

**Meeting of the
Greater Madison MPO (Metropolitan Planning Organization)¹**

November 4, 2020

Virtual Meeting via Zoom

6:30 p.m.

This meeting is being held virtually to help protect our communities from the COVID-19 pandemic.

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

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

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

3. **Watch the Meeting:** If you would like to join the meeting as an observer, please visit <https://www.cityofmadison.com/clerk/meeting-schedule/watch-meetings-online>
4. **Listen to the Meeting by Phone:** You can call in to the **Greater Madison MPO** using the following number and meeting ID:
 - (877) 853-5257 (Toll Free)
Meeting ID: 952 7186 5887

If you need an interpreter, materials in alternate formats, or other accommodations to access this meeting, contact the Madison Planning Dept. at (608) 266-4635 or TTY/TEXTNET (866) 704-2318.
Please do so at least 72 hours prior to the meeting so that proper arrangements can be made.

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

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

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

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

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

AGENDA

1. Roll Call
2. Approval of October 7, 2020 Meeting Minutes

¹ Formerly named the Madison Area Transportation Planning Board – An MPO

3. Communications
4. Public Comment (for items **not** on MPO Agenda)
5. MPO 2020 Resolution No. 4 Adopting Annual Federal Highway Safety Improvement Program Performance Measure Targets
6. MPO 2020 Resolution No. 5 Adopting Annual Transit Asset Management and Public Transit Agency Safety Plan Performance Measure Targets
7. MPO 2020 Resolution No. 6 Amending the 2021-2025 Transportation Improvement Program for the Madison Metropolitan Area & Dane County to Revise Attachment E to Incorporate Reference to 2021 Federal Performance Measure Targets
8. Presentation on Annual Transportation Performance Measures Report and Approval to Release
9. MPO 2020 Resolution No. 7 Approving the 2021 MPO Unified Planning Work Program
10. Appointment of MPO Representative to the Policy Advisory Committees for WisDOT's Beltline (USH 14 to CTH N) Planning & Environmental Linkages Study and Stoughton Road/USH 51 (STH 19 to Beltline) EIS Study
11. MPO 2020 Resolution No. 8 Authorizing the City of Madison to Enter into an Agreement with Dane County for MPO to Provide Specialized Transportation Coordination Services to Dane County in 2021
12. MPO 2020 Resolution No. 9 Authorizing the City of Madison to Enter into an Agreement with the Capital Area Regional Planning Commission (CARPC) for MPO to Provide Transportation Planning Work Activities to CARPC in 2021
13. Review of Draft Updated MPO Public Participation Plan and Approval to Release for Public Review and Comment
14. Status Report on Capital Area RPC Activities
15. Announcements and Schedule of Future Meetings
16. Adjournment

Next MPO Board Meeting:

Wednesday, December 2, 2020 at 6:30 p.m.
Virtual Meeting

Greater Madison Metropolitan Planning Organization (MPO)¹
October 7, 2020 Meeting Minutes

Virtual Meeting hosted via Zoom

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

1. Roll Call

Members present: Samba Baldeh, Margaret Bergamini, Paul Esser (joined during item #6), Steve Flottmeyer, Grant Foster, Patrick Heck, Dorothy Krause, Tom Lynch, Jerry Mandli (joined during item #6), Ed Minihan, Mark Opitz, Mike Tierney, Doug Wood

Members absent: None

MPO staff present: Bill Schaefer

Others present in an official capacity: Diane Paoni (WisDOT Planning); Chris Petykowski (City of Madison Engineering)(left after item #6)

2. Approval of September 2, 2020 Meeting Minutes

Krause moved, Wood seconded, to approve September 2, 2020 meeting minutes. Motion carried with Chawla and Bergamini abstaining.

3. Communications

- Letter from WisDOT approving Amendment #8 to the 2020-2025 TIP. Schaefer said this added three local bridges and a WisDOT pavement marking project.

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

None

5. Election of Chair and Vice Chair

Opitz asked for nominations for Chair. Baldeh nominated Esser. Wood nominated Opitz. After brief discussion, Baldeh withdrew the nomination for Esser. Minihan moved, Baldeh seconded, to cast unanimous vote for Opitz for Chair. Motion carried. Opitz asked for nominations for Vice Chair. Krause nominated Wood. There were no other nominations. Foster moved, Minihan seconded, to cast unanimous vote for Wood for Vice Chair. Motion carried.

6. MPO 2020 Resolution No. 1 Adopting the 2021-2025 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Schaefer reviewed the project revisions and additions identified in the Addition/Change Sheet, dated 9/30/20. Lynch explained that most of the BRT project budget changes involved shifting certain BRT-related expenses from Madison Metro Transit's budget to the BRT project budget in order to increase the local match for the project, thereby increasing the project's likelihood of receiving federal funding. He noted that the new facility on the former Oscar Mayer site would be the base for the BRT fleet, which will consist of

¹ Formerly named Madison Area Transportation Planning Board

about 41 buses (32 electric/9-10 diesel), but that maintenance on the BRT buses could also be performed at Madison Metro's existing facility at 1101 E. Washington Avenue.

Schaefer noted that there is a public information meeting about the BRT project scheduled for 10/22/20, and that if Board members were interested, staff could do a presentation on the changes at a future board meeting. Lynch added that one of the issues to be discussed at the meeting would be the potential to use center-running rather than side-running buses in some areas of the proposed East-West BRT route.

Esser moved, Krause seconded, to approve MPO 2020 Resolution No. 1 Adopting the Draft 2021-2025 Transportation Improvement Program with the revisions included in the Addition/Change sheet. Motion carried.

7. MPO 2020 Resolution No. 2 Approving the 2020 MPO Title VI Non-Discrimination Program/Language Assistance Plan

Schaefer said that the MPO is required to produce and implement a document like this in order to be eligible for federal funding. He mentioned that the MPO had made changes to the methodology used to identify environmental justice (EJ) areas and has improved accessibility to MPO materials and services for non-native English speakers.

Foster asked Schaefer to explain the changes to the methodology used to identify EJ areas. Schaefer said that the MPO has focused on three criteria to identify EJ areas—low-income populations, minority populations, and the households without access to an automobile. However, overlaying three separate measures on maps to assess potential impacts of projects was difficult, so the MPO was looking for a way to streamline this process by developing a single measure that could be used to identify EJ areas. Because there is so much overlap among these measures, and low-income population estimates have a high margin of error, the MPO used available data about minority and low-income concentrations, as well as the percentage of students eligible for free and reduced price lunch, to develop a single metric to identify EJ priority areas. The MPO will still collect and use data for other types of EJ-related measures for more detailed analyses, including data generated by CARPC.

Foster moved, Krause seconded, to approve MPO Resolution No. 2 Approving the 2020 MPO Title VI Non-Discrimination Program/Language Assistance Plan. Motion carried.

8. MPO 2020 Resolution No. 3 Approving Amendment to the MPO 2020 Work Program and Budget

Schaefer explained that the amendment to the 2020 program would allow the MPO to carry over some funding for several projects and to allow the associated project work to continue into 2021, including:

- The MPO's current consultant travel model update and improvement project.
- A miscellaneous consulting budget item. Some of these funds will be used to hire for UW TOPS Lab to perform some follow up work to the intersection safety screening that was done, including updating the crash prediction model and intersection project screening with additional variables and crash data from '17 to '19, and creation of a model to identify countermeasures to improve intersection safety. Additional funds from this budget line item will be used for the development of a website for the Regional Transportation Plan update and for assistance with related public engagement activities.

Lynch said that the City of Madison currently has a similar intersection safety project going on with a private consultant, and suggested that the City and the MPO coordinate the projects so that work is not being duplicated. Schaefer said the work being done by Madison involves a higher level of detail of analysis than the model to be developed would provide so they aren't duplicative, but Schaefer said staff would seek input from Madison staff on the project.

Esser moved, Krause seconded, to approve MPO Resolution No. 3 Approving the Amendment to the MPO 2020 Work Program and Budget. Motion carried.

9. Approval to Release Draft 2021 MPO Unified Planning Work Program (UPWP) for Review and Comment

Schaefer noted that the biggest item for the MPO is continuing work on the long-range transportation plan update. In the past the MPO has had an advisory committee for the plan update and, assuming the board approves, will be working to recruit people for that soon. An MPO board representative could be on the committee. Regardless, the board will be kept abreast of its work with regular updates at board meetings. Regarding public engagement, a series of three public meetings are planned for spring 2021, fall 2021, and early 2022. The MPO is required to have the plan update completed and adopted in spring 2022.

Bergamini moved, Foster seconded, to release the draft 2021 MPO Unified Planning Work Program for review and comment. Motion carried.

10. Review and Recommendation on Draft 2021 MPO Budget

Schaefer reviewed MPO budgeting process, noting the board approves the work program, but the city approves the budget. Staff still review the budget with the board and seek a recommendation on it. He noted that the 2021 budget is somewhat reduced compared to 2020 because the Madison Mayor had requested a 5% budget cut from all departments. The MPO is housed in the City of Madison Planning Division. He highlighted the total budget, federal funding, and local match funding required. He said the city of Madison provides the bulk of the match funding, but several communities voluntarily contribute. Per the MPO agreement, the city is responsible for the local match funding, but other communities are requested to participate in proportion to their population. He said Dane County contributes \$5,000 per an agreement to provide specialized transportation planning and coordination services.

Opitz asked Schaefer to identify the suburban communities that are currently providing funding for the MPO. Schaefer said that Monona, McFarland, Fitchburg, and Sun Prairie contribute. While Sun Prairie's contribution is not proportional to its population, Mayor Esser has said that they would take the approach of incrementally increasing their contributions over time until they reach their proportional share. Sun Prairie will increase their contribution by \$1,000 next year. The MPO receives a total of about \$21,000 per year in contributions from Dane County and local suburban communities. The City of Madison's contribution is about \$150,000 per year. Opitz thanked those communities for their contributions.

Foster asked Schaefer to share, at a future meeting, population information by municipality and their proportional share of MPO local match funding. Opitz agreed and said that he would like Schaefer to email that information to the board. Schaefer said that some MPOs use methods to encourage contributions from participating jurisdictions, such as prohibiting non-contributing communities from having a seat on the board. Opitz requested that this topic be included as an agenda item at a future board meeting. Foster concurred.

Krause moved, Minihan seconded, to recommend that the City approve the draft 2021 MPO budget. Motion carried.

11. Status Report on Capital Area RPC Activities

Foster said that the survey about the MPO's COVID-19 related telework survey sparked a lot of interest from CARPC and that they would be interested getting a presentation on the results. He also suggested sending that information to other municipal planning commissions in the MPO area. Schaefer replied that the MPO had presented the results to CARPC staff, and that he would talk to Steve Steinhoff about whether the commission would like a presentation on the results. He also said that the MPO is currently finalizing a summary report on the results, and that the MPO would be making an effort to share the results with area

employers and local officials. Krause emphasized the importance of including the environmental ramifications in discussions of the survey results.

12. Announcements and Schedule of Future Meetings

Schaefer mentioned that, as part of the MPO's rebrand project, the consultant had put together a list of potential marketing strategies/tactics primarily related to promoting stakeholder and public engagement. The MPO will be reviewing that and putting together a plan. He said he was interested in convening the group that worked on the rebrand project—it included Opitz, Wood and Foster—to meet prior to the next meeting on this, but told other board members to let him know they were interested in participating.

The next meeting is Wednesday, November 4.

13. Adjournment

Wood moved, Krause seconded, to adjourn the meeting. Motion carried. The meeting was adjourned at 7:31 pm.

WisDOT Division of Transportation Investment
Bureau of Planning and Economic Development
4822 Madison Yards Way 6th Floor South
PO Box 7913
Madison WI 53707-7913

Governor Tony Evers
Secretary Craig Thompson
wisconsindot.gov
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Email: charles.wade@dot.wi.gov



Date: October 21, 2020

To: Mitch Batuzich, Federal Highway Administration

From: Charles Wade, Wisconsin Department of Transportation

Subject: Amendment to the 2020 Unified Planning Work Program for the Madison Metropolitan Planning Area

In accordance with FHWA rule regarding the reporting of changes made to work programs, please accept the following as notification of such changes to the 2020 Madison Metropolitan Planning Area Unified Planning Work Program (UPWP).

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

This approval will extend the period of eligibility to complete these 2020 UPWP activities until May 31, 2021. The requested work activities to be completed are estimated in the amount of \$67,100. These work activities will be reimbursed at the current 2020 UPWP Federal, State and Local allocation percentages. Any 2020 UPWP funding not expended and invoiced by May 31, 2021 will not be eligible for reimbursement. Total reimbursements for 2020 UPWP activities are limited to the approved 2020 UPWP funding allocation of \$997,353.75.

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

Sincerely,

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

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

Approved:	
<i>Michael V Batuzich</i>	10/21/20
_____ FHWA Division	_____ Date

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

Schaefer, William

From: aeharding@gmail.com
Sent: Friday, October 23, 2020 11:32 AM
To: mpo
Subject: MPO Website Feedback: aeharding@gmail.com

Name: Alexander Harding
Email: aeharding@gmail.com
Subject: aeharding@gmail.com
Message/Comments:

I'd like the MPO to call on WisDOT to consider delaying the shoulder running project until further analysis on long term COVID-19 traffic impacts.

I have no problem with the pavement, median, and drainage updates, but I have serious concerns with the lack of public involvement since the drastic COVID-19 transportation impacts on this project.

It seems to me that WisDOT is plowing ahead with this project due to it being approved, and not due to proper planning and consideration of transportation impacts due to the pandemic in the short and long term.

October 26, 2020

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation

Ms. K. Jane Williams
Acting Administrator
Federal Transit Administration

Re: Strong Support for Madison's Transit-Oriented Development Planning Grant

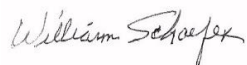
Dear Secretary Chao and Acting Administrator Williams:

As the Manager of the Greater Madison MPO, I enthusiastically support the Transit-Oriented Development Planning Grant submitted by the City of Madison, Wisconsin. The proposed efforts further many of the goals and policies and would implement recommendations identified in our [Regional Transportation Plan for 2050 for the Madison Metropolitan Area](#), as noted in the application materials. This includes a recommendation for local governments to plan for, zone, and encourage transit-supportive development in planned BRT and other transit corridors. When taken together, the proposed efforts will complement the Small Starts application for East West Bus Rapid Transit (BRT), which is currently in project development, and will boost Madison's readiness to take its transit system to the next level.

Through changes to the regulatory framework for development near BRT stations, coordinated policies related to public private partnerships, and carefully prioritized spending to improve station-area infrastructure and accessibility, City of Madison agencies will work together in 2021 and 2022 to prepare for the advent of BRT in 2024. The content and timing of the proposal is optimal. The Greater Madison MPO has included this work in our 2021 Unified Planning Work Program and have offered our support for the project.

Thank you for your consideration of Madison's application. Please feel free to reach out to me (email: wschaefer@cityofmadison.com; ph: (608) 266-9115) with any questions regarding our support for the proposal.

Sincerely,



William Schaefer, Manager
Greater Madison MPO



ph: 608.266.4336
madisonareampo.org

GREATER MADISON
METROPOLITAN
PLANNING ORGANIZATION
100 State St #400
Madison, WI 53703

MPO Agenda Cover Sheet
November 4, 2020

Item No. 5

Re:

MPO 2020 Resolution No. 4 Adopting Annual Federal Highway Safety Improvement Program Performance Measure Targets

Staff Comments on Item:

Under the 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 and then to track and report on progress toward meeting the targets. New and amended long-range plans and TIPs need to document the strategies and investments planned and programmed to help achieve the targets.

The federal safety performance measures require annual review and adoption. The five Highway Safety Improvement Program (HSIP) measures are the number and rate of fatalities and serious injuries and the number of non-motorized fatalities and serious injuries. State DOTs and MPOs must establish annual targets for each of the five HSIP measures. For 2021, the Wisconsin targets are:

- Number of motor vehicle crash fatalities – 576 or less (2% reduction from 2015-'19 average)
- Rate of fatalities per 100 million vehicle miles traveled – 0.890 or less (2% reduction from 2015-'19 average)
- Number of serious injuries – 2,898 or less (5% reduction from 2015-'19 average)
- Rate of serious injuries per 100 million vehicle miles traveled – 4.482 or less (5% reduction from 2015-'19 average)
- Number of non-motorized fatalities and serious injuries – 350 or less (5% reduction from 2015-'19 average);

MPOs have the option of either agreeing to support the state targets or adopting their own targets. As was done previously, staff is recommending that the MPO agree to support the state targets.

Materials Presented on Item:

1. MPO 2020 Resolution No. 4

Staff Recommendation/Rationale:

Staff recommends approval. Based on the discussion we had on this with the board, the consensus was that MPO actions to make progress on improving safety and tracking progress was more important than setting our own targets. We can revisit again in the future.

MPO 2020 Resolution No. 4

Adopting Annual Federal Highway Safety Improvement Program Performance Measure Targets

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

WHEREAS, federal transportation legislation (MAP-21 and now the FAST Act) and associated federal rules (Title 23, Section 134 U.S.C.) requires that each MPO undertake a transportation planning process that provides for the establishment and use of a performance-based approach to transportation decision making to support national goals while also establishing performance targets that address the performance measures to use in tracking toward attainment of critical outcomes for the region; and

WHEREAS, the U.S. Department of Transportation (USDOT) established five national performance measures for the Highway Safety Improvement Program (HSIP) within the National Performance Management Measures: Highway Safety Improvement Program; Final (23 CFR 490, Subpart B); and

WHEREAS, the Wisconsin Department of Transportation (WisDOT) has established statewide calendar year 2021 targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209 as part of its HSIP report as follows;

Number of motor vehicle crash fatalities – 576 or less (2% reduction from 2015-'19 average)

Rate of fatalities per 100 million vehicle miles traveled – 0.890 or less (2% reduction from 2015-'19 average)

Number of serious injuries – 2,898 or less (5% reduction from 2015-'19 average)

Rate of serious injuries per 100 million vehicle miles traveled – 4.482 or less (5% reduction from 2015-'19 average)

Number of non-motorized fatalities and serious injuries – 350 or less (5% reduction from 2015-'19 average); and

WHEREAS, MPOs must also annually establish calendar year targets for each of the five HSIP performance measures by either agreeing to plan and program projects so that they contribute to the accomplishment of WisDOT's HSIP targets or by committing to quantifiable HSIP targets for the Metropolitan Planning Area; and

WHEREAS, the Greater Madison MPO intends to continue to track the HSIP performance measures for Dane County and report on these measures annually as part of its Performance Measures report, but has decided to continue to support the state HSIP performance measure targets rather than develop its own targets due to the fact the MPO has authority for programming versus approving only a very small percentage of available federal funding and none of the HSIP funding; and

WHEREAS, the Greater Madison MPO nonetheless views safety for all modes of travel as being of utmost importance and a critical element of its vision for the regional transportation system; and

WHEREAS, the Greater Madison MPO encourages implementing agencies, including WisDOT, Dane County, and local jurisdictions, to adopt more aspirational safety goals such as Vision Zero and to

increase their efforts to develop projects, programs, and policies to help achieve more dramatic reductions in fatalities and serious injuries; and

WHEREAS, the Greater Madison MPO is committed to assisting implementing agencies with these efforts in any way it can such as through crash studies, other data analysis, re-evaluating how projects are prioritized for funding, and supporting the Dane County Traffic Safety Commission in its activities focused more on education and enforcement; and

WHEREAS, the Greater Madison MPO remains committed to achieving more aspirational safety goals and using the annual safety measure reporting and target setting process to evaluate the region's progress toward making the regional transportation system safer for all users:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO agrees to plan and program projects within the Madison Metropolitan Planning Area so that the projects contribute toward the accomplishment of WisDOT's calendar year 2021 HSIP targets for all five of the following HSIP performance measures:

- Number of fatalities,
- Rate of fatalities,
- Number of serious injuries,
- Rate of serious injuries, and
- Number of non-motorized fatalities and non-motorized serious injuries.

Date Adopted

Mark Opitz, Chair
Greater Madison MPO

MPO Agenda Cover Sheet
November 4, 2020

Item No. 6

Re:

MPO 2020 Resolution No. 5 Adopting Annual Transit Asset Management and Public Transit Agency Safety Plan Performance Measure Targets

Staff Comments on Item:

As part of the performance management framework established by the two most recent federal transportation bills, MAP-21 and the FAST Act, the Federal Transit Administration (FTA) has adopted rules with requirements and performance measures related to transit asset management and safety. The rule on transit asset management was published in 2016 and requires transit agencies that receive FTA grant funds to develop transit asset management (TAM) plans and adhere to specified asset management practices, including establishing and reporting results on the federal TAM performance measures. The Public Transportation Agency Safety Plan rule was adopted in 2018 with an effective date of July 2019 and requires transit agencies to develop safety plans that include processes and procedures necessary for implementing Safety Management Systems (SMS). Metro Transit completed its TAM plan in late 2018. Metro recently completed its required safety plan. A presentation was made on the plan at the board's September meeting.

Federal planning rules require MPOs to integrate the transit performance measures into their planning processes. This includes setting performance targets for the measures in coordination with transit agencies. The MPO has adopted Metro's annual TAM performance measure targets and staff recommends that the MPO also adopt the safety performance targets that Metro has established in its safety plan.

Materials Presented on Item:

1. MPO 2020 Resolution No. 5

Staff Recommendation/Rationale: Staff recommends approval.

MPO 2020 Resolution No. 5

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

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

WHEREAS, federal transportation legislation (MAP-21 and FAST Act) and associated federal rules (Title 23, Section 134 U.S.C.) requires that each MPO undertake a transportation planning process that provides for the establishment and use of a performance-based approach to transportation decision making to support national goals while also establishing performance targets that address the performance measures to use in tracking progress toward attainment of critical outcomes for the region; and

WHEREAS, the Federal Transit Administration (FTA) published the Final Rule on Transit Asset Management (TAM) in 2016 (49 CFR Part 625) to establish a plan and system to monitor and manage public transportation assets to improve safety and increase reliability and performance, under which public transit providers receiving federal funds are required to set annual asset management targets; and

WHEREAS, the Federal Transit Administration (FTA) published the Final Rule on Public Transportation Agency Safety Plans (PTASP) in 2018, effective July 2019 (49 CFR Part 673) requiring transit agencies that receive Section 5307 Formula funding to develop safety plans that include processes and procedures necessary for implementing Safety Management Systems (SMS); and

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

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

WHEREAS, Metro Transit has established the following 2021 TAM performance measure targets, which are the same as those established for 2020:

- Percentage of rolling stock (buses) that have met or exceeded their Useful Life Benchmark (USB) – 11%
- Percentage of non-revenue service vehicles that have met or exceeded their USB – 38%
- Percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirement Model (TERM) scale – 0%

WHEREAS, Metro Transit has developed its required safety plan and has established the following 2020 PTASP performance measure targets:

- Number of reportable fatalities – Bus transit and ADA/Paratransit targets: 0

- Rate of reportable fatalities per vehicle revenue miles – Bus transit and ADA/Paratransit targets: 0
- Number of reportable injuries – Bus transit target: 15; ADA/Paratransit target: 1
- Rate of reportable injuries per vehicle revenue miles – Bus transit target: 0.23; ADA/Paratransit target: 0.15
- Number of reportable safety events – Bus transit target: 340; ADA/Paratransit target: 20
- Rate of reportable safety events per vehicle revenue miles – Bus transit target: 5.46; ADA/Paratransit target: 3.07
- Mean distance between major mechanical failures – Bus transit target: 65,000/failure; ADA/Paratransit target: 54,000/failure

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

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

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO adopts the 2021 TAM and 2020 PTASP performance measure targets described above established by Metro Transit and agrees to work with Metro to plan and program projects within the Madison Metropolitan Planning Area that contribute toward the accomplishment of these targets.

Date Adopted

Mark Opitz, Chair
Madison Area Transportation Planning Board

MPO Agenda Cover Sheet
November 4, 2020

Item No. 7

Re:

MPO 2020 Resolution No. 6 Amending the 2021-2025 Transportation Improvement Program for the Madison Metropolitan Area & Dane County to Revise Attachment E to Incorporate Reference to 2021 Federal Performance Measure Targets

Staff Comments on Item:

Federal planning rules related to the required performance-based planning approach to decision making require that TIPs and long-range regional transportation plans, when updated, must include a discussion of the anticipated effect of the TIP and plan in meeting the adopted federal performance measure targets.

Attachment E of the 2021-2025 TIP approved by the board at the October meeting includes this required analysis, however the new Public Transit Agency Safety Plan, 2021 annual transit asset management (TAM), and 2021 annual traffic safety measure targets were not included as the MPO had not yet adopted them. The MPO was waiting for VMT data for the traffic safety measure targets and county performance data and for Metro Transit to update its annual TAM targets. Adoption of targets for these federal measures is on the agenda for this meeting prior to this item. Staff has updated Attachment E to incorporate the new targets. This will allow the TIP to be approved by WisDOT and FHWA and amended next year as needed.

Materials Presented on Item:

1. MPO 2020 Resolution No. 6
2. Revised version of Attachment E – Analysis of Anticipated Effect of TIP Toward Meeting Federal Performance Measure Targets

Staff Recommendation/Rationale: Staff recommends approval of MPO 2020 Resolution No. 6 amending the 2021-2025 TIP to revise Attachment E to incorporate reference to the 2021 federal performance measure targets.

MPO 2020 Resolution No. 6

**Amending the 2021-2025 Transportation Improvement Program (TIP)
for the Madison Metropolitan Area & Dane County to Revise Attachment E – Analysis of
Anticipated Effect of TIP in Achieving Federal Performance Measure Targets**

WHEREAS, the Greater Madison MPO (Metropolitan Planning Organization) approved the *2021-2025 Transportation Improvement Program for the Madison Metropolitan Area & Dane County* on October 7, 2020; and

WHEREAS, federal transportation legislation (MAP-21 and FAST Act) and associated federal rules (23 CFR 490) require states and MPOs to undertake a transportation planning process that provides for the establishment and use of a performance-based approach to transportation decision making to support national goals, which includes establishing performance targets for the measures to use in tracking progress toward attainment of desired outcomes for the regional transportation system; and

WHEREAS, the MPO has now established the annual performance targets related to safety and Transit Asset Management and Public Transit Safety through MPO 2020 Resolutions No. 5 and 6, adopted on November 4, 2020; and

WHEREAS, the performance management elements of the federal planning rules (23 CFR 450) require a discussion in the TIP and long-range Regional Transportation Plan (RTP) as to the effect of programmed and planned investments toward achieving the performance targets; and

WHEREAS, the approved 2021-2025 TIP included the required analysis of the anticipated effect of the TIP toward achieving the federal performance measure targets in Attachment E, but the analysis needs to now be revised to include the new annual targets adopted by the MPO in order to be approved by WisDOT and USDOT and amended, if necessary, next year; and

WHEREAS, the MPO's public participation procedures for minor TIP amendments such as this have been followed:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves an amendment to the *2021-2025 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, revising Attachment E to the TIP (attached to this resolution) modifying the required discussion of the anticipated effect of the TIP in meeting the required federal performance measure targets to include the adopted annual targets for the safety, TAM, and PTASP measures.

Date Adopted

Mark Opitz, Chair
Greater Madison MPO

Attachment E: Analysis of Anticipated Effect of TIP Toward Achieving Federal Performance Measure Targets

Introduction

Performance-Based Planning and Programming

The most recent two federal transportation bills, MAP-21 and the FAST ACT, require incorporation of performance-based planning and programming into the development of Metropolitan Planning Organization (MPO) Long-Range Regional Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). The goals of the new performance management process are to make the most efficient use of federal transportation funds, refocus on national goals, increase accountability and transparency, and improve decision-making.

Federal performance measures have been established to track progress in achieving national goals, which include the following:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System (NHS)
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment

The Greater Madison MPO (Metropolitan Planning Organization)¹, the MPO for the Madison Metropolitan Area, has already made significant progress in the transition to performance-based planning and programming. The MPO has tracked transportation system performance measures for many years and included its first official list of measures in its 2035 Regional Transportation Plan (RTP) Update adopted in 2012. The MPO also developed a list of congestion and reliability measures in its [Congestion Management Process](#) adopted in 2011, and has been tracking those for which data is readily available. As part of the [RTP 2050](#) adopted in April 2017, the MPO identified seven goals consistent with the national goals above, along with associated policies, and developed a revised set of performance measures tied to these goals. While mostly based on a qualitative analysis, the multi-modal set of recommended transportation facility and service investments in the RTP 2050 were selected based on these goals and measures.

¹ Formerly named Madison Area Transportation Planning Board – An MPO.

The MPO began publishing an annual Performance Measures report in 2016 to gauge progress in achieving the RTP 2050 goals and fulfill federal performance management requirements. A link to the November 2020 report is at <https://www.greatermadisonmpo.org/planning/documents/2019PerformanceReport.pdf>. The 2020 report incorporates the federal measures along with numerous other regional measures tied to RTP 2050 goals.

The MPO created a revised set of project scoring criteria for the Surface Transportation Block Grant (STBG) – Urban program in 2019 (see Appendix A of the TIP) and for the Transportation Alternatives Program (TAP) in 2020 for use in evaluating and prioritizing projects for funding the MPO receives from those federal programs. Both sets of criteria rely heavily on quantitative scoring guidelines that are tied to RTP goals and policies.

The performance measures established by FHWA and FTA were developed to measure the effectiveness of the following federal funding programs:

Federal Transportation Performance Measures	
Performance Measure Area	Performance Measures
FHWA Highway Safety Improvement Program (HSIP)	
Number of Fatalities and Serious Injuries	Number of Fatalities
	Number of Serious Injuries
	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries
Rate of Fatalities and Serious Injuries	Rate of Fatalities per 100 Million Vehicle Miles Travelled (MVMT)
	Rate of Serious Injuries per 100 Million Vehicle Miles Travelled (MVMT)
FHWA National Highway Performance (NHPP) and Surface Transportation Block Grant (STBG) Programs	
Condition of Pavements on the Interstate System	Percentage of Pavement of the Interstate System in Good Condition
	Percentage of Pavement on the Interstate System in Poor Condition
Condition of Pavements on the National Highway System (NHS) Excluding the Interstate	Percentage of Pavement of the Non-Interstate NHS System in Good Condition
	Percentage of Pavement of the Non-Interstate NHS System in Poor Condition
Condition of Bridges on the NHS	Percentage of NHS Bridges Classified as in Good Condition
	Percentage of NHS Bridges Classified as in Poor Condition
Performance of the Interstate System	Percentage of the Person-Miles Traveled on the Interstate that are Reliable
Performance of the NHS Excluding the Interstate	Percentage of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable
FHWA National Highway Freight Program (NHFP)	
Freight Movement on the Interstate System	Truck Travel Time Reliability Index

FTA Section 53 Funding (5307, 5310 ² , 5311 ¹ , 5337, 5339)	
Transit Asset Management	Percentage of Revenue Vehicles Exceeding Useful Life
	Percentage of Non-Revenue Service Vehicles Exceeding Useful Life
	Percentage of Facilities Exceeding the Transit Economic Requirements Model (TERM) Scale
	Percentage of Track Segments Having Performance Restrictions
Public Transportation Safety Program	Number of Reportable Fatalities
	Rate of Reportable Fatalities Per Vehicle Revenue Miles
	Number of Reportable Injuries
	Rate of Reportable Injuries per Vehicle Revenue Miles
	Number of Reportable Safety Events
	Rate of Reportable Safety Events Per Vehicle Revenue Miles
	Mean Distance Between Major Mechanical Failures

Setting Targets for Performance Measures

Under the federally required performance management process, targets must be set for each of the federal performance measures on a schedule based on when the measures were finalized. States must then report to the U.S. Department of Transportation (USDOT) on progress in achieving the targets on a schedule specific to each measure. At the state level, there are funding implications in cases where progress is not being made on a particular measure. State departments of transportation (DOTs) and transit agencies are to first set their performance measure targets in coordination with MPOs. In the case of DOT targets, MPOs may either choose to support the state targets or establish their own targets. In the case of the transit agency targets, MPOs may adopt the same targets or establish their own.

Given the limited amount of historical data for most of the measures and the uncertainty in what trends the data may show as more years are collected, the Greater Madison MPO has elected to support the state/transit agency targets for these measures, and to plan and program projects to contribute towards meeting these targets. The MPO approved the targets for infrastructure condition, NHS system performance, and freight through the adoption of TPB Resolution No. 145 in 2018. The new annual 2021 safety targets are addressed in MPO 2020 Resolution No. 4, dated November 4, 2020. The MPO has also elected to support the Metro Transit targets for transit asset management (TAM) since Metro is the agency with

² “The [[Public Transportation Agency Safety Plan \(PTASP\) Final Rule](#)] applies to all operators of public transportation systems that are recipients and sub-recipients of federal financial assistance under the Urbanized Area Formula Program (49 U.S.C. § 5307). However, FTA is deferring applicability of this requirement for operators that only receive funds through FTA’s [Enhanced Mobility of Seniors and Individuals with Disabilities Formula Program](#) (Section 5310) and/or [Rural Area Formula Program](#) (Section 5311).” <https://www.transit.dot.gov/PTASP> July 22, 2020

expertise to best manage its assets in light of funding challenges and address safety (See MPO 2020 Resolution No. 5 related to the annual TAM and PTASP targets).

The MPO will report annually the Madison Metropolitan Area or Dane County data for all of the federal measures and the prior year performance and overall trend as part of its annual Performance Measures report.

Linkage of Investments to Performance Measures

The federal rules for metropolitan transportation planning require that the RTP (when next updated) and TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the RTP and TIP toward achieving the federal transportation system performance measure (see 23 CFR 490) targets established, thereby linking investment priorities to those performance targets (23 CFR 450.326(d)).

The following section outlines the federal performance measures and current performance at the state and Madison Metropolitan Area/Dane County level, and then discusses how the projects programmed in the TIP and supporting regional transportation planning activities will assist in achieving the federal measure targets. It is anticipated that this analysis will evolve over time as methods are developed to better quantify the impacts of projects on the federal performance measures.

Federal Performance Measures and TIP Analysis

Safety

Performance Measures and Data

The safety measures and the WisDOT/MPO targets for 2021 are identified in the table below:

Performance Measure	2021 Target	Dane County	
		2015-2019 Average	% Change from 2014-2018
Number of Fatalities	Reduce by 2% (576 or less)	33.4	-3.6%
Fatality Rate*	Reduce by 2% (.890 or less)	.648	-4.7%
Number of Serious Injuries	Reduce by 5% (2897.9 or less)	202.2	1.7 %
Serious Injury Rate*	Reduce by 5% (4.482 or less)	3.923	1.4%
Number of Non-Motorized Fatalities and Serious Injuries	Reduce by 5% (350.2 or less)	41.4	9.1 %
* Per 100 Million Vehicle Miles Traveled			

Highway Safety Improvement Program (HSIP) Project Prioritization

WisDOT evaluates potential HSIP projects by comparing the estimated crash reduction benefits expected from the project with the cost of that project. Crash reduction benefits are estimated by multiplying up to two crash modification factors (CMFs) by five years of observed crash data. CMFs and target crashes are identified by the Safety Analyst software and a spreadsheet tool developed by WisDOT to calculate the estimated crash reduction benefits. The projects approved for HSIP funding are reviewed and prioritized based on their ability to reduce crashes and their achievement of the goals of the State's Strategic Highway Safety Plan. WisDOT is responsible for all HSIP project programming.

HSIP Project Analysis

Nine (9) roadway projects in Dane County – seven in the MPO Planning Area – will receive Highway Safety Improvement Program (HSIP) program funding, including:

- One rail crossing warning device/signals and gates project;
- One new grade-separated interchange project; and
- Seven roadway design deficiency and intersection improvement projects.

HSIP-funded rail warning device projects, which primarily include electronic signal installations such as flashing lights and gates as well as upgrades, are designed to alert drivers to the presence of railroad tracks and the possibility of an approaching train. The following rail warning device project is programmed for HSIP funding:

- CTH AB (Town of Dunn) RR Crossing - Replace OCR signals and gates.

In recent years, the intersections of USH 12-18/CTH AB and USH 12-18/Millpond Road have experienced high crash frequencies with high crash severity indexes. To address this safety problem, WisDOT will be constructing a grade-separated diamond interchange at the USH 12-18/CTH AB intersection, extending Millpond Road to CTH AB, and modifying the existing USH 12-18/Millpond Road intersection so that only eastbound right turning movements are permitted. Access to Long Drive will only be via a frontage road. Roundabouts will be constructed at the interchange ramp terminals. Construction of the interchange will eliminate the turning movement conflict points where crashes have occurred.

The seven programmed roadway design deficiency and intersection improvement projects are described below:

- USH 14 (STH 92 Intersection) - Improve intersection efficiency and safety with construction of a roundabout.
- USH 51 (CTH B and CTH AB Intersection) - Improve intersection efficiency and safety with construction of a roundabout.
- USH 51 (Roby Road Intersection) - Improve intersection efficiency and safety with construction of a roundabout. Sidewalks will be provided.
- USH 151 (S. Blair Street) / John Nolen Drive (E. Wilson Street/Williamson Street Intersection) – Construct intersection improvements with upgraded pedestrian and bicycle facilities. Pedestrian and bicycle facilities were constructed in 2019. Safety improvements that will be constructed as part of the S. Blair St. reconstruction project in

2022 include addition of protected left-turn bays on northbound John Nolen Drive and southbound Blair Street and moving and consolidating driveway access points.

- STH 113 (CTH P and V Intersection) – Reconstruct and reconfigure the intersection to improve safety.
- STH 19 (USH 151 Interchange) – Improve efficiency and safety by constructing monotube traffic signals with a signal head per lane and protected left turn phasing, which requires left turn lane extensions due to increased queue lengths.
- CTH MM (McCoy Road Intersection) – Improve efficiency and safety by reconstructing intersection. Install monotube traffic signals with vehicle detection, countdown pedestrian timers with pedestrian push buttons, and retro-reflective backplates. Street lights will also be installed. Add exclusive northbound left turn lane and exclusive northbound through lane. Add offset southbound right turn lane. Move Capital City Trail crossing from current mid-block location to intersection.

Non-HSIP Projects

Safety is an important consideration in the scoping process of all projects included in the TIP. Resurfacing, recondition, and reconstruction projects can include elements that improve the safety performance of roadways, such as correcting geometric design deficiencies, improved pavement traction, improved traffic flow and improved pavement markings and signage. Pedestrian and bicycle infrastructure improvements help to separate vulnerable roadway users from automobile traffic. FHWA's [Crash Modification Factors \(CMF\) Clearinghouse](#) can provide a comprehensive overview of the potential safety benefit of any roadway improvement.

There are six major infrastructure projects that will add capacity and improve safety:

- Interstate 39/90 (Beltline to County Line) – The largest project by far is the WisDOT project to reconstruct and expand I-39/90 from the Beltline south to the state line. All eleven interchanges along the corridor have outdated design features that contribute to safety concerns. Further, all sections of I-39/90 are expected to operate at unacceptable levels of service in the future during peak periods, meaning unstable traffic flow and stop-and-go conditions. In order to address those safety and congestion concerns, the project will reconstruct and expand I-39/90 in Dane County from four to six lanes and reconfigure all interchanges, including the Beltline Interchange.
- West Beltline (USH 12/14/18/151) (Whitney Way to I-39/90) – This project will add capacity to the Beltline during weekday peak periods and other times when the roadway is congested with low speeds through dynamic part-time hard shoulder running, reducing congestion related rear-end crashes, which tend to be more severe.
- CTH M (Willow Rd. to Oncken Rd.) – This section of CTH M, which is heavily congested during weekday commute periods, will be expanded to a four-lane cross-section with bike lanes, an off-street trail, intersection improvements (including a roundabout at CTH K), and driveway consolidation. Rear-end crashes at the intersections is the predominant crash type, which will be addressed with the project.
- Pleasant View Rd. (USH 14 to Timber Wolf Trail) – The first phase of this roadway reconstruction will expand the road to a four-lane divided cross-section with bike lanes,

an off-street path and ped/bike bridge crossing at an existing path, and correct vertical and horizontal curve deficiencies that create safety problems.

- Cottage Grove Road (West of Damascus Trail to West of Buss Road) – This section of Cottage Grove Road will be reconstructed to a four-lane urban cross section with bike lanes and will be signalized. Safe crossings to the adjacent school site will be provided.
- Parmenter Street (North of Century Avenue to Greenbriar Road) – This section of Parmenter Street will be reconstructed and widened to four lanes with bike lanes. A roundabout may be constructed at the intersection of Graber Road and Tribeca Drive.

There are multiple other programmed roadway projects, which will improve safety through intersection improvements such as addition of turn lanes and signalization, addition of bike facilities, improved pedestrian crossings, and/or other safety enhancements. Some of the more significant projects include:

- USH 14 (STH 138 to STH 92) – Resurfacing project that will include intersection and other safety improvements such as widened shoulders and rumble strips.
- USH 51 (STH 138 and Silverado Dr./Hoel Ave. Intersections) – This federally funded project will reconstruct the intersections with roundabouts. Roundabouts reduced injury crashes by 75% where stop signs or signals were previously used for traffic control, according to a study by the Insurance Institute for Highway Safety (IIHS).
- Southwest Region Pavement Markings – Federally funded project to replace worn epoxy markings on STH network per annual plan for 2021.
- Statewide Type 1 Sign Replacement – Federally funded project to replace signs on Beltline Highway (USH 12/18) at Exits 262 and 263 (between John Nolen Drive and South Towne Drive), at USH 51, and at Monona Drive/CTH BB.
- Fish Hatchery Rd. (CTH D) (McKee Rd. to Greenway Cross) – This locally funded project will include intersection reconfigurations to improve safety, addition of an off-street path, and other ped/bike improvements.
- Fitchrona Rd. (Lacy Rd. to Nesbitt Rd.) – Locally funded project that will include intersection and ped/bike improvements, including possible side path.
- Lacy Rd. (Fitchrona Rd. to Seminole Hwy.) – Locally funded project that will include intersection improvements, buffered bike lanes, and side path.
- South Syene Road (McCoy Road to Lacy Road) – Locally funded project that will reconstruct road to an urban cross section with bike lanes and sidewalk (note: side path already exists).
- University Ave. (Shorewood Blvd. to University Bay Dr.) – Federally funded project that will include University Bay Dr. intersection improvements and new ped/bike facilities, including grade-separated crossing of University Bay Dr.
- Vision Zero Initiative – Locally funded project sponsored by the City of Madison with the goal of eliminating fatal crashes.
- Grand Ave./CTH C and STH 19/Windsor Street – Intersection reconstruction will occur prior to opening of new Sun Prairie West High School, located adjacent to intersection, which will include improved pedestrian crossings.
- W. Cottage Grove Rd./CTH BB (Damascus Trail to Buss Rd.) – Locally funded widening project with ped/bike improvements.

- CTH N (in Cottage Grove) (CTH TT to the north 3,400 feet) – Locally funded reconstruction project that will include bike lanes.
- Exchange Street (Farwell Street to Yahara River Bridge) – Federally funded reconstruction project that will include sidewalk and may include bicycle facilities. CTH MN (Holscher Road to CTH AB) – Locally funded reconstruction project that will include sidewalk and bike lanes.

Local funding will be used for the following railroad program:

- Madison’s MISC Railroad Crossings and Quiet Zones – Repair Railroad Crossings and Install Warning Devices program.

About 30 roadway projects will include new or enhanced pedestrian/bicycle infrastructure such as bicycle lanes, paved shoulders, off-street path, sidewalks, and pedestrian crossing improvements. According to studies, the safety benefits of adding bike lanes are mixed, partially due to conflict points at intersections, but the consensus is that they do provide safety benefits. The benefits depend upon design of the facilities and design of intersections. Carrying the bike lane through the intersection adds to safety.

Multi-use paths separate pedestrians and bicyclists from vehicle travel on a roadway. Conflict points are limited to path/roadway or path/driveway intersections. Major path and ped/bike crossing projects are illustrated in the first map after the projects summary at the beginning of this document. The 2021-2025 TIP contains two federally funded pedestrian/bicycle education programs: Transportation Alternatives program funded Dane County Safe Routes to School program and the STBG-Urban funded Pedestrian & Bicycle Safety Education program administered by the City of Madison. In addition to education, the City of Madison funds a Safe Routes to School infrastructure program.

Planning Analysis

The MPO recently completed an intersection safety analysis with the help of the UW-TOPs Lab for all arterial and collector intersections in Dane County. The safety analysis ranks intersections by frequency, rate, and severity of crashes. This analysis flags intersections with over-represented crash histories for further detailed study and potential safety improvements. A second phase of this analysis is planned for 2021 with updated crash prediction model, updated ranking of intersections based on 2017-'19 data, and a diagnostics tool to identify potential countermeasures. The City of Madison has added safety as a major factor in prioritizing street projects along with pavement and utility condition, using data from the MPO’s study. The city also hired a firm to identify potential HSIP projects, evaluating its high crash severity intersections. The city has also initiated a Vision Zero Initiative, which will include multiple strategies and some advance projects to reduce speed limits and add improved pedestrian crossing facilities at select intersections.

The MPO is an active member of the Dane County Traffic Safety Commission (TSC). The TSC meets quarterly to review traffic crash data in order to enhance the level of safety on all public roadways in Dane County for all roadway users. The TSC is comprised of representatives including planners and engineers, law enforcement, medical professionals and other interested

community participants to foster a coordinated effort to address the “4 E’s” of road safety: Education, Enforcement, Engineering, and Emergency Care. The MPO assists with compiling crash statistics and facilitating the crash incidence review. The MPO will be assisting with a planned project to develop recommendations for how the TSC reviews and acts on crash trends and to develop a coordinated 3 E program to address identified problem safety issues.

Bridge Condition

Performance Measures and Conditions Data

The table below shows the WisDOT/MPO targets and current conditions in the Madison Metro Area for NHS bridges in good and poor condition.

Performance Measure	2019 and 2021 Target*	Madison Metro Area (2019)
Percentage of NHS Bridges in Good Condition	≥ 50%	42%
Percentage of NHS Bridges in Poor Condition	≤ 3%	<1%
*Same target for two- and four-year target		

A total of 95 bridges with a deck area of 79,200 m² or 42% were in good condition in 2019, a decrease from the 44% in 2018.

Project Analysis

The 2021-2025 TIP contains 19 projects that will repair or replace bridges or bridge decks as part of their scope. The following programmed projects are located on the NHS:

- S. and W. Beltline (Verona Road Interchange) – Thin Polymer Deck Overlays
- I-39/90/94 (USH 51 Bridges) – Bridge deck overlay
- I-39/90/94 (STH 19 Interchange Bridges) – Bridge deck overlay
- I-39/90 (S. Beltline to Rock County Line) – Reconstruction and expansion with associated reconstruction of bridges and interchanges
- STH 30 (Fair Oaks Ave. Bridges B-13-0206, 0211) – Bridge deck overlays

Pavement Condition

Performance Measures and Conditions Data

The table below shows the WisDOT/MPO targets and 2018 conditions for Interstate and non-Interstate NHS roadways.³ “Good condition” suggests no major investment is needed. “Poor condition” suggests major reconstruction investment is needed. The data is for International Roughness Index (IRI) only as other data on cracking and rutting is not currently available for the entire system.

³ 2018 data is latest available.

Performance Measure	2019 and 2021 Target*	Madison Metro Area (2018)**
Percentage of Interstate Pavement in Good Condition	≥ 45%	54%
Percentage of Interstate Pavement in Poor Condition	≤ 5%	7%
Percentage of Non-Interstate NHS Pavement in Good Condition	≥ 20%	31%
Percentage of Non-Interstate NHS Pavement in Poor Condition	≤ 12%	20%
*Same target for two- and four-year target		
**Only includes the International Roughness Index (IRI) calculation		

Because the 2018 data is only for the IRI metric, it doesn't represent a complete picture of the condition of the roadways. There are also some concerns about the accuracy of the data. The pavement condition rating systems historically used by WisDOT and local governments in the state provide a different picture of pavement conditions in the Madison Metro Area. WisDOT utilizes the Pavement Condition Index (PCI) system to evaluate state roadways while local governments use a simplified version of that called the Pavement Surface Evaluation Rating (PASER) system. These rating systems provide a better representation of the overall structural condition of roadways. This data is updated every other year. 2019 local road data was obtained, but MPO staff is still waiting to get the PCI data for state highways. In 2017, 65% of all major roadways (both NHS and non-NHS) within the Madison Metro area were in good or excellent condition and only 8% were in poor or very poor condition. One-hundred percent (100%) of the Interstate was in good or very good condition.

Project Analysis

The Madison Metropolitan Area (MMA) contains a total of 157.6 NHS Interstate Highway lane miles, 462.9 non-Interstate NHS US/State highway lane miles, and 87.7 local road NHS lane miles. The 2021-2025 TIP contains 29 projects comprising about 205.2-lane miles of roadway (NHS and non-NHS) that will be reconstructed (and in some cases expanded) in the county. Of this amount:

- 31.3 lane miles (I-39/90 capacity expansion project) are located on the Interstate System (19.9% of total existing Interstate System lane miles) in the MMA;
- 0 lane miles are located on NHS US/State highways in the MMA; and
- 24.7 lane miles (four projects) are located on NHS local roads (28.1% of total existing NHS local road lane miles) in the MMA.

The 2021-2025 TIP contains 51 projects comprising 357.85-lane miles of roadway (NHS and non-NHS) that will be resurfaced (and in some cases expanded) or reconditioned in the county. Of this amount:

- 23.8 lane miles (I-39/90 concrete pavement repair project) are located on the Interstate System (15.1% of total existing Interstate System lane miles) in the MMA;
- 186.6 lane miles (eight projects) are located on NHS US/State highways (40.3% of total existing NHS state highway lane miles) in the MMA. (Includes 118.9- lane mile West Beltline Dynamic Part Time Shoulder Use project, which includes a resurfacing component); and
- 3.45 lane miles (two projects) are located on NHS local roads (3.9% of total existing NHS local road lane miles) in the MMA.

Travel Time Reliability and Freight Movement

Performance Measures and Conditions Data

The table below shows the WisDOT/MPO target level of travel time reliability and 2018 data⁴ for both the Interstate and non-Interstate NHS system.

Performance Measure	2019 Target	2021 Target	Madison Metro Area (2018)
Percentage of Person-Miles Traveled on the Interstate that are Reliable	94%	90%	100%
Percentage of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	N/A	86%	76%

The percent of person-miles traveled with unreliable travel times in the Madison Metro area on the non-Interstate NHS system exceeds the four-year target. Even still, the relatively high percentage of the Madison area system that meets the reliability measure is skewed by the 4-hour peak periods used for the federal measure. The AM and PM peak periods in Madison are 60 or 90 minutes at most.

The table below shows the WisDOT/MPO target truck travel time reliability index (on the Interstate system) targets and 2018 data for interstate freight movement.

Performance Measure	2019 Target	2021 Target	Madison Metro Area (2018)
Truck Travel Time Reliability Index	1.4	1.6	1.2

The 2018 data shows that the Madison Metro area currently exceeds the two-and four-year targets for freight travel time reliability on the Interstate system. An index of 1.2 indicates a high

⁴ Will be updated to provide 2019 data in final TIP.

reliability of system performance. The Interstate typically only experiences heavy congestion and slower travel times on summer Friday nights and Sundays due to tourist traffic.

Project Analysis

Six projects comprising 127.08 lane miles of roadway in the Madison Metropolitan Area will add travel lanes and therefore improve travel time reliability. The largest project by far is the WisDOT project to reconstruct and expand I-39/90. The projects with the most impact in terms of improving travel time reliability are the West Beltline (USH 12/14/18/151) Dynamic Part Time Shoulder Use (DPTSU) project and the CTH M (Willow Rd. to Oncken Rd.) expansion project, including improvement to the CTH K intersection.

The 2021-2025 TIP contains over 30 projects that will include a transportation systems management (TSM) component. One of the most significant is the Beltline Highway DPTSU project, which will provide hard shoulder running during periods of congestion. The goal of these projects is to maximize the efficiency, safety, and utility of the transportation infrastructure. TSM considers the full range of options for maximizing the performance of existing transportation infrastructure without expanding the infrastructure itself (e.g., adding general purpose lanes, etc.). TSM strategies can include physical changes to the roadway, changes to how the roadway is used, and efforts aimed at reducing demand for use of the roadway (travel demand management). Most of the TSM projects listed in the 2021-2025 TIP are intended to increase vehicle throughput at intersections and reduce average delay along with improving safety. The following are examples of TSM projects in the 2021-2025 TIP:

- Blair Street (USH 151) intersection improvement at John Nolen/Williamson/Wilson Street;
- USH 51 roundabouts to be added at several intersections in Stoughton;
- Fish Hatchery Road intersection improvements at multiple intersections;
- University Avenue and University Bay Drive intersection improvement;
- STH 19 improvement at USH 151 Interchange;
- CTH MM intersection improvement at McCoy Road; and
- MPO TDM/Rideshare program, which includes employer based programs and an online transportation matching service that allows commuters to quickly find carpool partners, vanpool options, bike buddies, transit routes, and park and ride lots based on their specific circumstances.

Planning Activities

The MPO began an update to its Congestion Management Process in 2019, including the analysis of current conditions. Part of that analysis included purchase of StreetLight Analytics travel time data to be used to help identify bottlenecks that might be alleviated through lower cost intersection improvements and TSM strategies.

Transit Assessment Management

Performance Measures and Conditions Data

Metro Transit completed and certified its initial Transit Asset Management (TAM) Plan in December 2018. The plan is considered a “living document” with reviews and revisions planned on an annual basis. The initial plan incorporated Metro’s initial 2019 TAM performance measure targets for the applicable measures, which relate to the different assets, including equipment (non-revenue vehicles), rolling stock (revenue vehicles), and facilities, which in the case of Metro is its bus maintenance garage. Metro’s TAM targets will not change for 2021. The MPO adopted the same 2021 targets that Metro adopted via the resolution referenced above.

The table below shows the 2021 Metro/MPO targets and 2020 baseline conditions for Metro Transit for the three TAM performance measures related to buses, non-revenue service vehicles, and facilities, which for purposes of the TAM plan is Metro’s bus maintenance facility at 1101 E. Washington Avenue.

Performance Measure	Target 2021	Metro Transit (2020)
Percentage of Rolling Stock (Buses) that Have Met or Exceeded their Useful Life	11%	14%
Percentage of Non-Revenue Service Vehicles that Have Met or Exceeded their Useful Life	38%	55%
Percentage of Facilities with a Condition Rating Below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale.	0%	100%

For buses, a 2021 target was set of having 11% of Metro’s inventory exceed the useful life benchmark (ULB) of 14 years. As of October 2020, 14% of Metro’s 220 bus fleet exceeded the ULB. Metro uses 14 years as the ULB rather than the federal minimum of 12 years because Metro uses the oldest buses for school and other peak period only service and as reserves, thus limiting the number of miles on buses as they age. The bus replacement plan calls for the annual replacement of 15 buses based on age and condition. Metro had not taken delivery of the electric 2020 buses as of October 2020, and held back one bus scheduled for disposal while awaiting the electric buses; these factors resulted in an increased fleet size and an older average vehicle age.

For non-revenue service vehicles, a 2021 target was set of having 38% of Metro’s inventory exceed the ULB of 8 years. As of October 2020, 55% of Metro’s inventory of cars, trucks, and vans exceeded their ULB. Metro developed a long-range strategic replacement plan for non-revenue vehicles in 2019, with the intention of replacing two vehicles each year; however, due to the COVID-19 pandemic, Metro did not replace any non-revenue service vehicles in 2020, which resulted in an increase in the percentage of vehicles over their useful life.

For TAM performance measure purposes, the only applicable facility is Metro's maintenance facility. The target is to have 0% of facilities rated under 3.0 (Adequate) on the TERM scale. In 2020, the Metro facility was rated 2.5. It had been rated 1.0 (Poor), but repairs and upgrades have recently been made, including roof repairs in 2018 and a new wash bay in 2019.

Project Analysis

Metro Transit has programmed funds to continue adhering to its current bus replacement schedule of 15 buses per year. Metro received a VW Settlement Grant award of \$4.8 million in 2020, which covered 10 buses, and will aid the agency in maintaining this schedule. If Metro had been able to maintain this schedule, the percentage of buses at or past their ULB would have met or dropped below the 11% target by 2021; however, Metro was not able to add new electric buses as scheduled in 2020 and retained a bus scheduled for disposal to use in the interim. Increasing the fleet size by retaining a vehicle past its ULB negatively affects this performance measure in 2020 and will be exacerbated in 2021 as the entire fleet ages, but the scheduled 2022 bus replacement will bring this measure under the 11% target to 9%. This improvement will be short-lived, as twice as many vehicles will hit their ULB in 2023 as have in previous years due to the procurement schedule in 2008-09.

Metro's replacement plan for service vehicles is more flexible with funding allocated each year and a decision made annually on which vehicles to replace based on age, repair history, and any anticipated major repairs. It is less certain whether Metro will be able to meet its performance target for service vehicles based on the funding currently programmed. Due to the combined need to make facility repairs and the unexpected costs associated with the COVID-19 pandemic, these purchases did not take place in 2020. Accordingly, the performance measure data in the fall of 2020 shows an inventory that is a year older, and percentages over useful life higher than they were in 2019.

Metro's maintenance facility at 1101 E. Washington Avenue is in need of major renovation. It is also over capacity, having been designed to serve 140 buses, but servicing 220 buses currently. The facility has had no significant upgrades since it was built 40 years ago, until renovations began in 2018. Investment in the facility was delayed for years in anticipation of a relocation, but a full relocation of the facility is no longer being considered. Facility and functional issues included: inadequate ventilation, heating, and cooling; an open-air wash line creating air quality problems; needed upgrades to emergency egress lighting; confined number of work bays and poor space layout; and right-turn vs. desired left-turn circulation for buses.

A facility renovation plan was developed with the assistance of an engineering firm, Mead & Hunt, with improvements to be implemented in 6 phases starting in 2019. Roof repairs were already made. Because of the need to use its federal formula funding for buses and capital maintenance, the facility renovation will be 100% locally funded. The facility renovation plan, which has been adjusted to changing conditions and to prioritize certain components is as follows:

- 2019: Phase 1 Wash Bay Fire Alarm and Electric Bus Updates
- 2020: Phase 2 HVAC Mechanics and Storage Area
- 2021: Phase 3A Maintenance/Driver Support/Infrastructure Improvements
- 2021: Masonry Restoration to Bus Storage Area

- 2022: Complete 3A and design 3B
- 2023: Phase 3B Admin Improvements - Operation/Dispatch/Locker rooms
- Not in CIP: Phase 3C Bus Storage
- Not in CIP: Phase 4 Exterior Upgrades

Metro is on schedule to complete Phase 2 in 2020. Implementation of the programmed facility renovation plan will allow the facility to meet the federal performance measure target. It is possible, however, that one or two phases may need to be delayed due to funding needed to implement the planned east-west BRT route and other needs. An inventory and condition assessment completed in 2020 reflects the impact of ongoing repairs and upgrades on meeting the facility TAM performance target, with the TERM rating increasing from 1.0 to 2.0 in 2019 and to 2.5 in 2020.

Metro prioritized its capital investment needs and ranked replacement buses and its maintenance facility as the two highest priorities. That was followed by the addition of a satellite bus maintenance facility, which is needed to expand service, including implementation of Bus Rapid Transit, a high priority of the city. Metro was awarded a federal FTA discretionary grant for the BRT maintenance facility in 2020.

Public Transportation Agency Safety Plan

Performance Measures and Conditions Data

Metro Transit completed and certified its initial Public Transportation Agency Safety Plan (PTASP) in July 2020. The plan is considered a “living document” with reviews and revisions planned on an annual basis. The initial plan incorporates Metro’s initial 2020 PTASP performance measure targets for the applicable measures. The MPO adopted the same 2020 targets that Metro adopted in the above referenced resolution.

The table below shows the 2020 Metro/MPO targets and 2019 baseline conditions for Metro Transit for the seven safety-related performance measures. Baseline data is not available for Paratransit due to insufficient reporting from contracted service providers to Metro; reporting improvement processes are in development and baseline data will be available for Paratransit in future years.

2020 Annual Safety Performance Targets and 2019 Transit Baseline							
Mode of Service	Fatalities (total)	Fatalities (per 100000 VRM)	Injuries (total)	Injuries (per 100000 VRM)	Safety Events (total)	Safety Events (per 100000 VRM)	System Reliability (VRM/Failures)
Bus Transit - Target	0	0	15	0.23	340	5.46	65000/failure
Bus Transit – Baseline	0	0	8	0.16	349	6.88	55000/failure
ADA/Paratransit - Target	0	0	1	0.15	20	3.07	54000/failure

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

Project Analysis

Safety-related projects in the Transit Capital and Transit Operating categories include preventative maintenance of transit vehicles, which is fundamental to meeting the System Reliability target, and facility renovations at Metro's maintenance facility at 1101 E. Washington Avenue, which is in need of major renovation. It is over capacity, having been designed to serve 140 buses, but servicing 219 buses currently. The facility has had no significant upgrades since it was built 40 years ago. Investment in the facility was delayed for years in anticipation of a relocation, but that is no longer likely. Facility and functional issues include: inadequate ventilation, heating, and cooling; an open-air wash line creating air quality problems; needed upgrades to emergency egress lighting; confined number of work bays and poor space layout; and right-turn vs. desired left-turn circulation for buses.

A facility renovation plan was developed with the assistance of an engineering firm, Mead & Hunt, with improvements to be implemented in 6 phases starting in 2019. Because of the need to use its federal formula funding for buses and capital maintenance, the facility renovation will be 100% locally funded. The facility renovation plan is as follows:

- 2019: Phase 1 Wash Bay Fire Alarm and Electric Bus Updates
- 2020: Phase 2 HVAC Mechanics and Storage Area
- 2021: Phase 3 Maintenance/Mechanics Workspace
- 2022: Phase 4 Operation/Dispatch
- 2023: Phase 5 Bus Storage
- 2024: Phase 6 Exterior Upgrades

Metro is on schedule to complete Phase 2 in 2020. Implementation of the programmed facility renovation plan will improve safety for Metro staff, and will help Metro continue to meet or exceed the performance targets for Fatalities, Safety Events, and System Reliability; the performance targets for Injuries relate to riders of vehicles in service, and will not be impacted by safety improvements at the maintenance facility.

The renovation will have positive impacts on system reliability. Employees will be provided a better, more modern, and healthier place to work. A new, proper, environment will enable employees to be more productive without compromising their safety. This could improve the number of vehicles inspected on a daily basis which would improve the spare ratio and overall road failure rate.

The final phase includes the operations unit areas. The biggest impact will be new driver amenities including a break room that is the proper size to accommodate all drivers, quiet spaces and rooms to rest, kitchen amenities, and new furniture. Well-rested drivers are safe drivers. The current environment for them is sub-optimal. Operations will have a larger dispatch office and supervisor amenities to improve their working environment. This will have positive

impacts to service delivery and safety. A more organized and properly sized work space will enable supervisors to work with a lower rate of error. If an operations supervisor makes a mistake, it often has an impact on service delivery. For example, when a supervisor takes a sick call from a driver but forgets to assign the work to a standby driver. That bus doesn't run or is heavily delayed which as a domino effect on the system with passenger overloads, potential safety issues with passengers or students waiting outdoors for a longer period of time, etc. A better work environment will reduce the likelihood of this type of mistake.

MPO Agenda Cover Sheet
November 4, 2020

Item No. 8

<p>Re:</p> <p>Presentation on Annual Performance Measures Report and Approval to Release</p>
<p>Staff Comments on Item:</p> <p>The attached draft 2019 Performance Measures report is the fifth annual MPO performance report designed to track and publicize trends in key metrics that indicate whether progress is being made in achieving national and regional transportation plan goals. The regional goals are consistent with the national goals. The report is also used to fulfill federal requirements to track progress in achieving adopted targets for the mandated national performance measures. In the future, perhaps as part of the RTP update, targets may also be set for some of the regional measures. For now, the report indicates the desired trend, the status, and progress in meeting or moving closer to achieving the target. Not all of the measures are tracked annually as complete data is not available every year.</p> <p>The MPO performance measures go well beyond the federal measures. The measures – and data to support them – have and will continue to evolve to some extent over time as new data becomes available, new measurement tools are developed, and/or circumstances and priorities change.</p> <p>The report is designed to provide a system level snapshot and will be supplemented with more detailed facility or area specific analysis such as when the RTP is updated. Together, the annual report and supplemental analysis will be used to gauge the effectiveness of past investments and ultimately guide future transportation investments. The MPO is required to analyze how the investments in the TIP and the RTP (when it is updated) will support the goals and help achieve the performance targets.</p> <p>COVID-19 has had a major impact on the economy and transportation system, which will make the 2020 data difficult to compare to other years. Staff plans to not produce a 2020 report next year, but rather take the time to create an online, interactive performance measures webpage, which we think will be more interesting and informative.</p>
<p>Materials Presented on Item:</p> <ol style="list-style-type: none">1. Draft Transportation Performance Measures report for 2019
<p>Staff Recommendation/Rationale: Staff recommends approval to release the Performance Measures report.</p>

2019
PERFORMANCE MEASURES
REPORT



GREATER MADISON
mpo



Greater Madison Metropolitan Planning Organization

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U.S. Department
of Transportation
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**Federal Transit
Administration**



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The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation or WisDOT.

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Regional Transportation Plan Goals and Measures

Goal I: Create Connected Livable Neighborhoods and Communities

- Miles of Pedestrian Facilities
- Low-Stress Bike Facilities
- BCycle Utilization

Goal II: Improve Public Health, Safety, and Security

- Motor Vehicle Crash Fatalities
 - **5-year average # of fatalities***
 - **5-year average rate of vehicle fatalities***
- Motor Vehicle Series Injuries
 - **5-year rolling average # of injuries***
 - **5-year average rate of vehicle injuries***
- Pedestrian and Bicycle Fatalities and Serious Injuries
 - **5-year rolling average # of non-motorized fatalities and serious injuries**

Goal III: Support Personal Prosperity and Enhance the Regional Economy

- Airline Passenger Traffic

Goal IV: Improve Equity for Users of the Transportation System

- Transit Ridership

Goal V: Reduce the Environmental Impact of the Transportation System

- Vehicle Miles Traveled
- Mode of Transportation to Work
- Air Quality

Goal VI: Advance System-wide Efficiency, Reliability, and Integration Across Modes

- Transit On-time Performance
- Roadway Congestion and Reliability
 - **Percentage of miles Traveled on the Interstate that are Reliable***
 - **Percentage of miles Traveled on the Non-Interstate NHS that are Reliable***
 - **Truck Travel Time Reliability (TTTR) Index***

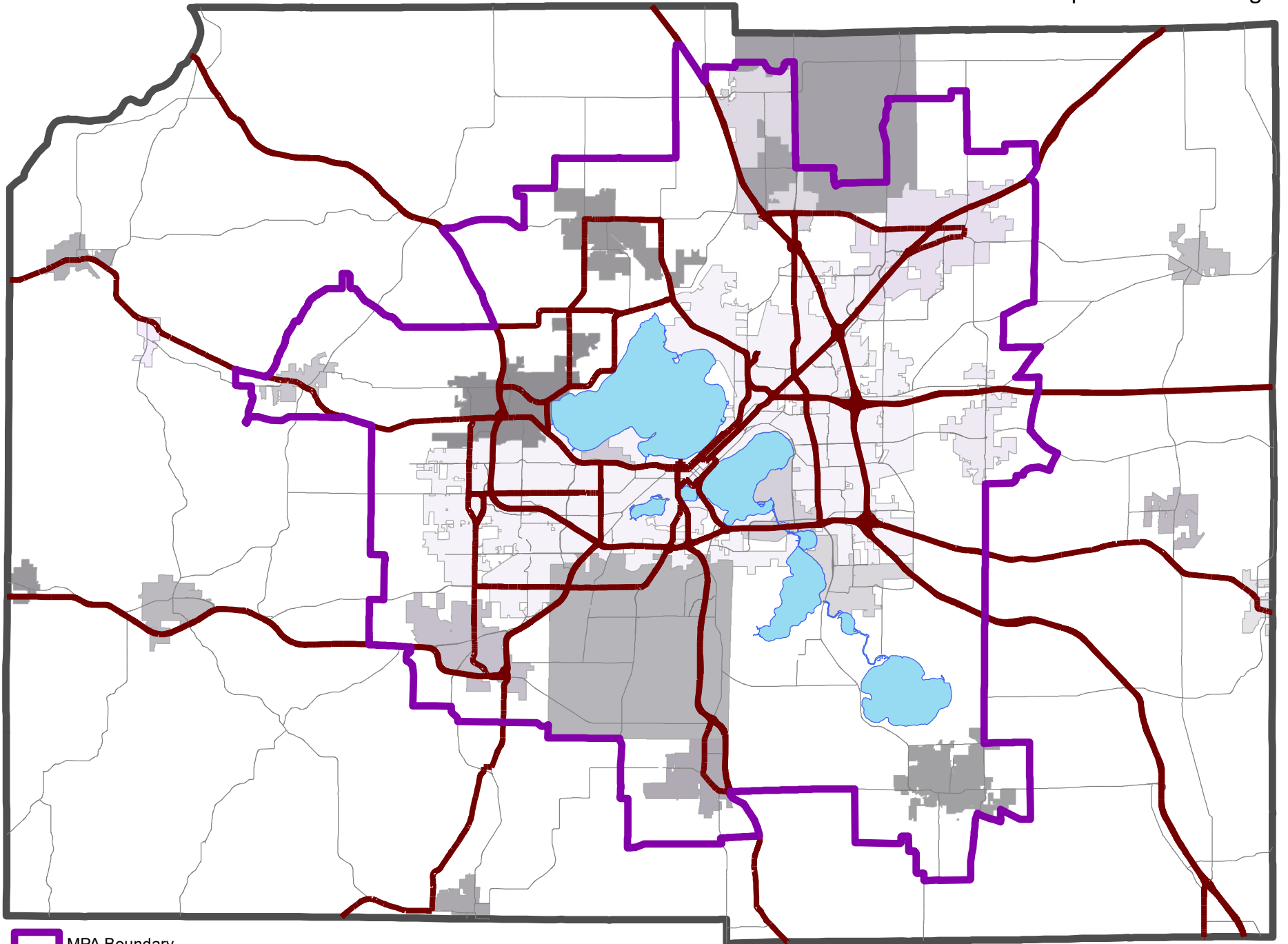
Goal VII: Establish Financial Viability of the Transportation System

- **Buses at or Past Replacement Age***
- Bridge Condition
 - **Percentage of NHS Bridges Classified as in Good Condition***
 - **Percentage of NHS Bridges Classified as in Poor Condition***
 - Bridge Condition of Non-NHS Bridges
- Pavement Condition
 - **Percentage of Pavements on the Interstate System in Good Condition***
 - **Percentage of Pavements on the Interstate System in Poor Condition***
 - **Percentage of Pavements on the Non-Interstate NHS in Good Condition***
 - **Percentage of Pavements on the Non-Interstate NHS in Poor Condition***

***Bold italicized** measures are federally required.

Metropolitan Planning Area Boundary

for the Madison Area Transportation Planning Board



 MPA Boundary

 National Highway System (NHS) Roadways

 Arterial and Collector Roadways

0 1 2 4 Miles



Introduction

Purpose

The Greater Madison MPO (Metropolitan Planning Organization) creates and maintains the Regional Transportation Plan (RTP) for the Madison Metropolitan Area. The RTP articulates the long-range transportation vision for the region and provides numerous policies and recommends key investments to meet both [regional](#) and [national](#) goals. The seven goals identified in the RTP serve as the framework for the Performance Measures Report (PMR). The purpose of the report is to gauge progress in achieving the RTP goals, inform decisions about investments and strategies, and provide an annual snapshot of how well the regional transportation system is performing over time. Further, the PMR helps the MPO meet [federal requirements for performance management](#) outlined in the [Fixing America's Surface Transportation \(FAST\) Act](#).

Some measures are applicable to more than one goal, but have been organized under the goal that fits best. Some aspects of the plan goals are not addressed by the measures due to unavailable or incomplete data. The measures in this report are not intended to be exhaustive, but rather allow tracking of meaningful progress towards goals for which accurate, easily obtainable data is available. As a result, some measures and methodologies may change from year to year. For questions regarding data sources or methodology changes please contact [MPO staff](#).

Federal Performance Measures

All federal performance measures have now been finalized. State department of transportations (DOTs) and transit agencies are required to establish performance targets for all federal measures. MPOs may either support the DOTs' and transit agencies' targets or establish their own. The MPO has elected to support the Wisconsin Department of Transportation (WisDOT) and Metro Transit targets for all of the federally-required performance measures. The WisDOT and Metro developed targets for the federal measures are included in the measure narratives later on in this report. The MPO then must document how the roadway and transit projects that are programmed for the Madison metropolitan area in the annual [Transportation Improvement Program](#) (TIP) are helping to achieve these targets.


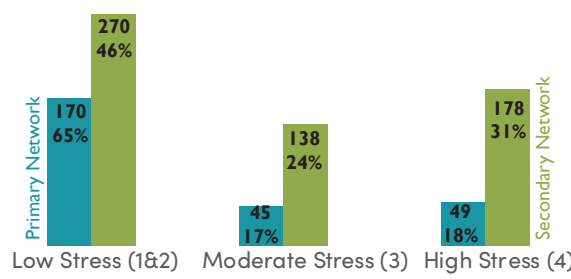




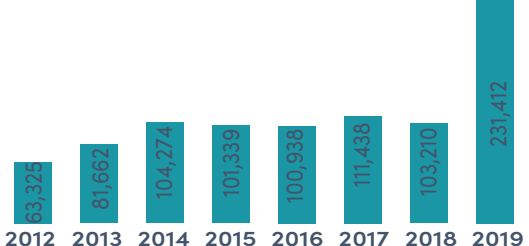


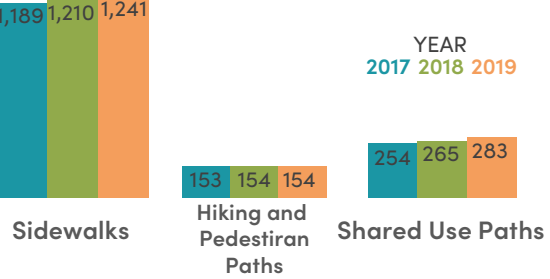



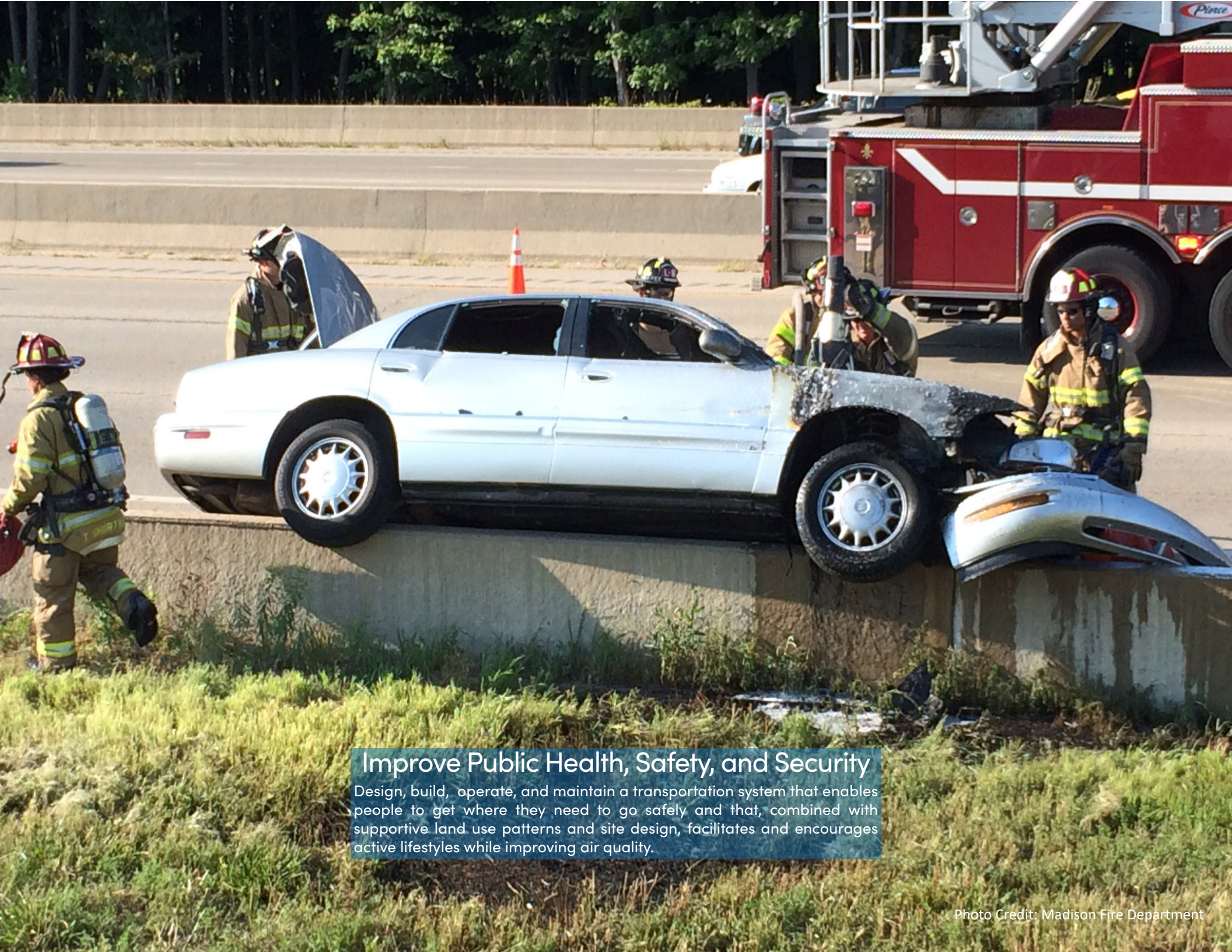
A wide-angle photograph of a suburban neighborhood. The houses are two-story, light blue with white trim and gabled roofs. They are arranged in a row, with green lawns and trees in front. The sky is a clear, pale blue with some light, wispy clouds. The overall scene is bright and sunny.

Create Connected Livable Neighborhoods and Communities

Create interconnected livable places linked to jobs, services, schools, shops, and parks through a multi-modal transportation system that is integrated with the built environment and supports compact development patterns that increase the viability of walking, bicycling, and transit.

Create Connected Livable Neighborhoods and Communities


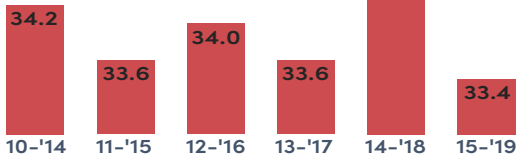





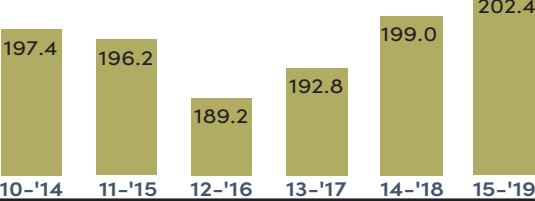


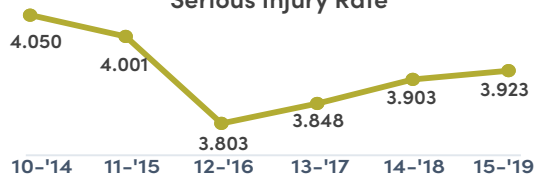


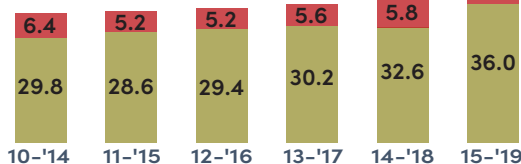

Performance Measure	Target	Data and Trends	Current Status	Analysis
Low-Stress Bike Network <i>The percentage of primary and secondary bicycle networks that are high stress (LTS 4) and low stress (LTS 1 or 2)</i>	 INCREASE in % miles of low-stress facilities	Miles of Low-Stress Bike Network (2019) 	 INCREASE in % miles of low-stress facilities	Traffic-related safety concerns are one of the largest barriers to bicycling; comfortable biking conditions on key regional routes enable more people to ride. Between 2018 and 2019, the percentage of the primary and secondary bicycle networks that are high stress (LTS 4) decreased slightly and the percentage that are low stress (LTS 1 or 2) increased slightly. See Map 1 in Mapbook.
	 DECLINE in % miles of high-stress facilities		 DECLINE in % miles of high-stress facilities	
BCycle Utilization <i>Number of BCycle bikeshare trips made annually</i>	 INCREASE in utilization	Number of BCycle Trips in Dane County 	 INCREASE in utilization	Fueled by a full conversion to electric bikes, the number of Bicycle trips surged by nearly 125% in 2019, more than doubling the previous annual ridership record. See Map 2 in Mapbook.
Pedestrian Facilities <i>Miles of pedestrian facilities, including sidewalks and paths.</i>	 INCREASE in miles of facilities	Miles of Pedestrian Facilities 	 INCREASE in miles of facilities	The Madison metropolitan area has 1,241 miles of streets with sidewalk, 154 miles of pedestrian paths and hiking trails, and 283 miles of shared-use path. In total, this represents a slight increase compared to 2018.



Improve Public Health, Safety, and Security

Design, build, operate, and maintain a transportation system that enables people to get where they need to go safely and that, combined with supportive land use patterns and site design, facilitates and encourages active lifestyles while improving air quality.

Improve Public Health, Safety, and Security

Performance Measure	Target	Data and Trends	Current Status	Analysis
Motor Vehicle Crash Fatalities* <i>The five-year rolling average of annual total fatalities in Dane County</i>	 DECLINE Reduce by 2%	Dane County Motor Vehicle Fatalities 	 DECLINE Meets Target	Dane County experienced an average of 33.4 fatalities per year due to a motor vehicle collision for the 5-year period from 2015–2019, a decrease of 3.6% from the previous reporting period.
Motor Vehicle Crash Fatality Rate* <i>The five-year rolling average of annual fatalities in Dane County per 100 million vehicle miles traveled (VMT)</i>	 DECLINE Reduce by 2%	Dane County Motor Vehicle Fatality Rate 	 DECLINE Meets Target	Crash rates help explain the relative safety of the system, allowing for locations with differing amounts of traffic to be compared against other locations. The 2015–2019 5-year fatality rate for Dane County was 0.648, a decrease of 4.7% from the previous period.
Motor Vehicle Crash Serious Injuries* <i>The five-year rolling average of annual total serious motor vehicle injuries in Dane County</i>	 DECLINE Reduce by 5%	Dane County Motor Vehicle Serious Injuries 	 INCREASE Does Not Meet Target	Dane County experienced an average of 202.4 serious injuries as a result of a motor vehicle collision for the 2015–2019 5-year period, an increase of 1.7% over the previous period.
Motor Vehicle Crash Serious Injury Rate* <i>The five-year rolling average of annual serious motor vehicle injuries in Dane County per 100 million vehicle miles traveled (VMT)</i>	 DECLINE Reduce by 5%	Dane County Motor Vehicle Serious Injury Rate 	 INCREASE Does Not Meet Target	The five-year serious injury rate for Dane County was 3.903, an increase of 1.4% from the previous period, the third period in a row that serious injury rate has risen.
Non-Motorized Vehicle Crash Fatalities and Serious Injuries* <i>The five-year rolling average of annual total bike and pedestrian fatalities and serious injuries.</i>	 DECLINE Reduce by 5%	Dane County Non-Motorized Fatalities and Serious Injuries 	 INCREASE Does Not Meet Target	Dane County experienced an average of 5.4 non-motorized fatalities and 36 serious injuries as a result of a motor vehicle collision for the 2015–2019 5-year period, an increase of 9.1% over the previous period.

Rolling averages smooth out the year-to-year fluctuations in the number of crashes that can occur due to the randomness of crash events that can skew the data in a particular year, allowing for an examination of trends over time. To develop the averages, counts and rates are added for a series of years and averaged for the time period.

*Indicates federal performance measure and MPO adopted targets

Support Personal Prosperity and Enhance the Regional Economy


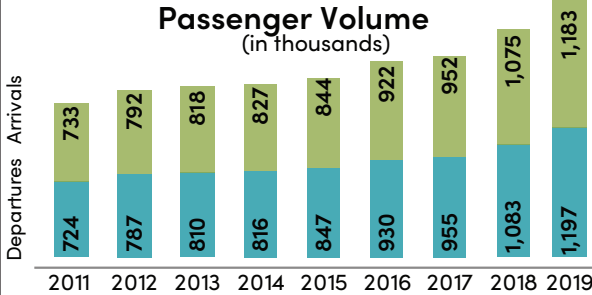

Build, operate, and maintain a transportation system that provides people with affordable access to jobs and enables the exchange of goods and services within the region and to/from other regions.




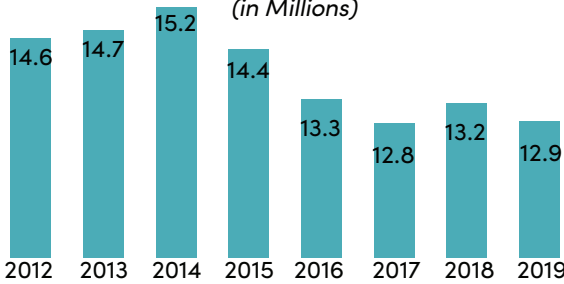

Improve Equity for Users of the Transportation System

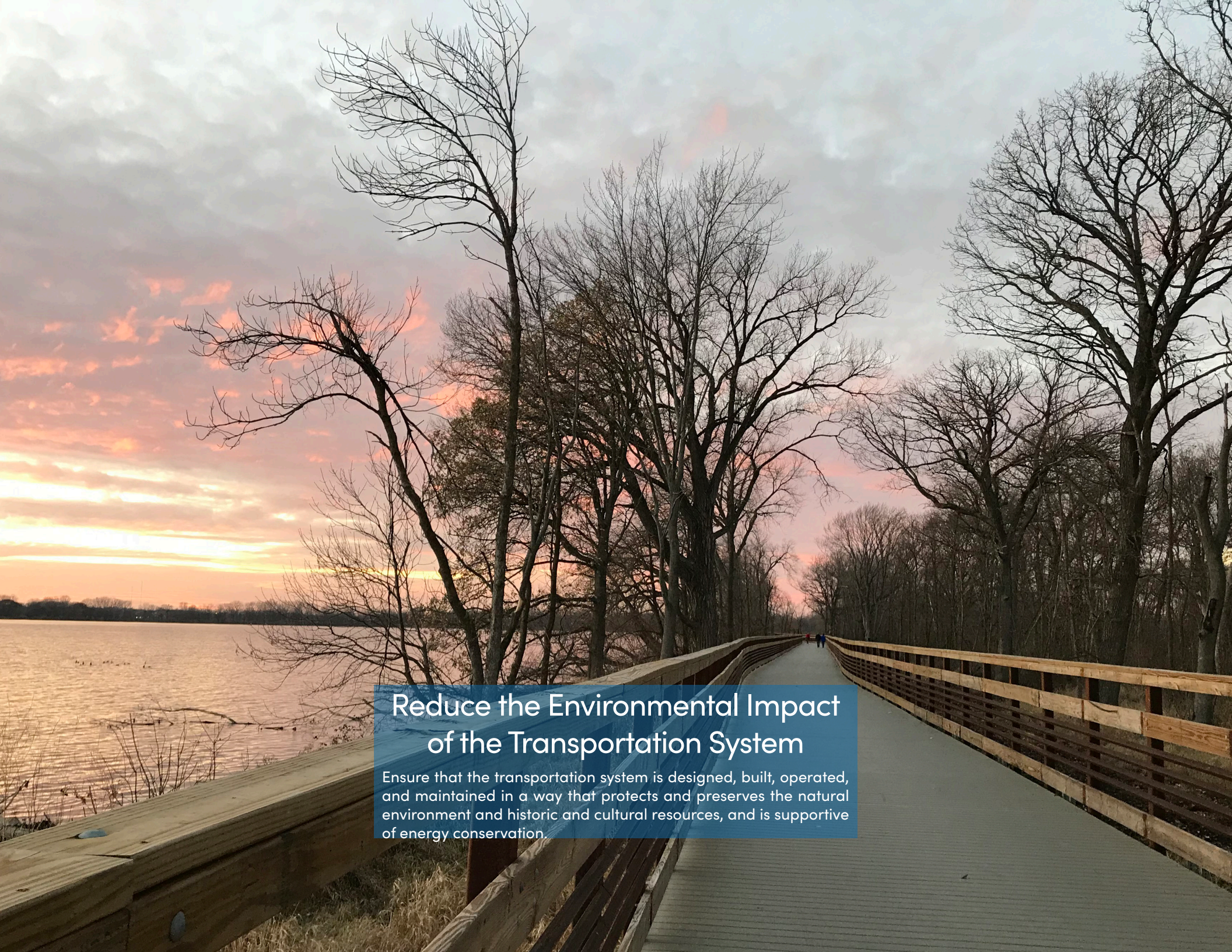
Provide an equitable level of transportation facilities and services for all regardless of age, ability, race, ethnicity, or income.

Support Personal Prosperity and Enhance the Regional Economy

Performance Measure	Target	Data and Trends	Current Status	Analysis
<p>Airline Passenger Traffic <i>The total number of passengers arriving and departing from the MSN airport</i></p>		<p>Dane County Regional Airport Passenger Volume (in thousands)</p> 		<p>The Dane County Airport (MSN) saw a record number of passengers in 2019, a 10% increase over 2018. Airline passenger traffic increases can be attributed to the strong local economy and the additional routes and larger aircraft offered by the airlines that serve MSN, which will in turn help to continue to expand the options available to passengers.</p>

Improve Equity for Users of the Transportation System


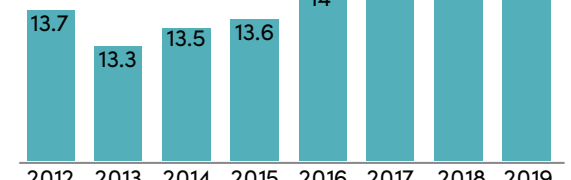


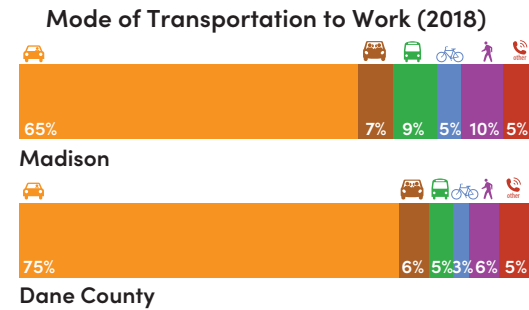


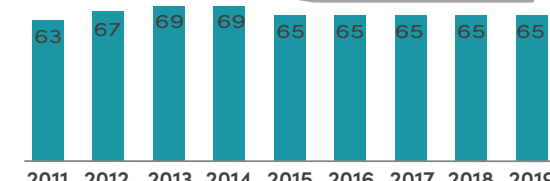


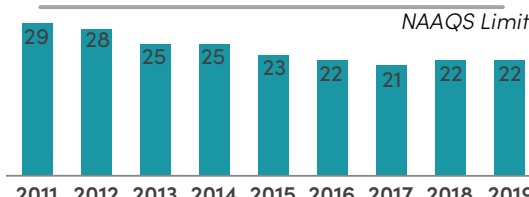

Performance Measure	Target	Data and Trends	Current Status	Analysis
<p>Metro Transit Ridership <i>The total annual fixed-route ridership (in unlinked passenger trips)</i></p>		<p>Metro Fixed-Route Ridership (in Millions)</p> 		<p>Efficient, well-used public transit service is a key part of a well-balanced transportation system that serves all users. After increasing to 13.2 million trips in 2018 from its 2017 low of 12.8 million trips, ridership dipped back to 12.9 million trips in 2019. See Map 3 in Mapbook.</p>



Reduce the Environmental Impact of the Transportation System

Ensure that the transportation system is designed, built, operated, and maintained in a way that protects and preserves the natural environment and historic and cultural resources, and is supportive of energy conservation.

Reduce the Environmental Impact of the Transportation System

Performance Measure	Target	Data and Trends	Current Status	Analysis
Vehicle Miles Traveled (VMT) <i>Total miles driven annually in Dane County</i>		<p>Dane County Average Daily Vehicle Miles Traveled (VMT)</p> 		<p>The average VMT for Dane County in 2018 was 14,391,678 holding steady from 2018. While it is likely that VMT will continue to rise as the region adds more people, the desired trend is that the growth of VMT will not outpace the growth of the region's population, so that while there may be more people on the road, they are driving less frequently and/or shorter distances.</p>
Mode of Transportation to Work <i>The type of transportation people take to get to work in Dane County</i>		<p>Mode of Transportation to Work (2018)</p> 		<p>Commuting to work is one of the most predictable and common trips made by adults. In Dane County three-quarters (75%) of all resident workers drove alone to work in 2018, whereas more Madison residents commute by alternate modes, just 65% driving alone. These numbers have remained consistent over several years.</p>
Air Quality- Ozone <i>Ozone annual mean 8-hour rolling average concentrations, averaged over three years.</i>		<p>8 Hour Ozone Levels in Parts per Billion</p> 		<p>The region's ozone levels have remained relatively consistent. In 2015 the NAAQS limit for ozone was reduced from 75 parts per billion (ppb) to 70 ppb. The design value for 2019 was 65 ppb, unchanged from the prior reporting years.</p>
Air Quality- Particulate Matter <i>PM 2.5 annual mean 24-hour rolling average concentrations, averaged over three years.</i>		<p>24-Hour PM_{2.5} Levels in Micrograms/Cubic Meter (LC)</p> 		<p>In preceding years, PM 2.5 levels have steadily declined, staying safely below the NAAQS limit of 35 micrograms/cubic meter. For the past two reporting periods PM 2.5 levels have remained steadily at 22 micrograms/cubic meter, still below the NAAQS limit, posing no significant health risks.</p>



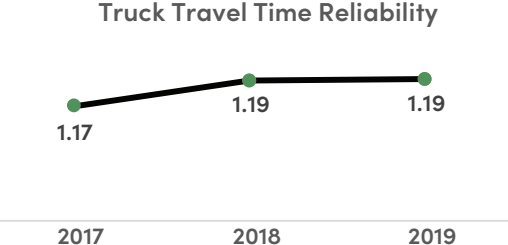
NAAQS stands for the National Ambient Air Quality Standards



Advance System-wide Efficiency, Reliability, and Integration Across Modes

Design, build, operate, and maintain an efficient transportation system with supportive land use patterns that maximizes mobility, minimizes unexpected delays, and provides seamless transfers between all modes.

Advance System-Wide Efficiency, Reliability, and Integration Across Modes

Performance Measure	Target	Data and Trends	Current Status	Analysis																												
Transit On-Time Performance <i>The percentage of Metro Transit on-time buses</i>	 STEADY percentage of on-time buses	 <p>Transit On-Time Performance Regular Weekday Routes</p> <table border="1"> <thead> <tr> <th>Year</th> <th>On-Time</th> <th>Late</th> <th>Early</th> </tr> </thead> <tbody> <tr> <td>2014</td> <td>84%</td> <td>12%</td> <td>3%</td> </tr> <tr> <td>2015</td> <td>85%</td> <td>11%</td> <td>4%</td> </tr> <tr> <td>2016</td> <td>85%</td> <td>11%</td> <td>4%</td> </tr> <tr> <td>2017</td> <td>88%</td> <td>8%</td> <td>4%</td> </tr> <tr> <td>2018</td> <td>88%</td> <td>8%</td> <td>4%</td> </tr> <tr> <td>2019</td> <td>87%</td> <td>10%</td> <td>4%</td> </tr> </tbody> </table>	Year	On-Time	Late	Early	2014	84%	12%	3%	2015	85%	11%	4%	2016	85%	11%	4%	2017	88%	8%	4%	2018	88%	8%	4%	2019	87%	10%	4%	 STEADY percentage of on-time buses	The percentage of on-time buses decreased slightly due to a small increase in late buses. The number of buses departing their stops early remained virtually unchanged from 2018.
Year	On-Time	Late	Early																													
2014	84%	12%	3%																													
2015	85%	11%	4%																													
2016	85%	11%	4%																													
2017	88%	8%	4%																													
2018	88%	8%	4%																													
2019	87%	10%	4%																													
Interstate Reliability* <i>Percent of person-miles traveled on the Interstate considered reliable</i>	2019 Target  $\geq 94\%$ INCREASE 2021 Target  $\geq 90\%$ INCREASE	 <p>Percent Interstate Rated Reliable</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Percent</th> </tr> </thead> <tbody> <tr> <td>2017</td> <td>100%</td> </tr> <tr> <td>2018</td> <td>100%</td> </tr> <tr> <td>2019</td> <td>99.9%</td> </tr> </tbody> </table>	Year	Percent	2017	100%	2018	100%	2019	99.9%	 STEADY Meets Target	In 2019 just shy of 100% of the person-miles traveled on the Interstate in the Madison Metro Area were considered reliable by the federal measure, consistent with the previous year. See Maps 4 and 5 in Map Book.																				
Year	Percent																															
2017	100%																															
2018	100%																															
2019	99.9%																															
National Highway System Reliability* <i>Percent of person-miles traveled on the non-Interstate National Highway System (NHS) considered reliable</i>	2021 Target  INCREASE $\geq 86\%$	 <p>Percent Of NHS Rated Reliable</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Percent</th> </tr> </thead> <tbody> <tr> <td>2017</td> <td>77%</td> </tr> <tr> <td>2018</td> <td>76%</td> </tr> <tr> <td>2019</td> <td>76%</td> </tr> </tbody> </table>	Year	Percent	2017	77%	2018	76%	2019	76%	 STEADY Does Not Meet Target	Reliability of the non-Interstate NHS has remained steady since 2017, failing to meet the target. The MPO has considerably lower NHS reliability than any other MPO in Wisconsin. See Maps 4 and 5 in Map Book.																				
Year	Percent																															
2017	77%																															
2018	76%																															
2019	76%																															
Reliability: Level of travel time reliability is the ratio between "normal" travel times and peak-period travel times. For instance, if the LOTTR is 1.5 for a segment, that means that a trip that would normally take 10 minutes would instead take 15 minutes (10 minutes x 1.5 = 15 minutes). The higher the LOTTR ratio is, the more delay that roadway segment experiences during the peak period. A segment is considered reliable if it has a ratio of 1.5 or less for all time periods. Rather than peak hour, the federal measure utilizes 4-hour AM and PM peak periods.																																
Freight Reliability* <i>The truck travel time reliability index (TTTR) on the Interstate</i>	2019 Target  ≤ 1.4 INCREASE 2021 Target  ≤ 1.6 INCREASE	 <p>Truck Travel Time Reliability</p> <table border="1"> <thead> <tr> <th>Year</th> <th>TTTR</th> </tr> </thead> <tbody> <tr> <td>2017</td> <td>1.17</td> </tr> <tr> <td>2018</td> <td>1.19</td> </tr> <tr> <td>2019</td> <td>1.19</td> </tr> </tbody> </table>	Year	TTTR	2017	1.17	2018	1.19	2019	1.19	 STEADY Meets Target	The freight reliability target measures the efficiency of freight movement on the Interstate. In 2019 the TTTR for the Interstate in the Madison Metro area was 1.19, remaining steady. See Map 6 in Map Book.																				
Year	TTTR																															
2017	1.17																															
2018	1.19																															
2019	1.19																															

The truck travel time reliability index is a ratio between "normal" truck travel times on the Interstate and the "worst" truck travel times. The truck travel time reliability index is reported as the average truck travel time reliability index for all Interstate roadway segments. The higher the truck travel time reliability index, the greater the delay.


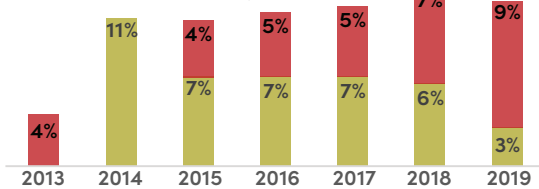



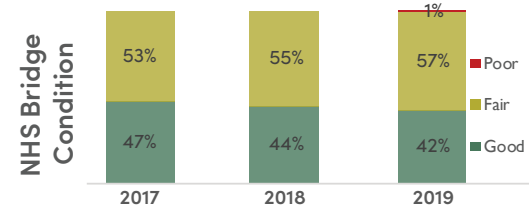




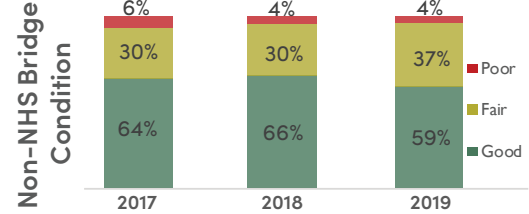




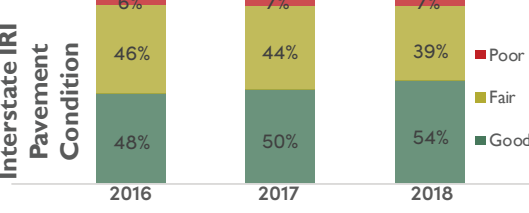




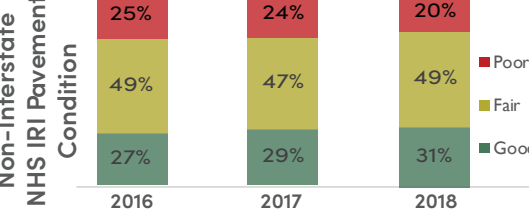


*Indicates federal performance measure and MPO adopted targets



Establish Financial Viability of the Transportation System

Achieve and maintain a state of good repair for the existing transportation system, invest in cost-effective projects, and ensure adequate, reliable funding to meet current and future needs.

Establish the Financial Viability of the Transportation System

Performance Measure	Target	Data and Trends	Current Status	Analysis																																
Metro Transit Buses At or Past Replacement Age* <i>Bus Replacement Age: 14 years Past Replacement: 15+ years old</i>	 STEADY ≤ 11% Buses Overdue for Replacement	Metro Buses at or Past Replacement Age ■ Buses overdue for replacement (15+ years) ■ Buses at replacement age (14 years)  <table border="1"> <thead> <tr> <th>Year</th> <th>Buses at replacement age (14 years)</th> <th>Buses overdue for replacement (15+ years)</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>2013</td> <td>0%</td> <td>4%</td> <td>4%</td> </tr> <tr> <td>2014</td> <td>11%</td> <td>0%</td> <td>11%</td> </tr> <tr> <td>2015</td> <td>7%</td> <td>4%</td> <td>11%</td> </tr> <tr> <td>2016</td> <td>7%</td> <td>5%</td> <td>12%</td> </tr> <tr> <td>2017</td> <td>7%</td> <td>5%</td> <td>12%</td> </tr> <tr> <td>2018</td> <td>6%</td> <td>7%</td> <td>13%</td> </tr> <tr> <td>2019</td> <td>3%</td> <td>9%</td> <td>12%</td> </tr> </tbody> </table>	Year	Buses at replacement age (14 years)	Buses overdue for replacement (15+ years)	Total	2013	0%	4%	4%	2014	11%	0%	11%	2015	7%	4%	11%	2016	7%	5%	12%	2017	7%	5%	12%	2018	6%	7%	13%	2019	3%	9%	12%	 STEADY Meets Target	In 2019 9% of the Madison Metro bus fleet was past replacement age, a slight decrease compared to 2018 and below the 11% threshold.
Year	Buses at replacement age (14 years)	Buses overdue for replacement (15+ years)	Total																																	
2013	0%	4%	4%																																	
2014	11%	0%	11%																																	
2015	7%	4%	11%																																	
2016	7%	5%	12%																																	
2017	7%	5%	12%																																	
2018	6%	7%	13%																																	
2019	3%	9%	12%																																	
National Highway System (NHS) Bridge Condition* <i>The percentage of bridge deck area in good and poor condition</i>	2019 and 2021 Targets  ≥ 50% Rated "Good" INCREASE  ≤ 3% rated "Poor" DECLINE	NHS Bridge Condition  <table border="1"> <thead> <tr> <th>Year</th> <th>Good</th> <th>Fair</th> <th>Poor</th> </tr> </thead> <tbody> <tr> <td>2017</td> <td>47%</td> <td>53%</td> <td>0%</td> </tr> <tr> <td>2018</td> <td>44%</td> <td>55%</td> <td>1%</td> </tr> <tr> <td>2019</td> <td>42%</td> <td>57%</td> <td>1%</td> </tr> </tbody> </table>	Year	Good	Fair	Poor	2017	47%	53%	0%	2018	44%	55%	1%	2019	42%	57%	1%	 Does Not Meet Target DECLINE  Meets Target STEADY	In the Madison MPO area, 42% of NHS bridges are in good condition and 1% is in poor condition. See Map 7 in Map Book.																
Year	Good	Fair	Poor																																	
2017	47%	53%	0%																																	
2018	44%	55%	1%																																	
2019	42%	57%	1%																																	
Non-NHS Bridge Condition <i>The percentage of bridge deck area in good and poor condition</i>	 Rated "Good" INCREASE  Rated "Poor" DECLINE	Non-NHS Bridge Condition  <table border="1"> <thead> <tr> <th>Year</th> <th>Good</th> <th>Fair</th> <th>Poor</th> </tr> </thead> <tbody> <tr> <td>2017</td> <td>64%</td> <td>30%</td> <td>6%</td> </tr> <tr> <td>2018</td> <td>66%</td> <td>30%</td> <td>4%</td> </tr> <tr> <td>2019</td> <td>59%</td> <td>37%</td> <td>4%</td> </tr> </tbody> </table>	Year	Good	Fair	Poor	2017	64%	30%	6%	2018	66%	30%	4%	2019	59%	37%	4%	 Rated "Good" DECLINE  Rated "Poor" STEADY	In 2019 59% of non-NHS bridges are in good condition, a decrease from previous years, and 4% are in poor condition. See Map 8 in Map Book.																
Year	Good	Fair	Poor																																	
2017	64%	30%	6%																																	
2018	66%	30%	4%																																	
2019	59%	37%	4%																																	
Interstate Pavement Condition* <i>The percentage of Interstate pavements in "Good" Condition and "Poor" Condition</i>	2021 Target  ≥ 45% Rated "Good" INCREASE  ≤ 5% rated "Poor" DECLINE	Interstate IRI Pavement Condition  <table border="1"> <thead> <tr> <th>Year</th> <th>Good</th> <th>Fair</th> <th>Poor</th> </tr> </thead> <tbody> <tr> <td>2016</td> <td>48%</td> <td>46%</td> <td>6%</td> </tr> <tr> <td>2017</td> <td>50%</td> <td>44%</td> <td>7%</td> </tr> <tr> <td>2018</td> <td>54%</td> <td>39%</td> <td>7%</td> </tr> </tbody> </table>	Year	Good	Fair	Poor	2016	48%	46%	6%	2017	50%	44%	7%	2018	54%	39%	7%	 Meets Target INCREASE  Does Not Meet Target STEADY	Measurements taken in 2018, the most recent data available, indicate that 54% of Interstate highway miles in the MPO area are in good condition and 7% are in poor condition. This represents a slight improvement in pavements rated "good". See Maps 9 & 10 in Map Book.																
Year	Good	Fair	Poor																																	
2016	48%	46%	6%																																	
2017	50%	44%	7%																																	
2018	54%	39%	7%																																	
NHS Pavement Condition * <i>The percentage of non-Interstate NHS pavements in "Good" Condition and "Poor" Condition</i>	2019 and 2021 Targets  ≥ 20% Rated "Good" INCREASE  ≤ 12% rated "Poor" DECLINE	Non-Interstate NHS IRI Pavement Condition  <table border="1"> <thead> <tr> <th>Year</th> <th>Good</th> <th>Fair</th> <th>Poor</th> </tr> </thead> <tbody> <tr> <td>2016</td> <td>27%</td> <td>49%</td> <td>25%</td> </tr> <tr> <td>2017</td> <td>29%</td> <td>47%</td> <td>24%</td> </tr> <tr> <td>2018</td> <td>31%</td> <td>49%</td> <td>20%</td> </tr> </tbody> </table>	Year	Good	Fair	Poor	2016	27%	49%	25%	2017	29%	47%	24%	2018	31%	49%	20%	 Meets Target STEADY  Does Not Meet Target DECLINE	In 2018, 31% of non-Interstate NHS routes are in good condition and 20% are in poor condition. This represents an improvement compared to 2017. See Maps 9 and 10 in Map Book.																
Year	Good	Fair	Poor																																	
2016	27%	49%	25%																																	
2017	29%	47%	24%																																	
2018	31%	49%	20%																																	

Pavement Condition: Federal guidelines specify that ratings should be based on international roughness index (IRI), cracking, and either rutting or faulting, depending on pavement type. These ratings are based exclusively on IRI because the other measures are not currently available. The MPO recommends that the PCI and PASER index for pavement condition (Map 11 in Map Book) is a more accurate measure in the Madison region.

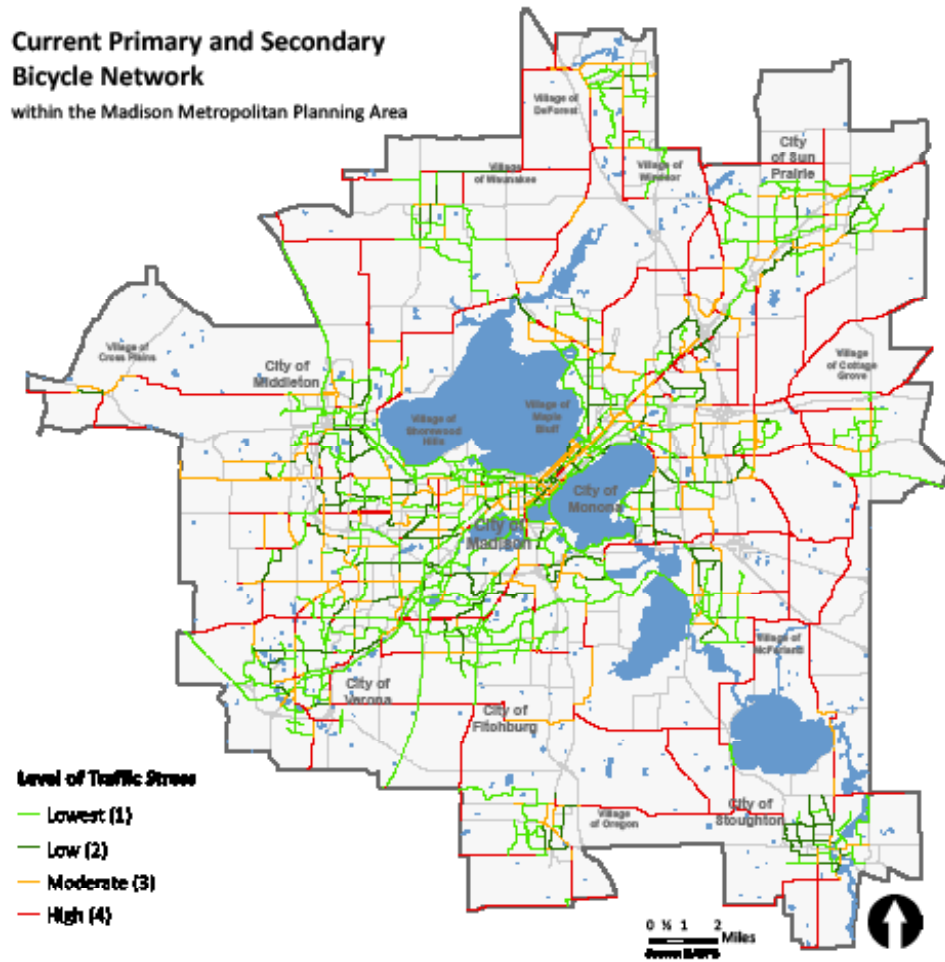
*Indicates federal performance measure and MPO adopted targets



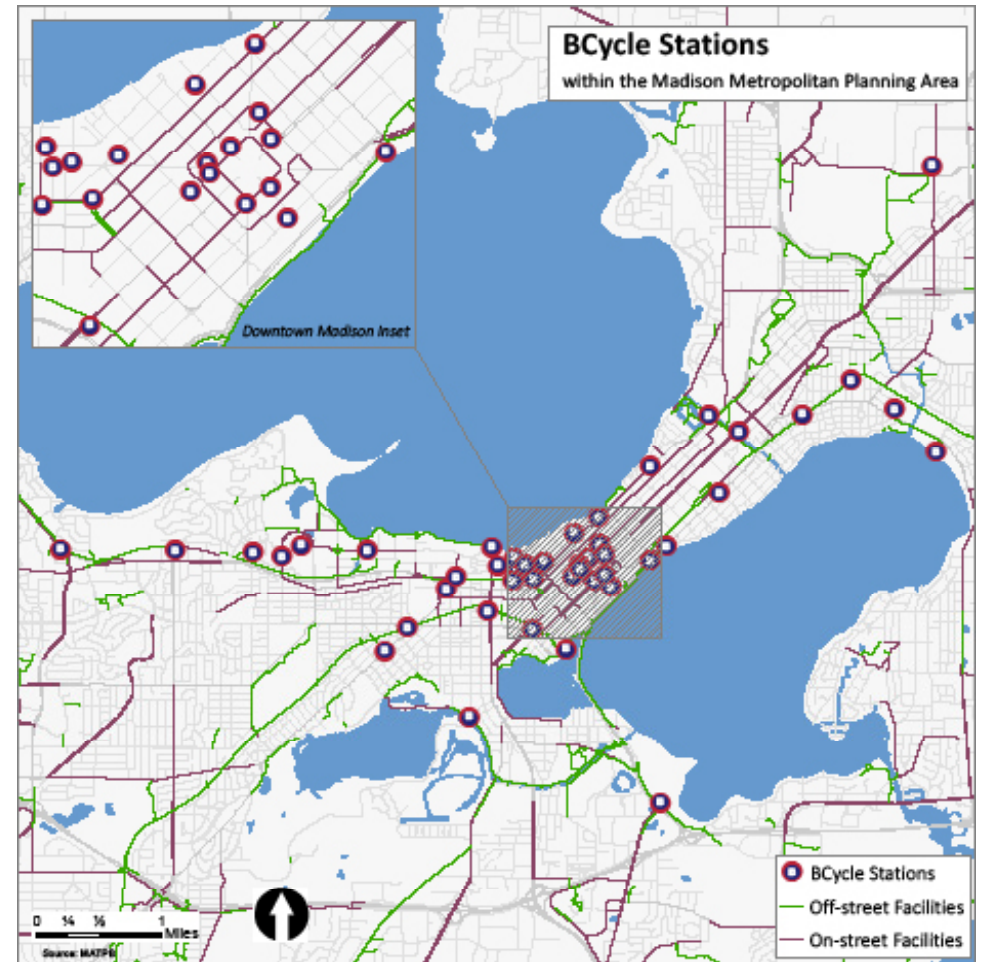
**Performance Measure
Map Book**

Current Primary and Secondary Bicycle Network

within the Madison Metropolitan Planning Area

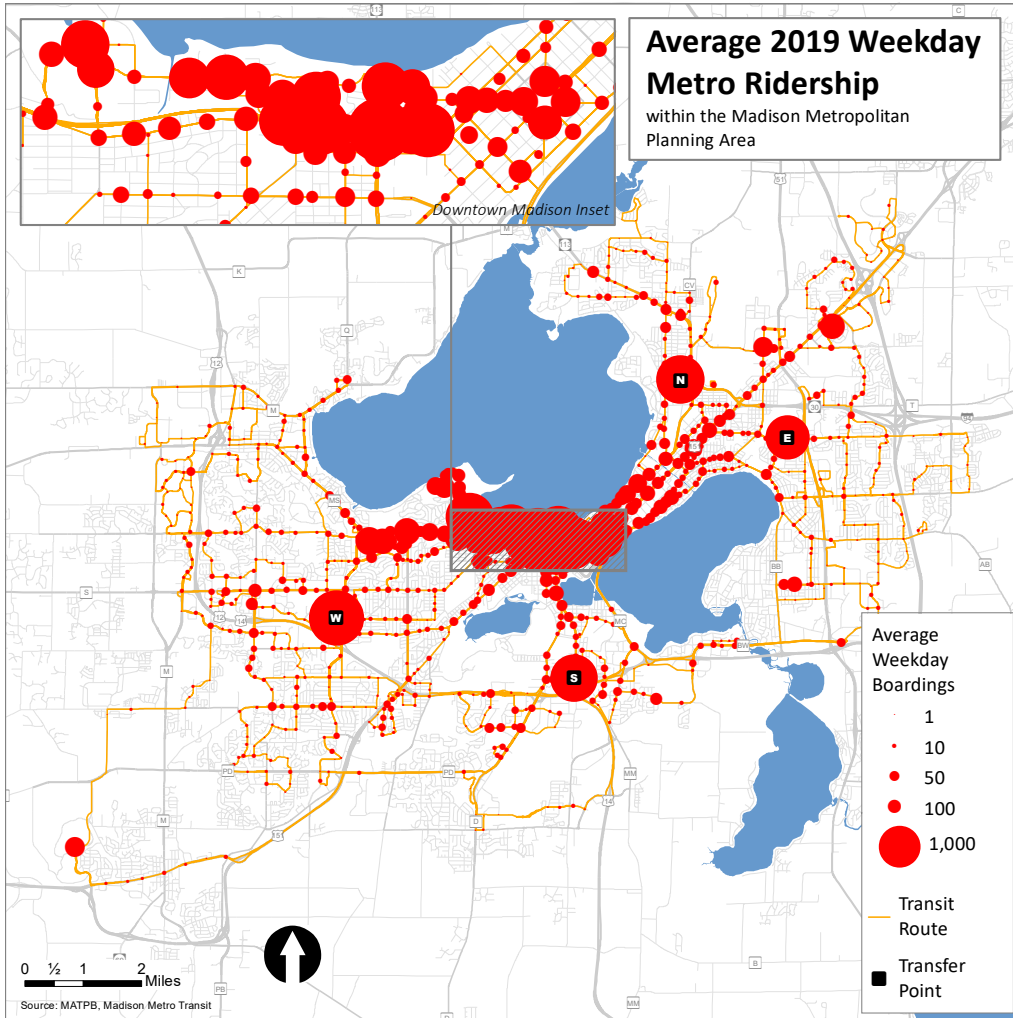


Map 1

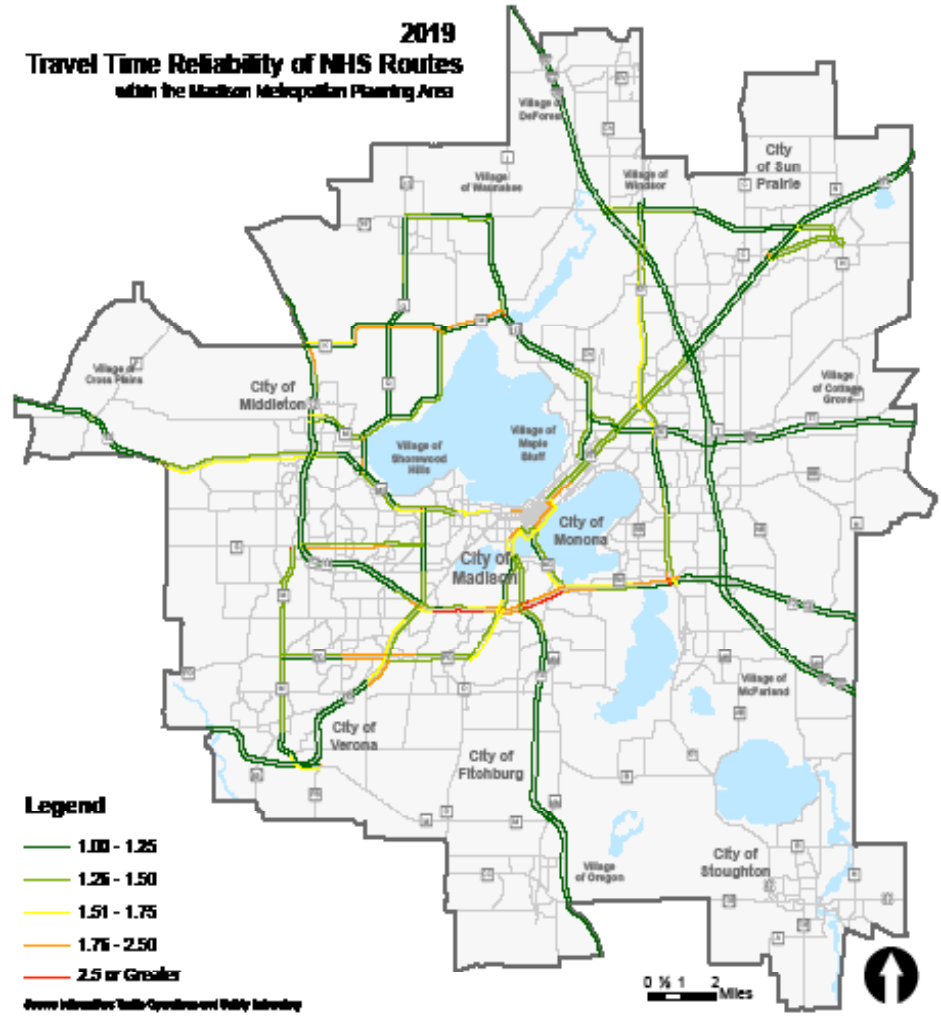


Map 2

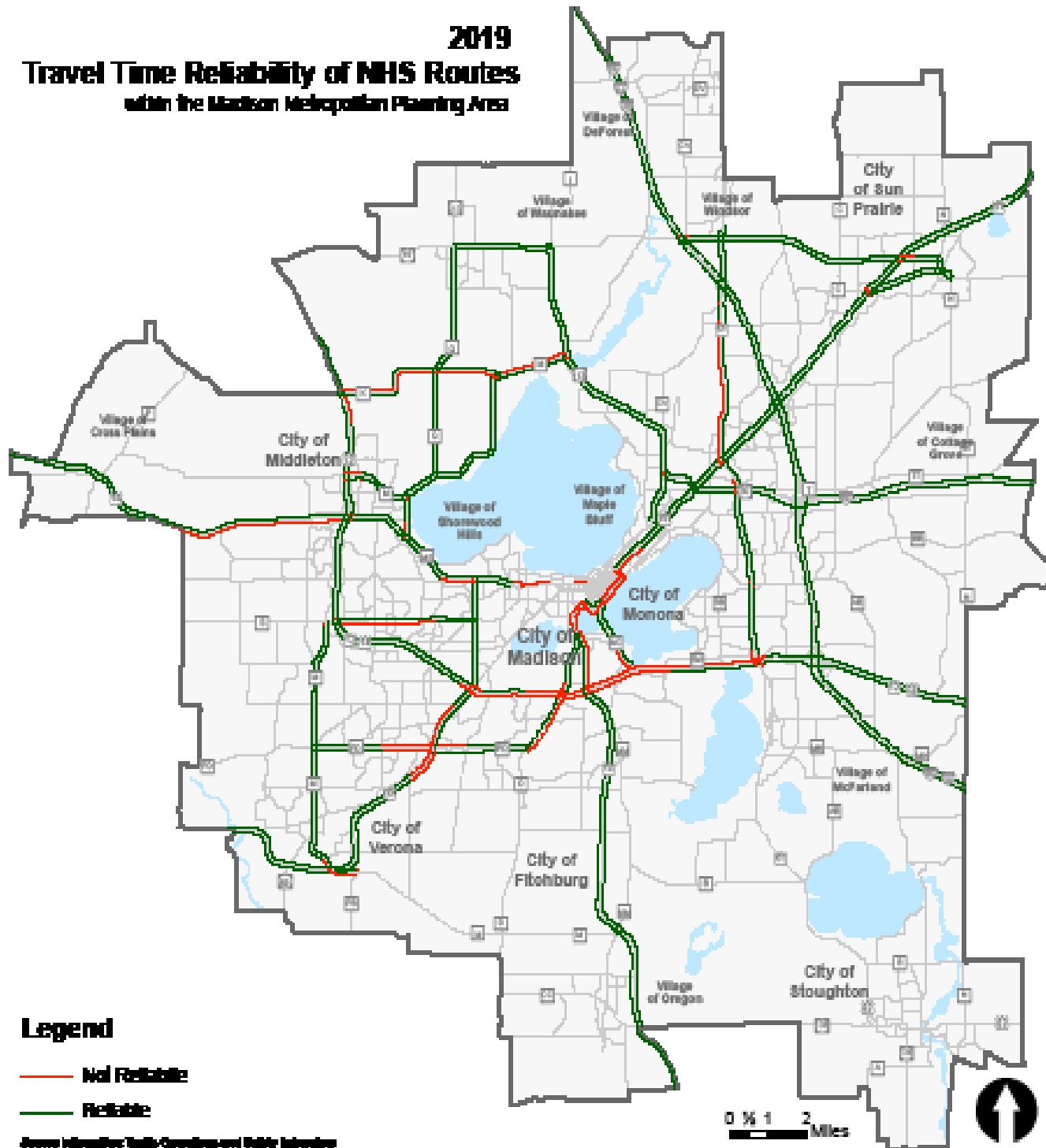
Map 3



Map 4



2019 Travel Time Reliability of NHS Routes within the Madison Metropolitan Planning Area



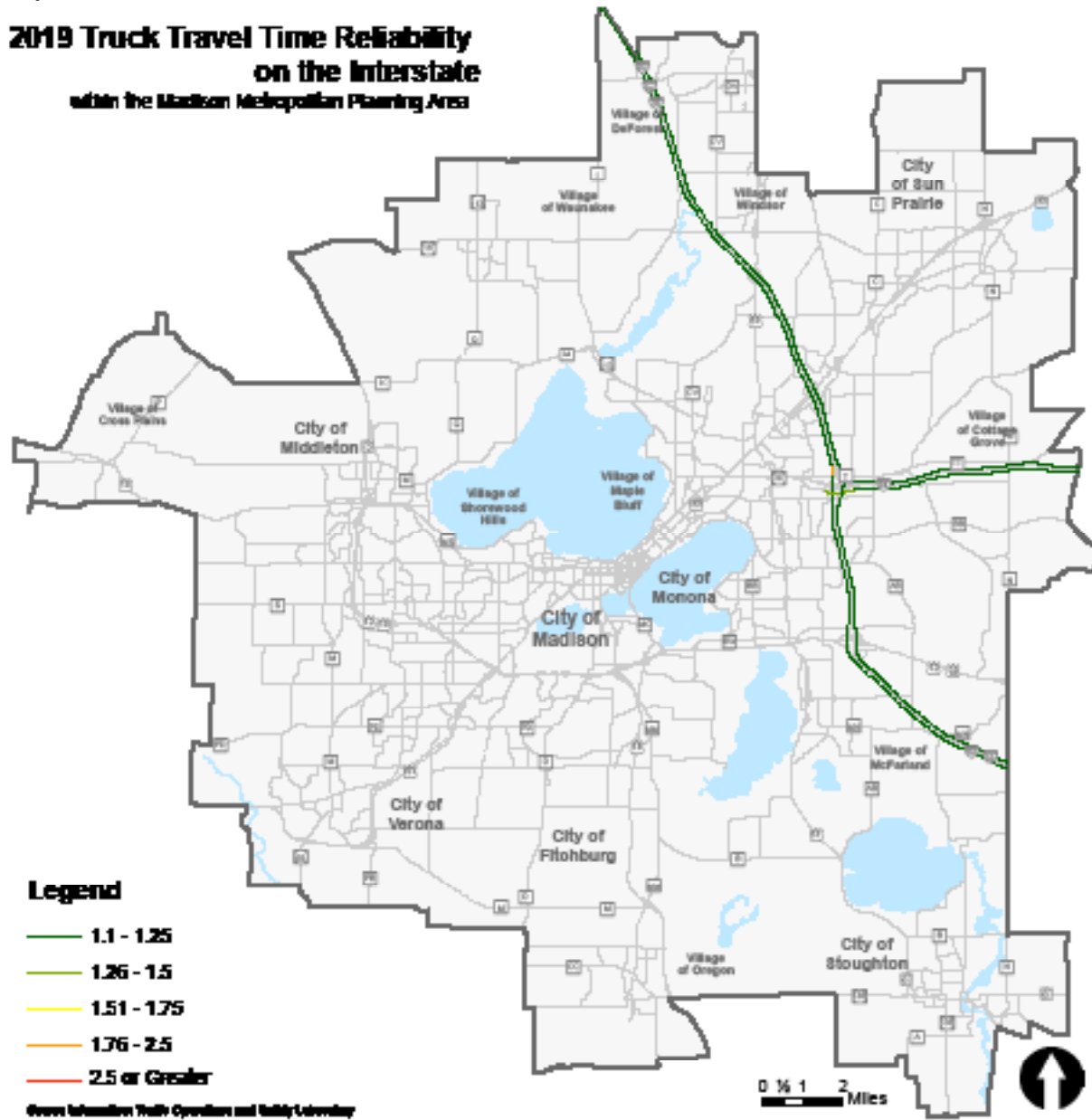
Legend

- Not Reliable
- Reliable

Source: Information: Traffic Operations and Safety Inventory

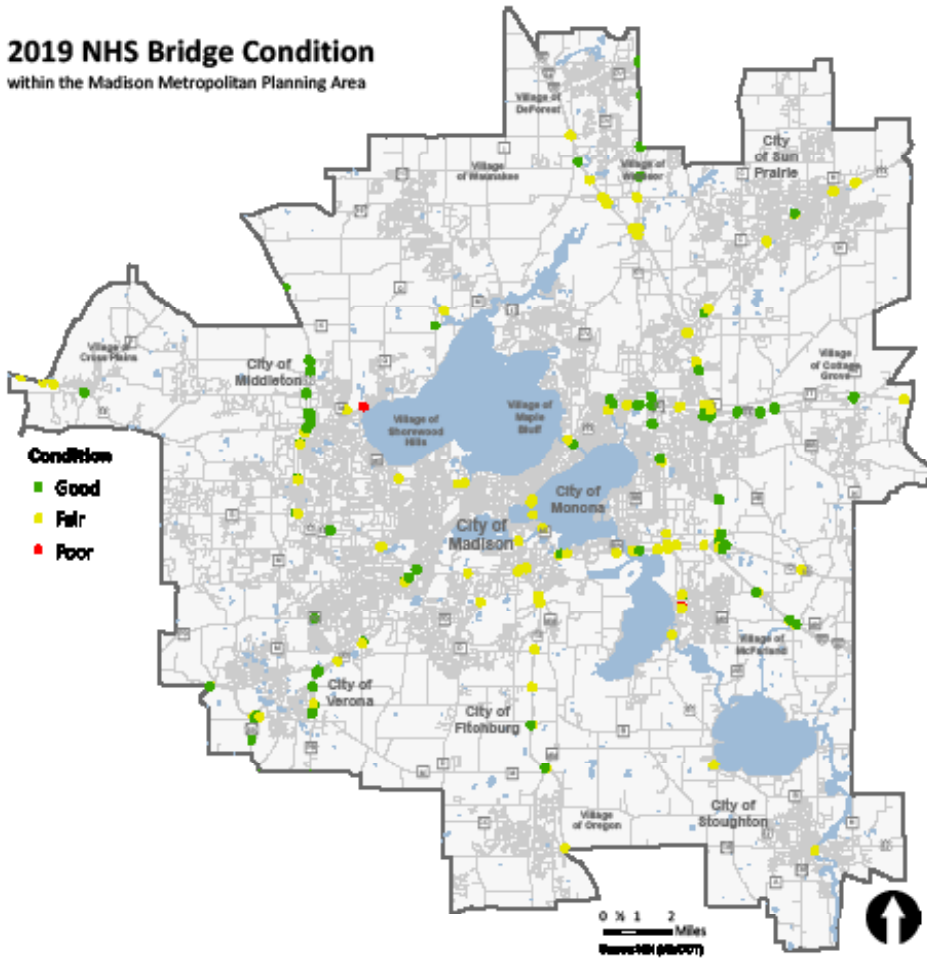
Map 6

**2019 Truck Travel Time Reliability
on the Interstate
within the Madison Metropolitan Planning Area**



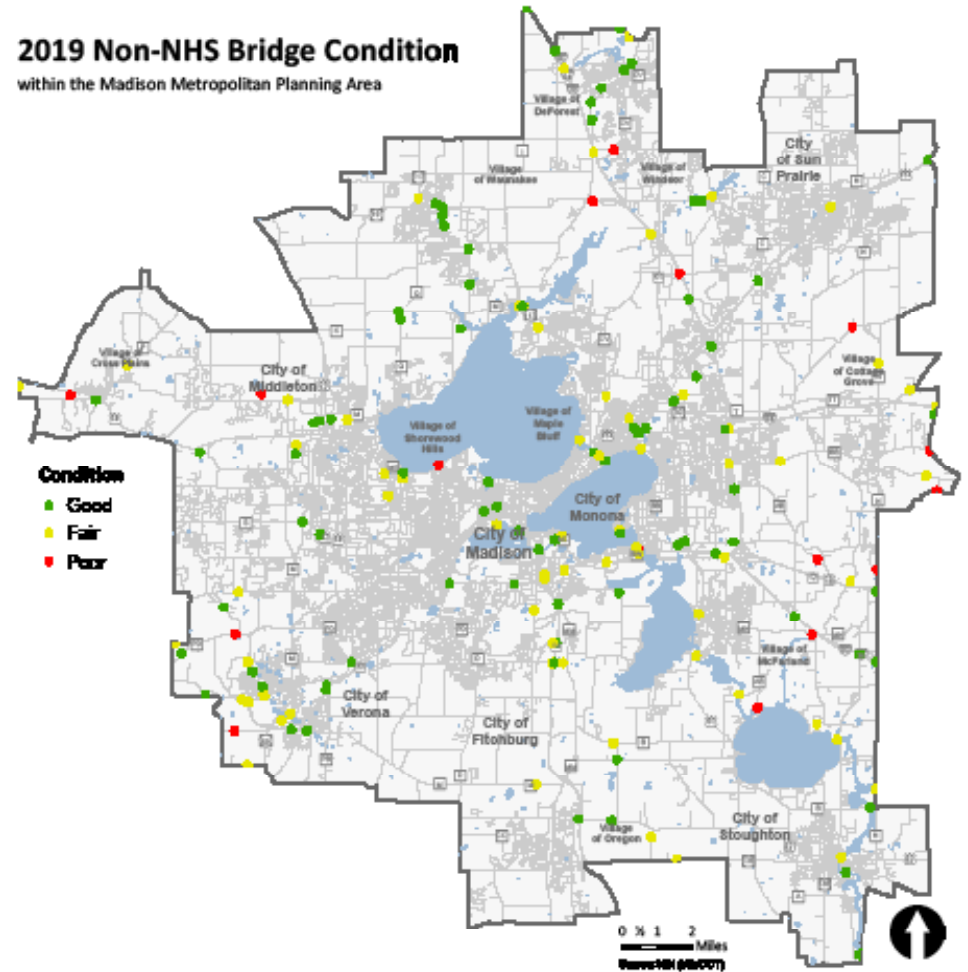
Map 7

2019 NHS Bridge Condition
within the Madison Metropolitan Planning Area

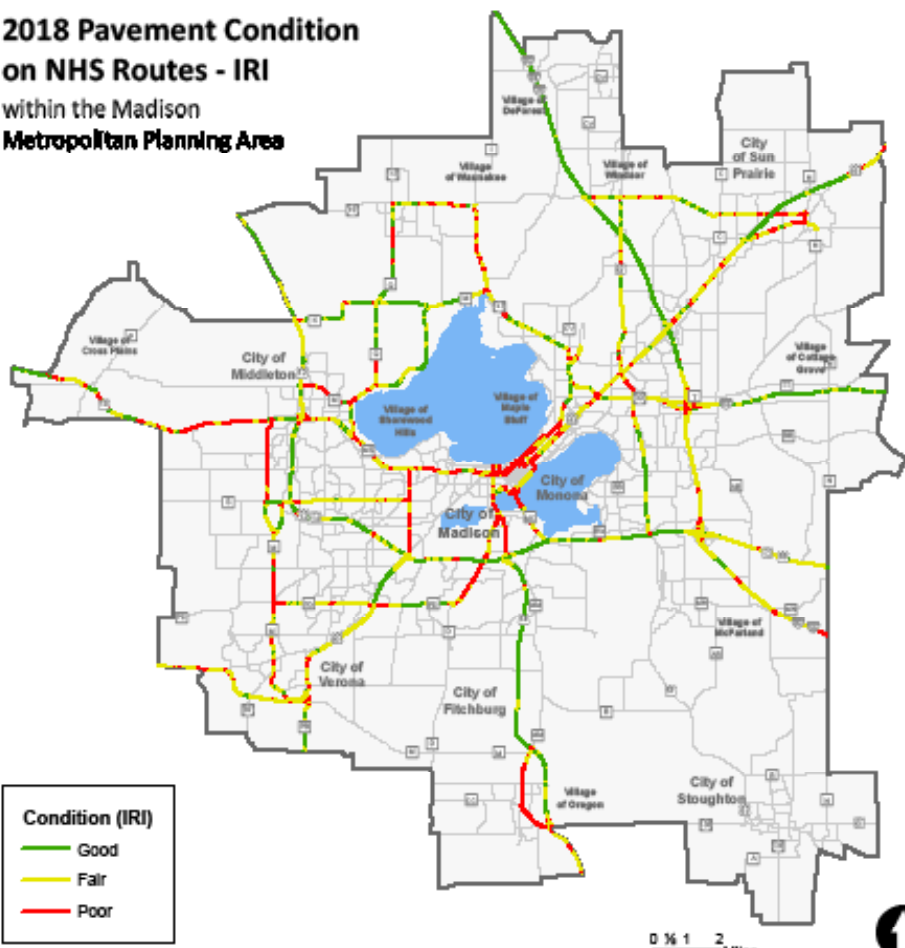


Map 8

2019 Non-NHS Bridge Condition
within the Madison Metropolitan Planning Area

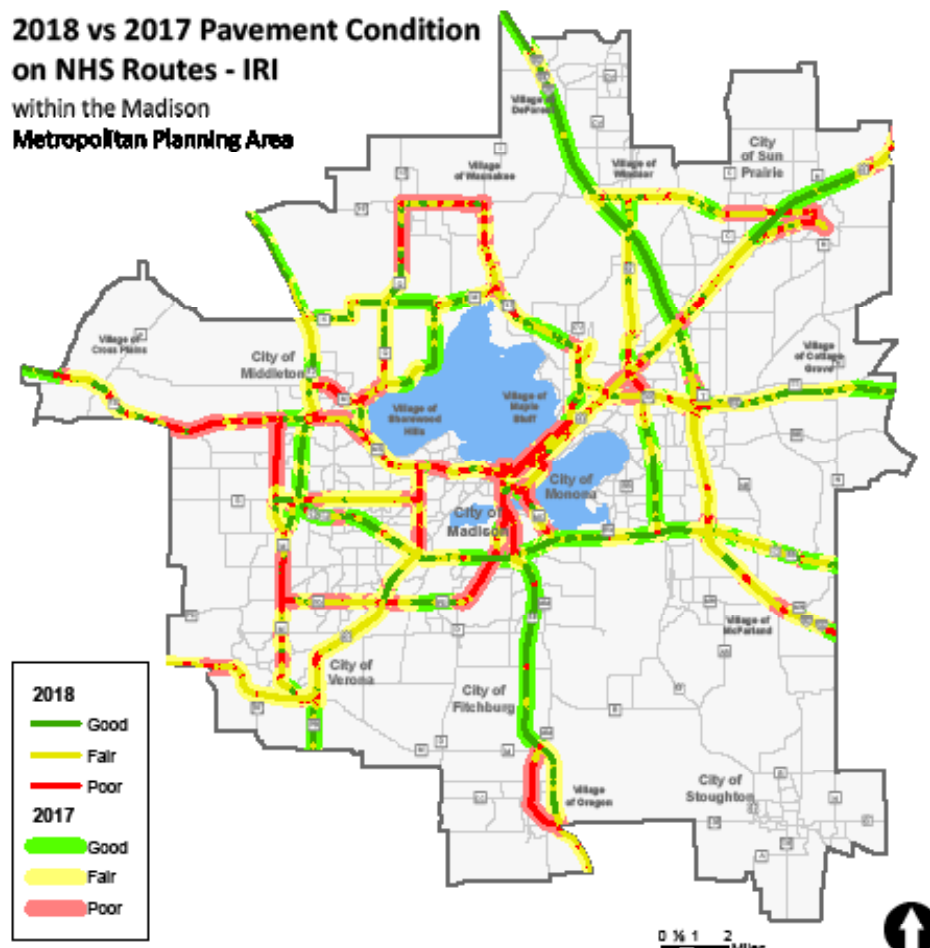


**2018 Pavement Condition
on NHS Routes - IRI**
within the Madison
Metropolitan Planning Area



Map 9

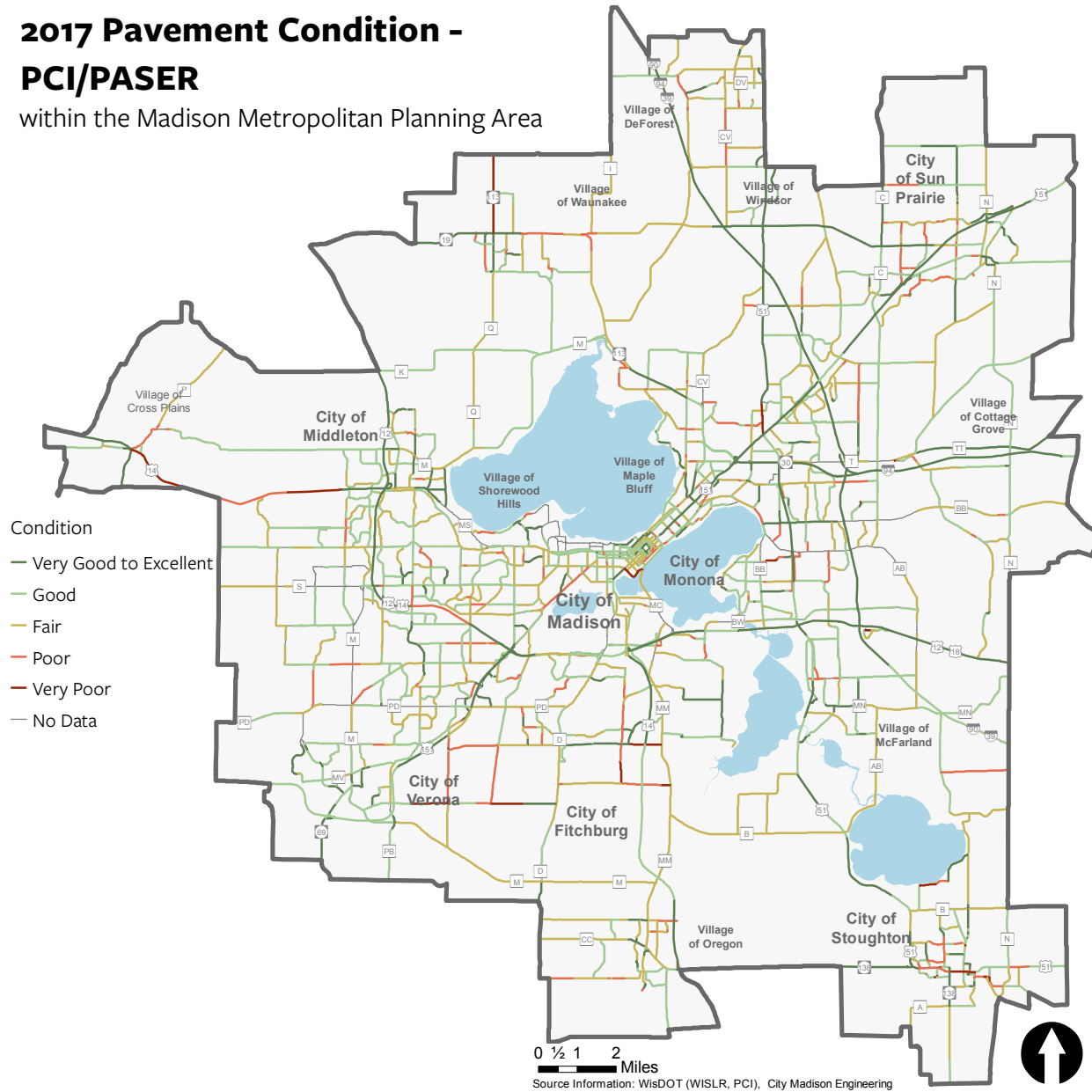
**2018 vs 2017 Pavement Condition
on NHS Routes - IRI**
within the Madison
Metropolitan Planning Area



Map 10

2017 Pavement Condition - PCI/PASER

within the Madison Metropolitan Planning Area



Map 11

MPO Agenda Cover Sheet

November 4, 2020

Item No. 9

Re:

MPO 2020 Resolution No. 7 Approving the 2021 MPO Work Program

Staff Comments on Item: A notice and summary of the draft 2021 Unified Planning Work Program was distributed to all local units of government within the MPO planning area and appropriate agencies, committees, and commissions for review and comment. MPO staff met with WisDOT, FHWA, and FTA staff to review the draft document, and they did not request any changes. No comments were received on the draft work program from local officials or the general public.

Three changes are being made to the draft document as outlined in the attached Change Sheet. A work item was added to support the City of Madison's project to undertake transit-oriented development planning in the East-West BRT corridor. The city plans to apply for an FTA grant under a pilot program to support such planning in new fixed guideway transit project corridors. Language is also being added to reference the second phase of the intersection safety analysis that the MPO will be contracting with the UW TOPS Lab to do. Finally, the carryover 2020 funding shown in the work program budget has been modified to add this work as a separate consultant project and also add carryover funding under WE 2300 (Data Collection Activities) for hiring an intern to assist with GIS work to support the intersection safety analysis.

For reference, the Draft 2021 MPO Unified Planning Work Program is posted on the MPO website [here](#).

Materials Presented on Item:

1. MPO 2020 Resolution No. 7
2. Change Sheet with attached revised budget table

Staff Recommendation/Rationale: Staff recommends approval of MPO 2020 Resolution No. 7 approving the draft Work Program with the changes incorporated in the Change sheet dated 10/28/20. The 2021 Unified Planning Work Program is the basis for MPO contracts with local units of government and with state and federal agencies for 2021 planning activities and funding.

MPO 2020 Resolution No. 7
Approving the 2021 MATPB Unified Planning Work Program

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

WHEREAS the UPWP for the Greater Madison MPO (Metropolitan Planning Organization)¹ is annually updated, and the 2021 Work Program is the first year of the 2021-2023 Overall Program Design Report; and

WHEREAS separate grant applications will be required to apply for the 2021 programmed planning grant funds, including applications to the Federal Transit Administration, Federal Highway Administration, Wisconsin Department of Transportation, Dane County, and various local governmental units; and

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

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves the 2021 Unified Planning Work Program dated November 2020, which reflects changes to the draft Work Program document dated October 2020 as shown in the Change Sheet dated November 2020; and

BE IT FURTHER RESOLVED that the MPO Transportation Planning Manager is authorized and directed to submit necessary applications to appropriate state, local, and federal departments for planning activities indicated for 2021 and to execute appropriate agreements and contracts with said agencies on behalf of the MPO; and

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

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

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

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
3. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;

¹ Formerly named the Madison Area Transportation Planning Board.

7. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

Date Adopted

Mark Opitz, Chair
Greater Madison MPO

**Greater Madison MPO
2021 Unified Planning Work Program
Change Sheet**

1. Pages 2 and 21: Add the following to the WE 2400 (TSM Planning & CMP) work activity providing staff support to the Dane County Traffic Safety Commission:

Provide staffing support to the Dane County Traffic Safety Commission (DCTSC), and lead preparation of annual safety trends report for the commission. Also provide data and technical assistance for WisDOT Bureau of Traffic Safety awarded NHTSA grant project to the Safe Communities Coalition to develop an action-oriented process for the DCTSC resulting in a data-driven plan to mobilize the community to raise awareness of safety issues and implement strategies to address them. The work will be coordinated with Madison's Vision Zero Initiative.

2. Page 2 and 26: Add the following WE 2700 (Roadway and Transit Corridor & Special Area Studies) work activity:

Page 2: Add the following sentence to last bullet – Also, provide support TOD Planning grant, if awarded.

Page 26: Add the following bullet – Provide support as needed to City of Madison Planning staff in implementing FTA Transit-Oriented Development Planning grant, if awarded, to make regulatory changes, establish policies related to public-private partnerships, and prioritize spending to improve station-area accessibility in the East-West BRT corridor.

3. Page 33: Revise the 2021 MPO Work Program Budget Table to modify the 2020 carryover funding shown, separating out the Misc. Consulting Services item into two different work activities with amounts as shown on the attached revised table. Also, add some carryover funding for WE 2300 (Data Collection Activities) for hiring intern to assist with GIS data work for the Phase 2 intersection safety analysis project.

2021 GREATER MADISON MPO BUDGET AND WORK PROGRAM ELEMENTS

WORK ELEMENT NUMBER	WisDOT Work Element Percent (6)	PERSON MONTHS	STAFF HOURS	FHWA/ FTA PL FUNDS 80.0%	WisDOT (1) 4.81%	MPO/ Local 15.19%	STBG-U 80%		OTHER PROGRAMS			TOTAL MPO		MPO PROGRAM TOTAL	
							(2)	MPO/ Local	(See Key)	OTHER	MPO/ Local	Non-Local	Total MPO/ Local		
STAFF AND INDIRECT COSTS															
2100	100% AD	8.70	1,461	77,479	4,659	14,711							82,138	14,711	96,848
2150	100% PP	9.50	1,595	84,603	5,087	16,063							89,691	16,063	105,754
2200	100% LR	20.05	3,367	178,557	10,737	33,902							189,295	33,902	223,197
2300	50% LR	19.17	3,219	170,720	10,266	32,414							180,986	32,414	213,400
	50% SR														
2400	100% SR	3.50	588	31,170	1,874	5,918							33,044	5,918	38,962
2500	100% SR	4.50	756	40,075	2,410	7,609			(3)	See note			42,485	7,609	50,094
2600	100% TIP	5.50	924	48,981	2,945	9,300							51,926	9,300	61,226
2700	60% LR	3.75	630	33,396	2,008	6,341							35,404	6,341	41,745
	40% SR														
2800	100% SR	10.37	1,741				92,360	23,090					92,360	23,090	115,450
							2,400	600		9,000	11,400	600	12,000		
2900	100% LR	0.49	82						(4)	5,457			5,457	0	5,457
OTHER DIRECT COSTS															
4030				100,000	6,013	18,987							106,013	18,987	125,000
4050				16,945	1,019	3,217							17,964	3,217	21,181
SUMMARY OF TOTAL COSTS BY TYPE															
TOTAL PERSON-MONTHS AND HOURS		85.53	14,362												
CONSULTING SERVICES AND DATA/SOFTWARE (6)				116,945	7,032	22,204							123,977	22,204	146,181
OTHER DIRECT COSTS															
STAFF				664,983	39,988	126,258	94,760	23,690			14,457	0	814,188	149,948	964,135
TOTAL 2021 COST				781,928	47,020	148,462	94,760	23,690			14,457	0	938,165	172,152	1,110,316

(1) FHWA/FTA PL (80%), WisDOT (4.81%), MPO (15.19%)
 (2) STBG Urban Rideshare (80%) MPO (20%)

(3) Dane County (\$5,000 for Specialized Transp Services)
 (4) Capital Area Regional Planning Commission

(5) LR = Long Range; SR = Short Range, AD = Administration; PP = Public Participation; TIP = TIP
 (6) Consultant Services

2020 MADISON AREA TRANSPORTATION PLANNING BOARD CARRYOVER FUNDING BUDGET AND WORK PROGRAM ELEMENTS

WORK ELEMENT NUMBER	WisDOT Work Element Percent (5)	PERSON MONTHS	STAFF HOURS	FHWA/ FTA PL FUNDS 80.0%	WisDOT (1)	MPO/ Local	STBG-U 80%		OTHER PROGRAMS			TOTAL MPO		MPO PROGRAM TOTAL	
							(2)	MPO/ Local	(See Key)	OTHER	MPO/ Local	Non-Local	Total MPO/ Local		
2300				9,600	566	1,834							10,166	1,834	12,000
4040				27,777	1,637	5,307							29,414	5,307	34,721
4060				19,503	1,149	3,726							20,652	3,726	24,379
4070				6,400	377	1,223							6,777	1,223	8,000
TOTAL 2020 CARRYOVER COST				63,280	3,729	12,091							67,009	12,091	79,100

MPO Agenda Cover Sheet
November 4, 2020

Item No. 10

<p>Re:</p> <p>Appointment of MPO Representative to the Policy Advisory Committees for WisDOT’s Beltline (USH 14 to CTH N) Planning & Environmental Linkages Study and Stoughton Road/USH 51 (STH 19 to Beltline) EIS Study</p>
<p>Staff Comments on Item:</p> <p>After being suspended for several years, WisDOT SW Region is re-starting the West Beltline (USH 14 to CTH N) Planning & Environmental Linkages (PEL) Study and re-activating the technical and policy advisory committees for the study. The purpose of the PEL study is to examine possible solutions – whether to the roadway itself or other roadways or transportation modes – to meeting the long-term safety and operational needs of the freeway corridor. Strategies that don’t meet the Beltline needs won’t be carried forward into the following EIS phase of the study. WisDOT expects the advisory committees to begin meeting in early 2021.</p> <p>After also being suspended, WisDOT SW Region is also re-starting the Stoughton Road/USH 51 (STH 19 to Beltline) EIS Study. The study will develop alternatives for meeting the long-term safety and operational needs of the roadway, including gaps in pedestrian/bicycle facilities in or crossing the corridor. A phased construction approach will be taken for the recommended improvements to the corridor. As with the Beltline study, WisDOT expects the advisory committees to begin meeting next year.</p> <p>MPO staff will participate on the technical advisory committees, but MPO board representation on the policy committees would be desirable. WisDOT staff will provide periodic updates to the MPO board.</p>
<p>Materials Presented on Item:</p> <p>None</p>
<p>Staff Recommendation/Rationale: N/A</p>

MPO Agenda Cover Sheet
November 4, 2020

Item No. 11

Re:

MPO 2020 Resolution No. 8 Authorizing the City of Madison to Enter into an Agreement with Dane County for MPO to Provide Specialized Transportation Coordination Services to Dane County in 2021

Staff Comments on Item:

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

Materials Presented on Item:

1. MPO 2020 Resolution No. 8
2. Description of scope of work for proposed County funding of MPO planning and coordination services and Metro Transit's promotion and transit information services

Staff Recommendation/Rationale: Staff recommends approval.

MPO 2020 Resolution No. 8
Authorizing the City of Madison to Enter into an Agreement
with Dane County for the Greater Madison MPO to Provide Specialized Transportation
Coordination Services in 2021

WHEREAS, the staff of the Greater Madison MPO (Metropolitan Planning Organization)¹ has historically provided assistance to Dane County for specialized transportation planning and coordination services; and

WHEREAS, the MPO intends to continue this assistance of planning and coordination services to the county again in 2021; and

WHEREAS, the County has budgeted \$5,000 for this service for the year 2021; and

WHEREAS, this service is included in the Greater Madison MPO's adopted 2021 Unified Planning Work Program; and

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

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

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO agrees to have MPO staff provide this service to Dane County in 2021 and authorizes the City of Madison on behalf of the MPO to execute the agreement and contract to provide this service.

Date Adopted

Mark Opitz, Chair
Greater Madison MPO

¹ Formerly named the Madison Area Transportation Planning Board

**DANE COUNTY FUNDED 2021 PUBLIC TRANSIT SERVICES
PROVIDED BY METRO TRANSIT
AND
SPECIALIZED TRANSPORTATION COORDINATION SERVICES
PROVIDED BY
GREATER MADISON MPO**

Schedule A: Scope

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

1. Assistance to Customer Service Center (CSC)

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

2. Transit Information/Promotion Assistance

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

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

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

3. Contribution Toward Operating Costs of Metro Transit

During 2021 Metro Transit plans to continue to focus on employee pass programs (such as the UW and St. Mary's employee passes) and the Commuter Choice Benefit program to attract more county and regional use. Additional plans, in 2021, include continuing bus stop sign replacement program and installing maps and schedule information in Metro shelters to make riding Metro easier. This funding will assist Metro with some local share costs of this effort.

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

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

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

Schedule B: Payments

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

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

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

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

Payment for Specialized Transit Coordination (\$5,000 to Madison Area Transportation Planning Board)

June 2021	\$2,500
December 2021	<u>\$2,500</u>
	\$5,000

Schedule C: Reports

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

MPO Agenda Cover Sheet
November 4, 2020

Item No. 12

Re:

MPO 2020 Resolution No. 9 Authorizing the City of Madison to Enter into an Agreement with the Capital Area Regional Planning Commission (CARPC) for MPO to Provide Transportation Planning Work Activities to CARPC in 2021

Staff Comments on Item:

CARPC is once again requesting around \$11,000 in Federal Planning funds from the Wisconsin Department of Transportation for transportation planning activities for areas in Dane County generally outside of the Madison Metropolitan Area. A total of \$5,457 of this amount will be set aside for MPO planning services. CARPC is requesting that the MPO provide services similar to previous years.

These MPO staff services consist primarily of conducting analyses of the impact of proposed Sewer Service Area amendments in the county on the multi-modal transportation system, including an assessment of the capacity to handle the traffic to be generated, ability to serve the development with public transit, accommodations for pedestrians and bicyclists, other design issues, and overall consistency with the goals, policies, and recommendations in the Regional Transportation Plan 2050. MPO staff will also coordinate on and provide support for CARPC's work to prepare the update to the regional development framework plan.

This MPO activity is included in the 2021 MPO Unified Planning Work Program.

Materials Presented on Item:

1. MPO 2020 Resolution No. 9
2. Agreement between City of Madison and CARPC for MPO to provide planning services

Staff Recommendation/Rationale: Staff recommends approval.

MPO 2020 Resolution No. 9

Authorizing the City of Madison to Enter into an Agreement with the Capital Area Regional Planning Commission (CARPC) for the Greater Madison MPO to Provide Transportation Planning Services to CARPC in 2021

WHEREAS, the Greater Madison MPO (Metropolitan Planning Organization)¹ is the designated MPO for the Madison Metropolitan Area with responsibilities to perform metropolitan transportation planning and programming activities; and

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

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

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

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

WHEREAS, these services are to consist of: (1) conducting analyses of the impact of proposed Urban Service Area amendments on the multi-modal transportation system, including capacity to handle the traffic to be generated, ability to serve the development with public transit, accommodations for pedestrians and bicyclists, other design issues, and the overall consistency with the goals, policies, and recommendations in the MPO's Regional Transportation Plan; and (2) coordinating on and supporting CARPC's work to update the regional development framework plan, including analyzing transportation impacts and needs associated with land use development and other scenarios and supporting public engagement efforts; and

WHEREAS, the MPO will bill CARPC on a quarterly basis for the cost of these services not to exceed \$5,457 for calendar year 2021; and

WHEREAS, these MPO work activities are included in the adopted 2021 MPO Unified Planning Work Program:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO authorizes the City of Madison to enter into an agreement with CARPC for MATPB to provide transportation planning services to CARPC in calendar year 2021 with CARPC providing for the reimbursement of MPO staff services for an amount not to exceed \$5,457.

Date Adopted

Mark Opitz, Chair
Greater Madison MPO

¹ Formerly named the Madison Area Transportation Planning Board

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

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

Term: The term of this agreement is January 1, 2021 through December 31, 2021.

Scope of Services by City/MPO: The city will provide transportation planning services to CARPC. These services will be provided by city staff to the Greater Madison MPO (Metropolitan Planning Organization)¹ housed within the city’s Planning Division. These planning services will consist of:

(1) conducting analyses of the impact of proposed Sewer Service Area amendments in the county on the multi-modal transportation system, including an assessment of the capacity to handle the traffic to be generated, ability to serve the development with public transit, accommodations for pedestrians and bicyclists, other design issues, and overall consistency with the goals, policies, and recommendations in the MPO’s Regional Transportation Plan; and

(2) coordinating on and providing staff support for CARPC’s work to undertake an update to the regional development framework plan, including analyzing transportation impacts and needs associated with land use and other scenarios and supporting public engagement efforts.

Payment: The City of Madison will bill CARPC on a quarterly basis for the cost of providing the transportation planning services. The city will provide a progress report on services provided, which will be submitted with the quarterly invoice. The total cost of MPO transportation planning services will not exceed \$5,457 for calendar year 202.

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

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

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

¹ Formerly named the Madison Area Transportation Planning Board

**CAPITAL AREA REGIONAL
PLANNING COMMISSION**

By: _____
Steve Steinhoff
Agency Director

Date: _____

CITY OF MADISON

By: _____
Satya Rhodes-Conway
Mayor

Date: _____

By: _____
Maribeth Witzel-Behl
City Clerk

Date: _____

Countersigned:

By: _____
David Schmiedicke
City Finance Director

Date: _____

Approved as to Form:

By: _____
Michael Haas
City Attorney

Date: _____

MPO Agenda Cover Sheet
November 4, 2020

Item No. 13

<p>Re:</p> <p>Presentation on the Draft 2021 Public Participation Plan for the Greater Madison MPO and Approval to Release</p>
<p>Staff Comments on Item:</p> <p>The MPO must periodically assess its public involvement activities and update its official public participation plan for the RTP, TIP, and other planning efforts. The current public participation plan (PPP) document was approved in 2015, and a comprehensive re-evaluation was done in 2017. The draft PPP was developed based upon the findings of the 2017 re-evaluation, feedback received during the rebranding process, and with consideration of the impact of COVID-19 on traditional in-person meetings.</p> <p>A public notice, 45-day comment period, and public hearing are required prior to approval of the plan. Staff plans review the draft public participation plan with the board at the meeting, and will be seeking approval to release the document for public review and comment. Final board action approving the plan with any revisions based on comments would be at the January 2021 meeting.</p>
<p>Materials Presented on Item:</p> <ol style="list-style-type: none">1. Draft 2021 Public Participation Plan for the Greater Madison MPO
<p>Staff Recommendation/Rationale: Staff recommends approval to release the draft Public Participation Plan for comment.</p>

2021 Update

Public Participation Plan



GREATER MADISON
mpo

Greater Madison Metropolitan Planning Organization

Policy Board

Mark Opitz, Chair
Doug Wood, Vice Chair
Samba Baldeh
Margaret Bergamini

Yogesh Chawla
Paul Esser
Steve Flottmeyer
Grant Foster
Patrick Heck

Dorothy Krause
Tom Lynch
Jerry Mandli
Ed Minihan
Mike Tierney

Staff

William Schaefer
Planning Manager

Bill Holloway
Transportation Planner

Dan Seidensticker
GIS Specialist

Zia Brucaya
Transportation Planner

Ben Lyman
Transportation Planner

Sherry BonDurant
Administrative Clerk

Colleen Hoesly
Transportation Planner

David Kanning
Transportation Planner



U.S. Department
of Transportation
**Federal Highway
Administration**



U.S. Department
of Transportation
**Federal Transit
Administration**



The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code, and by the Wisconsin Department of Transportation (WisDOT).

The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation or WisDOT.

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Greater Madison Metropolitan Planning Organization

MISSION Lead the collaborative planning and funding of a sustainable, equitable transportation system for the greater Madison region.

VISION A sustainable, equitable regional transportation system that connects people, places, and opportunities to achieve an exceptional quality of life for all.



regional transportation plan

Traffic Volumes & Congestion

Traffic Congestion on Principal Arterial Roadways
World Day of the Week

Traffic Competition on Principal Arterial Roadways
World Day of the Week

This display features two maps of a regional road network. The left map is titled 'Traffic Congestion on Principal Arterial Roadways' and the right map is titled 'Traffic Competition on Principal Arterial Roadways'. Both maps use color-coding to indicate levels of congestion or competition. Below the maps are several small bar charts and data tables.

Existing Roadway Conditions & Future Projects

This display shows a map of existing roadway conditions and future projects. It includes a main map with various colored overlays and several smaller inset maps and charts. The text 'Existing Roadway Conditions & Future Projects' is prominently displayed at the top.

Bicycle Transportation

This display focuses on bicycle transportation. It features a map showing bicycle routes and several smaller images or charts. The title 'Bicycle Transportation' is clearly visible at the top.

Transportation

This display shows a map with a color-coded overlay, likely representing different transportation modes or project areas. The title 'Transportation' is visible at the top.

Roadway Expansion System

This display shows a map of a roadway expansion system. It includes a main map and several smaller inset maps and charts. The title 'Roadway Expansion System' is visible at the top.

Planned Bicycle Roadway System

This display shows a map of a planned bicycle roadway system. It includes a main map and several smaller inset maps and charts. The title 'Planned Bicycle Roadway System' is visible at the top.

SECTION 1- INTRODUCTION AND BACKGROUND

The Greater Madison MPO (Metropolitan Planning Organization) shall develop and use a documented public participation plan that defines a process for providing citizens, affected public agencies, private transportation providers, users of the transportation system, and others with reasonable opportunities to be involved in the metropolitan transportation planning process in accordance with 23 C.F.R Section 450.316 (MPO Rules and Operating Procedures, amended Mach 6th, 2019)

Purpose

This plan outlines the public participation goals and techniques to be used in the Greater Madison MPO's transportation planning and programming processes. This plan revises the previous plan, dated September 2015. The revised plan reflects the MPO's ongoing commitment to actively evaluate and improve the public involvement process and to ensure compliance with updated Federal requirements.

Public participation in the transportation planning process is vital for many reasons, including:

Citizens have the right to participate in transportation planning and investment decisions that affect their daily lives.

Public participation that begins early in the planning process and is maintained throughout the life of the project helps to avoid, minimize, and mitigate negative project impacts.

Plans that are developed with citizen participation are more likely to have community support, increasing their chances of implementation.

Citizen participation strengthens the democratic process and improves the likelihood that plans will be successfully implemented. When the public involvement process is implemented correctly, it builds a public understanding and knowledge about decisions, identifies public concerns and values, and helps to develop consensus, resolve conflicts, and produce better decisions.

The Greater Madison MPO is committed to providing ample opportunities for all current and future users of the greater Madison transportation system to learn about and provide feedback on

transportation issues and plans and projects under consideration in the region. The MPO is further committed to ensuring that traditionally underserved populations that have historically faced challenges and barriers have meaningful opportunities to participate in the MPO's transportation planning and programming processes; the MPO will strive to address environmental justice issues at all stages of the planning process. This plan is a guide for the MPO to identify key stakeholders and proactive public engagement strategies to meet the public participation goals of the agency, while also informing the public and other stakeholders on opportunities to get involved in the planning process.

About the MPO

The Greater Madison MPO is the designated metropolitan planning organization (MPO) responsible for overseeing the continuous, comprehensive, and cooperative (3-C) transportation planning decision-making process for the Madison Metropolitan Planning Area. MPOs are federally designated decision-making bodies for metropolitan areas with populations greater than 50,000, which guide decisions about how federal transportation funds for planning studies, capital projects, and services will be programed in the region. MPOs help facilitate implementing agencies (including municipal public works departments, county highway departments, and state departments of transportation) in the prioritization of their transportation investments in a coordinated way consistently with regional goals, policies, and needs, as outlined in a long-range regional transportation plan.

The goal of the MPO planning and programming processes is to build regional agreement on transportation investments that balance roadway, public transit, bicycle, pedestrian, and other transportation needs and support regional land use, economic development, and environmental goals.

What Does the MPO Do?

The MPO is a regional transportation planning agency and approves use of federal transportation funding; the MPO is not an implementing agency that builds facilities or operates transit service. The following outlines the key responsibilities of the MPO and those that fall with other agencies and local communities.

What the MPO does:

- Prepare a long range (20+ year) regional transportation plan (RTP) for all modes of travel, which is updated every 5 years
- Provide a forum for regional transportation decision making
- Approve Federal funding for projects in the region
- Conduct public engagement
- Administer the RoundTrip Travel Demand Management (TDM) program

What the MPO does not do:

- Design, construct or maintain roadways or multi-use paths
- Traffic control (e.g., signs and signals) and enforcement
- Operate public transit service or design and construct transit capital facilities
- Land use planning and zoning

Core Planning Responsibilities

The MPO is responsible for four major transportation plans and programs, the Regional Transportation Plan (RTP), the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), and the Public Participation Plan (PPP). In addition, the MPO is responsible for preparing or assisting with other special transportation plans and studies as needed, including the Bicycle Transportation Plan, Transit Development Plan (TDP) and Coordinated Public Transit - Human Services Transportation Plan.

Regional Transportation Plan (RTP): The RTP is a fiscally-constrained plan that guides decision-making for the selection and implementation of transportation projects across all modes in the Greater Madison area. It outlines the policies, and the long-range and short-range actions that support an integrated and intermodal transportation system for the effective and efficient movement of people and goods. The planning process involves collaborating with stakeholders

including WisDOT, Dane County, and local communities, resulting in policy, strategy, and project recommendations. The RTP's planning horizon is at least twenty (20) years and the document is reviewed and updated every five years. (23 C.F.R 450.324)

Transportation Improvement Program (TIP): The TIP lists all multi-modal transportation projects programmed (i.e., with committed funding) in the Greater Madison area within a five-year time frame. The TIP's primary purpose is to serve as the financial programming document for the MPO. The MPO also includes some planned projects without committed funding for informational purposes as "illustrative" projects. All TIP projects with federal funding or that are regionally significant must be identified in (if involving capacity expansion) or consistent with the goals and policies of the RTP, and all projects receiving federal funding must be included in the TIP. (23 C.F.R. 450.326)

Unified Planning Work Program (UPWP): The UPWP identifies specific planning, data, and analysis tasks that the MPO and its partner agencies will undertake in a calendar year. The UPWP is updated annually. A UPWP is a requirement for receipt of Federal Planning funds, which supports the majority of the MPO's work. (23 C.F.R. 450.308)

Public Participation Plan (PPP): The PPP identifies the MPO's public participation methods, the strategies for public engagement and outreach, and State and Federal regulations regarding public participation. The PPP is updated every five (5) years, and evaluated annually. (23 C.F.R. 450.316)

The MPO also maintains a **Title VI Non-Discrimination Program and Language Assistance Plan**. Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) prohibits discrimination on the basis of race or national origin under any program or activity receiving Federal financial assistance, while Executive Order 12898, issued in 1994, entitled "Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations" further extends Title VI protections to low-income populations.

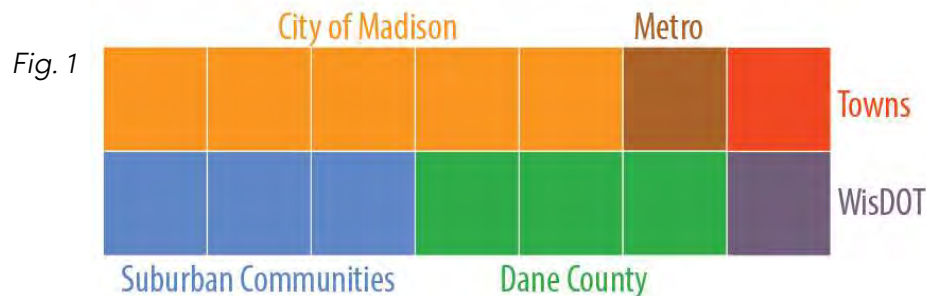
Organizational Structure

MPO Policy Board

The MPO is governed by a 14-member Policy Board appointed by the local units of government within the Metropolitan Planning Area, Dane County, and Wisconsin Department of Transportation, as shown in Fig 1. The Policy Board is the decision-making body for the organization. Federal law requires that the Policy Board shall consist of:

- Elected officials;
- Officials of public agencies that administer or operate major modes of transportation in the metropolitan area; and
- Appropriate State officials.

Greater Madison MPO
Policy Board Structure



A listing of the current Policy Board members, meeting calendar, and past meeting minutes can be accessed at <https://www.greatermadisonmpo.org/meetings/tpb.cfm>.

Technical Coordinating Committee

The Technical Coordinating Committee (TCC) is a multi-modal planning advisory and coordinating committee. It includes members representing various agencies or facets of transportation planning and consists of 14 voting members, 5 alternate voting members, and 2 non-voting members representing the U.S. Department of Transportation. While the MPO Board serves as the policy body for the MPO, the TCC reviews, coordinates, and advises on transportation planning matters. MPO staff reviews all draft plans, policies, project recommendations, TIPs, and other documents with the TCC, which then makes recommendations to the MPO Board. The TCC also plays an important information sharing and coordinating role.

A listing of the current TCC members, meeting calendar, and past meeting minutes can be accessed at <https://www.greatermadisonmpo.org/meetings/tcc.cfm>

Citizen Advisory Committee

The Citizen Advisory Committee (CAC) provides feedback to the MPO board and its staff on matters related to MPO planning activities. Other purposes of the committee are to: (a) provide a “sounding board” for reactions to possible transportation planning policy issues; (b) provide liaison with various other public and/or private interest groups; and (c) provide for a means of feedback on citizen relations to MPO planning issues and to relate this to possible future shifts in planning policy directions. The CAC include representatives of various public and/or private interest groups or interests (e.g., business community), local elected officials, and local citizens.

Anyone interested in becoming a member of the CAC is encouraged to contact the MPO Planning Manager.

A listing of the current CAC members, meeting calendar, and past meeting minutes can be accessed at <https://www.greatermadisonmpo.org/meetings/cac.cfm>.



Federal Public Participation Requirements

The Fixing America's Surface Transportation Act (FAST Act), the federal surface transportation funding and authorization bill, was signed into law on December 4th, 2016 and continues to support previous federal public participation guidelines. The FAST Act was recently extended for a year until September 2021. MPOs are required to develop a public participation plan that identifies reasonable opportunities for the public and all interested stakeholders to be involved in and comment on the contents of the long-range Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). In addition to the RTP and TIP, this Public Participation Plan also outlines public participation requirements and outreach methods for all of the MPO's core planning processes.

The FAST Act also requires that MPOs identify a broad and inclusive list of stakeholders that must be provided the opportunity to comment and be involved in the planning process. These stakeholders, including the general public, affected government agencies, transportation disadvantaged populations, providers of transportation and more are listed in Section 3. MPO's are also required to coordinate with the statewide transportation planning public participation and consultation processes.

Additionally, the FAST Act also requires that MPOs conduct public meetings at convenient and accessible locations at convenient times, use visualizations such as maps and charts to help describe plans, and make public information available in electronically accessible formats. More policies and methods for engaging with the public can be found in Section 4.

SECTION 2- PUBLIC INVOLVEMENT GOALS

To help achieve broader public understanding and consensus on transportation plans, programs, and projects, the following major goals have been identified for the public participation efforts of the MPO.

INFORM- Provide timely, objective information to keep the public informed about Greater Madison MPO's ongoing transportation planning and project programming processes throughout the region.

INVOLVE- Create inclusive opportunities for the public to provide comments and feedback for consideration at key decision-making points in the transportation planning and programming process, with an emphasis on actively seeking out input from traditionally underserved populations.

COMPREHEND- Broaden the mutual understanding of priorities and concerns of all involved and impacted by the MPO's transportation planning and programming activities.

ENGAGE- Collaborate with local communities and other stakeholders in an interactive process to develop a transportation system reflective of the values of the region.

IMPROVE- Continuously seek ways to improve information, involvement, and engagement through annual evaluation of the public participation process.

SECTION 3- IDENTIFICATION OF STAKEHOLDERS

The MPO considers all who live, work, or travel through Dane County as stakeholders potentially effected by transportation planning decisions in Dane County. The following are stakeholder groups that are important participants in the transportation planning and programming process. See Appendix B for a listing of organizations representing one or more of the following stakeholder groups that are included in the MPO contact list.

General Public

All residents and employees of the MPO Planning Area utilize and are affected by the region's transportation system on a daily basis. Persons representing special interest groups often tend to make up a large percentage of those participating in public involvement activities. It is helpful to involve as many members of the general public as possible to get a broader perspective of the "average citizen."

Minority and Low-Income Populations

According to 2014-2018 Census American Community Survey (ACS) five year estimates, the minority population within the MPO Planning Area is around 23% of the total population, while around 18% of households in Dane County are classified as "low-income" (i.e., with incomes less than 150% of the federal poverty level), and 8% of households are autoless.

Minority and low-income populations are protected population groups under Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1), the President's Executive Order 12898, issued in 1994, entitled "Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations", and a subsequent U.S. Department of Transportation order. Title VI prohibits discrimination on the basis of race or national origin under any program or activity receiving Federal financial assistance. The EJ Order further amplified Title VI and added low-income populations to the protected list. The MPO maintains a list of organizations representing or working with racial and ethnic minorities.

Limited English Proficient

According to the 2014-2018 ACS five-year data, around 5% of the Madison urban area's population state that they speak or understand English less than "very well," and of those, over 40% speak Spanish. The MPO adopted an updated Language Assistance Plan on October 7, 2020 that outlines the policies and procedures that will be used to address the needs of LEP persons. This includes provision of interpretive services upon request. The plan is available on the MPO's

web site at www.greatermadisonmpo.org/about/civilrights.cfm (2020 Title VI Program, Appendix F) and at its offices at 100 State Street, #400, Madison, Wisconsin 53703.

Title VI of the 1964 Civil Rights Act and Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency", requires any agency that receives federal funds to establish a means of including Limited English Proficiency (LEP) persons in the agency's decision making processes and ensuring meaningful access to the information and services the agency provides. The Department of Justice has issued guidelines to assist agencies in complying with this requirement. The steps required to ensure "meaningful access" depend upon a number of factors, including the number of LEP persons that may be impacted, the importance of the service provided, and the resources available to the agency.

Elderly, Persons With a Disability, and the Transportation Disadvantaged

U.S. Department of Transportation planning regulations require MPOs to "seek out and consider the needs of those traditionally underserved by existing transportation systems. . ." In this spirit, the MPO includes the elderly, persons with a disability, and the autoless as additional target population groups for inclusion in public involvement efforts and for transportation needs assessments. The MPO has a contact list of organizations representing the elderly and persons with disabilities as well as agency staff working with these groups. According to 2012-2016 ACS estimates, 12% (61,555) of Dane County's population was aged 65 and over; 5% (23,365) were aged 75 and over. These populations are expected to increase substantially, with the over-65 population doubling from 10% of the population in 2010 to 20% in 2040. The 2016 5-year ACS also estimated that 9% of Dane County's non-institutionalized population experienced a disability; 29% of the population 65 or older experience a disability. The 2014-2018 ACS estimates that over 7% of Dane County's population lives in a household without access to an automobile.

Transportation Providers

These stakeholders include public agencies and private companies administering or providing passenger transportation (fixed-route bus, paratransit, shared-ride taxi, intercity bus) and freight transportation (rail, truck, air) services. Representatives of these agencies and companies are included in the MPO's contact lists, which are updated continually. A notice with the listing of transit projects in the draft TIP is sent out to representatives of these agencies and private transportation providers for comment each year in accordance with federal regulations.

Local Jurisdictions and Public Agencies

The MPO transportation planning process needs to be coordinated with local, county, and state transportation planning and other planning activities affected by transportation, including land use growth, economic development, safety/security operations, and environmental protection. Thus, local, county, state, and federal officials and agency staff are important stakeholders. The FAST Act continues to place an emphasis on consultation and coordination with these officials and staff. Local, county, and WisDOT planners and engineers are represented on the MPO's Technical Coordinating Committee (TCC). The MPO also maintains a contact list of chief elected local officials and all city alders and village board trustees. The MPO list of public agency staff includes state and federal agencies responsible for agricultural and natural resource conservation, workforce development, public health, environmental protection, historic preservation, safety/security operations, and Indian Tribal government staff.

Private Businesses, Special Interest Groups, and Other Organizations

Special interest groups are another group of stakeholders. Representatives of these organizations are helpful to the planning process by bringing particular perspectives and extensive knowledge of their issue areas. Some of these groups or organizations are represented on the MPO's Citizen Advisory Committee. Examples of these groups include: bicycle, pedestrian, and transit advocacy organizations; chambers of commerce; environmental organizations; League of Women Voters; and neighborhood organizations. The MPO maintains contact lists of these organizations, which are updated periodically.

Coordination With Other State and Local Planning Efforts and Public Involvement Activities

The planning efforts and public involvement activities of the MPO (including those in particular for the RTP) will be coordinated with those of WisDOT, Dane County, and local units of government in the MPO planning area. This will ensure consistency between plans, make the best use of staff resources and citizens' limited time for public involvement activities, and avoid confusion about the different plans. Most notably, the MPO has worked with the Capital Area Regional Planning Commission (CARPC) to coordinate the timing of the upcoming RTP update with CARPC's update of the Regional Development Framework, which serves as an important input to the RTP. A number of communities have also recently completed or are in the process of completing their comprehensive plan updates. WisDOT has an effort titled Connect 2050 to create an updated state transportation policy plan, which is also on a similar timeline as the RTP update.

The MPO consults and coordinates with federal, state, and county agencies responsible for planning activities affected by transportation. Such coordination will be achieved through a variety of mechanisms, including:

- MPO Technical Coordinating Committee and ad hoc plan/study committees;
- MPO Board and staff participation on advisory committees for WisDOT, Dane County, and other regionally significant plans and studies (e.g., major corridor/feasibility studies);
- MPO staff assistance with public involvement activities for WisDOT, Dane County, and other regionally significant plans, studies, and projects;
- MPO staff monitoring of state, county, CARPC, and local land use/transportation planning activities and others affected by transportation; and
- Comparison of the RTP and TIPs, as they are developed, with the plans, maps, and inventories developed by state, county, CARPC, Indian Tribal, and private agencies responsible for transportation planning and activities affected by transportation (see Sections regarding consultation with public agencies in development of the TIP and RTP respectively).

SECTION 4- PUBLIC INVOLVEMENT METHODS

The MPO uses a wide variety of outreach and engagement methods to reach and interact with the stakeholders identified in Section 3. The various methods and tools the MPO may use to accomplish the public participation goals listed earlier are detailed below, as funding and resources permit. These methods are also summarized by plan type in Figure 2, which further categorizes methods as primary or supplemental methods. Primary methods include traditional outreach and engagement methods, which are “tried and true” and often expected by stakeholders. Supplemental methods will be used to further enhance traditional engagement methods, and will be utilized based upon need or request as time, funding, and logistics allow. The MPO seeks to balance traditional, in-person engagement and tools with innovative digital methods as well. The following listing of methods is not intended to be exhaustive, and the MPO may facilitate or participate in other public involvement opportunities that may not be known or available at this time.

MPO Web Site: www.GreaterMadisonMPO.org

The MPO website provides up-to-date information on the following:

- Policy Board and committee meeting schedules, agendas, minutes, and other important notices
- Current and past plans, projects, and publications
- GIS data and maps (e.g., roadway functional classification system, traffic counts and growth, bicycle map, in static pdfs and interactive maps)
- Links to related agencies, project-specific sites, and other resources



The website is used both as a communication tool and as an avenue for receiving public input during the transportation planning and programming processes. There is a general online comment form, as well as contact information for all MPO staff.

Email Notifications

MPO staff maintains a database of contacts, which serves as the foundation of e-mail and mailing lists. Email is the preferred communication method by the MPO in order to assure immediate receipt and to conserve materials, staff time, and postage costs. Efforts will be made to continue to build upon the MPO's current e-mail and mailing lists, to reach as many people as possible, including under-served populations. The MPO's e-mail and mailing lists include stakeholders identified in Section 3, including neighborhood associations; community, business, environmental, and other interest groups; elected and appointed officials; public agencies; and other interested citizens. Most correspondence sent to chief elected officials is also be copied to the municipal clerks to ensure that all local elected officials receive the information. The mail and e-mail lists will be used to announce upcoming meetings, distribute public informational materials, provide information about the MPO's activities, and identify potential citizen advisory committee members. The lists may also be used for questionnaires/surveys and flyers. In addition to using the lists of other city and county agencies, the mailing lists will be built up through meeting sign-in sheets, phone call logs, and email correspondence. Anyone wishing to be added to the email distribution list can contact the MPO.

Public Involvement Meetings and Open Houses

Public involvement meetings will be held throughout the metropolitan area at various stages of transportation planning and program development. Public meetings allow MPO staff to present and illustrate information, alternatives, and recommendations and are a primary vehicle for receiving public comment.

Public meetings will be held at times and in areas convenient to potentially affected citizens. Convenient time generally means in the evening after typical work hours, but other times will be considered. Most meetings will be held in locations with convenient access by transit and bicycle as well as by car. However, in the interest of holding meetings throughout the MPO planning area, this will not always be possible. The locations of all meetings will be in locations that are accessible by persons with disabilities. At least one meeting in each

Fig. 2- Public Engagement Methods by MPO Planning Process

Public Engagemet Methods	General MPO Outreach	RTP	TIP	UPWP	PPP	Title VI & EJ	Coordinated Plan	TDP	Bicycle Plan	RoundTrip Program
MPO Website	●	●	●	●	●	●	●	●	●	●
Email Notifications	●	●	●	●	●	●	●	●	●	○
Public Involvement Meetings & Open Houses	○	●							●	
Public Hearing		●	●		●					
Advisory Committee	●	●	○				○	●	●	●
Fact Sheets & Brochures	●	●	○	○	○	○	●	○	●	●
Social Media	●	●	●	●	●	●	●	●	●	○
Newsletter	●	●	●	●	●	●	●	●	●	●
Media Outreach	●	●	●				○		●	○
Focus Groups & Workshops		○			○		○	○	○	
Webinar Series	○	○					○		○	○
Surveys	○	●		○	○		●	○	●	○
Presentations to Local Committees, Civic Groups, and Organizations	○	●	○				○	○	○	●
Community Event Tabling & Information Booths	○	○						○		○
Videos	○	○								○
Forums/Conference	○						●			○
Emerging PE Tools	○	○						○	○	○
Update Schedule	Continuous	5 Years	Annually	Annually	5 Years	3 Years	5 Years	5-10 Years	10 Years	Continuous
Public Comment Period	N/A	30 Days	30 Days	30 Days	45 Days	30 Days	30 Days	30 Days	30 Days	N/A

● PRIMARY METHOD

○ SUPPLEMENTAL METHOD (Based on need and request)

The methods listed above are based upon methods used for each of the MPO'S planning efforts in the past, planned strategies for upcoming planning processes, or identified during the 2020 MPO Rebranding Survey and Focus Groups. The methods listed in the table above are subject to change based on best practices and the evaluation of the methods moving forward. Other plans or projects that the MPO may be involved in that are not listed here will use a variety of the public participation methods listed above as appropriate.

RTP- Long Range Transportation Plan; TIP- Transportation Improvement Program; UPWP- Unified Planning Work Program; PPP- Public Participation Plan; EJ- Environmental Justice; Coordinated Plan- Coordinated Public Transit-Human Services Plan; TDP-Transit Development Plan

series will be held in an area with a concentration of environmental justice populations. Public involvement meetings may also be held virtually. For the upcoming RTP update, all meetings will need to be held virtually until the COVID-19 pandemic is addressed and in-person meetings are safe. Even after this, the MPO will likely hold at least one in a series of meetings virtually to broaden access for people who don't have the time, ability, or desire to attend an in-person meeting. In that case, the meeting will be recorded and posted in order to allow people to watch at a time convenient for them.

Flyers will be used to announce RTP and other selected meetings. The flyers will be produced in a digital format and distributed via e-mail to the MPO's e-mail list. Special interest groups may request a digital copy of a flyer from the MPO. The meeting flyer will generally contain a brief description of the purpose of the meeting(s), the time(s) and location(s), and contact information and the website address where additional information can be obtained.

The format of the meetings will vary, but will typically include "open houses," small group discussion, and large group question/answer or comment sessions.

Public Hearings

The Board shall schedule and hold public hearings on all items required by law (e.g., Regional Transportation Plan, Transportation Improvement Program, and Public Participation Plan) and may hold public hearings on any other matters. Public hearings are meetings where the public is invited to provide on the record comments and testimony before the MPO on an issue. Participants may also submit written comments as part of the public hearing process. As outlined in Section 6, public hearings are a required component before the formal adoption of many MPO plans.

Advisory Committees

The Citizen Advisory Committee (CAC), as described in the Introduction, provides feedback to the MPO board and its staff on matters related to MPO planning activities. The CAC makes recommendations on MPO plans and other feedback on general transportation matters. The MPO typically also creates ad hoc advisory committees for major plans such as the Regional Transportation Plan, Transit Development Program, and Bicycle Plan. These ad hoc plan

or study committees are typically comprised of a mix of agency staff, elected officials, and citizens depending upon the plan/study.

To encourage participation on its citizen advisory committee and any other ad-hoc advisory committees, the MPO will continue to reach out to community, ethnic and faith-based organizations to connect with all populations. In addition, the MPO strives to find ways to make participating on its committees convenient. This includes scheduling in-person meetings after traditional weekday daytime work hours and in locations with good transit service (e.g., downtown) and in or near neighborhoods with a high concentration of minority and low-income populations

Fact Sheets and Informational Brochures

Fact sheets and other informational brochures will be used to provide easily digestible formats, including but not limited to the use of graphics or other visualization techniques. Fact sheets can be distributed at meetings, on the MPO website, and through other avenues.

Social Media

The MPO maintains a Facebook page which can be viewed at <https://www.facebook.com/GreaterMadisonMPO>. The MPO posts announcements, meeting notices, and general interest posts on Facebook. The MPO is actively working on increasing its reach and following on social media, and frequently partners with other organizations to share relevant content. The MPO may explore other social media channels in the future.



E-Newsletter

The MPO publishes its digital newsletter “Connecting the Region” 3–4 times a year. The newsletter contains information about current transportation planning initiatives, upcoming projects, the MPO’s TDM program, and regional transportation news. Project specific newsletters may be considered in the future.

The newsletter is sent out by email to subscribers, and also posted on the website and Facebook. There is an option to sign up for the newsletter on the MPO website, as well as options for signing up during open houses and other meetings.



ARTICLES

Madison Region Remote Work Survey: COVID-19 Impact

COVID-19 Impact: Regional Traffic

Big Data Helps MPO Understand Travel Patterns in the Greater Madison Area

Refinements to East-West Bus Rapid Transit Considered

DRAFT 2021-2026 Transportation Improvement Program Available for Review and Comment

Regional Transportation Plan Update

CARPC: Planning for Future Development in the Capital Region

ABOUT US

Greater Madison MPO

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Introducing the Greater Madison MPO *Connecting People, Places & Opportunities*

You may have noticed that something’s changed... as the newly minted Greater Madison MPO (formerly Madison Area Transportation Planning Board), we are excited to share the results of our recent rebranding!

We initiated this process as a big step toward improving public awareness and understanding of the MPO’s role and resources within the region. The results and feedback we gathered will help us draw better connections to the everyday things that people value most, and will inform our approach to future engagement processes such as the Regional Transportation Plan update that will begin in early 2021.

As part of the rebrand, we also defined a forward-thinking mission and vision to guide our work in the region, and teamed with the Capital Area Regional Planning Commission to further connect our two regional planning agencies with coordinated brands.

Finally, our transportation options program, Rideshare Etc., received an exciting facelift and will be introduced publicly as RoundTrip in 2021.

We are grateful to everyone who assisted us in this journey and we look forward to bringing our new identity to life in the coming weeks and months. We updated our website and Facebook page to reflect the new MPO name and logo, and additional improvements are planned for the future.

Greater Madison MPO’s COVID-19 Response

Like many organizations, the MPO office remains closed to the public due to COVID-19. Our staff will continue to work remotely part- or full-time to help protect the health of our community, and we are committed to providing the same dependable level of service that you are accustomed to. While our phones are monitored, the best way to reach us during this time is via email. If you have any questions or requests, please visit our [staff page](#) for a complete list of contact information.

Media Outreach

Various media strategies will be employed to generate public interest and disseminate information as widely as possible. These may include press releases to local media (newspaper, television, radio), editorial board meetings, public service announcements (PSAs), social media, and possibly videotaping of some meetings. Daily and weekly newspapers may be solicited for publishing supplements with information about the draft RTP. Placement of ads or other announcements in minority publications in English, Spanish, Hmong, and Traditional Chinese will also be considered.

Focus Groups and Workshops

Focus groups are small groups of stakeholders brought together for a facilitated discussion to provide more in-depth feedback on a topic or plan, and gather user specific comments and concerns. Focus groups may also participate in workshops using small group exercise and discussion questions. These methods are helpful to engage targeted stakeholder groups such as environmental justice populations and vulnerable roadway users to ensure that all voices are part of the planning process.

Webinar Series

In partnership with the Capital Area Regional Planning Agency (CARPC), the MPO is developing a recurring webinar series featuring local land use and transportation planning issues.

Surveys

Surveys will be considered when specific input from the public is desired. Surveys can be used to assist in making decisions that reflect the values, priorities, and desires of area citizens. These will typically be online surveys, but paper surveys, phone surveys, and other methods may be used as needed or requested.

Presentations to Civic Groups, Local Transportation Committees, and Other Associations

Presentations will be given to or meetings held with organizational groups and associations, upon request. Depending upon the nature of the request, these presentations may focus on specific planning initiatives, or be more general and educational in nature. In addition, those groups and associations that have newsletters will be identified, and announcements and information sent to them to expand the impact of the MPO’s communication outreach efforts.

Community Event Tabling/ Information Kiosks

The greater Madison region has numerous festivals, markets, and community events happening all year round. These events are a great opportunity to interact with residents, allowing the MPO to go to them instead of asking them to come to MPO meetings. Booths may include informational handouts and interactive activities.

Videos

Videos and other recorded materials may be produced to promote ongoing plans or studies, to inform and/ or educate the public and stakeholders about planning activities, or encourage stakeholder involvement. Given the high cost and staff time and expertise to produce, these would only be considered for major planning efforts, as appropriate.

Forum/Conference

The MPO received considerable feedback during the agency rebranding initiative from community leaders, technical staff, and other agencies and organizations that forums or conferences focusing on regional issues and needs is highly desired to facilitate the sharing of information and resources. The MPO will investigate opportunities to host a regional transportation forum in the future or a land use and transportation forum in partnership with CARPC.

Emerging Public Engagement Tools

In an increasingly digital world, new online tools and applications for engaging the public, gathering feedback, and sharing information are constantly emerging. The MPO will stay up to date on these emerging tools, and will seek to find opportunities to pilot new or innovative outreach methods as appropriate.

Inclusive Participation: Title VI and Environmental Justice

The MPO is committed to ensuring that all persons, including minority and low-income populations and those with a disability or language barrier, have meaningful opportunities to participate in the MPO's transportation planning and programming processes. The MPO will strive to address environmental justice issues at all stages of the planning process. This includes implementing the following strategies

to reduce participation barriers for these traditionally under-served groups in attempting to engage them in the decision-making process:

- Representatives of minority, disability, and low-income groups will be identified and an effort will be made to include them on the board and citizen advisory committee and in MPO mailings.
- Whenever possible, meetings will be held at locations accessible to persons with a disability, bus riders, and bicyclists, and that are convenient to neighborhoods with a concentration of minority and low-income persons.
- Translators/interpreters will be provided for meetings, if requested.
 - A statement is included at the bottom of all meeting notices in English, Spanish, Hmong, and Traditional Chinese indicating that an interpreter, materials in alternate formats, or other accommodations will be made available, if requested at least 48 hours prior to the meeting.
- Information, including meeting notices and press releases, will be provided to minority news media.
- For RTP and other selected meetings, digital format announcement flyers in English and Spanish will be distributed via e-mail to the MPO's e-mail list and to special interest groups representing minority and low-income populations.
- The RTP Executive Summary and other documents may be translated and made available in Spanish, Hmong, and Traditional Chinese on an as-practical and reasonable basis.
- Vital documents, as identified by the Title VI plan, are published in Spanish, Hmong, and Traditional Chinese.

The MPO has an adopted Language Assistance Plan that outlines the policies and procedures that will be used to address the needs of LEP persons. This includes provision of interpretive services upon request. The plan is available on the MPO's Web site and at its offices.

A summary of the MPO's methodology for identifying Environmental Justice Priority Areas is included in Appendix C.



EXIT

Track your water use
Water for Tomorrow
Every Drop Counts

Water for Tomorrow
Every Drop Counts

SECTION 5- ENSURING PUBLIC PARTICIPATION IN THE GREATER MADISON REGION

Proactive Public Involvement Process

The goals and various components of the public participation program, including the structure of special advisory committees, and the scheduling of public information meetings and hearings at key decision points in the TIP, RTP, and other planning processes, are designed to provide a public involvement process that is proactive. Efforts will be made to provide information in a timely manner with reasonable public access to technical and policy information. This includes those groups that are traditionally under-served by existing transportation systems.

When significant written and oral comments are received on the draft RTP, other major plans, or the TIP, a summary, analysis, and report on the disposition of comments will be prepared and made a part of the final document.

Whenever possible, MPO public involvement processes will be coordinated with statewide, county, and local planning and public involvement processes to enhance public consideration of the issues, plans, and programs.

Access to Technical and Policy Information and Planning Documents

MPO staff are available during business hours to discuss technical and policy information with interested members of the public. By prior arrangement, MPO staff are available to meet with or provide presentations to groups or organizations or local transportation related commissions after normal business hours. The MPO maintains a library of past and current area transportation planning studies and transportation-related information, maps, and materials that are available for review during normal business hours. Copies of studies, maps, and other materials are available from the MPO's website and/or from staff for the cost of reproduction and postage. Draft and final plans and TIPs are available for review on the MPO website and at the MPO office. Copies of the final RTP will also be available at selected libraries in the metropolitan area.

When requested from the public, efforts will be made to make available documents or portions of documents in alternative formats or languages, including Spanish, Hmong, and Traditional Chinese.

General Public Involvement Policies and Procedures

MPO Policy Board Meetings

The MPO Policy Board is the decision-making body for the organization. Action on matters such as official plans, projects, funding decisions, and other matters brought before it are discussed and voted on at MPO Policy Board meetings.

Public Notice, Accessibility, and Conduct

All meetings are publicly noticed with both the City of Madison and Dane County. Agenda and meeting packets are posted on the [MPO website](#). Meetings are located in a place that is accessible to all persons, and conducted in conformance with Sections 19.81 to 19.98 of the Wisconsin Statutes, which set forth the public policy and requirements for open meetings of governmental bodies. Accommodations will be made for persons with disabilities if the attendee gives advance notice of a need for an interpreter, materials in alternate forms, or other accommodations to access the meeting. With a minimum of 48 hours' notice prior to a public meeting the MPO can make a digital recording of the meeting available to those that request the recording.

Meeting Schedule

The MPO Policy Board generally meets monthly on the first Wednesday of the month, currently at the Madison Water Utility Building, located at 119 E. Olin Ave., Madison, WI 53713, beginning at 6:30 p.m.¹ When there are insufficient agenda items for a meeting, the meeting may be cancelled at the discretion of the Chair. If the regular meeting date is on or near a holiday, the meeting will be rescheduled or cancelled.

In order to improve coordination of MPO and local planning efforts, increase the visibility of the MPO, and improve access to the MPO for non-Madison residents, the MPO Policy Board will periodically hold its regular meeting in different communities around the metropolitan area. The agenda for these meetings will include presentations and discussion on MPO planning activities and local community plans and issues.

¹ Meetings have been held virtually during the COVID-19 pandemic and will continue to be until in-person meetings are determined to be safe by public health officials.

Special meetings may be held as needed and may be called at any time by the Chair. The public notice, accessibility, and conduct of the special meeting shall still meet state requirements for open meetings. *Joint meetings* may be held with other agencies, committees, or commissions on items of mutual interest.

Virtual Meetings

Virtual board meetings and public hearings are permissible where public health orders or guidance recommend against in-person meetings due to a pandemic or other health emergency.

Virtual board meetings may also be permissible in rare occurrences for a short, generally one item agenda meeting to address an urgent, non-controversial matter (e.g., minor TIP amendment).

In circumstances where virtual meetings are authorized and held, the meeting information will be posted on the MPO website at the time that the agenda is posted with details on how the public can access the meeting. Meeting information will also be distributed electronically.

Meeting Agenda

Meeting agendas shall be prepared by the MPO Planning Manager in consultation with the Chair. Items for the agenda, accompanying information, and written communications intended for consideration as part of an agenda item should be received by the MPO Planning Manager no later than ten (10) days prior to the scheduled meeting. However, written communications received after this deadline will be reported and provided to the board at the meeting or emailed to the board.

All agendas and accompanying information packets shall be mailed to Board members and posted on the MPO's website no later than five (5) days in advance of the scheduled meeting. An email list for the meeting notices with link to the meeting packet is maintained by the MPO. Individuals and agencies may request to be added to the email list to receive MPO Board meeting notices.

Public Comment

Persons wishing to speak on an agenda item must register and give the registration form to the MPO Chair, preferably, before the item comes up on the agenda. The agenda also includes a public comment

opportunity for items not on the agenda, such as introducing an issue that the person would like the MPO Policy Board to consider at a future meeting.

Public Hearings

Public Notice and Comments

Reasonable effort shall be made to notify affected local units of government, other stakeholders, and the general public of hearings through posting on the MPO website, emailing of notices, social media posts, through the news media, and by other means as necessary.

Persons wishing to speak at a hearing must register and give the registration form to the MPO Chair, preferably before the start of the hearing. The time limit for comments at a public hearing is five (5) minutes per person. Questions of the speaker may occur following the speaker's presentation. The board will not engage in discussion or debate with the speakers. Further questions will be held until after all public comments are completed.

Conduct and Record of Hearing

At the beginning of the hearing, the Chair shall briefly identify the subject(s) under consideration and instruct the public on how the hearing will proceed. MPO Staff may give a presentation on the subject, if deemed appropriate. Board members may then ask questions or pose questions during the presentation by permission of the Chair. Public comments will then be allowed. A record of the names, addresses, and positions (if relevant) of those appearing shall be made. If questions by the public are permitted, they shall be directed to the Chair. Any member of the Board may question a speaker on their statements.

SECTION 6- INDIVIDUAL PLAN REQUIREMENTS

Regional Transportation Plan

A key responsibility of MPOs is the preparation and maintenance of a long-range Regional Transportation Plan (RTP). The RTP includes long-range and short-range strategies or actions that lead to the development of an integrated, multi-modal transportation system to facilitate the safe and efficient movement of people and goods.

Federal law requires RTPs for air quality attainment areas such as the Madison area to be updated every five years. On April 5, 2017, the MPO adopted the **Regional Transportation Plan 2050 for the Madison Metropolitan Area**, the current RTP. RTP 2050 was amended on December 5, 2019 to add the West Beltline Dynamic Part-Time Shoulder Use project, and again on August 5, 2020 to add the East-West Bus Rapid Transit and Satellite Bus Garage projects to the fiscally constrained plan. The MPO has begun work on the next RTP update, which is due in April 2022. Public engagement activities for the RTP update will begin in early 2021.

Planning Process and Outreach

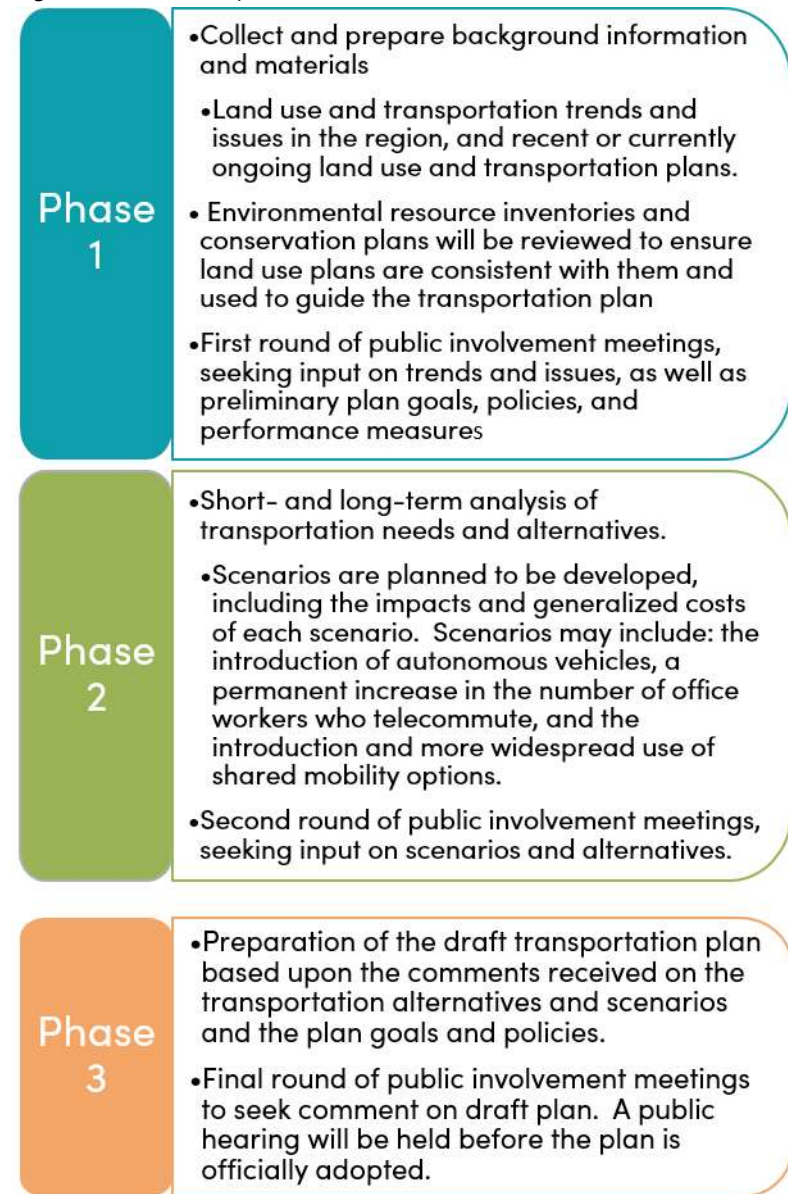
The full range of the public participation plan elements described in Section 3 to educate and involve the public will be utilized throughout the planning process for all regular plan updates.

A detailed program and generalized schedule of public participation activities for the RTP update will be developed by early 2021. The general process for preparation of RTP updates will generally involve the phases shown in Figure 3.

Consultation with Public Agencies

The MPO will consult with Federal, state, and county agencies responsible for planning activities affected by transportation throughout all phases of the planning process for the regional transportation plan, particularly starting with Phase II of the process consisting of analysis of transportation needs and alternatives. The MPO has developed a list of staff contacts for these agencies, which include those responsible for environmental protection, natural resource conservation, historic preservation, and agricultural resource preservation. Information on the draft plan and public

Fig. 3 RTP Development and Outreach Phases



involvement process will be provided to the agency staff contacts. An opportunity will also be provided for agency staff to meet with MPO staff as a group or individually either at the MPO office or virtually.

The consultation process will focus on the purpose and need for proposed transportation improvements and environmental or other resource impacts associated with them. As part of the environmental assessment and consultation process, a map of proposed capacity expansion transportation projects will be overlaid on maps of natural and historic resources. In addition, an assessment will be conducted using the MPO's geographic information systems (GIS) database to determine what environmental features or areas fall within the buffers. A table will be prepared identifying those resource features that fall within the buffer zones of each project. This early environmental screening will identify projects that have the potential to negatively impact the natural and built environment with the intent of preventing or minimizing the impacts and notifying implementing agencies of the possible impacts.

Public Notice and Comment

The following is the public notice and comment process for updates and amendments to the RTP:

1. A public notice will be distributed via e-mail to local units of government and contacts lists of stakeholders identified in Section 2.0 to begin a 30-day comment period.
2. The public notice and a copy of the draft RTP update or amendment will be posted on the MPO's website.
3. A public hearing notice will be posted on the MPO's website.
4. A public hearing will be held before the MPO Policy Board at the end of the comment period. Comments received on the plan prior to the hearing and any proposed revisions based on the comments will be communicated to the board. Any comments received at the hearing will be recorded in the minutes, which is standard practice for any public hearing.
5. The RTP update or amendment will be adopted by the MPO Policy Board with any revisions based upon all of the comments received.
6. The final RTP report will be published and posted on the MPO's web site.
7. A summary of all significant comments received and responses to them will be incorporated into the final RTP report.

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is the annual effort to specify a coordinated, multi-modal transportation program that includes the full range of transportation improvements scheduled for implementation during the next five-year period, and is the mechanism to list projects with committed Federal funding. This coordinated listing is prepared as a cooperative staff effort by the Wisconsin Department of Transportation (WisDOT), Dane County, and local implementing agencies and the staff of the MPO, and is primarily based upon capital improvement programs and budgets.

The TIP must be consistent with the MPO's long-range regional transportation plan (RTP), include all transportation projects in the metropolitan planning area that are proposed for Federal funding, all regionally significant projects regardless of funding source, and cover at least four years of programming.

Procedure, Schedule, and Outreach

For information and coordination purposes, the MPO lists projects within the entire Dane County area, and covers five years of programming. All major projects are listed regardless of whether Federal funding is being used. Projects being considered, but without committed funding at current time are also included for informational purposes.

Implementing agencies submit their listings of proposed projects to the MPO staff to coordinate into a comprehensive listing of proposed major transportation improvements, with indications of project limits, project type and scope, cost, timing, etc. MPO staff works with WisDOT Southwest Region, Dane County, municipal, and Metro Transit staff to clarify any questions about projects and review any discrepancies in the project listings submitted by these agencies for inter-jurisdictional and Federal and/or state funded projects. An annual meeting is held with WisDOT, county, and City of Madison staff to discuss any issues and resolve discrepancies.

The draft TIP with the project listings is then prepared. The draft TIP includes maps of the major transportation projects in the MPO planning area and outer county areas. Capacity expansion projects are highlighted. The draft TIP also includes an environmental justice

analysis and an analysis of the impact of programmed projects in helping achieve federal performance measure targets, a requirement of the federal transportation system management process.

The draft TIP is posted on the MPO’s website. A notice regarding the availability of the draft TIP is emailed to the chief elected officials of local units of government and clerks, Dane County Executive and supervisors, county and local transportation committees, WisDOT, Metro Transit, staff of public agencies responsible for planning activities affected by transportation, the MPO’s technical and citizen advisory committees, neighborhood organizations, and others for review and comment. Anticipated transit and specialized transportation projects are sent to private transit operators in the county for comment. A minimum 30-day public comment period is provided.

During the public comment period, MPO staff are available to meet with or answer questions from local staff or members of the public. A public hearing notice is posted on the MPO website at least seven days prior to the public hearing on the draft TIP. The notice indicates that the City of Madison (Metro Transit) relies on the public involvement process associated with the TIP to satisfy the public participation requirements for development of the Transit Program of Projects required under the Federal Transit Administration’s Section 5307 Urbanized Area Formula Program.

MPO staff provides responses to comments received and the comments and responses are included as an appendix in the final TIP report. If the final TIP differs substantially from the version that was initially made available for public comment, a notice and additional reasonable opportunity for public comment will be provided. A substantial change includes any change that would be considered a “major amendment,” including the addition or deletion of a regionally significant project or a substantial change in the cost or design concept or scope of such project.

Following action by the MPO Board, the final TIP document is submitted to appropriate state and Federal agencies as an indication of transportation improvement projects anticipated to be undertaken in this area. By following this process annually, an up-to-date program of transportation projects is assured.

A summary of the timetable and public review opportunities for the TIP is shown in Figure 4.

Consultation with Public Agencies

Appropriate staff of Federal, state, and county agencies responsible for planning activities affected by transportation are included on the list of those receiving the notice regarding the availability of the draft TIP for review and comment. If requested, a hard copy of the TIP will be sent. These agencies include those responsible for environmental protection, natural resource conservation, historic preservation, and agricultural resource preservation. MPO staff will add any agency staff that indicate an interest in reviewing the TIP to the MPO mailing list. MPO staff will meet with staff of these agencies upon request.

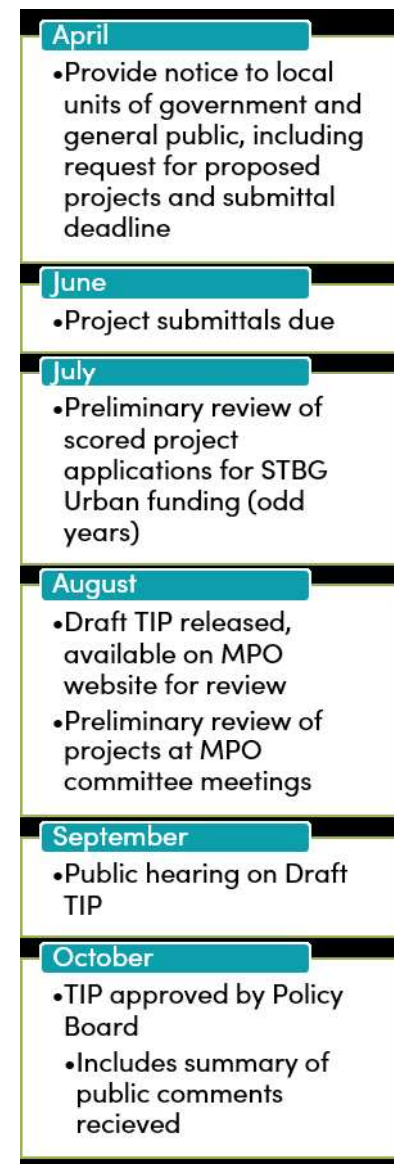
TIP Amendments

Revisions to the TIP often occur between the scheduled annual updates. There are two types of revisions: (1) administrative modifications; and (2) amendments. The definitions and procedures for each are outlined below:

Administrative modifications are minor revisions, including:

- Minor change (less than 5%) in project or project phase costs;
- Minor change in funding sources of programmed project(s); or
- Minor change to project or project phase initiation dates.

Fig. 4 Annual TIP Development Schedule



Provided such a revision does not necessitate redemonstration of fiscal constraint, the procedure for administrative modifications includes approval by the MPO Planning Manager/Director who then sends a letter to appropriate FHWA/FTA, WisDOT Bureau of Planning, WisDOT SW Region, and project sponsor staff notifying them of the TIP modification, with a copy included in the TIP file.

Amendments are revisions to federally funded projects listed in the TIP that involve a major change, including:

- Addition of a project to the first four years of the TIP;
- Deletion of a project from the TIP or moving it out of the first four years of the TIP;
- Major change to the initiation date of a project or project phase; or
- Major change in the design concept or scope or limits of a project.

Amendments require provision for public review and comment, a resolution by the MPO Board, and submission to WisDOT and FHWA/FTA for approval and incorporation into the State TIP. Amendments also require a redemonstration of fiscal constraint. Amendments are categorized as minor or major with different procedures for each.

Minor amendments include:

- Addition or deletion¹ of system preservation projects (e.g., street resurfacing or reconstruction without additional travel lanes, replacement of buses) that do not involve a major capacity expansion, are not regionally significant, and do not exceed the cost threshold for major amendments outlined below;
- Substantial change in the design concept or scope or limits of a system preservation project such that the original project description is no longer reasonably accurate;
- Substantial change in funding for a project that impacts the funding for other projects within the first four years of the TIP, forcing any project out of the 4-year TIP window.²

The process for minor TIP amendments is to provide advance notice of the amendment action by including a listing of the project changes under the TIP amendment resolution agenda item for the upcoming

¹ Addition or deletion includes moving federal project funding in or out of the four-year project window of the TIP.

² The MPO prepares a five-year TIP, but the FHWA and FTA consider projects in the fifth year to be informational only.

MPO Policy Board meeting. An opportunity for public comment is provided prior to action by the board. The amendment is also included in the posted meeting packets and reviewed with the MPO's technical and citizen advisory committees prior to MPO Board action if the committee meeting schedules allow.

Major amendments include:

- Addition or deletion⁴ of a major capacity expansion project of a regionally significant project;
- Substantial change in the design concept or scope limits of a major capacity expansion project or regionally significant project such that the original project description is no longer reasonably accurate;
- Change in the funding of a project or project phase (including adding or deleting a project⁴) exceeding 10% of total Federal funding programmed in the MPO Planning area for the calendar year or \$7 million, whichever is less;
- Addition or deletion⁴ of a project involving STBG-Urban funding; and
- Change in the cost or implementation schedule of a project or project phase involving STBG-Urban funding that impacts the funding available for or timing of other STBG-Urban projects.

Major capacity expansion projects include:

- Construction of a new regional arterial or collector roadway on new alignment;
- Reconstruction of an existing regional arterial or collector roadway to provide additional general purpose travel lanes for a significant distance;
- Construction of new interchanges;
- Conversion of an expressway to a freeway; and
- Construction of fixed-guideway or other priority (rail, bus rapid transit, dedicated bus lanes) transit facilities.

Regionally significant projects include:

- Roadway capacity expansion projects on the designated regional arterial system;
- Transit projects involving a fixed-guideway or other priority transit facility; and
- Major projects directly serving a regional employment/activity center or an airport (e.g. new roadway construction).

The process for major amendments is to send out a notice to local officials and others included in the notice for the annual TIP update and post the memo and public hearing notice on the MPO website. A 30-day public comment period will be provided and a public hearing held before the MPO Policy Board prior to adoption.

Annual Listing of Obligated Federally Funded Projects

The MPO will annually make available to the public a listing of federally funded projects for which funding was obligated in the previous year. When the complete listing of obligated federally funded projects is available from FHWA and FTA, it will be posted on the MPO's website. This generally occurs by the end of the first quarter of the following year. In addition, the MPO includes an appendix to the final TIP, which lists the status of all major programmed projects scheduled for construction or implementation in the previous year.

Unified Planning Work Program (UPWP)

The Unified Planning Work Program outlines the transportation planning priorities and work tasks that will be performed by the MPO. This is an annual work program that is updated yearly.

Procedure, Schedule, and Outreach

The MPO receives notification from WisDOT in August announcing the federal, state, and local funding allocation available for the next year's eligible planning activities.

The MPO develops the UPWP in accordance with the [WisDOT UPWP Guidance document](#) (2017). The MPO Planning Manager notifies local agencies, and solicits input for program development. The draft UPWP is released in October following review and approval by the MPO Policy Board initiating a thirty (30) day public comment period. The draft UPWP is presented at the TCC and CAC meetings for their review and recommendation.

The final UPWP must be approved by the MPO Policy Board in November before submittal to WisDOT and USDOT for approval. FHWA and FTA are responsible for coordinating their review of the UPWP and issuing a joint concurrence for approval of the final UPWP.

Amendment Requirement Thresholds

If unanticipated changes in funding or work activities occur during the calendar year, the UPWP may need to be amended, which requires approval from the MPO Policy Board. The magnitude of the change determines the need for an amendment.

UPWP Amendments will be required if it becomes necessary to:

- Add additional funds to perform existing or additional work program activities;
- Reduce funds or delete work program activities;
- Transfer funds from one Work Program element to another, in an amount equal to or greater than 10% of the total work program budget;
- Request an extension of the period of availability of funds to complete activities and spend the funds in the following year.

Amendments are also required if there is a significant change in work activities. The following are examples:

- Change from having staff perform work program activities to hiring a consultant to perform work program activities; and
- Significant change in the scope of work activities within a specific work element (e.g. Short Range Planning).

Public Participation Plan (PPP)

Consultation with Interested Parties on the Public Participation Plan

The MPO will consult with interested parties in the development of the public participation plan. Typically, at the beginning of the process prior to preparation of the draft plan, a notice will be sent via e-mail to the MPO's lists of contacts of stakeholder groups. The notice will ask for their input and invite them to a meeting to discuss how best to inform them about the MPO's transportation planning and programming activities and include them in the process. Due to the COVID-19 pandemic in 2020, a different method was used to gather feedback to inform the recommended public engagement methods in this PPP. As part of the MPO agency rebranding process, in early 2020 a survey was sent out to the entire MPO email list that included questions about preferred methods of communication and public engagement, and received more than 600 responses. A series of focus group meetings with targeted stakeholder groups was also held as part of this process, which provided additional feedback. The information gathered from

the survey and focus groups was used to help shape the development of the draft public participation plan. A summary of the survey and findings can be found in Appendix D.

Public Notice and Comment on the Public Participation Plan

The following public notice and comment process will be used for the public participation plan:

- (1) A public notice will be distributed via e-mail to local units of government and contact lists of stakeholders identified in Section 2.0 to begin a minimum 45-day comment period.
- (2) The public notice and the draft public participation plan will be posted on the MPO's website.
- (3) The public hearing notice on the draft plan will be posted on the MPO website at least seven days prior to the hearing.
- (4) A public hearing on the draft plan will be held before the MPO Policy Board at the end of the comment period. Comments received on the plan prior to the hearing and any proposed revisions based on the comments will be communicated to the Board. Any comments received at the hearing will be recorded in the minutes, which is standard practice for any public hearing.
- (5) The final public participation plan will be adopted, published and posted on the MPO's website after taking into account all of the comments received.

Other Plans and Projects

In addition to these four major documents, the MPO prepares other multi-modal plans and conducts studies, in coordination with local, regional, state, and federal partners. A list of all MPO plans and projects can be found on the website at <https://www.greatermadisonmpo.org/planning/>. All MPO plans and projects that will be officially adopted will first be presented for discussion before the TCC and CAC advisory committees, and will have a minimum 30-day public comment period prior to MPO Policy Board approval.

SECTION 7- PLAN EVALUATION

The Greater Madison MPO routinely evaluates the effectiveness of its public engagement methods in order to optimize outreach strategies, identify opportunities to expand or improve outreach and engagement methods, and refine or replace outreach strategies that are ineffective. The most recent comprehensive [public participation plan evaluation](#) was conducted in 2017, which resulted in the MPO undertaking a comprehensive renaming and rebranding initiative, which was completed in 2020. The findings of the 2017 evaluation helped inform the contents of this public participation plan.

The MPO will complete an evaluation form for all public information meetings, hearings, open houses, and other public engagement activities it hosts or participates in. Information that will be tracked will include method(s) used, number of participants, stakeholder groups in attendance, how the event was advertised, comments that were received and any general notes on what could be improved for future events. Meeting attendees will also be provided with comment forms to evaluate meeting content, methods, and other general feedback. This information will be summarized annually, as well as additional measures including number of website hits, social media reach, and media coverage as available. The MPO will also conduct a more detailed evaluation of the public participation plan at least every three years, and make changes or additions in the components or strategies, as deemed necessary.

The meeting evaluation form is included in Appendix E.

Appendix A: Federal FAST Act Planning Factors

The following ten (10) planning factors are to be used to guide the MPO planning process. The planning factors are outlined in the Fixing America's Surface Transportation (FAST) Act, signed into law in December 2015. The process shall provide for consideration of projects and strategies that:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, and improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

The FAST Act establishes a performance-based approach to transportation decision-making to support these national goals. MPOs, in cooperation with the State and major provider of public transportation, are required to establish performance targets to use in tracking progress towards attainment of critical outcomes for the region. The federal performance measures were finalized in 2017, and guidance on the measurement methodology has been developed. The federal measures address roadway and transit system safety, pavement and bridge condition, performance of the National Highway System and Freight, and highway and transit asset management.

Appendix B: Stakeholder Organizations

Organization

100 Black Men
1000 Friends of Wisconsin
Access to Independence
Aging and Disability Resource Center
Alliant Energy
Allied Drive Development Corporation
American Family Insurance
American Red Cross
AP
Arbor Hills Neighborhood Association
Asian Wisconsine
AT&T Wisconsin
Badger Herald
Belleville Public Works Dept
Bicycle Federation of WI
Bicycle Listserv
Big Brothers Big Sisters of Dane County
Black Chamber of Commerce
Black Earth Public Works Dept.
Bloom Companies
Bloomberg News
BLW (Bridge-Lake Point-Waunona) Neighborhood Center
BNO News
Bombay Bicycle Club
Boys & Girls Club
Cambridge Public Works Dept
Capital City Hues
Center for Resilient Cities
Centro Guadalupe/Catholic Multicultural Center
Citizen Advocates United for Sustainable Employment (CAUSE)
City of Fitchburg
City of Fitchburg TCC
City of Fitchburg TTC
City of Madison
City of Madison Commission on People with Disabilities

City of Madison Sustainability Committee
City of Madison Transportation Commission
City of Monona
City of Stoughton
City of Stoughton Public Works
City of Sun Prairie
City of Sun Prairie Transit Commission
City of Verona
City of Verona Public Works
Clean Wisconsin
Coalition of Wisconsin Aging Groups
Colonial Club
Common Wealth Development
Cottage Grove Chamber of Commerce
County Board Recipients
CRANE (Capital Region Advocacy Network for Environmental Sustainability)
Cross Plains Chamber of Commerce
Daily Cardinal
Dane County Cities & Villages Association
Dane County Historical Society
Dane County TimeBank
Dane101
Dean/St. Mary's
Deerfield Public Works Dept
DeForest Area School District
Division of Administrative Services, MMSD
Downtown Madison Business Improvement District
Downtown Madison, Inc. (DMI)
Dream Bikes North
Dunn's Marsh Neighborhood Association (DMNA) Council
E.D. Locke Public Library (McFarland)
East Johnson Street Business Association
East Madison Community Center (EMCC)
Eastside Planning Council
Edgewood College
Epic
EQT by Design, Madison Diversity Roundtable
Fitchburg Bicycle Advocates
Fitchburg Chamber of Commerce
Free Bikes 4 Kidz

Freedom, Inc.
Freewheel
Full Spectrum Solar
Greater Madison Chamber of Commerce
Greater Madison Convention & Visitors Bureau
Greater State Street Business Association
Healthy Kids Collaborative (UW Health)
Henry Vilas Zoo
Herald-Independent (Monona Grove News)
HGN (local news)
Hilldale Merchant's Association
Hmong Wisconsin Chamber of Commerce
Ho-Chunk Nation
Home Savings Bank
Hometown News LP
In Business
Jewish Federation of Madison
JUST Bikes Coalition
Latino Academy
Latino Support Network
League of Women Voters
League of Women Voters - Dane County
Lussier Community Education Center (formerly Wexford Ridge
Neighborhood Center)
MABA - UW Chapter
Madison Area Builders Association
Madison Area Bus Advocates
Madison Area Rehabilitation Centers
Madison Area Urban Ministry (MUM)
Madison BCycle
Madison Bikes
Madison Bus Advocates
Madison Children's Museum
Madison College
Madison Commons
Madison Concourse Hotel & Governor's Club
Madison Environmental Group
Madison Environmental Justice Organization (MEJO)
Madison Magazine (and WISC TV 3)
Madison Senior Center
Madison Trust for Historic Preservation

Madison365.com
MadREP (Madison Region Economic Partnership)
Maple Bluff Public Works Dept
Madison College
McFarland Chamber of Commerce
McFarland Village
Meadowood Neighborhood Association
Meadowood Neighborhood Center
Meriter
MGE newsroom/communications
Middleton Outreach Ministry
Middleton Review
Middleton Senior Center
Monona Community Media
Monona East Side Business Alliance
Monona Grove School District
Monona Public Library
Monona Terrace
Monroe Street Business Association
NAACP Madison Branch
NBC 15 WMTV
Nehemia
NewBridge Madison
Northport Community Center
Northside Business Association
Northside News
Northside Planning Council
Olbrich Gardens
Oregon Area Chamber of Commerce
Oregon Public Works Dept
Project Home
ProRail
Public Health Madison & Dane County
Realtors Association of South Central Wisconsin (RASCW)
Red Cross
Ride the Drive (City of Madison Parks Division)
Rotary Club of Madison
RSVP of Dane County, Inc.
Schmitz Consulting, LLC
Shorewood Hills
Sierra Club

Sierra Club, John Muir Chapter
Smart Growth Greater Madison
SMBA (South Metropolitan Business Association)
South Central Workforce Development Board
St. Mary's Hospital
Stoughton Chamber of Commerce
Stoughton Courier Hub
Stoughton Public Library
Sun Prairie Chamber of Commerce
Sun Prairie Community Schools
Sun Prairie Star
Sustain Dane
Tenney-Lapham Neighborhood Association
The Cap Times
The East Side Club
The Isthmus
The Madison Times
The Wheeler Report
Thermo Fisher Scientific
Town of Blooming Grove
Town of Madison
Town of Verona
Town of Westport
Towns & Villages Newsletter
Transportation Policy and Planning Board
Union Cab
Urban League of Greater Madison
Urban Triage
US Army Corps of Engineers
US EPA
UW Facilities Planning & Management Office
UW-Madison Dept of Urban and Regional Planning
UW-Madison, Chancellor's Office
VA Hospital
Veridian Homes
Verona Area Chamber of Commerce
Verona Area School District
Verona Public Works Committee
Village of Blue Mounds
Village of Cottage Grove
Village of Cross Plains

Village of Maple Bluff
Village of Marshall
Village of Mazomanie Public Works Dept.
Village of McFarland
Village of Mount Horeb
Village of Waunakee
Village of Windsor Public Works Committee
WASC (WI Assoc. of Senior Centers) Board of Directors
Waunakee Public Works Committee
Waunakee/Westport Chamber of Commerce
WI Counties Association
WI Dept. of Child & Family Services
WI Policy Forum
WIBA Radio
WISARP
Wisconsin & Southern Railroad
Wisconsin Council of the Blind and Visually Impaired
Wisconsin Counties Association
Wisconsin DNR
Wisconsin Eye
Wisconsin Historical Society
Wisconsin Partnership for Housing Development
Wisconsin Radio Network
Wisconsin State Journal
WISC-TV / Channel3000.com
WisDOT
WISPIRG - Madison
Wispolitics
WKOW-TV (Channel 27)
Work Opportunity in Rural Communities
WORT FM
WPR
WPS Health Solutions
WSP USA
WSUM
YMCA of Dane County
YWCA

Appendix C: Methodology for Identifying Environmental Justice Priority Areas

Introduction and Background Information

Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” To further amplify Title VI, President Clinton issued Executive Order 12898 in 1994, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. The purpose of the order is to make achieving environmental justice part of each Federal agency’s mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of government programs, policies, and investments, such as transportation facilities, on minority and low-income populations. The goal is to ensure that the benefits and burdens of all government actions and investments are fairly distributed, and that minority and low-income populations are not disproportionately affected in an adverse way.

In 1997, the U.S. Department of Transportation (USDOT) issued an order to summarize and expand upon the requirements of Executive Order 12898 on Environmental Justice. The Order generally describes the process for incorporating environmental justice principles into all DOT existing programs, policies, and activities.

Title VI, Executive Order 12898, the USDOT order, and other USDOT guidance do not contain specific requirements in terms of evaluating the impacts of transportation plans and programs on environmental justice populations. As part of its efforts to address environmental justice, the MPO conducts a qualitative transportation project analysis of the RTP and TIP, comparing the location of transit services and programmed projects in relationship to areas with concentrations of environmental justice (EJ) populations.

Evaluating the environmental justice (EJ) impacts of transportation infrastructure and policies is a critical part of the MPO’s planning

activities. Mapping EJ populations in relation to existing and planned transportation infrastructure, jobs, and other destinations is one of the primary screening tools that planning agencies use to assess whether the transportation needs of EJ residents are being adequately served, whether the costs and benefits of transportation projects and policies are fairly distributed, and for identifying areas for target public engagement outreach. However, because EJ populations include a wide variety of potentially vulnerable groups—racial and ethnic minorities, people with low incomes, people with disabilities or other health-related challenges, zero-car households, etc.—they can be hard to map. Data about these populations can be unreliable or unavailable, and different data types and sources makes them difficult to combine.

Methodology for Identifying Environmental Justice Priority Areas

Planning agencies often display different EJ population data separately, either by showing available race, income, and other measures overlaid on a single map or individually across a series of maps. This is how MATPB has mapped EJ populations in the past. It is difficult, however, for readers to discern the highest priority EJ areas when viewing several different types of demographic information. In order to simplify EJ analysis, the MPO has defined a set of EJ Priority Areas based on the concentration of low-income and racial/ethnic minority residents. While these two measures do not encompass the full range of potential EJ populations, they include the largest EJ categories and data about minority and low-income populations is widely available and relatively reliable. Furthermore, there is a high degree of correlation between minority and low-income populations and other EJ indicators, including Limited English Proficient (LEP) and zero-car households, so the EJ Priority Areas correspond to concentrations of those populations as well.

The MPO’s EJ Priority Areas were first identified based on their concentration of minority (non-White and/or Hispanic) and low-income residents (those with household incomes below 150% of

the federal poverty level). Each 2010 block group in the MPO area received an EJ index score of up to 8 points; block groups could receive up to 4 points each for their concentration of minority and low-income residents, according to the scoring system below.

Minority Score: Points were awarded based on percentage of minority (Hispanic and/or non-white) residents in 2010 Census block group based on 2010 complete US Census data. Scores were assigned as follows: 23.5%-31% (1.5-2x MPO Area Average) = 2 pts; 31-38.75% (2-2.5x MPO Average) = 3 pts; 38.75%+ (>2.5x MPO Average) = 4 pts.

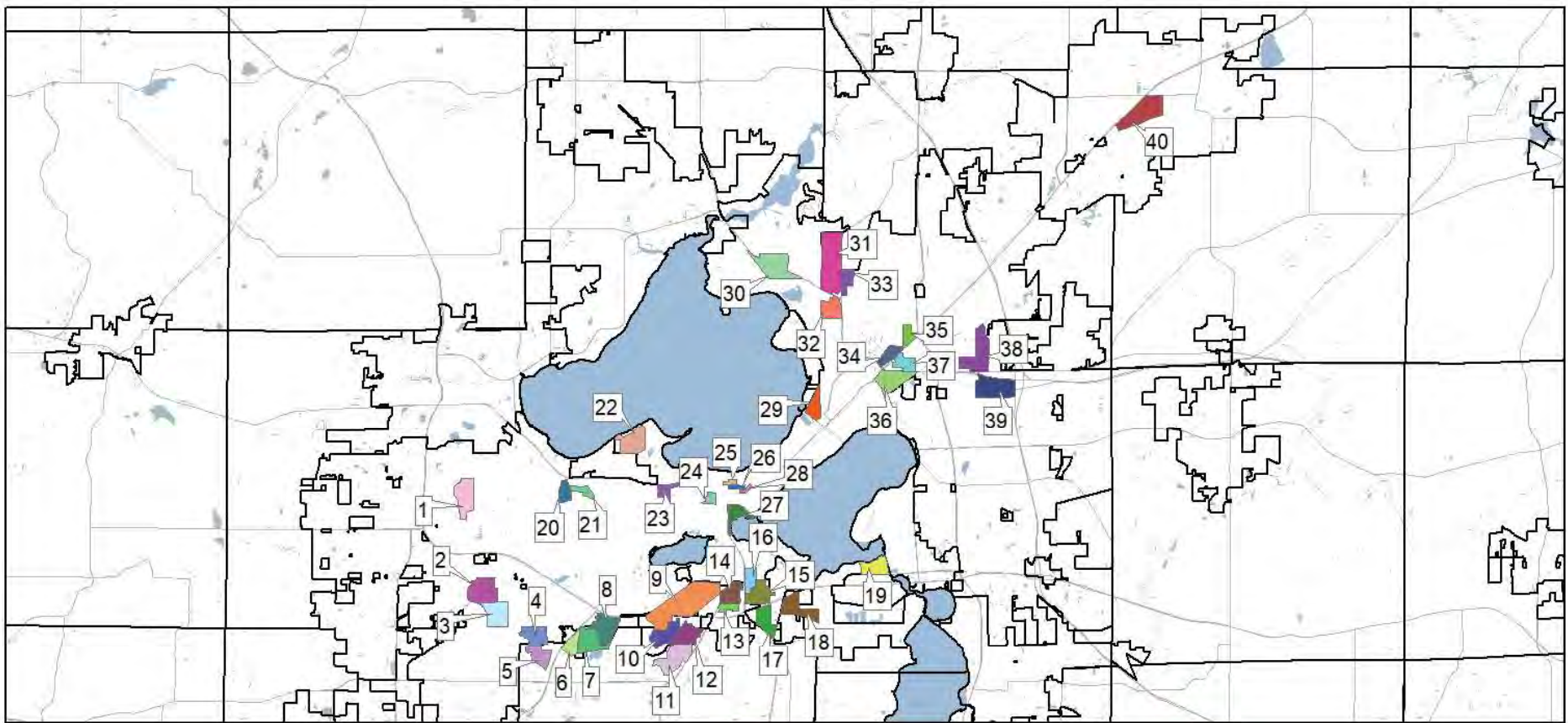
Poverty score: Points were awarded based on the percentage of residents with household incomes below 150% of poverty level based on American Community Survey (ACS) 2013-2017 block group data. Scores were assigned as follows: 28.5%-38% (1.5-2x MPO Average) = 2 pts; 38-47.5% (2-2.5x MPO Average) = 3 pts; 47.5%+ (>2.5x MPO Average) = 4 pts.

Because of the large margin of error in the ACS household income data, some block groups were awarded additional points to correct what MPO staff believed to be underestimates of their low-income population. Adjustments were only made to zones that initially scored below 6 - the minimum threshold for designation as an EJ Priority Area - in cases where a higher estimate within the margin of error would result in a score of at least 6. Additional points were only awarded to zones with a high proportion of students eligible for free and reduced price school lunch.¹ Zones receiving additional points in their adjusted index score were awarded the minimum number of points to reach a score of 6. No scores were adjusted downward. Because of the imprecision inherent in the estimates and adjustments used to define EJ Priority Areas, they should not be compared to one another based on their index scores.


After the EJ Priority Areas were identified, block group geographies were adjusted to generally exclude non-residential land uses, with the exception of some schools and parks. EJ Priority Areas do not necessarily encompass all residential portions of their 2010 census block group. In one case, the residential portion of a block group has

¹ Madison Neighborhood Indicators Project (<https://madison.apl.wisc.edu/>), special tabulation by the UW- Applied Population Lab, 4/28/2020.

been divided between two separate EJ Priority Areas. In other cases, where higher income residential areas are located within the same block group but are not contiguous with lower income areas, EJ Priority Areas include only the lower income areas.



EJ Priority Areas

	1. Wexford Ridge-Walnut Grove		11. Leopold - South		21. Sheboygan - East		31. Whitetail Ridge/Berkley Oaks
	2. Greentree-Gammon Lane		12. Leopold - North		22. Eagle Heights		32. Sherman
	3. Prairie Hills		13. Burr Oaks - South		23. Regent-Old University		33. Majestic Oaks
	4. Meadowood		14. Burr Oaks - North		24. South Campus		34. Carpenter-Ridgeway
	5. Jamestown		15. Capital View Heights		25. Library Mall		35. Truax
	6. Chalet Gardens		16. Bram's Addition		26. University Square		36. Worthington Park
	7. Allied-Belmar		17. Southdale		27. Monona Bay		37. Hawthorne
	8. Dunn's Marsh		18. Moorland-Rimrock		28. Miffland		38. Burke Heights/Ridgewood
	9. Arboretum		19. Bridge-Lakepoint		29. Sherman Terrace/Lakewood Gardens		39. Swanton
	10. Arbor Hills		20. Sheboygan - West		30. Vera Court/Kennedy Heights		40. Central Sun Prairie
							Municipal Boundaries - 2019

Appendix D: MPO Rebrand Initiative

Following the completion of the last regional transportation plan (RTP) in 2017, the MPO completed an evaluation of the Public Participation Plan (PPP). One of the main recommendations of the PPP evaluation was to consider rebranding the organization. The experience with public engagement highlighted the general confusion about the role and responsibilities of the MPO, with the MPO's name (Madison Area Transportation Planning Board) contributing to the confusion.

In late 2019 the MPO hired a marketing and graphic design firm to lead the rebranding effort. The rebranding effort included extensive outreach to gather feedback in order to develop a new name, mission and vision statement, preferred engagement methods, visual style guide to boost awareness about the MPO, and an implementation plan to help the MPO target public engagement efforts in the future. The outreach phase included six focus groups including suburban communities officials, suburban staff, quality of life and economic development, City of Madison staff, the TDM Coordinating Committee, and regional employees and employers. Nine one-on-one interviews with key stakeholders, with an emphasis on people or organizations representing environmental justice populations, were also conducted. Finally, a survey was distributed that generated more than 600 responses. Key findings from the outreach phase include:

- The biggest concern related to transportation and quality of life is access to employment. There is an overall sentiment that a current crisis exists in transportation and development in the greater Madison region. Employers are unable to access a potential employment base and people are unable to access jobs due to a lack of available and reliable transportation. There is a strong belief that this is the crux of equity and quality of life within the community (a disparity that also affects housing, social opportunities, etc.) and a belief that the crisis will only become worse over time if actions are not taken.
- There is an overall consensus that biggest value the MPO offers is data and analysis. The MPO's data and mapping is needed to make the right investments and provide a larger regional perspective.
- There is a consensus that the MATPB name is confusing. If people are familiar with the organization at all they tend to know it by "MPO" and not "MATPB". There is a consensus that most people in the region do not know about MATPB or Rideshare, etc. unless they are closely related to it (department of transportation, etc) and even those close to it feel they do not know everything about the organization and what it offers.

In July of 2020, the MPO Policy Board voted to adopt "Greater Madison Metropolitan Planning Organization" as the MPO's new name. The following figures are excerpts from the style guide and rebranding survey that relate to public engagement efforts



TAGLINE:

**connecting
people, places
& opportunities**

mission

Lead the collaborative planning and funding of a sustainable, equitable transportation system for the greater Madison region.

vision

A sustainable, equitable regional transportation system that connects people, places, and opportunities to achieve an exceptional quality of life for all.

VOICE

- Informative
- Reliable
- Authoritative
- Professional
- Accessible

TONE

- Clear and direct
- Factual
- Formal
- Engaging
- Supportive

CORE VALUES

- Transparency
- Equity
- Collaboration
- Sustainability
- Innovation

key messages

1

The **Greater Madison MPO** is the leading resource for transportation planning in the greater Madison region.

2

The **Greater Madison MPO** is an up-to-date source of data and forecasts for regional growth and transportation.

3

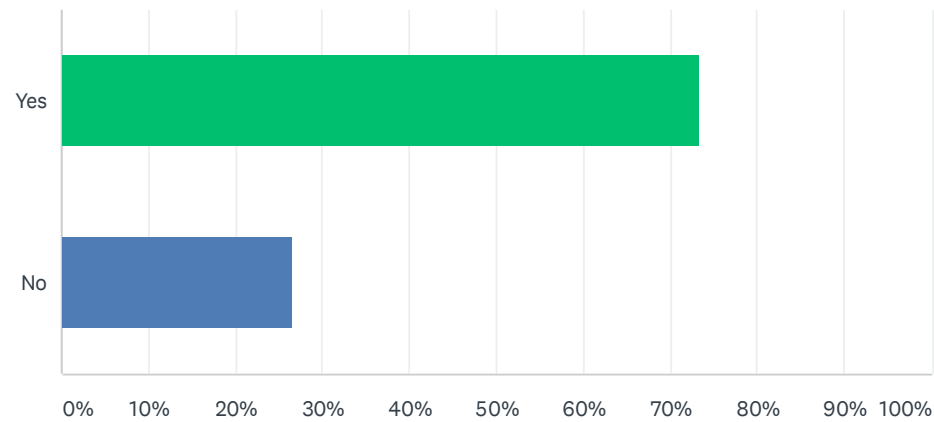
The **Greater Madison MPO** strives to bring a sustainable transportation system to the region.

4

Exceptional quality of life depends on the collaboration and planning efforts between the **Greater Madison MPO**, Capital Area RPC, Wis-DOT, and regional communities.

Q1 Have you heard of the Madison Area Transportation Planning Board?

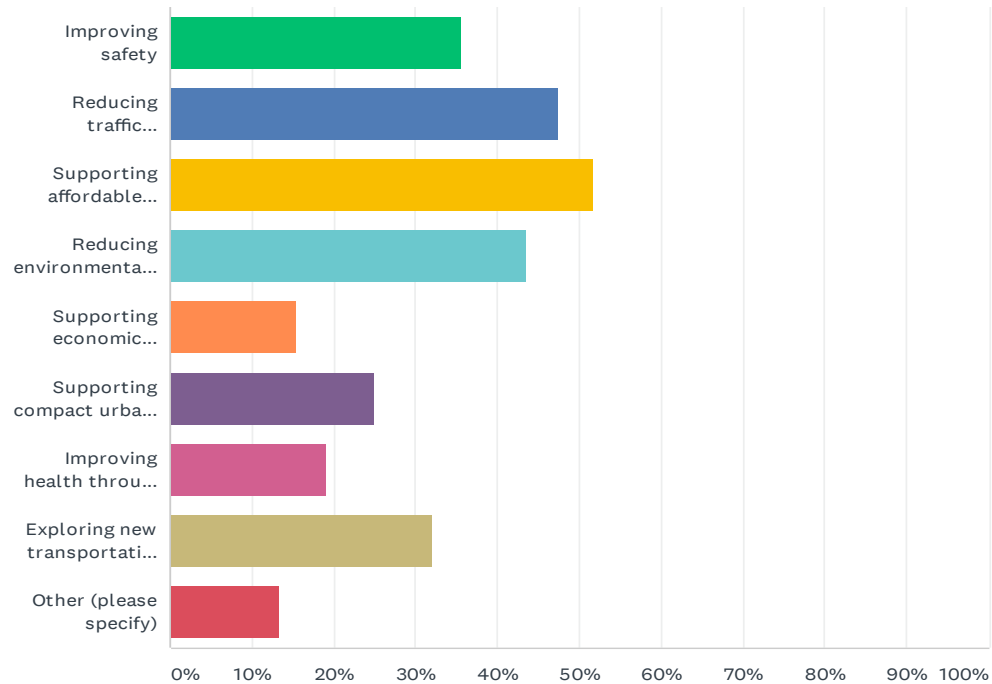
Answered: 606 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	73.43%	445
No	26.57%	161
TOTAL		606

Q4 What matters most to you regarding transportation in the Madison region? Select up to 3.

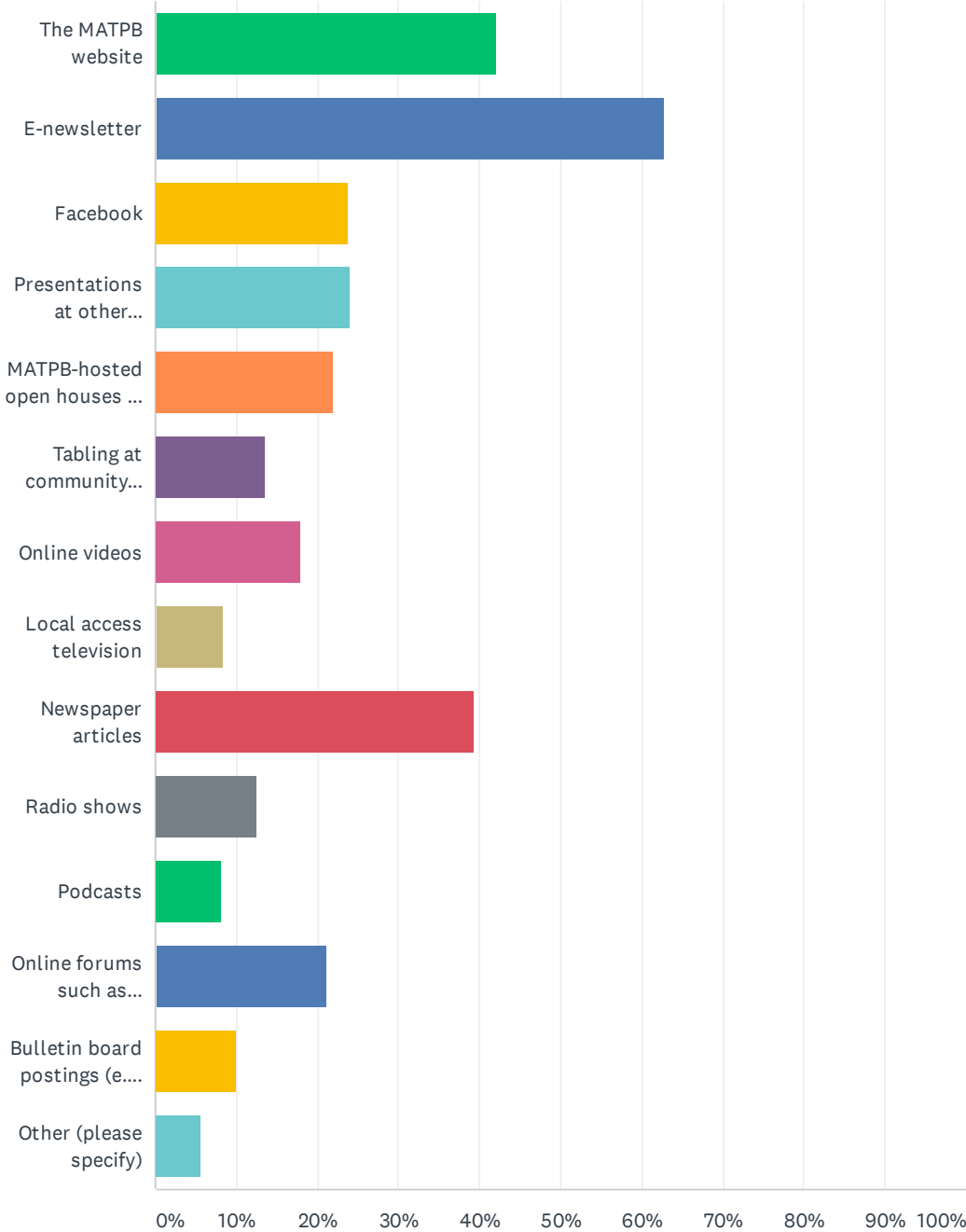
Answered: 539 Skipped: 67



ANSWER CHOICES	RESPONSES	
Improving safety	35.62%	192
Reducing traffic congestion	47.50%	256
Supporting affordable transportation options	51.58%	278
Reducing environmental impacts of the transportation system	43.41%	234
Supporting economic development	15.58%	84
Supporting compact urban development	24.86%	134
Improving health through active transportation	19.11%	103
Exploring new transportation options and technologies	32.10%	173
Other (please specify)	13.36%	72
Total Respondents: 539		

Q5 How would you prefer to receive information from the Madison Area Transportation Planning Board (MATPB) about regional transportation topics? Select all that apply.

Answered: 528 Skipped: 78

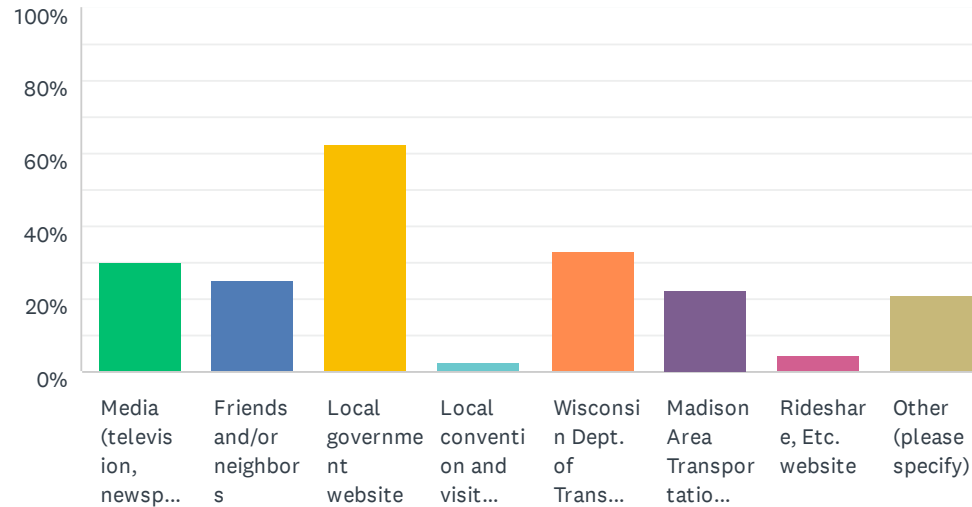


ANSWER CHOICES	RESPONSES	
The MATPB website	42.05%	222
E-newsletter	62.69%	331
Facebook	23.86%	126
Presentations at other meetings I attend (e.g., Chamber luncheon, Rotary, city meeting, neighborhood meeting, etc.)	24.05%	127
MATPB-hosted open houses and public meetings	21.97%	116
Tabling at community meetings and events	13.64%	72
Online videos	17.99%	95
Local access television	8.33%	44
Newspaper articles	39.39%	208
Radio shows	12.50%	66
Podcasts	8.14%	43
Online forums such as NextDoor	21.21%	112
Bulletin board postings (e.g., libraries, city halls, community centers, etc.)	10.04%	53
Other (please specify)	5.68%	30
Total Respondents: 528		

#	OTHER (PLEASE SPECIFY)	DATE
1	I'd rather not get any until you get your spew and paving habit under control.	2/28/2020 11:31 AM
2	Village and Town meetings	2/28/2020 9:54 AM
3	Printed reports	2/28/2020 9:36 AM
4	email	2/26/2020 11:29 AM
5	Twitter	2/26/2020 8:09 AM
6	Interactive maps online	2/25/2020 3:04 PM
7	Email	2/25/2020 2:57 PM
8	Legistar	2/25/2020 2:12 PM
9	Email	2/25/2020 12:54 PM
10	articles in Isthmus and the NewBridge for seniors newsletter.	2/25/2020 12:48 PM
11	Info on the busses for frequent riders	2/25/2020 12:37 PM
12	I would prefer not to receive information	2/25/2020 10:39 AM
13	website is for me to look at an issue in depth, other media serves to make me generally aware of the issues	2/25/2020 10:39 AM
14	Isthmus newspaper	2/23/2020 3:43 PM
15	Neighborhood email list	2/22/2020 8:26 PM
16	Neighborhood email list (it's not really a forum, though it can be)	2/22/2020 12:15 PM
17	public tv programs, and corporate tv news	2/21/2020 9:52 AM
18	facebook groups like Madison Bikes	2/20/2020 6:37 PM
19	Twitter	2/20/2020 2:15 PM
20	tv news	2/20/2020 2:05 PM
21	Email list	2/20/2020 1:47 PM
22	Twitter	2/20/2020 12:37 PM
23	Short, topical explanatory videos	2/20/2020 11:39 AM
24	Via neighborhood listserves	2/19/2020 9:38 PM
25	Madison City Channel	2/19/2020 8:36 PM
26	Share with other organization for them to put in their newsletters	2/19/2020 4:51 PM
27	Neighborhood newsletters	2/19/2020 3:59 PM
28	NA	2/19/2020 3:42 PM
29	Mailings	2/19/2020 3:38 PM
30	Newsletters	2/19/2020 2:21 PM

Q6 If you have a question about transportation in the Madison area, where do you turn? Select all that apply.

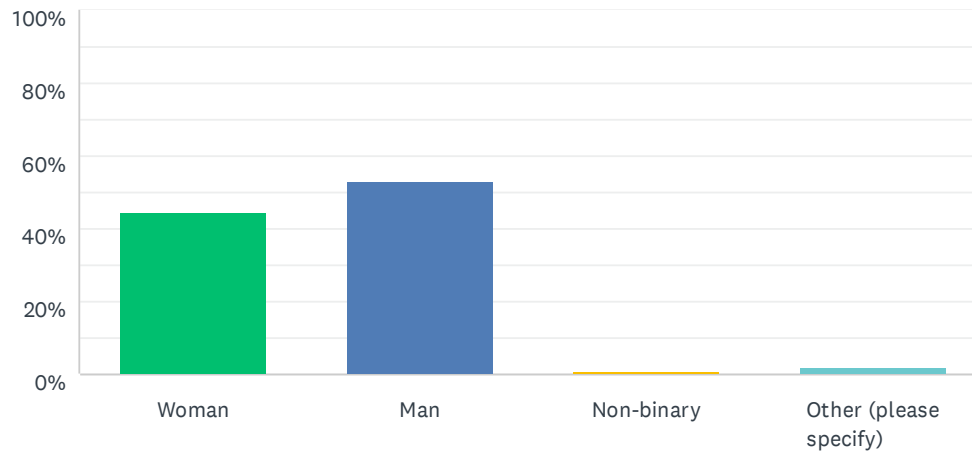
Answered: 528 Skipped: 78



ANSWER CHOICES	RESPONSES	
Media (television, newspaper, etc)	30.11%	159
Friends and/or neighbors	24.81%	131
Local government website	62.31%	329
Local convention and visitor's bureau website	2.65%	14
Wisconsin Dept. of Transportation website (including 511 Wisconsin)	32.77%	173
Madison Area Transportation Planning Board (MPO) website	22.35%	118
Rideshare, Etc. website	4.36%	23
Other (please specify)	20.83%	110
Total Respondents: 528		

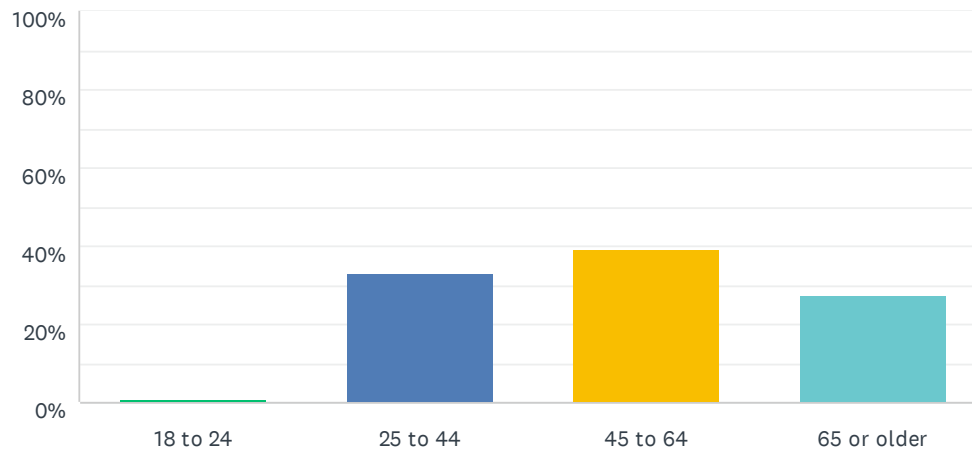
Q13 How do you identify?

Answered: 522 Skipped: 84



Q15 What is your age?

Answered: 517 Skipped: 89



Appendix E: Public Participation Evaluation Form

Public Participation Evaluation

To be filled out by staff at end of event



Meeting (Plan/Project/General): _____

Presenter: _____

Date and Time: _____

Location: _____

Meeting Host (If other than MPO): _____

Method of Public Participation

Public Hearing

PIM/Open House

Presentation to Local Groups

Focus Group/Workshop

Community Event Tabling

Forum

Other: _____

How was the Event Advertised?

Email

MPO Website

Social Media

Media/Press Release

MPO Newsletter

Flyers

Other: _____

How Many People Were in Attendance? _____

What Stakeholders Were Represented at the Event?

What Type of Materials Were Used (Presentation, Brochures, Surveys etc):

Are There Any Ways This Event Could be Improved in the Future?

Attach copies of the following, if applicable:

Sign-In Sheet

Materials/Handouts

Comments Received

Comment/Evaluation Forms