave	Signal	74	0	26	48	Madison
36-39	N Broom St @ W Johnson St	Signal	74	0	21	53	Madison
36-39	East Washington Ave @ Baldwin St	Signal	74	0	24	50	Madison
36-39	Deming Way @ USH 14	Signal	74	0	18	56	Middleton
40-41	Mineral Point Rd @ Whitney Way	Signal	70	0	20	50	Madison
40-41	CTH M @ CTH MM	RAB	70	0	6	64	Fitchburg
42	N Park St @ University Ave	Signal	69	0	25	44	Madison
43-44	W Johnson St @ Wisconsin Ave	Signal	68	0	10	58	Madison
43-44	Park St @ Hughes Pl	Signal	68	0	29	39	Madison
45-46	East Washington Ave @ Paterson St	Signal	67	0	23	44	Madison
45-46	East Johnson St @ Fordem Ave	Signal	67	0	24	43	Madison
47-48	USH 12/18 @ Millpond Rd	Stop	65	1	27	37	Madison
47-48	University Ave @ University Bay Dr/Farley Ave	Signal	65	1	15	49	Shorewood Hills
49	Park St @ Vilas Ave	Signal	64	0	19	45	Madison

Notes

- The regional high-crash locations list was compiled including all arterial and collector level intersections within MATPB's planning area. It excludes ramp terminals, and any intersection whose roadway jurisdiction is exclusively WisDOT's.
- Crash totals include all crashes within 250 ft of the center of the intersection.
- PDO means property damage only.
- Overall intersection rankings are calculated based upon methodology that includes crash frequency, rate (MEV), and severity (EPDO). Please see MATPB's crash methodology report to find out how crash rates, severity, and overall intersection rankings were calculated.
- This list is intended to represent a high level screening of intersection safety conditions in Dane County. The data used in the analysis is based upon the best available sources, but is not guaranteed to be free from errors.
- Source: WisDOT/UW TOPS Lab/MATPB

## Top 50 High-Crash Rate Intersections (2012-2016)

Crash Rate Rank	Intersection	Traffic Control	Crash Rate (MEV)	Total Crashes	Entering Traffic Volume	Municipality
1	CTH A @ Glenway Rd	Stop	5.058	12	650	Oregon
2	Badger Ln @ Nob Hill Rd	Stop	3.523	36	2,800	Madison
3	CTH MN @ Door Creek Rd	Stop	2.994	10	915	Pleasant Springs
4	Pleasant View @ Mineral Point Rd	RAB	2.329	197	21,075	Madison
5	CTH AB @ CTH MN	Stop	1.970	16	2,225	Dunn
6	W Beltline Frontage Rd @ Kingston Dr	Stop	1.917	53	7,575	Madison
7	Verona Frontage Rd @ Red Arrow Trl	Stop	1.328	24	4,950	Madison
8	Bird St @ Egre Rd	Stop	1.289	12	2,550	Bristol
9	CTH MM @ CTH M	RAB	1.249	70	15,350	Fitchburg
10	CTH C @ Egre Rd	Stop	1.180	12	2,785	Windsor
11	E Mifflin St @ N Blair St	Signal	1.133	34	8,225	Madison
12	Stoughton Rd @ Buckeye Rd	Signal	1.098	226	56,375	Blooming Grove
13	S Beltline Ct @ Rusk Ave E	Stop	1.084	31	7,837.5	Madison
14	Rusk Ave E @ W Badger Rd	Stop	1.078	31	7,875	Madison
15	Darwin Rd @ Packers Ave	Signal	1.062	62	16,000	Madison
16	International Ln @ Darwin Rd	Stop	1.059	26	6,725	Madison
17	W Main St @ N Thompson Rd*	RAB	1.045	51	9,505	Sun Prairie
18	Gammon Rd @ Colony Dr	Signal	1.003	20	5,462.5	Madison
19	Randall Ave @ Engineering Dr	Stop	0.993	28	7,725	Madison
20	Lien Rd @ Thompson Dr	RAB	0.984	92	25,850	Madison
21	Greenway Cross @ W Beltline Frontage Rd	Stop	0.959	21	6,000	Madison
22	East Towne Blvd @ Zeier Rd	Signal	0.924	60	17,800	Madison
23	Badger Rd @ Pheasant Ridge Trl	Stop	0.918	17	5,075	Madison
24	W Beltline Frontage Rd @ Grandview Blvd	Stop	0.916	28	8,375	Madison
25	W Beltline Frontage Rd @ Coho St	Stop	0.913	19	5,700	Madison
26	Zeier Rd @ S Mall Entrance	Stop	0.913	14	4,200	Madison
27	Portland Pkwy @ S Stoughton Rd Service Rd	Stop	0.889	14	4,312.5	Madison
28	East Springs Dr @ High Crossing Blvd	Signal	0.833	47	15,450	Madison
29	High Point Rd @ Terrace Ave	Stop	0.829	18	5,950	Middleton
30	Main St @ Grand Ave	RAB	0.820	58	13,650	Sun Prairie

## Top 50 High-Crash Rate Intersections (2012-2016)

Crash Rate Rank	Intersection	Traffic Control	Crash Rate (MEV)	Total Crashes	Entering Traffic Volume	Municipality
31	Verona Rd Frontage @ Chalet Gardens Rd	Stop	0.804	11	3,750	Fitchburg
32	W Main St @ Bassett St	Stop	0.803	23	7,850	Madison
33	USH 12 @ Millpond Rd	Stop	0.799	65	22,285	Madison
34	Parmenter St @ University Ave	Signal	0.788	89	30,950	Middleton
35	Airport Rd @ Enchanted Valley Rd	Stop	0.785	13	4,537.5	Cross Plains
36	Post Rd @ Traceway Dr	Stop	0.780	17	5,975	Madison
37	Butler St @ Mifflin St	Stop	0.779	14	4,925	Madison
38	S Whitney Way @ Odana Rd	Signal	0.777	126	44,450	Madison
39	South Towne Dr @ Industrial Dr	RAB	0.773	38	13,475	Monona
40	Baldwin St @ Williamson St	Signal	0.770	54	19,225	Madison
41	McKee Rd @ Nesbitt Rd/Kapec Rd	Signal	0.768	61	21,750	Fitchburg
42	Verona Avenue @ Maple Grove Dr/Old CTH PB	Signal	0.736	43	16,000	Verona
43	CTH N @ CTH TT	RAB	0.736	30	10,550	Cottage Grove
44	Gammon Rd @ Watts Rd	Signal	0.733	143	53,425	Madison
45	W Beltline Frontage Rd @ Danbury St	Stop	0.731	15	5,625	Madison
46	Bassett St @ W Washington Ave	Signal	0.727	62	23,375	Madison
47	Fair Oaks Ave @ Commercial Ave	Stop	0.725	24	9,075	Blooming Grove
48	Odana Rd @ W Platte Dr	Stop	0.710	59	2,2782.5	Madison
49	CTH M @ Hedden Rd	Signal	0.706	53	20,575	Middleton
50	Fish Hatchery Rd @ Greenway Cross	Signal	0.696	149	58,650	Madison

Notes

- The regional high-crash locations list was compiled including all arterial and collector level intersections within MATPB's planning area. It excludes ramp terminals, and any intersection whose roadway jurisdiction is exclusively WisDOT's.
- This "Top 50 High-Crash Rate" table only includes intersections with 10 or more total crashes.
- Crash totals include all crashes within 250 ft of the center of the intersection.
- Crash rate is calculated per million entering vehicles (MEV).
- Entering traffic volume refers to the estimated number of vehicles entering the intersection per day, based on traffic counts and model estimates.
- Overall intersection rankings are calculated based upon methodology that includes crash frequency, rate, and severity. Please see MATPB's crash methodology report to find out how crash rates, severity, and overall intersection rankings were calculated.
- This list is intended to represent a high level screening of intersection safety conditions in Dane County. The data used in the analysis is based upon the best available sources, but is not guaranteed to be free from errors.
- Source: WisDOT/UW TOPS Lab/MATPB

## Top 50 High-Crash Severity Intersections (2012-2016)

Severity Rank (EPDO)	Intersection	Traffic Control	Severity (EPDO)	Total Crashes	Crash Severity			Crash Rate (MEV)	Municipality
					Fatal	Injury	PDO		
1	Stoughton Rd @ Buckeye Rd	Signal	375.627	226	0	77	149	2.197	Bloomington
2	Stoughton Rd @ Pflaum Rd	Signal	278.248	146	0	53	93	1.383	Madison
3	Fish Hatchery Rd @ Greenway Cross	Signal	257.672	149	0	39	110	1.392	Madison
4	Stoughton Rd @ Broadway	Signal	257.434	134	0	42	92	1.206	Madison
5	East Washington Ave @ First St	Signal	250.142	122	1	39	82	1.018	Madison
6	Gammon Rd @ Watts Rd	Signal	247.144	143	0	41	102	1.467	Madison
7	East Washington Ave @ Mendota St	Signal	229.778	127	0	28	99	1.142	Madison
8	Gammon Rd @ Mineral Point Rd	Signal	213.900	103	0	28	76	0.857	Madison
9	Midvale Blvd @ University Ave	Signal	212.660	116	0	17	99	0.986	Madison
10	Odana Rd @ Whitney Way	Signal	209.771	126	1	34	91	1.553	Madison
11	East Washington Ave @ East Springs Dr	Signal	199.092	94	0	27	67	0.889	Madison
12	Pleasant View @ Mineral Point Rd	RAB	197.838	197	0	15	182	4.658	Madison
13	East Washington Ave @ John Nolen Dr	Signal	194.212	109	0	42	67	1.166	Madison
14	East Washington Ave @ Thierer Rd/Portage Rd	Signal	190.366	105	0	35	70	1.217	Madison
15	Blair St/John Nolen Dr @ Williamson St/Wilson St	Signal	190.138	109	0	26	83	1.258	Madison
16	Park St @ Badger Rd	Signal	189.116	100	0	35	65	1.219	Madison
17	East Washington Ave @ Zeier Rd	Signal	187.784	88	0	30	58	0.883	Madison
18	East Washington Ave @ Milwaukee St	Signal	186.409	88	0	27	61	0.886	Madison
19	East Washington Ave @ Lien Rd	Signal	181.513	103	0	29	74	1.079	Madison
20	Regent St @ Park St	Signal	174.344	96	0	26	70	1.077	Madison
21	East Washington Ave @ Baldwin St	Signal	171.466	74	0	24	50	0.638	Madison
22	John Nolen Dr @ Rimrock Rd	Signal	170.829	83	0	24	59	0.887	Madison
23	East Washington Ave @ Continental Ln/Eagan Rd	Signal	165.215	86	0	22	64	1.015	Madison
24	Johnson St @ Park St	Signal	164.061	84	0	24	60	0.948	Madison
25	Packers Ave @ International Ln	Signal	159.382	88	0	35	53	1.040	Madison
26	East Washington Ave @ Fair Oaks Ave/Wright St	Signal	156.776	85	0	29	56	1.082	Madison
27	Mineral Point Rd @ High Point Rd	Signal	155.115	95	0	23	72	1.348	Madison
28	Gammon Rd @ Odana Rd	Signal	154.582	99	0	22	77	1.120	Madison
29	East Washington Ave @ Paterson St	Signal	152.080	67	0	23	44	0.723	Madison
30	University Ave @ Shorewood Blvd/Hill St	Signal	147.598	58	0	16	42	0.529	Madison

## Top 50 High-Crash Severity Intersections (2012-2016)

Severity Rank (EPDO)	Intersection	Traffic Control	Severity (EPDO)	Total Crashes	Crash Severity			Crash Rate (MEV)	Municipality
					Fatal	Injury	PDO		
31	Fish Hatchery Rd @ Post Rd	Signal	144.643	77	0	21	56	0.937	Fitchburg
32	Sherman Ave @ Northport Dr	Signal	143.447	75	0	14	61	0.893	Madison
33	East Washington Ave @ Blair St	Signal	143.280	75	0	22	53	0.920	Madison
34	Mineral Point Rd @ Whitney Way	Signal	141.911	70	0	20	50	0.870	Madison
35	Park St @ Vilas Ave	Signal	141.092	64	0	19	45	0.700	Madison
36	East Washington Ave @ Ingersoll St	Signal	136.792	53	0	15	38	0.506	Madison
37	East Washington Ave @ Johnson St	Signal	136.477	80	0	28	52	0.976	Madison
38	University Ave @ Parmenter St	Signal	134.472	89	0	19	70	1.576	Middleton
39	Fish Hatchery Rd @ Parr St	Signal	133.732	58	0	16	42	0.642	Madison
40	Regent St @ West Washington Ave	Signal	132.408	74	0	26	48	1.069	Madison
41	John Nolen Dr @ Olin-Turville Ct	Signal	130.972	53	0	13	40	0.567	Madison
42	Unversity Ave @ Segoe Rd	Signal	129.747	62	0	25	37	0.700	Madison
43	Deming Way @ USH 14	Signal	125.908	74	0	18	56	1.242	Middleton
44	University Ave @ University Bay Dr /Farley Ave	Signal	124.980	65	1	15	49	0.895	Shorewood Hills
45	Monona Dr @ W Broadway	Signal	124.696	76	0	19	57	1.263	Monona
46	Broom St @ Johnson St	Signal	123.556	74	0	21	53	1.190	Madison
47	University Ave @ Marshall Ct	Signal	120.348	43	1	10	32	0.427	Madison
48	Mineral Point Rd @ Randolph Dr/D'onofrio Dr	Signal	119.519	59	0	23	36	0.850	Madison
49	Park St @ University Ave	Signal	117.288	69	0	25	44	0.902	Madison
50	Lien Rd @ Thompson Dr	RAB	117.287	92	0	11	81	1.968	Madison

Notes

- The regional high-crash locations list was compiled including all arterial and collector level intersections within MATPB's planning area. It excludes ramp terminals, and any intersection whose roadway jurisdiction is exclusively WisDOT's.
- Crash totals include all crashes within 250 ft of the center of the intersection.
- EPDO mean equivalent property damage only.
- PDO means property damage only.
- Crash rates calculated per million entering vehicles (MEV).
- Overall intersection rankings are calculated based upon methodology that includes crash frequency, rate (MEV), and severity (EPDO). Please see MATPB's crash methodology report to find out how crash rates, severity, and overall intersection rankings were calculated.
- This list is intended to represent a high level screening of intersection safety conditions in Dane County. The data used in the analysis is based upon the best available sources, but is not guaranteed to be free from errors.
- Source: WisDOT/UW TOPS Lab/MATPB