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

September 5, 2018
City-County Building
210 Martin Luther King Jr. Blvd., Room 357
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.

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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 kov xav tau ib tug ntxhais lus, xav tau cov ntawv ntxawv ua lwmm hom ntxawv, los sis lwmm yam kev pab kom koom tau rau lub rooj sib tham no, hau rau Madison Lub Tuam Tsev Xyuas Txog Kev Npaj, Lub Zej Zos thiab Kev Txihtm Kho (Madison Planning, Community & Economic Development Dept.) ntxawm (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 August 1, 2018 Meeting Minutes

3. Communications

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

5. Public Hearing on the Draft 2019-2023 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

   Note: Action on the 2019-2023 TIP by the MPO is anticipated at the board’s October 3 meeting to be held at the Madison Water Utility, 119 E. Olin Avenue, Rooms A-B. Written comments on the TIP are invited through Friday, September 21, and should be sent to the MPO offices at 121 S. Pinckney St., Suite 400, Madison, WI 53703 or e-mailed to mpo@cityofmadison.com.

6. Revised Resolution TPB #141 Approving Amendment #4 to the 2018-2022 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
   • Buckeye Road/CTH AB (Monona Dr. to Stoughton Rd./USH 51), Reconstruction (DELETE fed funding)
   • Madison Ped/Bike Safety Education Program (DELETE federal funding)
   • CTH M/S. Pleasant View Rd. (Cross Country Rd. to Valley View Rd.), Reconstruction & Expansion (Increase funding, const. in 2017-2019)
   • E. Johnson St. (N. Baldwin St. to First St.), Reconstruction (Increase funding, const. in 2019)

7. Presentation on A Greater Madison Vision
   (Steve Steinhoff, Capital Area RPC)

8. Review of Section 5310 Program (Enhanced Services for Seniors and Individuals with Disabilities)
   Grant Project Applications for 2019 and Draft Recommendations for Project Funding
9.  Presentation on Federal Performance Measure Data for the Madison Metropolitan Planning Area and Discussion of Targets for the Measures

10. Appointment to Dane County Specialized Transportation Commission

11. Status Report on Capital Area RPC Activities

12. Status Report on Studies and Plans Involving the MATPB:
   - USH 51/Stoughton Road (USH 12/18 to I-39/90/94) Corridor Study
   - Beltline (USH 14 to CTH N) Corridor Study
   - Interstate 39/90/Beltline Interchange Study
   - Other WisDOT Corridor Studies

13. Discussion of Future Work Items:
   - 2019 Work Program and Budget
   - Annual Performance Measures Report and Setting of Federal Measure Targets
   - 2019-2023 Transportation Improvement Program
   - Madison Area Household Travel Survey
   - AirSage Origin/Destination Data Analysis
   - Bus Rapid Transit (BRT) Implementation Planning
   - Low Stress Bikeway Network Identification/Mapping and Analysis
   - Local Arterial Roadway Intersection Safety Analysis
   - Strategic Plan for Enhancements to Travel Model and Other Planning Analysis Tools
   - Coordinated Public Transit – Human Services Transportation Plan Update
   - Transit Development Plan Update
   - MPO Website Redesign and Reorganization
   - MPO Branding Effort Project
   - Issue of Relationship between MPO and City of Madison
   - Revision to MPO Operating Rules and Procedures

14. Announcements and Schedule of Future Meetings

15. Adjournment

Next MPO Board Meeting:

**Wednesday, October 3, 2018 at 6:30 p.m.**

Madison Water Utility, 119 E. Olin Avenue, Room A-B
Madison Area Transportation Planning Board (an MPO)
August 1, 2018 Meeting Minutes

1. Roll Call

   Members present: David Ahrens, Mark Clear, Kelly Danner, Paul Esser, Ken Golden, Chuck Kamp, Steve King, Jerry Mandli, Ed Minihan, Mark Opitz, Larry Palm (via phone), Bruce Stravinski, Doug Wood

   Members absent: Steve Flottmeyer

   MPO staff present: Colleen Hoesly, Bill Schaefer

   Others present in an official capacity: Rob Phillips (City of Madison Engineer), Nicholas Zavos (City of Madison Deputy Mayor for Government Relations)

2. Approval of July 11, 2018 Meeting Minutes

   Moved by Opitz, seconded by Kamp, to approve the July 11, 2018 meeting minutes. Motion carried.

3. Communications

   • Letter from KL Engineering, design consultant for the city of Madison’s University Avenue (Shorewood Boulevard to University Bay Drive) project, seeking comment from MPO.

     Schaefer said comments could be provided formally or informally. He said an issue for the project is coordinating with the BRT project. Ahrens said he hoped a substantial median could be provided as well as an adequate terrace with street trees. Schaefer said he would pass those comments on to staff. The board decided to let staff provide informal comments.

   • Recent survey conducted of the Dane County Cities and Villages Association (DCCVA) membership. Schaefer noted that transportation in general and the roadway jurisdictional transfer issue came up as top issues.

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

   Forbes McIntosh, representing DCCVA, said that the roadway jurisdictional transfer issue was one that was “boiling over.” He said he’d met with county board leaders and believes there is interest in policy changes. They planned to request data from the MPO in the future to support those discussions. He read the attached written statement, noting the transfers of roads to cities and villages raised concern of tax fairness. He said statements have been made the transfers are routine and non-controversial, but that is not true. He said the county policy dates back to an old committee position that the county may seek jurisdictional transfer, but in practice it has been required in every case where there is a single municipality involved.

   Clear noted the idea had been floated for the MPO to conduct a study on the issue and wondered if he thought the MPO had credibility as a non-biased entity. McIntosh said yes, noting the board had appointments from all sides. He said one of the problems is there is not consensus among his members on a policy, but agreement that a cost sharing policy should be developed. They will look to the MPO for data, not necessarily for the MPO to do the study. Danner asked if Forbes had seen any best practice policies from other states such as Minnesota. Forbes said they are doing that research now, noting the focus should be on cost sharing rather than jurisdictional transfer.

5. Election of Officers

   Per recommendation of King, the board decided to hold the election but have the new chair take over at the next meeting. Minihan nominated Opitz and he accepted. Ahrens nominated Palm and he accepted. Nominations were then closed. The candidates made brief statements. Opitz noted his status as a staff
member rather than elected official. Palm said he’d apply the lessons he’d learned as CARPC Chair and wanted to get the board more engaged in decision making. Stravinski suggested having co-chairs. Kamp said as a staff person with committees for 25 years he found it helpful to have one chair. After further discussion, it was decided not to pursue that. Palm was elected by paper ballot.

Clear opened the floor for nominations for Vice Chair. King nominated Opitz and Kamp seconded. Opitz accepted. There were no other nominations. Kamp moved, Opitz second, to close nominations and cast unanimous vote for Opitz for Vice Chair. Motion carried.

6. Resolution TPB #140 Approving Amendment #3 to the 2018-2022 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Schaefer noted the amendment added the STH 30 (Fair Oaks Bridge) Bridge Deck overlay project to allow design to begin this year.

Moved by Kamp, seconded by Ahrens, to approve. Motion carried.

7. Resolution TPB #141 Approving Amendment #4 to the 2018-2022 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Clear introduced the item. Ahrens moved, Wood seconded, to approve the resolution for discussion purposes.

Nick Zavos spoke in support of reallocating the funding for the Buckeye Road project in 2019, but not the Cottage Grove Road project. The city and county would work to move Buckeye Road forward with local funding. He commented on the jurisdictional transfer issue generally, which he said was a big policy issue, and noted the awkward position the MPO had been put in due to the federal funding involved. He said the Mayor was just trying to make sure the federal funding is not lost. In response to a question from Wood he said only reallocating the Buckeye Road funding would provide time for an agreement to be reached on the Cottage Grove Road project. Kamp asked if Tom Lynch, the new city transportation director, supported this and Zavos said yes. Schaefer added the city of Madison would continue efforts to move the Atwood Avenue project forward in the meantime so that it could be ready for construction in 2020.

Palm moved, Kamp seconded, to amend the main motion to delete the 2018 funding for the Madison ped/bike safety education program and the 2019 funding for the Buckeye Road project and reallocate $385,000 of that to E. Johnson Street and $609,000 to CTH M, but not reallocate the Cottage Grove Road project funding.

Schaefer clarified the reallocation of funding by reviewing the priority projects table and the resolution. He also said staff had drafted a revised TIP resolution with only the reallocation of Buckeye Road funding included in the motion so it could be signed tonight. Wood asked for the rationale to not move the Cottage Grove Road project funding to Atwood. Phillips responded that it gives the city and county another year to work out an agreement. Danner added that the city and county are both planning to commit local funds to their 2019 budgets for Buckeye Road and to continue working on the cost sharing and jurisdiction issues. Minihan commented that Mayor Soglin didn’t seem interested in using data to negotiate a solution. Zavos responded that the Mayor is in favor of making decisions based on data related to traffic patterns on the roadways. He said a study by the MPO was something the city had supported for a while. He said there was recognition there wasn’t enough time to work out the issue for Buckeye Road. Palm added the Mayor’s position wasn’t clear at the last meeting, but is now.

The motion to amend the main motion on the resolution to approve the reallocation of funding for the Buckeye Road project and the 2018 funding for the pedestrian/bicycle project to the E Johnson Street and CTH M projects carried. Moved by Ahrens, seconded by Wood, to approve Resolution TPB #141 as amended by Palm. Motion carried.
8. Update Regarding WisDOT Release of 2019-2022 STBG Urban Program Policies and MPO Funding Allocations

Schaefer said there has been no resolution on MATPB’s funding allocation for the 2019-2022 program cycle nor on the issue of MATPB using some of its funding for the Madison ped/bike safety education program. However, FHWA is working with WisDOT to resolve the issues. For the draft TIP, the $13 million in available funding according to WisDOT will be used.

9. Release of Draft 2019-2023 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County for Public Review and Comment

Schaefer said that $13 million in available STBG Urban funding must be programmed as part of approval of the 2019-2023 TIP. Staff is proposing to allocate that to the University Avenue project, which was by far the highest scoring project. Also, MATPB must program all of the funding and all of it is needed for the University Avenue project, which is estimated at $24 million. The board conditionally approved the project and the first phase of Pleasant View Road as part of approval of last year’s TIP and design work on both has been proceeding. The University Avenue project will tentatively be scheduled for 2021. Next year when the MPO has more funding the Pleasant View Road project will be approved for construction in 2022 or 2023. Schaefer confirmed with Opitz that the TID being used to partially fund Pleasant View Road expires at the end of 2022. Schaefer noted that is still some flexibility going forward as to which of the two projects gets reconstructed first. Schaefer noted the project maps in the packet and said staff had reviewed all projects for consistency with MATPB’s Regional Transportation Plan.

Moved by Opitz, seconded by Kamp, to release for public review and comment. Motion carried.

10. Letter of Support for Metro Transit Application to FTA Bus & Bus Facilities Grant Program

Schaefer pointed out that Metro decided to propose 50/50 funding match instead of 80/20 in order to boost its chances of receiving funding. He said a correction to the letter had been made with the revised amount of funding being requested. Kamp confirmed this. He said if Metro were to receive the grant it could then use its Section 5307 funding on much needed renovation work on the bus garage.

Moved by Mandli, seconded by Kamp, to approve sending the corrected letter. Motion carried.

11. Presentation on Coordinated Public Transit – Human Services Transportation Plan

Schaefer said the Coordinated Plan needed to be updated. The plan is prepared in close cooperation with Metro and Dane County Human Services staff. The first of two local coordination meetings with stakeholder groups was held on July 19. He introduced Colleen Hosely, who went over the presentation that was made at the meeting. The presentation covered the plan requirements, existing funding programs and services, past funded Section 5310 projects, demographic information, and the overall goals from the last plan, which are being carried forward. There were no questions.

12. Presentation on Low Stress Bikeway Map Application Developed by MATPB Staff

Schaefer provided a demonstration of the new low-stress bike route finder application. He said staff was also doing some analyses using the low stress network and would present to the board on that at a future meeting. Opitz commented on the colors on the map, saying it was difficult to distinguish the blue and green. Schaefer agreed and said the color scheme was mandated by city of Madison IT staff to make it readable for people with color blindness. He said staff would look into tweaking the colors though.

13. Appointments to MATPB-CARPC Workgroup

Schaefer said two of the three MPO seats on the workgroup are vacant. Palm noted that the workgroup is nearing the end of its work with 1-2 final meetings to review draft recommendations. The next step would be
to have a joint meeting of MATPB and CARPC. So both appointments don’t necessarily need to be made. Ultimately, it will be up to both full bodies to decide on strategies to move forward.

Wood volunteered to serve on the workgroup.


Palm said the Greater Madison Vision community survey is nearing the critical phase with the launch on September 12. He said he would be asking all board members to assist in trying to get as many people as possible in different communities to participate in taking the survey. He said CARPC was planning to initiate a strategic planning process to make sure that the agency is in the best position possible to execute both the outcomes of the Greater Madison Vision and our future land use plan. He said he anticipated discussions with MATPB on how to become stronger partners. Schaefer said he would invite CARPC staff to come present on the AGMV project.

15. Status Report on Studies and Plans Involving the MATPB

None.

16. Discussion of Future Work Items

Schaefer said staff will receive the final household survey data files from the UW Survey Center soon. Staff will then review and compare the local data with the national data already received to determine if any weights will be needed for combining the two datasets for analysis. After much back and forth with AirSage, the company that provided the origin-destination trip data, staff is now finally comfortable with the data. AirSage made some improvements for processing the data. Staff has begun to review and analyze the data. The consultant is on board and the BRT project design study will begin in the early fall. MPO staff met with UW TOPS Lab staff regarding some assistance they will provide for the intersection safety analysis MPO staff has been working on.

Regarding the strategic plan for enhancements to the travel model and other planning tools, MPO staff provided comments on two technical memos prepared and will be discussing those comments with the consultant. The memos and feedback will serve as the basis for preparing the draft strategic work plan. The Transit Development Plan update is on hold right now until a new staff member is hired to replace Philip Gritzmacher, who left to take a position with the city of Sun Prairie.

Schaefer said he added the issue of the relationship between MATPB and the city of Madison to the list. He said the issue would be placed on a future meeting agenda for an initial discussion. He said setting targets for the new federal performance measures or choosing to support the state targets will be added to the list as well. MPOs need to set their targets by November.

17. Announcements and Schedule of Future Meetings

Clear introduced Keith Furman, who was appointed to fill his seat on the Madison Council until next April. He thanked everyone and remarked how nice it was to serve on the MPO board and work with staff. Opitz thanked Clear for all his contributions and said he enjoyed working with him on various issues and projects. Others agreed and wished Clear luck with his new job.

18. Adjournment

Moved by Opitz, seconded by Kamp, to adjourn. Motion carried. The meeting adjourned at 8:29 PM.
To: Madison Area Transportation Planning Board  
From: Forbes McIntosh  
Date: Thursday, August 2, 2018  
Re: Jurisdictional Transfers of County Trunk Highways

I am providing this written testimony as a supplemental to my verbal testimony provided at the August 1, 2018 meeting of the Madison Area Transportation Planning board (MPO).

I represent the Dane County Cities’ & Villages’ Association (DCCVA).

I am testifying for general comment and informational purposes only, as DCCVA is not expressing any position on resolutions on the agenda tonight.

I am here tonight due to recent statements in the media and public comments that have implied that jurisdictional transfers are routine and non-controversial because many cities and villages in this area have accepted transfers in the past. Nothing could be further from the truth. This has been a source of controversy and frustration for quite a few years.

Jurisdictional transfer of county trunk highways raises the concern of tax fairness, since the transfer of service will have future tax increase implications on the taxpayers in the city and village where this occurs. Further, the individual taxpayer will carry a larger burden as there will be fewer taxpayers covering these costs in the future.

I believe the “jurisdictional transfer” issue is getting more heated because until recently, an arcane provision in state law put cities and villages in a bind. The former law would have allowed Dane County to unilaterally transfer its county highways to cities and villages after the 2020 census is certified.

Thus, cities and villages felt they did not have much choice in the past when faced with a demand for jurisdictional transfer. The choice used to be that a city or village could pay for part of a new road and accept a jurisdictional transfer, or, in 2020, Dane County could unilaterally transfer that road in disrepair to the city or village and then leave the city\/village and the fewer local taxpayers to bear all the costs alone.
State law changed – and now other tactics are being employed by the county as leverage to have cities and villages take over county trunk highways – regardless of transportation usage or sound transportation policy.

That is all I wanted to say tonight – jurisdictional transfer is an issue of frustration for cities and villages, which leaves Dane County residents who live in a city and village unprotected from future tax increases.

Again, I am only testifying for informational purposes tonight because of public comments on the issue of “jurisdictional transfer” and because I suspect the MPO maybe asked for assistance with obtaining and compiling data and information to help in future policy discussions.

Thank you.
August 31, 2018

To: Wisconsin Metropolitan Planning Organizations

Subject: WisDOT 2019 Safety Performance Measure Targets

Pursuant to the regulations promulgated by the U.S. Department of Transportation, Federal Highway Administration (FHWA), the Wisconsin Department of Transportation (WisDOT) has established statewide targets for the federal performance measures intended to assess performance of the National Performance Management Measures: Highway Safety Improvement Program; 23 CFR Part 490. The 2019 targets for the five safety performance measures are identified below in Exhibit A.

Exhibit A
Wisconsin Department of Transportation

<table>
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<tr>
<th>Measure</th>
<th>2013 - 2017 Averages</th>
<th>2019 Safety Targets</th>
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<tr>
<td>Number of Fatalities</td>
<td>567.0</td>
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<td>342.0</td>
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Re:
Public Hearing on the 2019-2023 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Staff Comments on Item:
Staff mentioned that it is being proposed MATPB’s available Surface Transportation Block Grant (STBG) – Urban program funding (about $13 million) be used to fund the University Avenue (Shorewood Blvd. to University Bay Dr.) project and continue funding MATPB’s TDM/Rideshare Program and Madison’s Ped/Bike Safety Education Program (assuming issue with WisDOT disapproval of this funding can be resolved). Staff will review all of the STBG Urban projects and other significant projects at the meeting.

Staff has reviewed the other projects submitted for inclusion in the draft TIP to ensure consistency with the MPO’s long-range regional transportation plan. The complete draft TIP was released on August 10 for public review and comment. It has been posted on the MPO’s website.

Comments on the draft TIP will be accepted until September 21 and action anticipated at the board’s October 3 meeting.

Materials Presented on Item:
1. Draft 2019-2023 Transportation Improvement Program

Staff Recommendation/Rationale:
For review and discussion purposes only at this time. Action is anticipated at the board’s October meeting.
Re:
Revised Resolution TPB No. 141 Approving Amendment #4 to the 2018-2022 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Staff Comments on Item:
The MPO Board approved this TIP amendment at its August 1 meeting. The original amendment reallocated 2019 STBG-Urban program funding for the Buckeye Road/CTH AB project and 2018 STBG-Urban funding for the city of Madison’s pedestrian/bicycle safety education program to the E. Johnson Street in 2019 and the already underway CTH M/S. Pleasant View Road project.

WisDOT would not approve the amendment for incorporation into the State TIP because MATPB continues to include funding for the pedestrian/bicycle safety education program in future years even though the amendment didn’t even affect funding for those years. FHWA Wisconsin Division staff has told WisDOT staff that it does not have the legal authority to prevent MATPB from using its allocation of STBG-Urban funds on a federally eligible activity and that this program is an eligible activity. FHWA staff are in the process of working with WisDOT to resolve the issue.

Because it may take weeks or even months for FHWA to resolve this issue with WisDOT, staff has prepared a revised amendment that for now removes the 2019-2022 funding for the Madison pedestrian/bicycle safety education program. This is to ensure that the Buckeye Road funding is reallocated and not lost. Once the legal issue has been resolved, the funding for the program will be added back either as part of approval of the annual TIP update in October or as part of an amendment to the TIP in January 2019. As noted in the attached email MPO staff sent to WisDOT, it has not been requested that the project be cancelled and removed from the state’s system.

If there are any updates regarding this issue, they will be shared with the board prior to the meeting.

Materials Presented on Item:
1. Revised Resolution TPB No. 141 Approving Amendment #4 to the 2018-2022 TIP (including attachments)
2. Email from Schaefer to WisDOT staff regarding WisDOT’s insistence that MATPB not use STBG Urban funding for Madison’s ped/bike safety education program.

Staff Recommendation/Rationale:
Staff recommends approval of the TIP amendment without the future funding for Madison’s ped/bike safety education program in order to make sure the reallocation of the Buckeye Road funding occurs and that money is not lost. The issue of funding the ped/bike safety education program will hopefully be worked out prior to approval of the TIP. If not, it will be addressed in a TIP amendment early next year.
Revised Resolution TPB No. 141

Amendment No. 4 to the 2018-2022 Transportation Improvement Program
for the Madison Metropolitan Area & Dane County

WHEREAS, the Madison Area Transportation Planning Board (MATPB) – An MPO approved the 2018-2022 Transportation Improvement Program for the Madison Metropolitan Area & Dane County on October 4, 2017; and

WHEREAS, the MATPB adopted TPB Resolution No. 138 on February 7, 2018, approving Amendment No. 1, adopted TPB Resolution No. 139 on June 6, 2018, approving Amendment No. 2; and adopted TPB Resolution No. 140 on August 1, 2018; and

WHEREAS, the Madison Metropolitan Planning Area transportation projects and some transportation planning activities to be undertaken using Federal funding in 2018–2021 must be included in the effective TIP; and

WHEREAS, a major amendment is needed to reallocate federal STBG-Urban funding in 2019 due to the fact that the City of Madison wishes to use local funding instead of federal STBG-Urban funding for the approved Buckeye Road/CTH AB (Monona Dr. to Stoughton Rd.) reconstruction project due to the fact that the city and Dane County have yet to reach agreement on local share funding and future jurisdiction of the roadway; and

WHEREAS, the amendment therefore removes federal STBG-Urban funding from the Buckeye Road/CTH AB reconstruction project scheduled for 2019 and reallocates that 2019 funding for the ongoing S. Pleasant View Road/CTH M (Cross Country Rd. to Valley View Rd.) reconstruction and capacity expansion project and E. Johnson St. (Baldwin St. to First St.) reconstruction project, which are both short of federal funding per MATPB policy; and

WHEREAS, the amendment also removes federal STBG-Urban funding for the 2018 Madison Pedestrian/Bicycle Safety Education Program due to a suspension of the program until new staff are hired in late 2018 and reallocates that funding for the ongoing S. Pleasant View Road/CTH M project; and

WHEREAS, the amendment also removes 2019-2022 federal STBG-Urban funding for the Madison Pedestrian/Bicycle Safety Education Program while the legal issue regarding WisDOT’s refusal to approve that funding for incorporation into the State TIP is resolved with FHWA and MATPB is not thereby cancelling the program; and

WHEREAS, the TIP amendment will not affect the timing of any other programmed projects in the TIP and the overall STBG Urban Program funding in 2019 remains the same with the funding simply being allocated to projects differently; and

WHEREAS, the MPO’s public participation procedures for major TIP amendments was followed for these STBG-Urban project and funding changes, including an official notice and comment period and holding a public hearing on July 11; and

WHEREAS, the 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. 4 to the 2018-2022 Transportation Improvement Program for the Madison Metropolitan Area & Dane County,
making the following project revisions as shown on the attached STBG-Urban priority projects table and the TIP amendment project listing table:

1. **REVISE** the Pedestrian & Bicycle Safety Education Project on page 16 of the Pedestrian/Bicycle Projects section, removing the 2018 funding, which is reallocated to the CTH M project, and also removing the 2019-2022 funding, which is not being reallocated to another project at this time.

2. **REVISE** the Buckeye Road/CTH AB (Monona Drive to Stoughton Road/USH 51) Reconstruction Project on page 34 of the Street/Roadway Projects section, removing federal STBG-Urban construction funding, increasing local construction funding, and removing the project from the STBG-Urban Approved Priority Projects List.

3. **REVISE** the S. Pleasant View Road/CTH M (Valley View Road to Cross Country Road) Reconstruction and Capacity Expansion Project on page 35 of the Street/Roadway Projects section, increasing federal STBG-Urban funding, and revising the total project cost.

4. **REVISE** the E. Johnson Street (Baldwin Street to N North First Street) Reconstruction Project on Page 35 of the Street/Roadway Projects section, increasing federal STBG-Urban construction funding, decreasing local funding, and revising the total project cost.

____________________________  __________________
Date Adopted  Larry Palm, Chair

Madison Area Transportation Planning Board
### MADISON METROPOLITAN PLANNING AREA

#### PEDESTRIAN/BICYCLE PROJECTS

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**School based program to teach safe bicycling skills and education children on pedestrian safety. Includes organized student rides and also working with neighborhood and community groups.**

Projects are obligated in the School based program to teach safe bicycling skills and education children on ped/bike safety.

2018 funding reallocated to CTH M project. 2019-2022 funding to be held until legal issue with WisDOT failure to approve project resolved.

#### STREET/ROADWAY PROJECTS

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<th>Project Sponsor</th>
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<th>Jan-Dec 2021</th>
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<td>150</td>
<td>920</td>
<td>3,540</td>
<td>3,540</td>
<td>150</td>
</tr>
</tbody>
</table>

Reconstruction to urban cross-section w/bike lanes, parking, and sidewalk (0.80 mi.)

Water and Sanitary Facilities

Federal funding removed due to lack of agreement with CTH M project. 2019-2022 funding to be held until legal issue with WisDOT failure to approve project resolved.

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Description</th>
<th>Cost/Type</th>
<th>Jan-Dec 2018</th>
<th>Jan-Dec 2019</th>
<th>Jan-Dec 2020</th>
<th>Jan-Dec 2021</th>
<th>Jan-Dec 2022</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>MADISON METROPOLITAN PLANNING AREA</td>
<td>CTH M (S. PLEASANT VIEW RD.)</td>
<td>PE</td>
<td>150</td>
<td>200</td>
<td>1,165</td>
<td>1,165</td>
<td>1,165</td>
<td>150</td>
</tr>
<tr>
<td>X</td>
<td>111-10-026</td>
<td>ROW</td>
<td>Continuing</td>
<td>Continuing</td>
<td>Continuing</td>
<td>Continuing</td>
<td>Continuing</td>
<td></td>
</tr>
<tr>
<td>111-12-010</td>
<td>TOTAL</td>
<td>M</td>
<td></td>
<td></td>
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</tbody>
</table>

Reconstruction of roadway w/bike lanes and bike path in corridor (2.71 mi.)

Utility work extends beyond project limits.

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Description</th>
<th>Cost/Type</th>
<th>Jan-Dec 2018</th>
<th>Jan-Dec 2019</th>
<th>Jan-Dec 2020</th>
<th>Jan-Dec 2021</th>
<th>Jan-Dec 2022</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>MADISON METROPOLITAN PLANNING AREA</td>
<td>E. JOHNSON STREET</td>
<td>PE</td>
<td>150</td>
<td>200</td>
<td>1,165</td>
<td>1,165</td>
<td>1,165</td>
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<tr>
<td>Segment 2</td>
<td>111-16-005</td>
<td>ROW</td>
<td>Continuing</td>
<td>Continuing</td>
<td>Continuing</td>
<td>Continuing</td>
<td>Continuing</td>
<td></td>
</tr>
<tr>
<td>Baldwin Street to North First Street</td>
<td></td>
<td>UTL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reconstruction of roadway w/bike lanes.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improve First St. intersection</td>
<td></td>
<td>CONST</td>
<td>3,007</td>
<td>2,005</td>
<td>5,012</td>
<td>3,007</td>
<td>2,005</td>
<td>5,012</td>
</tr>
<tr>
<td>Reconstruct existing side paths (0.47 mi.)</td>
<td></td>
<td>TOTAL</td>
<td>3,007</td>
<td>3,370</td>
<td>6,377</td>
<td>3,007</td>
<td>3,370</td>
<td>6,377</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Score</th>
<th>Construction/Project Calendar Year</th>
<th>State Fiscal Year</th>
<th>Current Total Cost (000s)</th>
<th>Percent (Fed $) Ongoing support per MPO policy. 3% annual increase.</th>
<th>Federal Funds Approved (000s)</th>
<th>Proposed Federal Funds (000s)</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approved Priority Projects (2018-2020)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MPO Rideshare Program</td>
<td>5992-08-32, -36</td>
<td></td>
<td>2018-2020</td>
<td></td>
<td></td>
<td>$334</td>
<td>80</td>
<td>$268</td>
</tr>
<tr>
<td>City of Madison Ped/Bike Safety Education Program</td>
<td>5992-08-35, -44</td>
<td></td>
<td>2019-2020</td>
<td></td>
<td></td>
<td>$288</td>
<td>80</td>
<td>$230</td>
</tr>
<tr>
<td>CTH M (Cross Country Rd. to 2,500' N of CTH PD) AND CTH M (2,500' N of CTH PD to 1,000 S of Valley View Road)</td>
<td>5992-09-40, -41,-42,-43</td>
<td>2017-2019, 2018</td>
<td></td>
<td>$40,263</td>
<td>50</td>
<td>$17,765</td>
<td>18,374</td>
<td>Includes path, underpasses. Part of funding for dropped Buckeye Rd. project moved to CTH M. $609 added, leaving project still $1,758 short of full 50% funding.</td>
</tr>
<tr>
<td>Doe. Johnson St. (Baldwin St. to First St.) Phase 2</td>
<td>5992-09-14, -15, -16,-17</td>
<td>2019, 2019</td>
<td></td>
<td>$5,012</td>
<td>60</td>
<td>$2,622</td>
<td>3,007</td>
<td>Part of funding for dropped Buckeye Rd. project moved to E. Johnson St. $685, added putting project at 60% funding.</td>
</tr>
<tr>
<td>McKee Rd./CTH PD (Commerce Park Dr to Seminole Hwy.)</td>
<td>5993-02-01,-02</td>
<td>2020, 2020</td>
<td></td>
<td>$6,500</td>
<td>60</td>
<td>$3,485</td>
<td>3,485</td>
<td>To be coordinated w/ Verona Rd/CTH PO interchg project. Includes intersection Imp's and ped/bike underpass for Badger State Trail. Total cost has increased, leaving project at 54% funding.</td>
</tr>
<tr>
<td>Cottage Grove Rd/CTH BB (North Star Dr to Speicher Rd)</td>
<td>5993-09-25,-26,-27</td>
<td>2020, 2020</td>
<td></td>
<td>$5,750</td>
<td>60</td>
<td>$3,450</td>
<td>3,450</td>
<td></td>
</tr>
<tr>
<td>Gammon Road (Seybold Road to Mineral Point Road)</td>
<td>5992-10-32</td>
<td>2020, 2020</td>
<td></td>
<td>$7,080</td>
<td>60</td>
<td>$4,014</td>
<td>3,064</td>
<td>To be let with with federally funded ped/bike underpass project. Total cost has increased, leaving project at 57% funding.</td>
</tr>
</tbody>
</table>

| New Priority Projects (2021-2022) | | | | | | | | |
| MPO Rideshare Program | 5992-08-37, -38 | | N/A | 2021-2022, 2021-2022 | | $320 | 80 | $192 | $192 | Ongoing support per MPO policy. 3% annual increase. |
| City of Madison Ped/Bike Safety Education Program | 5992-08-45, -46 | | N/A | 2021-2022, 2021-2022 | | $207 | 80 | $164 | $0 | Funding pending resolution of legal dispute with WisDOT regarding refusal to approve project. |

| Candidate Future Projects (2021-2024) | | | | | | | | |
| University Avenue (Shorewood Blvd. to University Bay Drive) | New | | | | | $24,000 | 60 | U Bay Dr ped/bike overpass. Conditionally approved for funding next cycle; to be scheduled in 2021, 22, or 23. |
| Pleasant View Rd. (USH 14 to Greenway Blvd.) Phase 1 | New | | | | | $13,300 | 60 | Design, env. review begun. Conditionally approved for funding next cycle; to be scheduled in 2021, 22, or 23. |
| Mineral Point Rd. (USH 12 to High Point Rd.) | 5992-10-19, -20 | 61 | | | | $2,400 | 60 | Project removed from priority list in order to fund Gammon Rd. Schedule uncertain at this time. |
| Atwood Ave. (Fair Oaks Ave. to Walter St) Phase 1 | 5992-10-15, -16 | 60 | | | | $5,360 | 60 | Project removed from priority list in order to fund Gammon Rd. Construction scheduled for 2020. |
| Atwood Ave. (Walter St. to Cottage Grove Rd.) Phase 2 | New | 60 | | | 3,340 | 60 | Phase 1 includes path, bridge over Starkweather Crk, ped/bike crossing improvements. Const. scheduled for 2021. |

* Score from 2016-2020 program cycle.
June,

I am writing in response to the phone call I received from Chuck Wade indicating that WisDOT will not approve the TIP amendment (#4) the MPO Board approved at its August 1 meeting reallocating the STBG Urban funding because the project listing for the amendment shows funding for the city of Madison’s ped/bike safety education program in future years. The amendment reallocates the 2019 funding for the Buckeye Road project and the 2018 funding for the city of Madison’s ped/bike safety education program to the E. Johnson Street project scheduled for 2019 and the CTH M project, which is currently in progress.

We do not believe WisDOT has the legal authority to withhold approval of the TIP amendment because of the department’s opposition to use of STBG Urban funding for the ped/bike safety education program. As a TMA, we select the projects per federal law (23 USC 134(k)(4)) as long as they are federally eligible. Section 23 USC 133(b) lists the eligible activities, which includes ped/bike projects listed under 23 USC 217 and safe routes to school programs, which the Madison program falls into since it is a school based program. Irregardless, the ped/bike safety education program is clearly an eligible type of project under two different sections of 23 USC 217 – (a) related to construction or non-construction projects for safe bike use, and (d) related to funding ped/bike coordinator positions. I am requesting that WisDOT articulate the legal basis on which it is denying approval of use of STBG Urban funds for the ped/bike safety program.

While we do not believe WisDOT has the legal authority to deny approval of the TIP amendment submitted, I plan to take a revised TIP amendment to the MPO Board at its September 5, which removes the 2019-2022 funding for the Madison ped/bike safety education program, which I will point out was approved by WisDOT last year, in order to ensure that the reallocation of 2019 funding for the Buckeye Road project and reallocation of 2018 funding for the ped/bike safety education project to the E. Johnson and CTH M projects goes forward so we do not lose that money. I would like written assurance that the delay in approval of the TIP amendment by WisDOT will not jeopardize the reallocation of this funding as shown on the attached priority projects table that was part of the TIP amendment.

I want to make clear that we are not requesting cancellation of the ped/bike safety education project and I am not proposing to reallocate the 2019-2020 funding to another project at this time. Once the legal issue is resolved, the currently allocated and proposed new funding for the program will either be put back on the project or reallocated to another project in 2020. We hope the issue will be resolved prior to the board’s approval of the annual update to the TIP at its October 3 meeting. If not, the funding for the program will be allocated as part of a TIP amendment in January 2019. I want assurance that we will not lose this funding if we don’t assign it to another project at this time.

Finally, in terms of our new funding, as reflected in our draft TIP we are proposing to use that for the University Avenue (Shorewood Blvd. to University Bay Dr.) reconstruction project and continuation of the MPO’s TDM/Rideshare program and the Madison ped/bike safety education program (unless the legal issue hasn’t been resolved). This will be finalized after the October 3 meeting at which the TIP update will be approved. You indicated we could get you the project funding information at that time, but please verify that again in writing.

Thank you in advance for your prompt response to this note. Feel free to contact me if you have any questions or want to discuss this further.
**Re:**
Presentation on A Greater Madison Vision

**Staff Comments on Item:**
Steve Steinhoff, Deputy Director of the Capital Area RPC, will provide a presentation updating the board on [A Greater Madison Vision](#) (AGMV). The AGMV project, which is being guided by a steering committee consisting of business, government, and non-profit leaders from across the region, will develop a shared vision and general plan to guide public and private decisions about how the region grows. The vision plan will guide development of an updated regional land use plan. A scenario survey has been created to help develop the shared vision. The survey will run from September 12 to November 12.

**Materials Presented on Item:**
None

**Staff Recommendation/Rationale:**
N/A
Re:
Review of Section 5310 Program (Enhanced Services for Seniors and Individuals with Disabilities) Grant Project Applications for 2019 and Draft Recommendations for Project Funding

**Staff Comments on Item:**

MATPB receives an annual allocation of Section 5310 (Enhanced Services for Seniors and Individuals with Disabilities) Program funds and selects projects through a competitive process using scoring criteria outlined in the [Section 5310 Program Management and Recipient Coordination Plan](#) approved by the MATPB in 2014. Under the plan, Metro Transit is the designated funding recipient and responsible for administering grant agreements with subrecipients, applying for the federal funds, and satisfying documentation and reporting requirements while the MPO is responsible for prioritizing and selecting projects and preparing and maintaining the program management plan.

The MPO received applications for seven (7) projects, totaling $420,600 in requested federal funding. The total funding available for the 2019 application cycle is $309,410. The projects include three continuing projects – Dane County’s mobility management and transportation independence projects and Metro Transit’s paratransit eligibility assessment and mobility coordinator project – and four new projects for accessible vehicle purchases and mobility management. See the attached descriptions of the projects.

A committee made up of MATPB staff, a representative from WisDOT Transit Bureau, and a Citizen Advisory Committee (CAC) member is in the process of reviewing and scoring the applications. As with STBG Urban projects, the approval of projects for funding is done as part of approval of the TIP. Action on the TIP is expected at the October meeting.

**Materials Presented on Item:**

1. Description of Section 5310 Program Project Applications for 2019 Funding

**Staff Recommendation/Rationale:**

For review and discussion purposes only at this time. Action is anticipated at the board’s October meeting as part of approval of the 2019-2023 TIP.
Subrecipient: Dane County Department of Human Services

Project: One-Call Center, Mobility Training, and Bus Buddy Program

Request: $115,550

The Mobility Management project has three components:

1. **The Transportation Call Center (CC)** is a single point-of-entry for transportation information in Dane County. The CC is staffed by a Mobility Manager and information on all available transportation resources is provided, including public transit, human services programs, vehicle acquisition and repair loans, ride sharing, and other programs. Services provided include: identification of transportation availability; options counseling, introduction and referral to public transit, individual and group ride services; assessment, eligibility determination and ride authorization for specialized transportation and related programs; enrollment in mobility training and bus-buddy programs, and follow-up assistance in maintaining mobility.

2. **The Mobility Training Program (MT)** in which eligible passengers of ADA complementary paratransit receive training to permit them to use mainline transit. Training is provided by Certified Occupational Therapists. There is no fare during training, and if upon graduation, the rider migrates a sufficient number of trips from paratransit to fixed-route services Metro Transit will provide a free commuter bus card. Service is coordinated through the CC. The service area is Metro Transit's paratransit area.

3. **The Bus Buddy Program (BB)** in which eligible passengers receive training and accompaniment to familiarize them with mainline transit. The program offers individualized training and group training. Training is provided by volunteers. There is no fare during training. Service is coordinated through the CC. The service area is generally Metro Transit's service area, but also could include the Monona and Sun Prairie shuttle service areas.

Subrecipient: Dane County Department of Human Services

Project: Transportation Independence Project (TIP) Phase 3

Request: $54,750

In 2018, DCDHS implemented TIP Phase 2 and by the end of the year will complete development of 3 prototypes that increase informed decision-making: 1) “Quick Reference: Transportation Provider Options in Dane County,” a complete and up-to-date inventory of transit provider options, 2) “Transportation Reference and Individualized Planning Toolkit (TRIP)”- a robust self-assessment and planning tool that will guide target customers to an appropriate transit option and 3) enhance coordination and navigation capacity to customize transit solutions, when needed.

In 2019, DCDHS proposes a TIP Phase 3 to do the following: 1) make both the “Quick Reference” and “TRIP Toolkits” available in a web-based format with user-friendly customer interface, 2) expand the reach of informed decision making through promotion and training and 3) create a user friendly, web based repository of tools and learning accomplished through TIP Phases 1 and 2.

The online TIP tools will be promoted to both families of young adults with disabilities (through partnership with schools) and to adults with disabilities who are served in the new Family Care/IRIS Long Term Care system. Training on how to use the tools will also target both groups.

Subrecipient: Madison Metro

Project: Paratransit Eligibility & Mobility Coordinator

Request: $79,600

Metro’s Mobility Management Project proposal is for the funding of a Paratransit Eligibility & Mobility Coordinator (PE/MC) position. PE/MC activities include: conduct In-Person Assessments (IPA) to determine ADA paratransit eligibility; provide Transit Orientation (TO) to paratransit applicants and others interested in using fixed route services; refer candidates for Travel Training (TT) to Dane County’s mobility training programs and monitor results, and perform Path of Travel Assessments (PTA) incorporating field observations of obstacles to fixed-route transit use. The IPA, , ACA, TO and TT referrals are office based activities in which participants are interviewed and advised on appropriate transportation resources, service hours, routes, fares, reservations, and expectations in utilizing the services. The PTA involves field observation and assessment of bus stop and sidewalk accessibility with follow-up request for accessibility supports such as boarding pads, benches, and shelter installation.
<table>
<thead>
<tr>
<th>Subrecipient:</th>
<th>Options in Community Living</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project:</td>
<td>Options in Community Living Short Notice Accessible Vehicle</td>
</tr>
<tr>
<td>Request:</td>
<td>$31,200</td>
</tr>
</tbody>
</table>

Options in Community Living, a Madison based, private, non-profit providing supporting living services to adults with Developmental Disabilities, is requesting vehicle capital funds to purchase an accessible mini-van to provide short-notice, on-demand transportation for their clients. The individuals served live throughout the Madison and surrounding areas, and are all low-income. Short notice rides are frequently needed for urgent medical care and for general community involvement; this transportation need is particularly acute in the evenings and on weekends.

<table>
<thead>
<tr>
<th>Subrecipient:</th>
<th>City of Stoughton</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project:</td>
<td>Accessible Vehicle to Increase ADA Capacity of Stoughton Public Transit</td>
</tr>
<tr>
<td>Request:</td>
<td>$29,600</td>
</tr>
</tbody>
</table>

The City of Stoughton requests funding for a vehicle for their shared-ride taxi system. This will expand Stoughton Public Transit’s ability to serve the elderly and disabled. The vehicle acquired will be wheelchair accessible, and will be dispatched to those who need wheelchair accessible vehicles. It will also be for general purposes when available, thereby improving the general responsiveness to all patrons – many of whom are elderly and/or disabled but not in need of a wheelchair accessible vehicle.

<table>
<thead>
<tr>
<th>Subrecipient:</th>
<th>City of Sun Prairie</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project:</td>
<td>Sun Prairie Shared-Ride Taxi Vehicle Replacement</td>
</tr>
<tr>
<td>Request:</td>
<td>$62,400</td>
</tr>
</tbody>
</table>

The City of Sun Prairie requests funding for the replacement of two shared-ride taxi system vehicles. Currently, the City contracts with Running Inc. to operate a successful shared-ride taxi system. Under this arrangement, the City owns four (4) of the twelve (12) vehicles that Running Inc. operates. This application is for the replacement of the two oldest city-owned vehicles, a 2004 and a 2011 Ford E-350. Running Inc. has indicated that these vehicles are in poor condition and at the end of their useful life. The City intends to replace these large vehicles with minivans. The requested vehicles are smaller than the vehicles they will replace, while will increase their utility to the service as a whole. The smaller vehicles will be more fuel efficient and more useful on a wider variety of trips.

<table>
<thead>
<tr>
<th>Subrecipient:</th>
<th>YWCA Madison</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project:</td>
<td>YW Job Ride- Increased Efficiency and Coordination</td>
</tr>
<tr>
<td>Request:</td>
<td>$47,500</td>
</tr>
</tbody>
</table>

The YW Transit Job Ride program provides 24 hour/7 days-per-week, curb-to-curb, pre-scheduled and night-time on-demand employment related transportation to clients throughout Dane County. The service provides viable transportation to hundreds of low-income workers who are unable to drive due to a myriad of circumstances. Priority is given to clients that are at or below 150% of the Federal Poverty Income Guidelines and a) live more than a ¼ of a mile from public transportation, b) would have more than an hour and a half one-way bus commute, and/or c) work off-peak hours. The program does not duplicate services that are available via public transportation (i.e. Madison Metro Transit System). Eligible Job Ride clients pay a subsidized fare.

YWCA requests funding to allow them to strengthen their service through expansion, supported by hiring a consultant to help create a plan for increasing elderly and disability rides, and implementing a system utilizing smart devices with the following benefits:

- Increase accessibility and safety by allowing riders to monitor YW vehicle arrival
- Allow staff and riders to alter drivers’ routes in real time through smart devices, maximizing drivers’ time
- Accurate tracking of routes, timing and ridership
- Real-time re-routing due to traffic conditions
- Increase safety by allowing riders to see names and photos of drivers
- Increase accessibility by allowing drivers digital access of individual requirements for drop off/pick up
Re:
Presentation on Federal Performance Measure Data for the Madison Metropolitan Planning Area and Discussion of Targets for the Measures

Staff Comments on Item:
Under the new federal transportation performance management framework established by the two most recent federal transportation bills, MAP-21 and the FAST Act, the FHWA has finalized six interrelated performance rulemakings to address national goals, including:

- Improving safety;
- Maintaining infrastructure condition;
- Reducing traffic congestion;
- Improving the efficiency of the system and freight movement; and
- Protecting the environment.

The rules establish national performance measures and the methodology for calculating the measures, including data source(s). State departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are required to establish targets for the measures according to a timeline based on when the different rules were finalized and then to track and report on progress toward meeting the targets. New and amended long-range plans and TIPs will need to document the strategies and investments planned and programmed to be used to achieve the targets.

The first federal performance measures to be finalized were those related to safety. The Board voted to support WisDOT’s safety targets last year, and will have the opportunity again next year to decide whether to continue supporting WisDOT’s safety targets for another two-year period or set their own targets.

MATPB must now establish targets for the remaining federal performance measures, including: pavement condition, bridge condition, system reliability, and freight movement. WisDOT established their performance targets for these remaining measures in May, and MPOs are required to establish targets for these measures no later than November 18, 2018. The attached document outlines WisDOT’s targets for each of these measures and provides both the MPO and State baseline conditions data.

Staff is recommending that the MATPB agree to support the state targets as was done with the safety measures. With the exception of bridge condition, the remaining performance measures only have one year of data available for trend analysis. WisDOT set conservative targets for this first reporting round to reflect the uncertainty in what trends the data may show as more years are collected. While not required if an MPO supports the state targets, MATPB will report annually on Madison area data for the measures and the trends as part of its overall performance measures report. This reporting on trends is viewed by staff as the most beneficial part of the process along with the required analysis of how projects in the TIP and RTP (when updated) will help in achieving the performance measure targets.
**Materials Presented on Item:**

1. Fact sheets on the federal performance measures, state and Madison metro area data for the measures, and a map of the NHS system, for which the bridge, pavement, travel time reliability, and freight reliability measures are applied.

**Staff Recommendation/Rationale:**
For informational and discussion purposes only at this time.
Metropolitan Planning Organization Safety Performance Measures
Fact Sheet

Safety Performance Measures
The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

How do MPOs establish HSIP targets?
Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at http://safety.fhwa.dot.gov/hsip/shsp/.

MPOs establish HSIP targets by either:

1. agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or
2. committing to a quantifiable HSIP target for the metropolitan planning area.

To provide MPOs with flexibility, MPOs may support all the State HSIP targets, establish their own specific numeric HSIP targets for all of the performance measures, or any combination. MPOs may support the State HSIP target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

<table>
<thead>
<tr>
<th>HSIP Safety Targets Established by MPOs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Number of fatalities</td>
</tr>
<tr>
<td>2. Rate of fatalities</td>
</tr>
<tr>
<td>3. Number of serious injuries</td>
</tr>
<tr>
<td>4. Rate of serious injuries</td>
</tr>
<tr>
<td>5. Number of non-motorized fatalities and non-motorized serious injuries</td>
</tr>
</tbody>
</table>

If an MPO agrees to support a State HSIP target, the MPO would...
- Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area
- Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan)
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP
- Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets

If an MPO establishes its own HSIP target, the MPO would...
- Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State
- Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets
- Include safety (HSIP) performance measures and HSIP targets in the MTP
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP
- Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets

FHWA-SA-16-084
Volumes for HSIP Rate Targets: MPOs that establish fatality rate or serious injury rate HSIP targets must report the VMT estimate used for such targets, and the methodology used to develop the estimate, to the State DOT. For more information on volumes for HSIP rate targets, see http://www.fhwa.dot.gov/planning/processes/tools/technical_guidance/index.cfm.

Roads addressed by MPO HSIP Targets: HSIP targets cover all public roadways within the metropolitan planning area boundary regardless of ownership or functional classification, just as State HSIP targets cover all public roads in the State.

How do MPOs with multi-State boundaries establish HSIP targets?
MPOs with multi-State boundaries must coordinate with all States involved. If an MPO with multi-State boundaries chooses to support a State HSIP target, it must do so for each State. For example, an MPO that extends into two States would agree to plan and program projects to contribute to two separate sets of HSIP targets (one for each State). If a multi-State MPO decides to establish its own HSIP target, the MPO would establish the target for the entire metropolitan planning area.

When do MPOs need to establish these targets?
States establish HSIP targets and report them for the upcoming calendar year in their HSIP annual report that is due August 31 each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. Since FHWA deems the HSIP reports submitted on August 31, MPOs must establish HSIP targets no later than February 27 of each year.

Where do MPOs report targets?
While States report their HSIP targets to FHWA in their annual HSIP report, MPOs do not report their HSIP targets directly to FHWA. Rather, the State(s) and MPO mutually agree on the manner in which the MPO reports the targets to its respective DOT(s). MPOs must include baseline safety performance, HSIP targets and progress toward achieving HSIP targets in the system performance report in the MTP.

Whether an MPO agrees to support a State HSIP target or establishes its own HSIP target the MPO would include in the MTP a systems performance report evaluating the condition and performance of the transportation system with respect to the safety performance targets described in the MTP including progress achieved by the MPO in achieving safety performance targets.

Assessment of Significant Progress
While FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP targets, it will not directly assess MPO progress toward meeting HSIP targets. However, FHWA will review MPO performance as part of ongoing transportation planning process reviews including the Transportation Management Area certification review and the Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program.
## Safety Performance Measures

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Target</th>
<th>Dane County</th>
<th>Wisconsin</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>Reduce by 2%</td>
<td>33.6 -1.2%</td>
<td>567 -0.1%</td>
</tr>
<tr>
<td>Fatalities per Million Vehicle Miles Traveled</td>
<td>Reduce by 2%</td>
<td>0.671 -1.8%</td>
<td>0.91 -2.2%</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>Reduce by 5%</td>
<td>192.8 1.9%</td>
<td>3124.2 -1.8%</td>
</tr>
<tr>
<td>Serious Injuries per Million Vehicle Miles Traveled</td>
<td>Reduce by 5%</td>
<td>3.848 1.2%</td>
<td>5.038 -3.8%</td>
</tr>
<tr>
<td>Number of non-motorized fatalities and non-motorized serious injuries</td>
<td>Reduce by 5%</td>
<td>36 2.8%</td>
<td>360.2 -0.3%</td>
</tr>
</tbody>
</table>
Final Rulemaking

The Federal Highway Administration (FHWA) published in the Federal Register (82 FR5886) a final rule establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). The National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America’s Surface Transportation (FAST) Act. The rule is effective May 20, 2017.

<table>
<thead>
<tr>
<th>Performance Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>✓ % of NHS bridges classified as in Good condition</td>
</tr>
<tr>
<td>✓ % of NHS bridges classified as in Poor condition</td>
</tr>
</tbody>
</table>

Condition-Based Performance Measures

- Measures are based on deck area.
- The classification is based on National Bridge Inventory (NBI) condition ratings for item 58 - Deck, 59 - Superstructure, 60 - Substructure, and 62 - Culvert.
- Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert. If the lowest rating is greater than or equal to 7, the bridge is classified as good; if is less than or equal to 4, the classification is poor. (Bridges rated below 7 but above 4 will be classified as fair; there is no related performance measure.)
- Deck area is computed using NBI item 49 - Structure Length, and 52 - Deck Width or 32 - Approach Roadway Width (for some culverts).

Target Setting

State DOTs:

- Must establish targets for all bridges carrying the NHS, which includes on- and off-ramps connected to the NHS within a State, and bridges carrying the NHS that cross a State border, regardless of ownership.
- Must establish statewide 2- and 4-year targets by May 20, 2018, and report targets by October 1, 2018, in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).

Metropolitan Planning Organizations (MPOs):

- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.
# Bridge Performance Measures

<table>
<thead>
<tr>
<th>Key Dates</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>May 20, 2017</strong></td>
<td>Final rule effective date.</td>
</tr>
<tr>
<td><strong>January 1, 2018</strong></td>
<td>1st 4-year performance period begins.</td>
</tr>
<tr>
<td><strong>May 20, 2018</strong></td>
<td>Initial 2- and 4-year targets established.</td>
</tr>
<tr>
<td><strong>October 1, 2018</strong></td>
<td>Baseline Performance Period Report for the 1st Performance Period due. State DOTs report 2-year and 4-year targets; etc.</td>
</tr>
<tr>
<td><strong>Within 180 days of relevant State DOT(s) target establishment</strong></td>
<td>MPOs must commit to support State target or establish separate quantifiable target.</td>
</tr>
<tr>
<td><strong>October 1, 2020</strong></td>
<td>Mid Performance Period Progress Report for the 1st Performance Period due. State DOTs report 2-year condition/performance; progress toward achieving 2-year targets; etc.</td>
</tr>
<tr>
<td><strong>December 31, 2021</strong></td>
<td>1st 4-year performance period ends.</td>
</tr>
<tr>
<td><strong>October 1, 2022</strong></td>
<td>Full Performance Period Progress Report for 1st performance period due. State DOTs report 4-year condition/performance; progress toward achieving 4-year targets; etc. Baseline report due for 2nd performance period due. State DOTs report 2- and 4-year targets; baseline condition, etc.</td>
</tr>
</tbody>
</table>

### Other Specifics

- State DOT targets should be determined from asset management analyses and procedures and reflect investment strategies that work toward achieving a state of good repair over the life cycle of assets at minimum practicable cost. State DOTs may establish additional measures and targets that reflect asset management objectives.
- The rule applies to bridges carrying the NHS, including bridges on on- and off-ramps connected to the NHS.
- If for 3 consecutive years more than 10.0% of a State DOT’s NHS bridges’ total deck area is classified as Structurally Deficient, the State DOT must obligate and set aside National Highway Performance Program (NHPP) funds for eligible projects on bridges on the NHS.
- Deck area of all border bridges counts toward both States DOTs’ totals.

Visit [www.fhwa.dot.gov/tpm/](http://www.fhwa.dot.gov/tpm/) to learn about training, guidance, and other implementation-related information.
## Infrastructure - Bridge Condition

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Target*</th>
<th>Baseline Conditions (2017)</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>State</td>
<td>Madison Metro Area</td>
</tr>
<tr>
<td>Percentage of NHS bridges in Good Condition</td>
<td>≥ 50%</td>
<td>57.20%</td>
<td></td>
<td>47.10%</td>
</tr>
<tr>
<td>Percentage of NHS bridges in Poor Condition</td>
<td>≤ 3%</td>
<td>1.60%</td>
<td></td>
<td>0.20%</td>
</tr>
</tbody>
</table>

*Same target for two- and four-year target
Pavement Performance Measures

Final Rulemaking

The Federal Highway Administration (FHWA) published in the Federal Register (82 FR 5886) a final rule establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). The National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America’s Surface Transportation (FAST) Act. The rule is effective May 20, 2017.

### Performance Measures

<table>
<thead>
<tr>
<th>Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>✓ % of Interstate pavements in Good condition</td>
</tr>
<tr>
<td>✓ % of Interstate pavements in Poor condition</td>
</tr>
<tr>
<td>✓ % of non-Interstate NHS pavements in Good condition</td>
</tr>
<tr>
<td>✓ % of non-Interstate NHS pavements in Poor condition</td>
</tr>
</tbody>
</table>

### About Condition

- **Good condition:** Suggests no major investment is needed.
- **Poor condition:** Suggests major reconstruction investment is needed.

### Penalty Provisions

If FHWA determines the State DOT’s Interstate pavement condition falls below the minimum level for the most recent year, the State DOT must obligate a portion of National Highway Performance Program (NHPP) and transfer a portion of Surface Transportation Program (STP) funds to address Interstate pavement condition.

### Target Setting

**State DOTs:**
- Must establish targets, regardless of ownership, for the full extent of the Interstate and non-Interstate NHS.
- Must establish statewide 2- and 4-year targets for the non-Interstate NHS and 4-year targets for the Interstate by May 20, 2018, and report by October 1, 2018.
- May adjust targets at the Mid Performance Period Progress Report (October 1, 2020).

**Metropolitan Planning Organizations (MPOs):**
- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.
### Key Dates

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 20, 2017</td>
<td>Final rule effective date.</td>
</tr>
<tr>
<td>January 1, 2018</td>
<td>1st 4-year performance period begins.</td>
</tr>
<tr>
<td>May 20, 2018</td>
<td>State DOT targets must be established.</td>
</tr>
<tr>
<td>January 1, 2018</td>
<td>State DOTs collect data for Interstate pavements that conform to the final rule.</td>
</tr>
<tr>
<td></td>
<td>(IRI, Rutting, Cracking %, Faulting, and Inventory).</td>
</tr>
<tr>
<td>Within 180 days</td>
<td>MPOs must commit to support state target or establish separate quantifiable target.</td>
</tr>
<tr>
<td>of relevant State</td>
<td></td>
</tr>
<tr>
<td>DOT(s) target</td>
<td></td>
</tr>
<tr>
<td>establishment</td>
<td></td>
</tr>
<tr>
<td>October 1, 2018</td>
<td>Baseline Performance Period Report for 1st Performance Period due. State DOTs</td>
</tr>
<tr>
<td></td>
<td>report 4-year targets for Interstate and 2-year and 4-year targets for non-</td>
</tr>
<tr>
<td></td>
<td>Interstate NHS; etc.</td>
</tr>
<tr>
<td>April 15, 2019,</td>
<td>State DOTs submit first Interstate data that conform to the final rule.</td>
</tr>
<tr>
<td>and each April</td>
<td></td>
</tr>
<tr>
<td>15 thereafter</td>
<td></td>
</tr>
<tr>
<td>January 1, 2020</td>
<td>State DOTs collect data for non-Interstate NHS pavements that conform to the</td>
</tr>
<tr>
<td></td>
<td>final rules.</td>
</tr>
<tr>
<td>October 1, 2020</td>
<td>Mid Performance Period Progress Report for the 1st Performance Period due. State</td>
</tr>
<tr>
<td></td>
<td>DOTs report 2-year condition/performance; progress toward achieving 2-year</td>
</tr>
<tr>
<td></td>
<td>targets; etc.</td>
</tr>
<tr>
<td>June 15, 2021,</td>
<td>State DOTs submit non-Interstate NHS data that conform to the final rule.</td>
</tr>
<tr>
<td>and each June</td>
<td></td>
</tr>
<tr>
<td>15 thereafter</td>
<td></td>
</tr>
<tr>
<td>December 31, 2021</td>
<td>1st 4-year performance period ends.</td>
</tr>
<tr>
<td>October 1, 2022</td>
<td>Full Performance Period Progress Report for 1st Performance Period due. State</td>
</tr>
<tr>
<td></td>
<td>DOTs reports 4-year condition/performance; progress toward achieving 4-year</td>
</tr>
<tr>
<td></td>
<td>targets, etc.</td>
</tr>
<tr>
<td></td>
<td>Baseline Performance Period Report for 2nd Performance Period due. State DOTs</td>
</tr>
<tr>
<td></td>
<td>report 2-year and 4-year targets for Interstate and non-Interstate NHS; baseline</td>
</tr>
<tr>
<td></td>
<td>condition; etc.</td>
</tr>
</tbody>
</table>

Visit [www fhwa dot gov/tpm/](http://www.fhwa.dot.gov/tpm/) to learn about training, guidance, and other implementation-related information.
## Infrastructure - Pavement Condition

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Target*</th>
<th>Baseline Conditions (2016)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>State</td>
<td>Madison Metro Area**</td>
</tr>
<tr>
<td>Percentage of Interstate Pavements in Good Condition</td>
<td>≥ 45%</td>
<td>64.40%</td>
<td>47.50%</td>
</tr>
<tr>
<td>Percentage of Interstate Pavements in Poor Condition</td>
<td>≤ 5%</td>
<td>1.30%</td>
<td>29.20%</td>
</tr>
<tr>
<td>Percentage of Non-Interstate NHS Pavements in Good Condition</td>
<td>≥ 20%</td>
<td>State-Owned 33.3%</td>
<td>State-Owned 29.8%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Locally-Owned 11.2%</td>
<td>Locally-Owned 14.8%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>State-Owned 3.7%</td>
<td>State-Owned 19.0%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Locally-Owned 24.1%</td>
<td>Locally-Owned 45.1%</td>
</tr>
<tr>
<td>Percentage of Non-Interstate NHS Pavements in Poor Condition</td>
<td>≤ 12%</td>
<td>State-Owned 26.5%</td>
<td></td>
</tr>
</tbody>
</table>

*Same target for two- and four-year target

** Madison baseline conditions only include International Roughness Index (IRI) calculation
**NHS Travel Time Reliability Measures**

**WHAT:** Measurement of travel time reliability on the Interstate and non-Interstate National Highway System (NHS). Read the final rule in the *Federal Register* [82 FR 5970 (January 18, 2017)].

**WHO:** State DOTs, as well as MPOs with Interstate and/or non-Interstate NHS within their metropolitan planning area.

**WHY:** Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including performance on the Interstate and non-Interstate NHS. [See 23 CFR 490.507(a)]

**WHEN:** Implementation differs for the Interstate and non-Interstate NHS measures for the first performance period. State DOTs must establish 2- and 4-year targets for the Interstate, but only a 4-year target for the non-Interstate NHS, by **May 20, 2018.** Those targets will be reported in the State’s baseline performance period report due by **October 1, 2018.** The State DOTs have the option to adjust 4-year targets in their mid performance period progress report, due **October 1, 2020.** For the first performance period only, there is no requirement for States to report baseline condition/performance or 2-year targets for the non-Interstate NHS before the mid performance period progress report. This will allow State DOTs to consider more complete data. The process will align for both Interstate and non-Interstate measures with the beginning of the second performance period on **January 1, 2022.**

MPOs must either support the State target or establish their own quantifiable 4-year targets within 180 days of the State target establishment.

**HOW:** Level of Travel Time Reliability (LOTTR) is defined as the ratio of the longer travel times (80th percentile) to a “normal” travel time (50th percentile), using data from FHWA’s National Performance Management Research Data Set (NPMRDS) or equivalent. Data are collected in 15-minute segments during all time periods between 6 a.m. and 8 p.m. local time. The measures are the percent of person-miles traveled on the relevant portion of the NHS that are reliable. Person-miles take into account the users of the NHS. Data to reflect the users can include bus, auto, and truck occupancy levels.

**Note:** The FHWA is preparing guidance on how all rules should be implemented.
## System Performance - Travel Time Reliability

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>2-Year Target</th>
<th>4-Year Target</th>
<th>Baseline Conditions (2017)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of Person-Miles Traveled on the Interstate that are Reliable</td>
<td>94%</td>
<td>90%</td>
<td>97.90%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>100%</td>
</tr>
<tr>
<td>Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable</td>
<td>N/A</td>
<td>86%</td>
<td>93.90%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>88.90%</td>
</tr>
</tbody>
</table>

**Level of Travel Time Reliability Ratio (LOTTR)**

\[
LOTTR = \frac{80\text{th percentile travel time (sec)}}{50\text{th percentile travel time (sec)}}
\]

- AM peak (6-10am)
- Mid-Day (10-4pm)
- PM Peak (4-8pm)
- Weekend (6am-8pm)

**Percent of Person Miles Traveled that are Reliable**

\[
\text{Percent of Person Miles Traveled that are Reliable} = \frac{\sum_{i=1}^{R} \text{Miles} \times \text{Annual Volume} \times \text{Occupancy Factor}}{\sum_{i=1}^{T} \text{Miles} \times \text{Annual Volume} \times \text{Occupancy Factor}}
\]

Where:

- \(R\) = number of Reliable segments with **LOTTR below 1.5** during all of the time periods:
- \(T\) = number of total segments on Interstate, or on Non-Interstate NHS.
**Freight Reliability Measure**

**WHAT:** Measurement of travel time reliability on the Interstate System (Truck Travel Time Reliability (TTTR) Index). Read the final rule in the [Federal Register](https://www.federalregister.gov/code-of-federal-regulations/cfr/70/38475-39999/2017/01/18/2017-07970) [82 FR 5970 (January 18, 2017)].

**WHO:** State DOTs and MPOs.

**WHY:** Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including freight movement on the Interstate. The measure considers factors that are unique to this industry, such as the use of the system during all hours of the day and the need to consider more extreme impacts to the system in planning for on-time arrivals. [23 CFR 490.607]

**WHEN:** State DOTs must establish 2- and 4-year targets by **May 20, 2018**. Those targets will be reported in the State’s baseline performance period report due by **October 1, 2018**. The State DOTs have the option to adjust 4-year targets in their mid performance period progress report, due **October 1, 2020**.

MPOs must either support the State target or establish their own quantifiable 4-year targets within 180 days of the State target establishment.

**HOW:** Freight movement will be assessed by the TTTR Index. Reporting is divided into five periods: morning peak (6-10 a.m.), midday (10 a.m.-4 p.m.) and afternoon peak (4-8 p.m.) Mondays through Fridays; weekends (6 a.m.-8 p.m.); and overnights for all days (8 p.m.-6 a.m.). The TTTR ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. The TTTR Index will be generated by multiplying each segment’s largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.

State DOTs and MPOs will have the data they need in FHWA’s National Performance Management Research Data Set (NPMRDS) as data set includes truck travel times for the full Interstate System. State DOTs and MPOs may use an equivalent data set if they prefer.

**Note:** The FHWA is preparing guidance on how all rules should be implemented.
## System Performance - Freight Movement

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>2-Year Target</th>
<th>4-Year Target</th>
<th>Baseline Conditions (2017)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>State</td>
</tr>
<tr>
<td>Truck Travel Time Reliability Index</td>
<td>1.4</td>
<td>1.6</td>
<td>1.16</td>
</tr>
</tbody>
</table>

### Truck Travel Time Reliability (TTTR)

$$\text{Truck Travel Time Reliability Index} = \frac{\sum_{i=1}^{T} \text{Miles} \times \text{maxTTTR}}{\sum_{i=1}^{T} \text{Miles}}$$

Where:

- **T** = number of total segments
- **maxTTTR** = The maximum TTTR during any one of the five time periods

- **AM peak (6-10am)**
- **Mid-Day (10-4pm)**
- **PM Peak (3-7pm)**
- **Overnight (7pm – 6am)**
- **Weekend (6am-8pm)**
Re:
Appointment to Dane County Specialized Transportation Commission

**Staff Comments on Item:**
The Dane County Specialized Transportation Commission (DCSTC) was created by Res. 12, 1996-97 to oversee and coordinate the specialized transportation services in the county across agencies and funding sources. The DCSTC consists of eleven (11) members (five representing areas outside the city of Madison): two citizen members representing local specialized transportation providers appointed by the County Executive; three citizen members representing three consumer groups (member of Dane County Commission on Aging, person with disability, and low income citizen) appointed by the County Executive; one City of Madison ADA Paratransit Subcommittee (to Transit & Parking Commission) member appointed by its Chair (which will need to be changed with the restructuring and consolidation of city transportation committees); one MPO Policy Board member appointed by its Chair; and four County Board Supervisors appointed by the County Executive.

The MPO Board seat has been vacant since Robin Schmidt left the board last spring. Ken Golden has initially agreed to serve on the commission for a limited amount of time, but later changed his mind. Per the county resolution, the appointment is by the Chair. The item was put on the agenda as an informational item to solicit a volunteer.

**Materials Presented on Item:**
None

**Staff Recommendation/Rationale:**
N/A