

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

November 6, 2024

[Virtual Meeting via Zoom](#)

6:30 p.m.

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).
 - **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>
 - **Listen to the Meeting by Phone:** You can call in to the **Greater Madison MPO** using the following number and meeting ID:
 - (833) 928-4608 (Toll Free)
 - Meeting ID: 817 7766 3273

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 intérprete, 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 (**amended 11-4-2024**)

1. Roll Call and Introductions
2. Approval of October 2, 2024, Meeting Minutes
3. Communications
4. Public Comment (for items **not** on MPO Agenda)

5. MPO 2024 Resolution No. 21 Approving 2025 Unified Planning Work Program
6. MPO 2024 Resolution No. 22 Approving the 2024-2028 Coordinated Public Transit – Human Services Transportation Plan for Dane County.
7. MPO 2024 Resolution No. 23 Adopting Annual Federal Safety Improvement Performance Measure Targets
8. MPO 2024 Resolution No. 24 Amending the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County to Revise Attachment E to Incorporate Reference to the 2025 Federal Safety Improvement Performance Measure Targets
9. MPO 2024 Resolution No. 25 Authorizing the Greater Madison MPO to Submit a Grant Application to the United States Department of Transportation for up to \$15 million for Low-Carbon, High Reward: Uniting Local Communities Toward Low-Carbon Infrastructure Materials.
10. Announcements and Staff Reports
11. Adjournment

Next meeting: Wednesday, December 4th, 2024, Virtual

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

November 6, 2024

[Virtual Meeting via Zoom](#)

6:30 p.m.

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

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AGENDA

1. Roll Call and Introductions
2. Approval of October 2, 2024, Meeting Minutes
3. Communications
4. Public Comment (for items **not** on MPO Agenda)
5. MPO 2024 Resolution No. 21 Approving 2025 Unified Planning Work Program

6. MPO 2024 Resolution No. 22 Authorizing the City of Madison to Enter into an Agreement with Dane County for MPO to Provide Specialized Transportation Coordination Services in 2024
7. MPO 2024 Resolution No. 23 Adopting Annual Federal Safety Improvement Performance Measure Targets
8. MPO 2024 Resolution No. 24 Amending the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County to Revise Attachment E to Incorporate Reference to the 2025 Federal Safety Improvement Performance Measure Targets
9. Announcements and Staff Reports
10. Adjournment

Next meeting: Wednesday, December 4th, 2024, Virtual

Greater Madison Metropolitan Planning Organization (MPO)

October 2, 2024, Meeting Minutes

Virtual Meeting hosted via [Zoom](#)

Opitz called the meeting to order at 6:32 p.m.

1. Roll Call and Introductions

Members present: Mark Opitz, Thomas Lynch, Art Sommerfield, Kristi Williams, Liz Callin, Derek Field, Paul Esser, Richelle Andrae, Phil Caravello, John Duncan, Doug Wood

Members absent/excused: Clement Abongwa, Barbara Harrington-McKinney, Charles Myadze

MPO staff present: Alex Andros, David Kanning, Ben Lyman

Others present in an official capacity: Kathy Kuntz, Dane County Office of Energy and Climate Change

2. Approval of September 4, 2024, Meeting Minutes

Williams moved, Field seconded to approve the September 4, 2024, meeting minutes. Motion carried.

3. Communications

Andros stated that she does not have any communications to share with the Board. Opitz suggested that at the end of the meeting, if there is time, the Board could discuss the Week Without Driving and Board member's experiences taking the challenge.

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

None.

5. Public Hearing on Amendment to the 2024-2028 Transportation Improvement Program to add a new federally funded Charging and Fueling Infrastructure (CFI) project

Opitz opened the public hearing and asked if the MPO received any communications regarding the amendment. Kanning noted that the MPO received one comment in support of the amendment. Opitz closed the public hearing.

6. MPO 2024 Resolution No. 16 Approving Amendment No. 7 to the 2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Kanning presented on the amendment, which adds a \$16.8 million Charging and Infrastructure project to the TIP. The project is sponsored by Dane County and the funding is from USDOT's Charging and Fueling Infrastructure grant, which is a discretionary grant. Funding will enable the County to install 92 level 2 and 3 EV chargers. This will be a 3-year project. Locations of chargers will be determined in the project planning process.

Wood asked where the locations might be or what factors will be looked at when choosing them. Kathy Kuntz of the Dane County Office of Energy and Climate Change said that they will be referencing the MPO's Dane County EV Charging Infrastructure Plan. She continued to say the three priorities they're looking to address are (1) multi-family neighborhoods (2) rural areas of the County, and (3) multimodal areas.

Esser moved to approve the amendment. Wood seconded the motion. Motion carried.

7. MPO 2024 Resolution No. 17 Adopting Annual Public Transit Agency Safety Plan Performance Measure Targets

Lyman presented the amendment concerning the annual adoption of performance measure targets for the Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTASP). Each year, the MPO must either adopt the State's, Metro Transit's, or establish independent targets. Historically, the MPO has adopted Metro's safety performance targets. MPO staff recommends that we adopt Metro's performance measures.

Lyman provided an overview of Metro's 2023 targets compared to actual performance. Notably, Metro exceeded the safety event total for bus transit. This discrepancy may be due to differences between Metro's safety event definitions and those of the Federal Transit Administration (FTA). Lyman also noted the introduction of new safety performance targets established by the Infrastructure Investment and Jobs Act (IIJA). These targets require three years of data for full compliance; however, as data collection only began in 2023, these measures will be implemented once the necessary data is available.

Esser moved, Wood seconded, to adopt the resolution. Motion carried.

8. MPO 2024 Resolution No. 18 Adopting the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Kanning presented the addition/change sheet that lists proposed changes to the draft TIP. Staff reviewed the proposed changes with the MPO Technical Coordinating Committee at their September meeting, and the committee recommended approval of the TIP with these changes.

Kanning reported that Dane County submitted comments pertaining to their own projects on 8/28/24. No other written comments were received on the draft TIP.

Esser moved, Field seconded, to adopt the 2025-2029 TIP with the changes reflected in the Addition/Change sheet. Motion carried.

9. MPO 2024 Resolution No. 19 Approving Amendment No. 1 to the 2021 Public Participation Plan for the Greater Madison MPO

Andros explained that federal regulations mandate the inclusion of public participation guidelines. The proposed amendment would reduce the public comment period from 30 days to a minimum of 15 days, with flexibility to extend the period if necessary.

Additional changes involve updates to the list of individuals and organizations to be notified, aligning with practices of other MPOs. The amendment also addresses virtual meetings, allowing the Policy Board and Technical Coordinating Committee to continue meeting virtually.

Andrae moved, Field seconded, to adopt the resolution. Motion carried.

10. MPO 2024 Resolution No. 20 Approving the 2020 Urban Area and Metropolitan Planning Area Boundaries for the Madison Urban Area of Dane County, WI

Andros presented on the adoption of updated MPO boundaries following the 2020 Census. In February, the Board approved the updated urban area boundary, and now the planning area boundary requires adjustment as well. This update impacts funding, as projects within the planning area must be included in the TIP.

The MPO also reached out to the Village of Mount Horeb to gauge interest in joining the MPO boundary area, which the Village Board subsequently approved.

Field moves to adopt the resolution, Caravello seconded. Motion carried.

11. Status Report on Capital Area Regional Planning Commission (CARPC) activities

Andros shared an update from Jason Valerius, CARPC's Executive Director. He says that the Madison Metropolitan Sewerage District sought amendment of the Dane County Water Quality Plan to stop sending treated wastewater back to Verona. This has been happening since the 1990s.

The Commission recommended denial of their application back in August, but the DNR approved it in September with conditions for continuing water quality monitoring.

The Director is beginning outreach to counties around Dane County that are not affiliated with a Regional Planning Commission (Sauk, Columbia, Dodge, Jefferson, and Rock), both directly and through the Madison Region Economic Partnership (MadREP). They are offering planning services for a fee-for-service basis.

CARPC is also a co-sponsor of the Midwest Climate Summit, which is coming to Madison in 2025. The call for workshop proposals is now open.

CARPC is continuing to work on efforts to more accurately map residential units County-wide.

12. Announcements and Staff Reports

- ***FHWA Low Carbon Transportation Materials (LCTM) grant opportunity***

FHWA has a low carbon transportation materials grant opportunity. The MPO is interested in applying and there may be a regional application.

There are low-carbon road building materials. It can be used for paying for materials or the difference in cost. It is 100% federally funded. Funding can be used to develop new processes; there is interest in the Technical Coordinating Committee (TCC).

- ***Release of DRAFT 2024-2028 Coordinated Public Transit - Human Services Transportation Plan for Dane County for public review and comment***

The Draft Coordinated Public Transit – Human Services Transportation Plan is available on the MPO's website.

- ***Week Without Driving Reflection***

Opitz inquired if any Board members participated in the challenge. Alder Field shared his experience, highlighting the difficulty of completing a trip by transit on a Sunday. Liz Callin reflected on the challenges faced by parents without cars, especially when making multiple stops, such as dropping off children at school or childcare. Tom Lynch noted the speed of the new Bus Rapid Transit (BRT) service. Andrae shared that she assisted her neighbor in using transit to reach an event, and they appreciated avoiding traffic and parking fees.

13. Adjournment

Lynch made the motion to adjourn. Caravello seconded. Motion carried. Meeting adjourned at 7:10 p.m. The next Policy Board meeting will be held virtually on Wednesday, November 6th, 2024.

MPO Agenda Cover Sheet
November 6, 2024

Item No. 5

<p>Re: MPO 2024 Resolution No. 21 Approving the 2025 Unified Planning Work Program (UPWP)</p>
<p>Staff Comments on Item:</p> <p>No comments were received on the draft work program from local officials or the general public. The only change made was finalizing the numbers for the <i>2025 Cost Allocation Plan</i> and adding a copy of the <i>2025 FHWA Subrecipient Title VI Agreement</i> to the appendix.</p> <p>At our fall check in meeting with WisDOT, FHWA and FTA staff, we learned that an amendment to the 2025 UPWP will be required once FHWA shares new guidelines for the use of safe and accessible transportation Option (SATO) funds. We will make any necessary changes resulting from the new guidelines. At that time, we will also add a new work element where activities funded with discretionary Federal funds will be added to differentiate them from work activities that utilize federal MPO planning (PL) funds. An example of these types of funds is the Safe Streets for All (SS4A) program. By the end of this year, we should learn whether our Regional SS4A application was successful.</p> <p>For reference, the Draft 2025 MPO Unified Planning Work Program is posted on the MPO website at this link: https://www.greatermadisonmpo.org/planning/otherplans.cfm</p>
<p>Materials Presented on Item:</p> <ol style="list-style-type: none">1. MPO 2024 Resolution No. 212. UPWP Addition/Change Sheet3. UPWP Addition/Change Sheet attachment – Title VI agreement document
<p>Staff Recommendation/Rationale: Staff recommends approval.</p>

MPO 2024 Resolution No. 21
Approving the 2025 Greater Madison MPO Unified Planning Work Program

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

WHEREAS the UPWP for the Greater Madison MPO (Metropolitan Planning Organization) is annually updated, and the 2025 Work Program is the first year of the 2025-2027 Overall Program Design Report; and

WHEREAS separate grant applications will be required to apply for the 2025 programmed planning grant funds, including applications to the Federal Transit Administration, Federal Highway Administration, Wisconsin Department of Transportation, Dane County, and various local governmental units; and

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

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves the Draft 2024 Unified Planning Work Program dated October 2024 with the changes reflected in the Addition/Change sheet dated 10/31/24; 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 2024 and to execute appropriate agreements and contracts with said agencies on behalf of the MPO; and

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

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

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

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

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

November 6, 2024

Date Adopted

Mark Opitz, Chair
Greater Madison MPO

Greater Madison MPO
2025 Unified Planning Work Program (UPWP)
Change Sheet

1. Add signed *2025 FHWA Subrecipient Title VI Agreement* to the Appendix (see attachment)
2. Page 20 & 24: Update numbers provided in the Provisional 2025 Cost Allocation Plan, as described below:

Provisional 2025 Cost Allocation Rate

Based upon the Direct Staff Cost and Indirect Cost tables, the Provisional 2025 Cost Allocation rate can be calculated as follows:

Total Indirect Costs	\$199,593 = 19.08%
Total Direct Staff Costs	\$1,045,869

Thus, the 2025 staff time costs can be summarized as follows for each person month of direct staff time:

Direct cost per month	\$10,694
Indirect cost @ 19.08%	\$2,041
Total Direct Plus Indirect	\$12,735/ month

Actual Billing Procedure

The preceding paragraphs have presented the basis for programming of the Provisional 2025 Cost Allocation Plan with the Indirect Cost rate calculated at 19.08% of Direct Staff Costs. Billings are based upon *actual costs* of direct salaries and benefits and leave additive, plus the actual indirect costs incurred.

Accounting for the MPO is accomplished through the City of Madison's centralized accounting system (MUNIS) in the following steps: (1) direct staff charge to work elements based on their salaries and benefits; (2) an additive leave rate is applied to the direct salary costs; (3) indirect costs are applied to the work elements based on the percentage of total cost budgeted for each work element; (4) indirect staff costs, including salaries, benefits, and leave costs when taken, are also applied to the work elements based on the percentage of total cost budgeted for each work element; and (5) total work element expenditures are allocated to the funding sources based on actual expenditures.

The features of the City of Madison's computer accounting system aggregate actual costs incurred by work element shown in the Unified Planning Work Program and include the following:

October 31, 2024

1) A leave additive rate is maintained for all direct staff based upon holiday time taken, accrued vacation time earned, and sick time used. This is estimated for 2024 to be 12.33% of Regular Direct staff costs.

Paid Holiday	\$46,117
Earned Vacation	\$41,172
Earned Sick Leave	<u>\$41,641</u>
	$\$128,929 \div \$1,045,869 = 12.33\%$ of direct staff costs
	$\$128,929 \div \$1,521,540 = 8.47\%$ of total direct staff and indirect costs

costs

2) Fringe benefits are calculated for each employee and added up to calculate an average rate for all employees, which is 26.28%.

Indirect costs incurred are computed and compared to total direct costs to determine indirect cost rate.

The computer system then computes in the following manner by work element:

Regular Direct Salary Cost x (1 + Leave Additive Rate) = Direct Salary

Regular Salary x Fringe Benefit Rate = Benefit Costs

Direct Salary + Benefit Cost = Total Direct Cost

Total Direct Cost x Indirect Rate = Indirect Cost

Total Direct Cost (Direct Salary + Benefit Cost) + Indirect Cost = Total Direct and Indirect Costs

Total Direct and Indirect Costs + Other Costs = Total Billable Cost

The billable cost is billed to funding agencies in accord with approved contracts. Costs are audited at the end of the year as part of the CPA audit with adjustments made to 2024 billings, if needed.

October 31, 2024

**FHWA SUBRECIPIENT
TITLE VI IMPLEMENTATION PLAN AGREEMENT
FFY 2025**

Introduction

All recipients of federal funds must comply with Title VI of the Civil Rights Act of 1964 (Title VI) and other Nondiscrimination statutes that afford legal protections. The Wisconsin Department of Transportation (WisDOT), a recipient of Federal Highway Administration (FHWA) financial assistance, is committed to ensuring nondiscrimination in all WisDOT programs and activities as demonstrated in our signed Assurances and Implementation Plan. Because WisDOT directly or indirectly extends FHWA funds to you, your organization is an FHWA Subrecipient that is required to provide the same Title VI commitment, assurances and plan.

WisDOT is responsible for annual monitoring and reporting of the activities of its FHWA Subrecipients to verify compliance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination statutes and regulations (hereinafter termed “Acts and Regulations”) and for validating continued eligibility for FHWA financial assistance. The contents of this **TITLE VI ASSURANCES and IMPLEMENTATION PLAN AGREEMENT FFY 2025** (hereinafter “**2025 ASSURANCES AND AGREEMENT**”) are the framework that assures organizational awareness, an implementation plan, and effectuating compliance with the Acts and Regulations.

- The first Section entitled **Part 1: Title VI Assurances** is consistent with US Department of Transportation Order Number 1050.2A, *Standard Title VI/Non-Discrimination Assurances*.
- The **Part 1: Title VI Assurances** are due to be completed, signed and returned to the WisDOT Title VI Office by:

October 1, 2024

- The second Section entitled **Part 2: Title VI Implementation Plan Agreement** outlines your organization’s Title VI activities, data collection, and reporting. The signed agreement serves as your organization’s submission of a Title VI Implementation Plan.

The following pages of this document contain only the **Part 2: Title VI Implementation Plan Agreement** and must be signed by the highest responsible official in the Subrecipient’s organization, typically the Executive Director by:

October 1, 2024

- A signed copy of this **Part 2: Title VI Implementation Plan Agreement** is a binding legal agreement between WisDOT and the Subrecipient organization.

Note that signature and submission of the attached documents are only applicable to FHWA Title VI compliance. If your organization is subject to Title VI compliance requirements for other USDOT Operating Administrations or other recipients of federal funding (such as the Federal Transit Administration), you are encouraged to review the requirements of each entity to ensure active implementation and assure compliance with appropriate, separate submissions.

INSTRUCTIONS for the Part 2: Title VI Implementation Plan Agreement

1. Fill-in all blanks with the appropriate information (search for the word “Click” to find all blanks).
2. The **Part 2: Title VI Implementation Plan Agreement** must be signed on Page No. 13, by the Executive Director or the highest responsible official in your agency/organization.
3. Promptly submit the completed, signed and scanned **Part 2: Title VI Implementation Plan Agreement** to the Wisconsin Department of Transportation, Title VI Office at: taqwanya.smith@dot.wi.gov.

If you need assistance, please contact Taqwanya Smith by email taqwanya.smith@dot.wi.gov or phone at (608) 266-8129.

The following pages are the required Part 2: Title VI Implementation Plan Agreement to be signed and returned.

**FHWA SUBRECIPIENT
TITLE VI IMPLEMENTATION PLAN AGREEMENT
FFY 2025**

The following **Part 2: Title VI Implementation Plan Agreement** is a legally binding agreement between the Wisconsin Department of Transportation (WisDOT) and *[Click and type name of Subrecipient agency/organization]*, a WisDOT Subrecipient of Federal Highway Administration (FHWA) funds.

SUBRECIPIENT TITLE VI COORDINATOR FOR FHWA ACTIVITIES AND MONITORING:

NOTE: IF YOU RECENTLY PROVIDED THE TITLE VI COORDINATOR NAME AND CONTACT INFORMATION IN PART 1: TITLE VI ASSURANCES, YOU MAY SKIP TO #1 BELOW THE GREY BOX.

NAME: Alexandra Andros Title: MPO Director/Transportation Manager

EMPLOYING ORGANIZATION: Greater Madison MPO

MAILING ADDRESS: 100 State Street, Ste. 400, Madison, WI 53703

EMAIL ADDRESS: pandros@cityofmadison.com

PHONE:608-266-9115 Fax : N/A

1. Name of the signatory of **Part 2: Title VI Implementation Plan Agreement** (see Page No. 13): Alexandra Andros
2. Does your organization require the approval of a Board or Commission to execute this **Part 2: Title VI Implementation Plan Agreement** (click on box to insert "X")? Yes No
3. If yes, provide date of expected Board or Commission approval: *[Click and type here to enter text]*

Title VI Policy Statement

The Greater Madison MPO, a WisDOT Subrecipient of FHWA funds, (hereinafter referred to as the “Subrecipient”) assures that no person shall, on the grounds of race, color, national origin or sex as provided by Title VI of the Civil Rights Act of 1964, Section 162 (a) of the Federal Aid Highway Act of 1973 (23 U.S.C. 324), and the Civil Rights Restoration Act of 1987 (P.L. 100-259) be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. The Subrecipient further assures every effort will be made to ensure nondiscrimination in all programs and activities whether they are federally-funded or not.

In other words, this organization has implemented procedures, policies and actions to ensure nondiscrimination in all of its programs and activities; and offers the signature of its highest official as a reasonable guarantee of compliance with all nondiscrimination laws and requirements.

Authorities

The above Title VI Policy Statement and the following **Part 2: Title VI Implementation Plan Agreement** is based on a range of federal Acts and Regulations [see 23 CFR 200.5(p)]. References to Title VI requirements and regulations are not solely limited to Title VI of the Civil Rights Act of 1964. Where appropriate, “Title VI requirements” also refer to the civil rights provisions of other federal statutes and related implementation regulations to the extent that they prohibit discrimination on the grounds of race, color, national origin or sex in all programs, activities and operations receiving federal financial assistance. The Title VI authorities (hereinafter referred to as “Acts and Regulations”) are:

Nondiscrimination Acts

- **Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d) provides:** 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.
- **Section 162 (a) of the Federal Aid Highway Act of 1973 (23 U.S.C. 324) provides:** No person shall, on the ground of sex, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance under this Title or carried on under this Title.
- **The Civil Rights Restoration Act of 1987 (P.L. 100-209), provides:** Clarification of the original intent of Congress in Title VI of the Civil Rights Act of 1964, Title IX of the Education Amendments of 1972, the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973. The Act restores the broad, institution-wide scope and coverage of the nondiscrimination statutes to include all programs and activities of Federal-aid recipients, sub-recipients, and contractors/consultants, whether such programs and activities are federally-assisted or not.

Nondiscrimination Regulations

- 23 CFR 200, Title VI Program and Related Statutes-Implementation and Review Procedures
- 49 CFR 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964
- USDOT Order 1050.2A, *Standard Title VI/Non-Discrimination Assurances*

Part 2:
Title VI Implementation Plan Agreement

Title VI Program Implementation

The following sections represent elements of a “Subrecipient Title VI Implementation Plan”, as required by FHWA, to sufficiently document methods used to administer a Title VI Program. Subrecipients of FHWA funds distributed by WisDOT (Primary Recipient) are required to meet the requirements of a **Title VI Implementation Plan** as set forth by WisDOT within this **Part 2: Title VI Implementation Plan Agreement**.

This **Part 2: Title VI Implementation Plan Agreement** shall serve as the Greater Madison MPO’s required Title VI Implementation Plan pursuant to 23 CFR 200 and 49 CFR 21.

A. Organization and Staffing

In FFY 2025 the Greater Madison MPO **should**:

1. have a designated SUBRECIPIENT TITLE VI COORDINATOR pursuant to 23 CFR 200, who has a responsible position in the organization and easy access to the head of the Subrecipient organization, and who is responsible for implementing the Subrecipient’s Title VI Program. The head of the organization and the SUBRECIPIENT TITLE VI COORDINATOR may be the same individual, however, staffing must be adequate to implement the Title VI Program requirements.
2. provide WisDOT with a copy of the Subrecipient’s organizational chart illustrating the level and placement of the Title VI Coordinator relative to the head of the organization upon signing the ***Part 1-Title VI Assurances*** portion of this ***2025 ASSURANCES AND AGREEMENT***.
3. notify WisDOT, in writing, of any changes to the Subrecipient’s organizational chart, Subrecipient Title VI Coordinator, or Subrecipient Title VI Coordinator contact information.
4. ensure the SUBRECIPIENT TITLE VI COORDINATOR will be responsible for initiating and monitoring Title VI activities, preparing required reports, and additional activities as appropriate to the Subrecipient’s Title VI Program, the Acts and Regulations and this **Part 2: Title VI Implementation Plan Agreement**.

B. Plan and Program Area Review Procedures

In FFY 2025 the Greater Madison MPO **should**:

1. annually submit to WisDOT, a brief description of your work/program areas, the Title VI responsibilities in each work/program area, and your specific internal procedures (an Implementation Plan) for conducting work/program area reviews of Title VI compliance within your organization.
2. conduct Title VI reviews of Subrecipient program areas and activities for Title VI impacts. Examples of activities that should be reviewed for Title VI compliance:
 - a) public outreach and inclusion in transportation planning and projects
 - b) planning that recommends possible real estate acquisitions and relocations
 - c) contracts with contractors/consultants stating Title VI requirements
 - d) racial composition of decision-making Boards or Commissions
3. take affirmative action to communicate and correct any identified Title VI deficiencies.
4. annually report the number and results of your internal Title VI compliance reviews to the WisDOT Title VI Office in your annual ***Title VI Goals and Accomplishments Report*** or within the ***WisDOT Title VI Compliance Review for FHWA Subrecipients*** (hereinafter ***WisDOT Title VI Compliance Review***).

C. Consultant Review Procedures

In FFY 2025 the Greater Madison MPO should:

1. annually submit the process for determining how many and which contractors/consultants will be reviewed each year and your specific procedures for ensuring Title VI compliance within all contractor/consultant entities or organizations hired by, and receiving federal financial aid, from your organization. For example, state how many consultants you will review for specific measures of compliance such as the proper posting of meeting notices in appropriate locations for the project, in appropriate languages, and meetings held in locations and at times when Title VI protected classes are able to attend.
2. advise contractors/consultants to include, where applicable, policies, procedures, and directives to comply with Title VI requirements.
3. advise contractors/consultants on procedure or policy changes, where needed, for Title VI compliance.
4. annually report the number or contractor/consultant Title VI compliance review(s) and the results of the reviews to the WisDOT Title VI Office in your annual ***Title VI Goals and Accomplishments Report*** or within the ***WisDOT Title VI Compliance Review***.

D. Data Collection Procedures

Data collection and analysis information may be copied from your *Unified Planning Work Program* and/or your Federal Transit Administration (FTA) *Title VI Plan/LEP Plan* and submitted to the WisDOT Title VI Office as is annually appropriate, for the fulfillment of FHWA Title VI Program compliance.

In FFY 2025 the Greater Madison MPO should:

1. annually submit specific processes and procedures for collecting, analyzing, using, and reporting Title VI data to the WisDOT Title VI Office.
 - a. report where [what work area(s)] collect data relevant to Title VI, the method, sources and type of data collected, and a description of the purpose for doing an analysis of the data.
 - b. each year, submit the number and names of work areas and data collection processes you will be reviewing in the following year.
2. collect and analyze data on the number and locations of individuals or groups in Title VI protected classes who are or may become impacted by the plans, programs and activities conducted by the Subrecipient based on race, color, national origin, or sex.
 - a. collect and analyze data from various sources, for example: the U.S. Census, the American Community Survey and additional local or state resources.
3. collect and analyze data on the number and locations of individuals or groups in Title VI protected classes who are participants in or beneficiaries of, programs and activities conducted by the Subrecipient.
4. collect and analyze data at the appropriate geographic level (such as census tracts, block groups and census blocks) to identify where disproportionate impacts to protected classes could result, whether intentionally or unintentionally, from plans or projects conducted by your organization.
5. annually report and present the data collection and analysis performed by your agency/organization and the results and impacts of performing the analysis to the WisDOT Title VI Office in your annual ***Title VI Goals and Accomplishments Report*** or within the ***WisDOT Title VI Compliance Review***.

E. Training Procedures

This section is intended to ensure that employees of Subrecipient organizations are receiving sufficient training to be able to understand, identify, and carry out activities for Title VI compliance.

In FFY 2025 the Greater Madison MPO should:

1. annually submit specific internal procedures for choosing and conducting training for staff members, the types of training offered and required of staff (see 2. through 5., below) and the number of training events to be conducted.
2. require employees to complete training programs upon hire and thereafter as needed, on Title VI and related statutes, regulations and procedures or additional nondiscrimination topics, as needed.
3. provide all employees of your organization with training in the proper procedures and handling of Title VI and other nondiscrimination complaints.
4. provide employees working with the public and within relevant business areas with training in the proper procedures for providing services, outreach, inclusion, and the removal of obstacles in participation by individuals and groups with limited English proficiency.
5. provide Title VI data collection and analysis training to employees to ensure effective implementation of the Data Collection Procedures.
6. annually submit training documentation to WisDOT, including the name and type of training events offered and obtained, dates employees participated, titles of employees who participated, and the total number of employees who participated in each training to the WisDOT Title VI Office in your annual ***Title VI Goals and Accomplishments Report*** or within the ***WisDOT Title VI Compliance Review***.

F. Dissemination of Title VI Information

The Greater Madison MPO should:

1. annually submit specific internal procedures for dissemination of Title VI Information and for community outreach and public education, and for the review and documentation of this activity.
2. issue and distribute throughout your organization and to the public, a Title VI Policy Statement, signed by the head of the Subrecipient organization, which expresses its commitment to the nondiscrimination provisions of the Title VI Acts and Regulations.
3. issue and distribute throughout your organization and to the public, a Title VI Complaint Policy containing information and instructions on filing a Title VI complaint.
4. post and publish or provide links to your Title VI Policy Statement and your Title VI Complaint Policy, in appropriate languages based on the presence of, or potential impacts on, populations with limited English proficiency in the following locations:
 - a) throughout your organization
 - b) location(s) where your organization's business is conducted
 - c) on your website and social media sites
 - d) in meeting announcements in the newspaper and on posters
 - e) posted at public meeting locations
5. annually submit a copy of your organization's Title VI Policy Statement to the WisDOT Title VI Office, with documentation on where the policy was distributed, the intended audience, and in what languages it was provided (refer to p. 3, section "Title VI Policy Statement").

6. annually submit the number, type and location of public outreach and education events or literature to the WisDOT Title VI Office within your annual ***Title VI Goals and Accomplishments Report*** or within the ***WisDOT Title VI Compliance Review***.

G. Limited English Proficiency Accommodations and Procedures

National origin discrimination under Title VI includes discrimination on the basis of limited English proficiency (LEP). To ensure compliance with Title VI, subrecipients must take reasonable steps to ensure that LEP persons have meaningful access to programs, plans and activities consistent with Executive Order #13166. Subrecipients are encouraged to visit <http://www.lep.gov> for assistance and information regarding LEP obligations.

In FFY 2025 the Greater Madison MPO should:

1. annually submit procedures and guidance for the provision of LEP services and outreach, as well as data collection and analysis procedures.
2. ensure compliance with Title VI by taking reasonable steps to ensure that LEP persons have meaningful access to your programs. Provide documentation on language assistance services provided by your organization, such as, interpretation and translation services.
3. collect data on LEP individuals or groups that may be impacted by your plans or activities.
4. ensure that LEP persons impacted by the Subrecipient organization's policies, plans or activities are provided with adequate information and opportunities for public involvement and input opportunities within their native language.
5. consider the need for language services for LEP persons served or encountered both in developing your budgets and in conducting your programs and activities.
6. annually submit to the WisDOT Title VI Office, documentation showing the number and type of language services provided during the previous fiscal year, and results of data collection and analysis of LEP populations, such as:
 - a) American Community Survey data on languages spoken at home and ability to speak English or
 - b) maps showing location of LEP persons, as it applies in specific geographic areas that are impacted by your planning and project recommendationswithin your annual ***Title VI Goals and Accomplishments Report*** or within the ***WisDOT Title VI Compliance Review***.

H. Review of Internal Policies and Directives

The Greater Madison MPO should:

1. annually submit procedures and guidance for review of your organization's policies and internal directives to the WisDOT Title VI Office.
2. conduct Title VI reviews of your organization's policies, procedures and directives and consider possible unintentional impacts that could impact individuals and groups protected under Title VI.
3. revise policies, procedures and directives to include Title VI requirements and to reduce possible unintentional impacts on individuals and groups protected under Title VI.
4. monitor consultants/contractors for possible impacts of their policies, procedures and directives on Title VI protected classes as it relates to their work performed for you on federally-funded projects or plans. Advise contractors/consultants on changes, where needed, for Title VI compliance.

5. annually submit documentation of your review of internal directives including how many and what directives were reviewed, and the conclusions and improvements made as a result of your reviews to the WisDOT Title VI Office.
6. Report number and results of reviews of internal directives within the annual ***Title VI Goals and Accomplishments Report*** or in the ***WisDOT Title VI Compliance Review***.

I. Complaint Policy and Procedures

FHWA requires federal-aid recipients and subrecipients to follow specific procedures for collecting and forwarding complaints alleging discrimination under Title VI. WisDOT also has specific requirements for the handling of, and reporting on, Title VI complaints that are submitted to the Subrecipient. These requirements are provided in the “Complaint Processing Procedures” section below. Subrecipients must submit complaint policies and procedures to meet FHWA Title VI compliance.

In FFY 2025 the Greater Madison MPO shall adopt the standard FHWA/WisDOT Title VI complaint policy provided in the following section or must submit proof of an alternative complaint policy that contains all FHWA Title VI requirements (such as an alternative Policy submitted in your FTA Title VI Plan).

Title VI Complaint Policy

[Click and type name of Subrecipient agency/organization] **adopts the following Title VI complaint policy for FFY 2025 (do not fill in the name of your organization if you will be submitting an alternative Complaint Policy):**

Any person who believes that he or she, individually, as a member of any specific class, or in connection with any Disadvantaged Business Enterprise (DBE), has been subjected to discrimination by the above-named Subrecipient or contractors/consultants to the Subrecipient, based on race, color, national origin, or sex may submit a complaint with the Wisconsin Department of Transportation, Office of Business Opportunity and Equity Compliance, Title VI Office or with the Federal Highway Administration.*

*See contact information on Page No. 11.

In FFY 2025 the Greater Madison MPO shall adhere to the following provisions:

1. annually submit your organization’s complaint policies and procedures, and your process for disposition of Title VI Complaints.
2. ensure that a Title VI complaint form (or other reasonable method of submitting a timely and complete complaint) is readily available to the public at all locations where your organization conducts business.
3. develop or use a standard Title VI complaint form containing directions and submission information.
4. accept complaints written on a complaint form, written free-form or given verbally in person or over the telephone by a Complainant, or by a representative of the Complainant. A complaint may also be submitted in Braille or other alternate format.
5. accept complaints submitted by mail, email, on computer disk, flash drive, audio tape, or through other alternate methods.
6. Subrecipient must, upon request, accept complaints in alternate formats from persons with disabilities.

Subrecipient Complaint Processing Procedures

In FFY 2025 the Greater Madison MPO shall implement the following Title VI complaint processing procedures:

1. Subrecipient employees must keep detailed records of all interactions with Complainants and potential Complainants throughout the organization.
2. All Title VI complaints received throughout the Subrecipient organization must be immediately forwarded to the SUBRECIPIENT TITLE VI COORDINATOR.
3. Upon receiving a Title VI complaint, the SUBRECIPIENT TITLE VI COORDINATOR shall:
 - a) date stamp the complaint
 - b) log all complaints received by the Subrecipient with:
 - the date the complaint was received
 - the name of the Complainant (if available)
 - the nature of the complaint (if available)
 - the date and location where the complaint was forwarded
 - a record of any action or communication regarding the complaint
 - c) notify the Complainant that his or her complaint has been received, when and where the complaint has been forwarded, and the appropriate contact information for follow up
4. The SUBRECIPIENT TITLE VI COORDINATOR shall annually submit a log of all Title VI complaints received, and any additional pertinent records to the WisDOT Title VI Office.
5. The SUBRECIPIENT TITLE VI COORDINATOR shall advise Complainants, verbally, in writing, or within instructions appearing on a complaint form, that:
 - a) complaints should be in writing
 - b) a complaint typically must be filed within 180 days of the alleged discriminatory act in order for USDOT/FHWA to take action
6. Additionally, the SUBRECIPIENT TITLE VI COORDINATOR shall advise Complainants verbally, in writing, or within instructions appearing on a complaint form, that Title VI complaints should contain the following information:
 - a) name, address, and phone number of the Complainant
 - b) the date of alleged act(s) of discrimination or where there has been a continuing course of conduct, the date on which the discriminatory conduct last occurred
 - c) name(s) and address(es) of alleged discriminating party or parties
 - d) the basis of discrimination (race, color, national origin, or sex)
 - e) a statement of the nature of the complaint
 - f) other agencies where the complaint has been filed
 - g) an explanation of the actions the Complainant recommends to resolve the issue raised in the complaint
 - h) signed by the Complainant or a representative of the Complainant
7. Upon receiving and logging a Title VI complaint, the SUBRECIPIENT TITLE VI COORDINATOR shall immediately forward the complaint, and any additional accompanying documentation or information, to the WisDOT Title VI Office (see contact information below*).
8. If requested or appropriate, the SUBRECIPIENT TITLE VI COORDINATOR shall inform the Complainant that the:
 - a) the Subrecipient, WisDOT, and FHWA Division Offices do not investigate Title VI complaints
 - b) all complaints are routed through the FHWA, Headquarters Office of Civil Rights (FHWA, HCR) for processing
 - c) FHWA HCR determines whether to accept, dismiss, or transfer the complaint for investigation

- d) the Complainant, WisDOT, FHWA Division Office, and the Subrecipient (where applicable) will be notified when a determination has been made to accept, dismiss, or transfer the complaint for investigation by the FHWA HCR.

Subrecipients Forward Title VI Complaints To:

Postal Mail	Wisconsin Department of Transportation OBOEC, Title VI Office Attn: Taqwanya Smith 4822 Madison Yards Way, 5 th Floor South PO Box 7986 Madison, WI 53707-7986
Email	taqwanya.smith@dot.wi.gov
Phone	(608) 266-8129

*FHWA Title VI and Americans with Disabilities/Section 504 complaint forms can be found and submitted online at: <https://www.fhwa.dot.gov/civilrights/file/>

For additional USDOT Operating Administrations contact information, go to the following link: <https://www.transportation.gov/civil-rights/complaint-resolution/contacts>

- 9. In the event that a verbal complaint of discrimination is made to an officer or employee of the Subrecipient organization other than the SUBRECIPIENT TITLE VI COORDINATOR, the officer or employee shall immediately refer the Complainant to the SUBRECIPIENT TITLE VI COORDINATOR. The SUBRECIPIENT TITLE VI COORDINATOR will obtain the name and contact information of the Complainant and will inform the Complainant how to submit a complaint, and will provide assistance, if necessary.
- 10. The Subrecipient shall provide Title VI complaint handling training to all employees who might participate in complaint intake, handling, processing, or forwarding (see section E. "Training Procedures" above).
- 11. annually submit a report of the complaint information provided in the log of complaints (see number 3. Above) to the WisDOT Title VI Office (see contact information above).

J. Compliance and Enforcement Procedures

The Greater Madison MPO should:

- 1. annually complete and submit all information requested within the annual ***Title VI Goals and Accomplishments Report*** or within the ***WisDOT Title VI Compliance Review***.
 - a) The ***WisDOT Title VI Compliance Review*** is designed to provide a framework for Subrecipients to submit all information required by FHWA and as provided in this ***2025 ASSURANCES AND AGREEMENT***.
- 2. submit an outline of compliance and enforcement procedures to address deficiencies or noncompliance within your internal program areas and with contractors/consultants to the WisDOT Title VI Office. Include a procedure for reviewing your organizational policies and directives, and how your policies and directives may intentionally or unintentionally impact Title VI protected classes.

3. take affirmative action to correct any deficiencies found by WisDOT or FHWA within a reasonable time period, not to exceed 90 days, in order to implement Title VI compliance in accordance with this **2025 ASSURANCES AND AGREEMENT** and the Acts and Regulations. The head of the Subrecipient shall be held responsible for implementing Title VI requirements.
4. develop and submit methods of administration, as required in A. through I. above, to fulfill the FHWA requirements of a *Title VI Implementation Plan*.
5. Annually submit additional information, as required by this **2025 ASSURANCES AND AGREEMENT** by submitting information that meets the following requirements of a ***Title VI Goals and Accomplishments Report*** or within the ***WisDOT Title VI Compliance Review***.

a) Accomplishments Report

List major accomplishments made regarding Title VI activities to include:

- the number and types of Title VI issues that were identified and actions taken to prevent discrimination.
- activities and efforts that the SUBRECIPIENT TITLE VI COORDINATOR and program area personnel have undertaken in the previous FFY to monitor Title VI Program implementation (refer to Sections A. through I. above).
- a description of the scope and conclusions of special reviews (internal or external) conducted by the SUBRECIPIENT TITLE VI COORDINATOR.
- a log of the number and type of complaints received by the Subrecipient (see Section I. above).
- include a summary and status report on any Title VI complaints filed with the Subrecipient.

b) Annual Goals

Outline Title VI monitoring and review activities planned for the coming year; state by whom each activity will be accomplished, the purpose of the activity, and target date for completion.

Sanctions

In the event the Greater Madison MPO fails or refuses to comply with the terms of this ***TITLE VI ASSURANCES and IMPLEMENTATION PLAN AGREEMENT FFY 2025***, WisDOT may take any or all of the following actions:

1. cancel, terminate, or suspend this agreement in whole or in part
2. refrain from extending any further assistance to the Subrecipient under the program from which the failure or refusal occurred, or any other program, until sufficient evidence of past correction of noncompliance and/or satisfactory assurance of future compliance has been received from the Subrecipient.
3. take such other action that may be deemed appropriate under the circumstances, until compliance or remedial action has been accomplished by the Subrecipient.
4. refer the case to the U.S. Department of Justice for appropriate legal proceedings.

(continued on next page)

Signatures

By signing this **Part 2: Implementation Plan Agreement**, the Greater Madison MPO's responsible official (named below) agrees, and is guaranteeing responsibility for the execution and implementation of this **Part 2: Implementation Plan Agreement**, and agrees that Greater Madison MPO is initiating or planning for the performance of tasks and procedures that are required in this Agreement, and implementing or is seeking assistance from the Wisconsin Department of Transportation to perform all tasks and procedures of **Part 2: Implementation Plan Agreement** as provided herein.

Wisconsin Department of Transportation:

Signature

Director

Title

Office of Business Opportunity and Equity Compliance

Bureau/Office

Date

Subrecipient Executive Director or Responsible Official:



Executive Director or Responsible Official Signature

MPO Director/Transportation Manager

Title

Greater Madison MPO

Subrecipient Agency/Organization

October 18, 2024

Date

MPO Agenda Cover Sheet
November 6, 2024

Item No. 6

Re:

MPO 2024 Resolution No. 22 Approving the 2024-2028 Coordinated Public Transit – Human Services Transportation Plan for Dane County

Staff Comments on Item:

The 2024-2028 Coordinated Public Transit—Human Services Transportation Plan for Dane County (Coordinated Plan) is a comprehensive approach for providing transportation that identifies the mobility needs of older adults, individuals with disabilities, and other transportation-disadvantaged individuals living in Dane County. The Coordinated Plan identifies strategies for meeting these needs and prioritizes implementation and funding. Transportation coordination is a process where human service agencies, transportation providers, consumer groups, and public officials work together to develop and improve services to transportation-disadvantaged individuals.

The plan was developed through a process that included representatives of public, private, and non-profit transportation and human services providers and participation by members of the public.

The draft plan was available for public comment between September 18 and October 18, 2024. The only comment received was in regard to updating the description of transportation services offered within Rock County and the need for transportation between Rock and Dane counties.

The plan is adopted by both the MPO Policy Board and by the Dane County Specialized Transportation Commission, which is scheduled to act on the plan at its November 20, 2024, meeting.

Materials Presented on Item:

1. MPO 2024 Resolution No. 22 Adopting the 2024-2028 Coordinated Public Transit—Human Services Transportation Plan for Dane County

Staff Recommendation/Rationale: Staff recommends approval.

MPO 2024 Resolution No. 22

Adopting the 2024 Coordinated Public Transit – Human Services Transportation Plan for Dane County

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

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

WHEREAS, the Coordinated Plan is generally updated every five years by the MPO in cooperation with Metro Transit, Dane County Department of Human Services, and other providers of transit and specialized transportation services and human services; and

WHEREAS, the *2024 Coordinated Public Transit – Human Services Transportation Plan for Dane County* has been developed by the MPO in cooperation with Metro Transit, Dane County, and other providers of transit and specialized transportation, within the framework of the MPO's existing *2013-2017 Transit Development Plan for the Madison Urban Area*, the *Draft 2024-2028 Transit Development Plan*, and the *Connect Greater Madison 2050 Regional Transportation Plan*; and

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

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

NOW, THEREFORE BE IT RESOLVED that the Greater Madison MPO adopts the *2024 Coordinated Public Transit – Human Services Transportation Plan for Dane County*, dated November 2, 2024, as a framework to guide transit and specialized transportation service improvements and coordination strategies and to serve as a basis for prioritizing projects for funding under the Section 5310 program, other applicable federal transit programs, and other available state and local funding.

November 6, 2024

Date Adopted

Mark Opitz, Chair,
Greater Madison MPO



October 2024

GREATER MADISON
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Greater Madison Metropolitan Planning Organization
**2024-2028 Coordinated Public Transit-
Human Services Transportation Plan**

Greater Madison Metropolitan Planning Organization

Policy Board

Mark Opitz, Chair
Doug Wood, Vice Chair
Richelle Andrae
Liz Callin
Phil Caravello

John Duncan
Clement Abongwa
Paul Esser
Derek Field
Steve Flottmeyer

Barbara Harrington-McKinney
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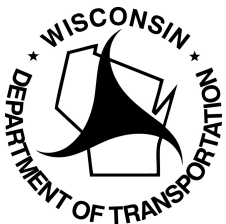
Dan Seidensticker
GIS Specialist

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Transportation Planner

Sherry BonDurant
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Transportation Planner

David Kanning
Transportation Planner



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



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



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CONNECTING PEOPLE, PLACES & OPPORTUNITIES

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.

Reserved for Resolution

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Chapter 1: Introduction and Background

What is Coordinated Transportation Planning?

Transportation is an important part of our daily lives: it connects people to places, such as school, work, the store, and social activities. For individuals with mobility limitations due to age or disability transportation can be a major barrier to accessing employment, health care, quality nutrition, social interaction, and more. Specialized transportation services allow these individuals the independence to remain in a community setting rather than isolated in expensive institutional care facilities.

The Dane County Coordinated Public Transit-Human Services Plan (Coordinated Plan) is a comprehensive approach to providing transportation that identifies the mobility needs of older adults, individuals with disabilities, and other transportation-disadvantaged individuals living in Dane County. The Coordinated Plan identifies strategies for meeting these needs and prioritizes implementation and funding. Transportation coordination is a process where human service agencies, transportation providers, consumer groups, and public officials work together to develop and improve services to transportation-disadvantaged individuals.

The City of Madison and Dane County – the two primary providers of public transit and specialized transportation services in Dane County – have pursued both formal and informal coordination efforts over the years to enhance transportation service efficiency and increase the mobility of county residents. This Coordinated Plan builds on the successes of this relationship.

Coordinated Plan Requirements

The SAFETEA-LU federal transportation bill (2005) required that projects funded under the Section 5310, 5316, and 5317 grant programs be “derived from a locally developed, coordinated public transit – human services transportation plan”. Although the subsequent MAP-21 (2012) transportation bill eliminated two of

those programs, it carried the requirement forward for Section 5310, which remained as part of the FAST-Act (2015) and the current IIJA/BIL (2021).

The coordinated plan is required to be “developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public.”

The Federal Transit Administration (FTA) released guidance ([FTA C 9045.1](#)) for the coordination plan and process in May 2007.¹ The guidance requires that coordinated plans include:

- An assessment of available services,
- An assessment of transportation needs,
- Strategies, activities, and/or projects to address identified gaps between current services and needs and to improve efficiencies in service delivery, and
- Priorities for implementation based on available resources, time, and feasibility.

As a federally required plan with specific purposes, this plan uses language that is consistent with that used by the Federal Transit Administration (FTA) and the United States Department of Transportation (USDOT). When referring to state, county, or local programs or requirements, the language used in this plan is consistent with that used by the state, county, or local program respectively. This means that some terminology that is considered offensive by some individuals or groups may be used within this plan. No offense or marginalization of affected groups or individuals is intended by the MPO in using the terminology adopted by other organizations or enacted by law. Wherever possible, person-first and more universally acceptable terminology is used, such as referring to “older adults” instead of “seniors”, but this is not appropriate where adopted law or established program requirements refer specifically to “seniors” or use other terms such as “frail elderly”.

¹ Issued for the New Freedom program under SAFETEA-LU; this program was subsumed by the Section 5310 program under MAP-21 and [FTA C 9070.1G](#).

Plan Development Process

The planning process was led by the Greater Madison MPO, the Metropolitan Planning Organization (MPO) for the Madison area, with assistance from the Dane County Department of Human Services (DCDHS) and City of Madison (Metro Transit) staff.

Given the concurrent planning timelines for the Transit Development Plan update and the update of this Coordinated Plan, public outreach and engagement efforts for the two planning processes were combined as appropriate. This included holding two disability focus groups hosted by Access to Independence; unfortunately, neither focus group was well-attended, so an online survey for people with disabilities was offered from February 25 to March 25, 2024, and promoted through area disability advocacy and related groups. The survey was completed by 42 respondents with self-reported disabilities;² survey results are included in Appendix A. In addition to public outreach conducted expressly for transit planning purposes, the findings of other relevant recent reports are also considered in this plan, including the City of Madison's 2024 Older Adult Services Engagement Analysis.³

The public outreach process for developing the coordinated plan also included a stakeholder coordination meeting on Friday, August 16, 2024. Two hundred and seventy individuals from various human service organizations, advocacy groups, municipal agencies, health care facilities, boards and commissions, public transit providers, and employers were invited to participate in this meeting and provide comments. As a testament to how difficult it is to coordinate these important stakeholders, only four of the invited participants registered for the meeting, and one of them canceled their RSVP before the meeting. This meeting focused on identified gaps and needs in the coordinated transportation landscape of Dane County.

In addition, the plan was discussed by the Dane County Specialized Transportation Commission and MPO Policy Board.

Meeting materials, meeting minutes, and the stakeholder invitation list can be found in Appendix A.

² Two additional respondents self-reported that they did not experience a disability; these survey responses were not included in response analysis, as the survey was specifically for people with disabilities.

³ https://drive.google.com/file/d/1EhwRyycNOX9CUKoMem67TDoYjuDc4h_W/view.

Plan Adoption

The draft 2024–2028 Coordinated Plan was available for public comment from September 17 through October 18, 2024. The notice for the 30-day public comment period can be found in Appendix B.

The Coordinated Plan was adopted by the Greater Madison MPO Policy Board on X and by the Dane County Specialized Transportation Commission on XX. The resolutions adopting the Coordinated Plan can be found in Appendix C.

Plan Principles

The following principles lay the foundation for guiding the development of Dane County's accessible public transit network to meet existing and emerging needs. These principles, developed for the original coordinated plan adopted in 2007, have been reaffirmed as supportive of the broader goals of self-empowerment and integration into the community. These principles are consistent with contemporary special education and employment models for people with disabilities and have led to innovative training and support services.

Independence

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

Accessibility

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

Efficiency

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

Resourcefulness

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

Related Plans and Studies

[Connect Greater Madison 2050 Regional Transportation Plan](#) (2022)

The Regional Transportation Plan (RTP) is the MPO's current long-range transportation plan. It is an integrated, multimodal system plan that provides the overall framework for transportation planning and investment decision-making in the region. It identifies transportation projects and strategies or actions to be implemented out to the year 2050. The RTP ensures that transportation projects are coordinated between the various levels of government (local, state, and federal).

2024-2028 [Transportation Improvement Program](#) (2023)

The Transportation Improvement Program (TIP), which the MPO updates annually, is a coordinated listing of short-range transportation improvement projects anticipated to be undertaken in the next five-year period. The TIP is the mechanism by which the long-range RTP is implemented and represents the transportation improvement priorities of the region.

Projects within the MPO's Planning Area must be included in the TIP in order to be eligible to receive federal funding assistance; including Sec. 5307 and Sec. 5310 funded projects. The list is multi-modal; in addition to streets/roadways, it includes transit, pedestrian, bicycle, parking, and rideshare/transportation demand management projects.

2013-2017 [Transit Development Plan](#) (2013)

The Transit Development Plan (TDP) for the Madison Urban Area is a short- to medium-range strategic plan intended to identify transit needs and proposed improvements and studies over a five-year planning horizon. The Greater Madison MPO is responsible for developing and maintaining the TDP. The MPO works in close cooperation with Metro Transit and other transit providers, funding partners, and jurisdictions in the Madison area to develop the plan.

Key recommendations include:

- Improve the utility of existing transit service by improving the directness and frequency of routes where appropriate.
- Extend service to areas that are currently underserved by transit, including new commuter express service.
- Adopt a bus stop consolidation program to remove or relocate excessive bus stops in central Madison.

An update of this plan has been under development in 2023 and 2024 and is anticipated to be adopted in late 2024. Comments and feedback received during disability focus group discussions and focus group survey responses collected during the Transit Development Plan update process were considered in the development of this Coordinated Plan.

[Program Management and Recipient Coordination Plan](#) (2020)

The Program Management and Recipient Coordination Plan for the Madison Urbanized Area's Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program (Program Management Plan) is designed to identify the policies and procedures for administering the Section 5310 program in the Madison Urbanized Area. These policies and procedures are based on program requirements issued by FTA.

[Bus Stop Amenities Study](#) (2018)

Having the correct amenities at a bus stop is critically important. The 2020 University of Utah report *The Role of Bus Stop Features in Facilitating Accessibility*⁴ found statistically significant increases in overall stop-level-

⁴Bartholomew et. al., University of Utah Report UT-20.11. <https://rosap.nhtl.bts.gov/view/dot/54742>.

el ridership as well as reduced paratransit demand at improved stops. The MPO completed the Bus Stop Amenities Study which contains recommendations for additional stop amenities and offers guidance on design for new transit stops. Further, the study evaluates existing stops based on the newly established guidelines, identifying areas where amenities should be added or relocated.

[Wisconsin Transportation Survey](#) (2018)

The Survival Coalition of Wisconsin Disability Organizations conducted a survey of 500 people with disabilities and older adults across the state and found that:

- 72% of respondents said they have trouble finding transportation at least 30% of the time.
- 45% said they can't get where they need to go 50% of the time.
- 70% said they would not be able to get where they need to go if their usual mode of transportation, destination, or schedule changed.
- 55% said that transportation services don't go where they need to go.
- 59% said that transportation is not available at the times they need it.
- Respondents reported that current transportation services often limit community participation, ability to find or keep a job, and living options.

[Wisconsin Non-Driver Advisory Committee](#)

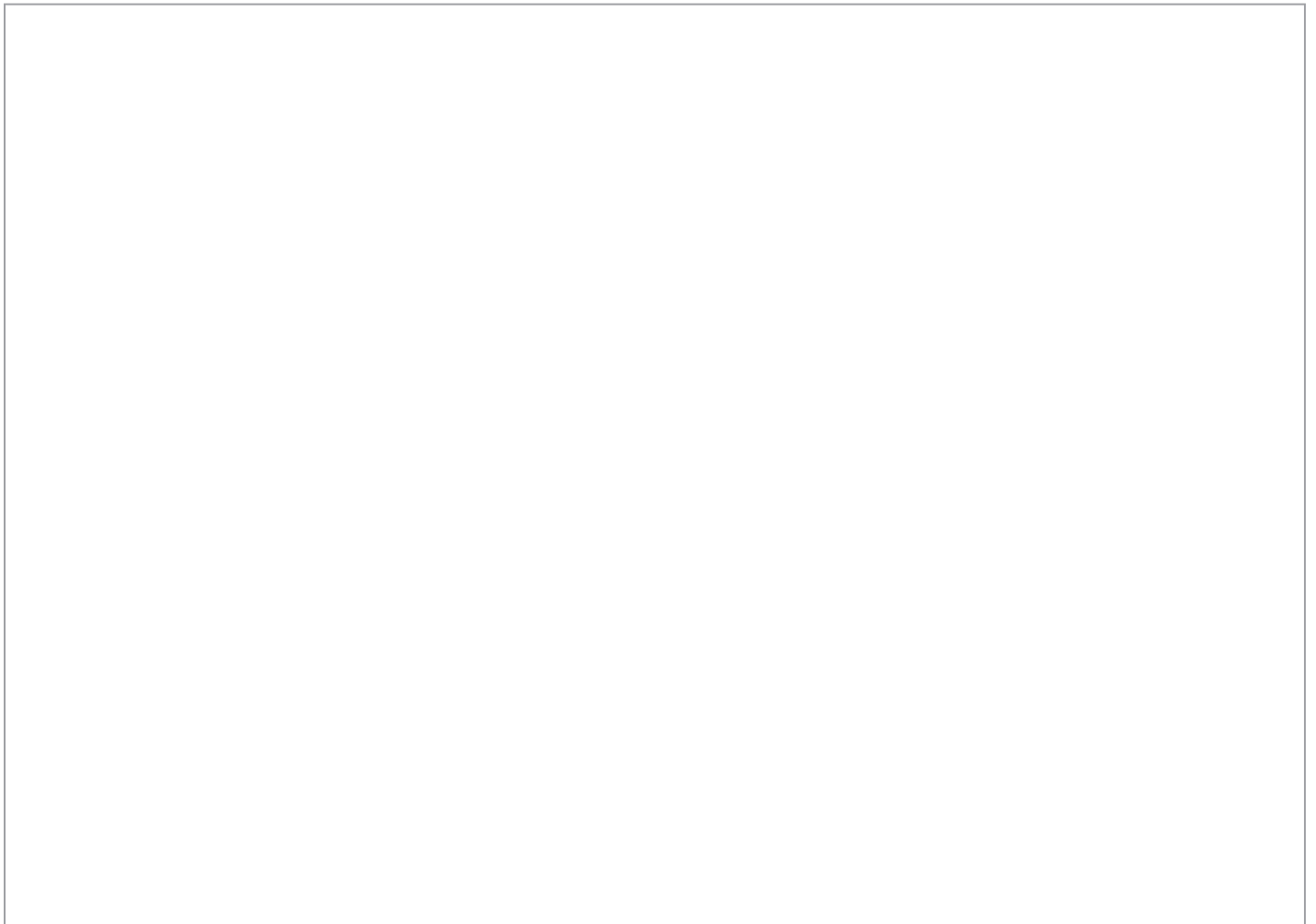
Established in 2020, the Wisconsin Non-Driver Advisory Committee meets biannually as an advisory forum to discuss transportation mobility, safety, and access for Wisconsin's non-driving populations.

Chapter 2: Madison Area & Dane County Socioeconomic Characteristics

Wisconsin’s population has grown slowly—at just 3.5%—between 2010 and 2022; however, Dane County and the City of Madison have deviated from Wisconsin’s trend with 16.1% growth during this period and are projected to continue to do so in the future with population growth continuing at over 1.2% annually. Dane County added nearly 79,000 new residents between 2010 and 2022, with 49% of those new residents in Madison alone. Dane County’s growth accounted for nearly 40% of the state’s growth over that time frame. The City of Madison historically comprised over 50% of the county’s total population; however, this trend has slowly been decreasing, as surrounding suburban communities continue to grow, and Madison now composes just under half of the county’s population.

The U.S. Census Bureau defines urbanized areas as densely developed territory encompassing residential, commercial, and other non-residential urban land uses with over 50,000 people. Funding and eligibility for various federal transportation programs as well as many other federal programs are based on these boundaries. Figure 1 shows the boundaries of the Madison Urban Area, which includes the cities of Madison, Fitchburg, Middleton, Verona, Sun Prairie, and Monona; villages of Maple Bluff, Shorewood Hills, McFarland, Cottage Grove, DeForest, Cross Plains, Waunakee, and portions of Windsor; and several towns. Along with the City of Madison, the cities of Fitchburg, Middleton, Sun Prairie, and Verona, and the Village of Waunakee all had an estimated 2010 population of 10,000 or greater. Following

Figure 1: Boundaries of the Madison Urban Area (TO BE ADDED)



the 2020 Census and changes to how urban areas are defined, the City of Stoughton became its own “small urban area” in 2024 and is no longer part of the Madison urban area.

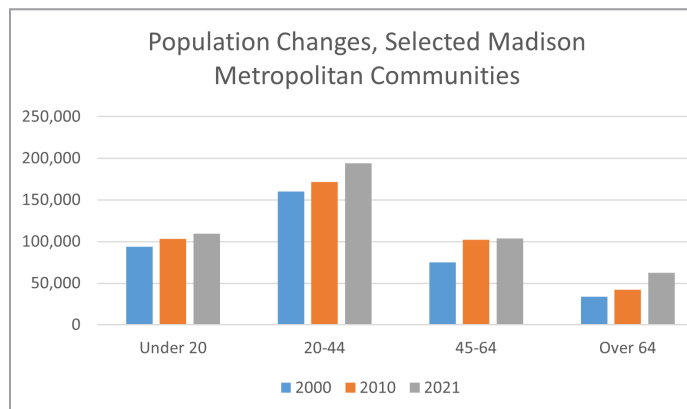
The largest municipalities in Dane County outside the Madison Urban Area include the villages of Oregon, Mt. Horeb, Marshall, and Deerfield, and the towns of Oregon and Springdale. Table 1 shows 2010 and 2020 populations, and 2050 forecast populations for Dane County communities.⁵

Table 1: 2010, 2020, and projected 2050 population distribution in select Madison metropolitan communities

Municipality	2010 Census		2020 Census		2050 Forecast		2020-2050 Change	
	Population	% of County	Population	% of County	Population	% of County	Number	Percent
Central Urbanized Area Total (CUSA)	298,080	61%	346,619	62%	470,960	62%	124,341	36%
City of Madison	233,209	48%	269,840	48%	362,513	48%	92,673	34%
City of Fitchburg	25,260	5%	29,609	5%	46,551	6%	16,942	57%
City of Middleton	17,442	4%	21,827	4%	29,057	4%	7,230	33%
Village of McFarland	7,808	2%	8,991	2%	13,264	2%	4,273	48%
Larger Outer Urbanized Area Total	95,395	20%	116,096	21%	174,168	23%	58,072	50%
City of Sun Prairie	29,364	6%	35,967	6%	54,028	7%	18,061	50%
City of Stoughton*	12,611	3%	13,173	2%	19,621	3%	6,448	49%
City of Verona	10,619	2%	14,030	2%	20,965	3%	6,935	49%
Village of Cottage Grove	6,192	1%	7,303	1%	11,427	2%	4,124	56%
Village of Waunakee	12,097	2%	14,879	3%	23,228	3%	8,349	56%
Village of DeForest	8,936	2%	10,811	2%	16,796	2%	5,985	55%
Village of Windsor	6,345	1%	8,754	2%	11,720	2%	2,966	34%
Village of Oregon	9,231	2%	11,179	2%	16,383	2%	5,204	47%
Smaller Urbanized Areas Total**	26,011	5%	28,305	5%	40,513	5%	12,208	43%
Rural Total	68,587	14%	70,484	13%	70,077	9%	-407	-1%
County Total	488,073	-	561,504	-	755,718	-	194,214	35%
<p>* The City of Stoughton was removed from the Madison Urban Area following the 2020 Census and is now its own “Small Urban Area”.</p> <p>** Belleville, Brooklyn, Cross Plains, Deerfield, Edgerton, Marshall, etc.</p>								

⁵Note that the *Central Urbanized Area* and *Larger Outer Urbanized Area* are geographies used by the Capital City Regional Planning Commission in the Regional Development Framework; these geographies do not correspond to the Greater Madison MPO’s Urban Area or Planning Area geographies.

Figure 2: Age distribution of population: 2000-2021, Madison metropolitan communities (including Cross Plains, DeForest, and Windsor, which were not in the MPO planning area in 2000).



Seniors, People with Disabilities, and Low-Income Individuals

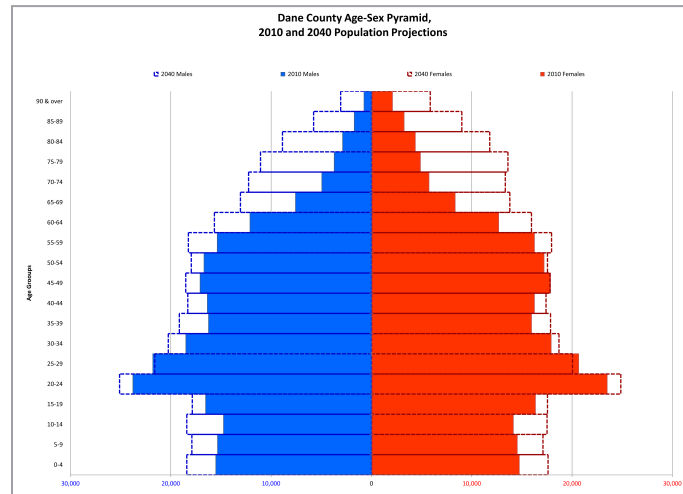
The primary focus of this Coordinated Public Transit – Human Services Transportation Plan is improving access to employment, medical and social services, shopping, and other destinations for seniors, people with disabilities, and those with limited resources. Therefore, to plan and coordinate transportation services to meet the needs of this target population one must know the size of these populations and where they reside. While some of this data is available with high degrees of accuracy, such as age or household income (available at the Census Block Group level from decennial Census data), other information is only available at geographic scales that are often too large to be useful for planning purposes (disability data is only available for Census Tracts) or with high margins-of-error at smaller geographies.

Seniors

Although it is based on 2010 Census data, the State of Wisconsin has published population projections by age for each county through 2040; the age-sex pyramid for Dane County is shown in Figure 3. This age-sex pyramid shows that population brackets over age 65 will experience much more growth than younger age brackets in the next twenty years. This “silver tsunami” is already underway as Baby Boomers age and birth rates decline. As aging typically results in increasing health and

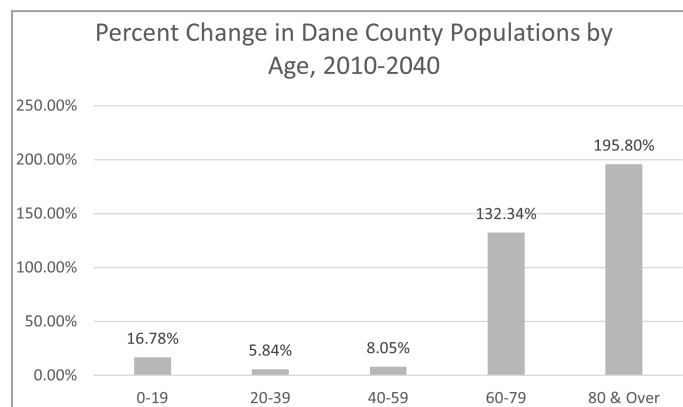
mobility issues, this aging population will require special attention to ensure that they are able to complete trips for social, employment, recreational, health care, and other purposes.

Figure 3: Dane County Age-Sex Pyramid, 2010 and 2040 Population Projections⁶



As shown in Figure 4, population age cohorts between 0 and 59 years of age are projected to grow by approximately 6-17% between 2010 and 2040. The 60-79 age bracket is expected to grow by over 132%, and the population aged 80 and over is expected to grow by nearly 196%.

Figure 4: Percent Change in Dane County Populations by Age, 2010-2040⁷

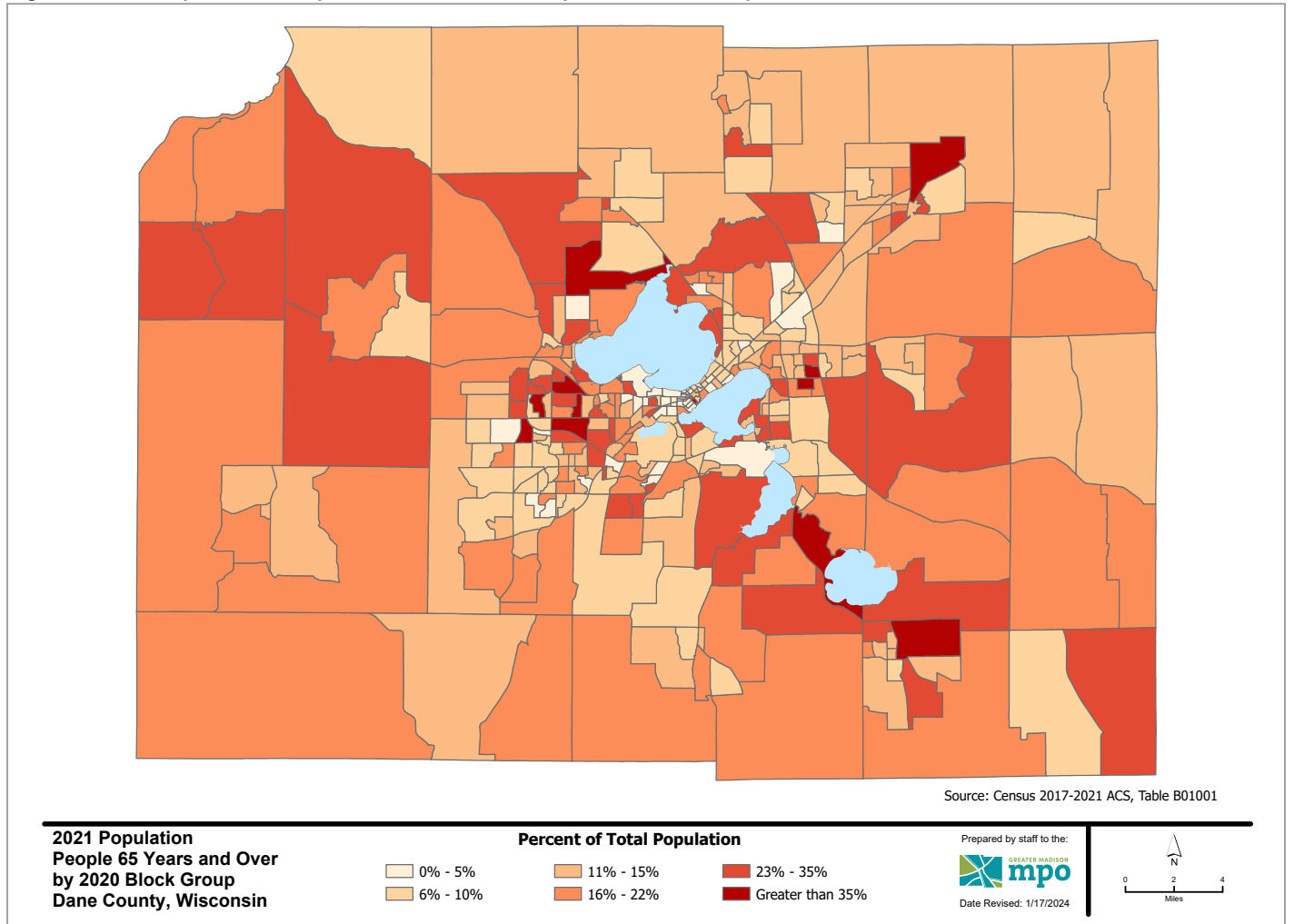


This growth is partially due to the aging of the Baby Boomer generation as well as advances in medicine that have increased life expectancies. The growth of this population cohort comes at a time in which aging in place – living in one’s own home and community, inde-

⁶ Population and Household Projections, produced in 2013 from 2010 Census data. <https://doa.wi.gov/DIR/2010-2040CoPyramids.xlsx>.

⁷ Wisconsin Department of Administration. https://doa.wi.gov/DIR/Proj_cofinal_2010_2040Web.xlsx.

Figure 5: 2021 Population, People 65 Years and Over by 2020 Block Group



pendently regardless of age, income, and ability – has become not only an expected consideration but a norm. The aging population of Dane County and the Metro service area will require that transit, paratransit, and specialized transportation services be carefully planned and coordinated to provide transportation options for residents who experience increasing mobility limitations.

According to 5-year ACS estimates, there were 80,883 (14.4% of the total county population) people aged 65 and over in Dane County in 2022, an increase of 69% from the 2010 population of 47,775; 31,239 (5.6% of the total population) was aged 75 and over in 2022, an increase of 33% from the 2010 population of 23,410.

Figure 5 shows the percent of the total population that was 65 years and older in 2021; areas with over 30% of their population in this age group include areas in east, west, and southwest Madison; portions of the cities of

Sun Prairie and Stoughton; and the Towns of Dunn and Westport.

People with Disabilities

The American Community Survey (ACS) collects data about six types of disability: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty (for ages 18 and over only). It is worth noting that the ACS definition of “disability status” describes disability as “a dynamic concept that changes over time as one’s health improves or declines, as technology advances, and as social structures adapt. As such, disability is a continuum in which the degree of difficulty may also increase or decrease. Because disability exists along a continuum, various cut-offs are used to allow for a simpler understanding of the concept, the most common of which is the dichotomous ‘With a disability’/‘no

disability' categorization."⁸ Dynamics notwithstanding,

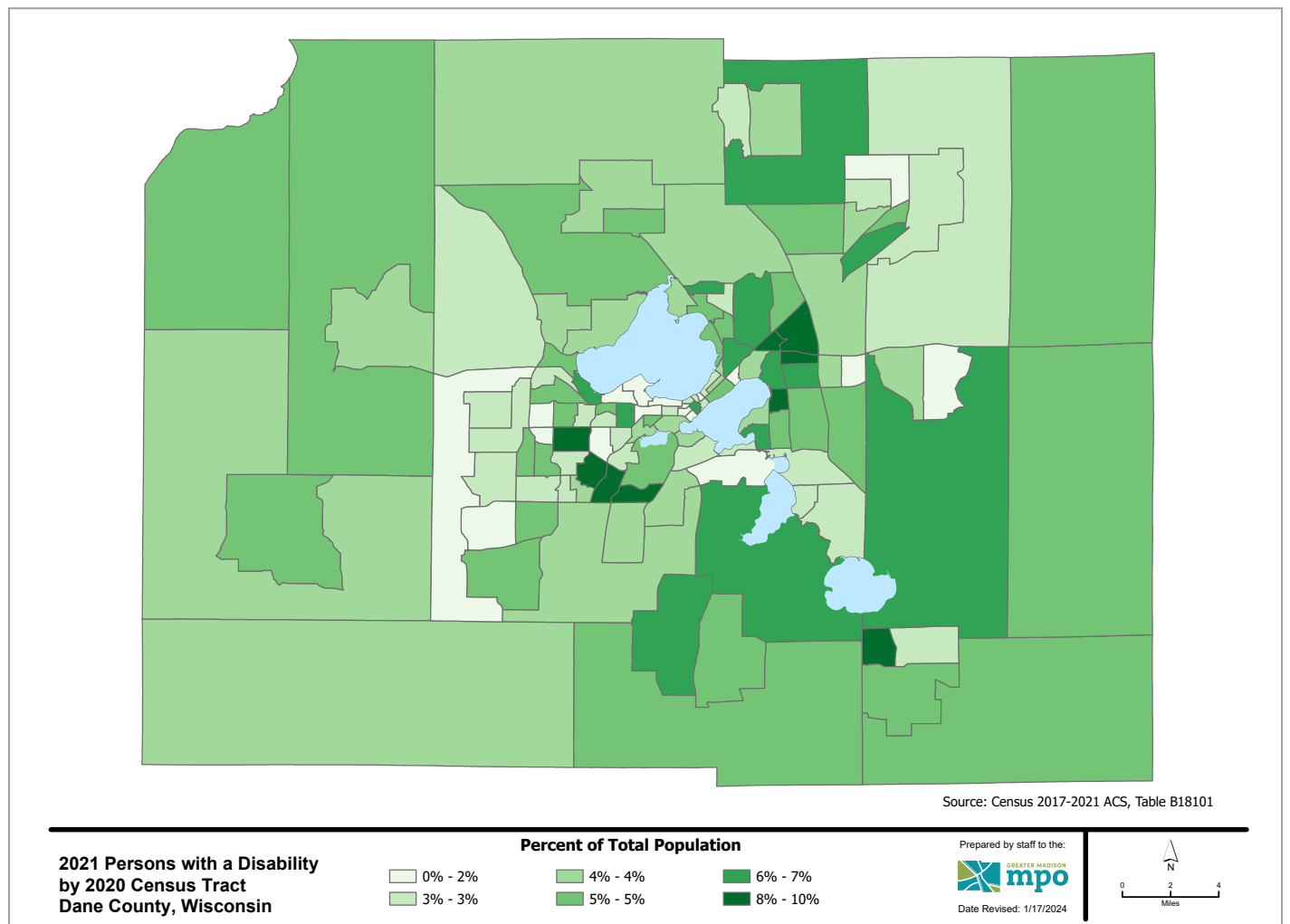
the ACS estimates that 8.6% of Dane County's population experiences a disability.

Table 2: Dane County Population Disability Characteristics. 2022-Five Year ACS Table S1810.

	Estimate	Percentage
Total population	555,855	100%
Total population with a disability	47,633	8.6%
With a hearing difficulty	12,368	2.2%
Population under 18 years	549	0.5%
Population 18 to 64 years	3,958	1.1%
Population 65 years and over	7,861	9.9%
With a vision difficulty	6,778	1.2%
Population under 18 years	657	0.6%
Population 18 to 64 years	3,048	0.8%
Population 65 years and over	3,073	3.9%
With a cognitive difficulty	20,427	3.9%

⁸ https://www2.census.gov/programs-surveys/acs/tech_docs/subject_definitions/2021_ACSSubjectDefinitions.pdf.

Figure 6: 2021 Persons with a Disability by 2020 Census Tract



	Estimate	Percentage
Population under 18 years	3,332	4.1%
Population 18 to 64 years	12,947	3.6%
Population 65 years and over	4,148	5.2%
With an ambulatory difficulty	18,912	3.6%
Population under 18 years	328	0.4%
Population 18 to 64 years	7,523	2.1%
Population 65 years and over	11,061	13.9%
With a self-care difficulty	7,703	1.5%
Population under 18 years	803	1.0%
Population 18 to 64 years	3,259	0.9%
Population 65 years and over	3,641	4.6%
With an independent living difficulty	15,611	3.5%
Population 18 to 64 years	8,571	2.4%
Population 65 years and over	7,040	8.8%

Unlike the demographic categories, disability data is only available from the ACS at the Census Tract level, not at the smaller (and more useful) Block Group level. Nevertheless, in denser areas with smaller Tract sizes, Figure 6 shows concentrations of people with disabilities in south and southwest Madison, between USH 151 and STH 30 in east Madison, in Stoughton, and in north Monona. Although 5–7% of residents of some other Tracts experience disabilities, the large size of these geographies makes it difficult to identify if and where people with disabilities might be concentrated in those areas.

Family Care and IRIS Enrollment

Family Care and IRIS are both Medicaid programs that provide long-term care services and support to frail elders⁹ and people with disabilities in Wisconsin. As of November 2023, there were a total of 3,311 people enrolled in Family Care or Family Care Partnership in Dane County.¹⁰ As these individuals are supposed to receive transportation resources through these managed care programs, they are not eligible for most of the transportation programs offered by Dane County.

⁹"Frail elder" means an individual who is 65 years of age or older and has a physical disability or irreversible dementia that restricts the individual's ability to perform normal daily tasks or that threatens the capacity of the individual to live independently.

¹⁰ Monthly Snapshot as of November 1, 2023. <https://www.dhs.wisconsin.gov/publications/p02370-23nov.pdf>.

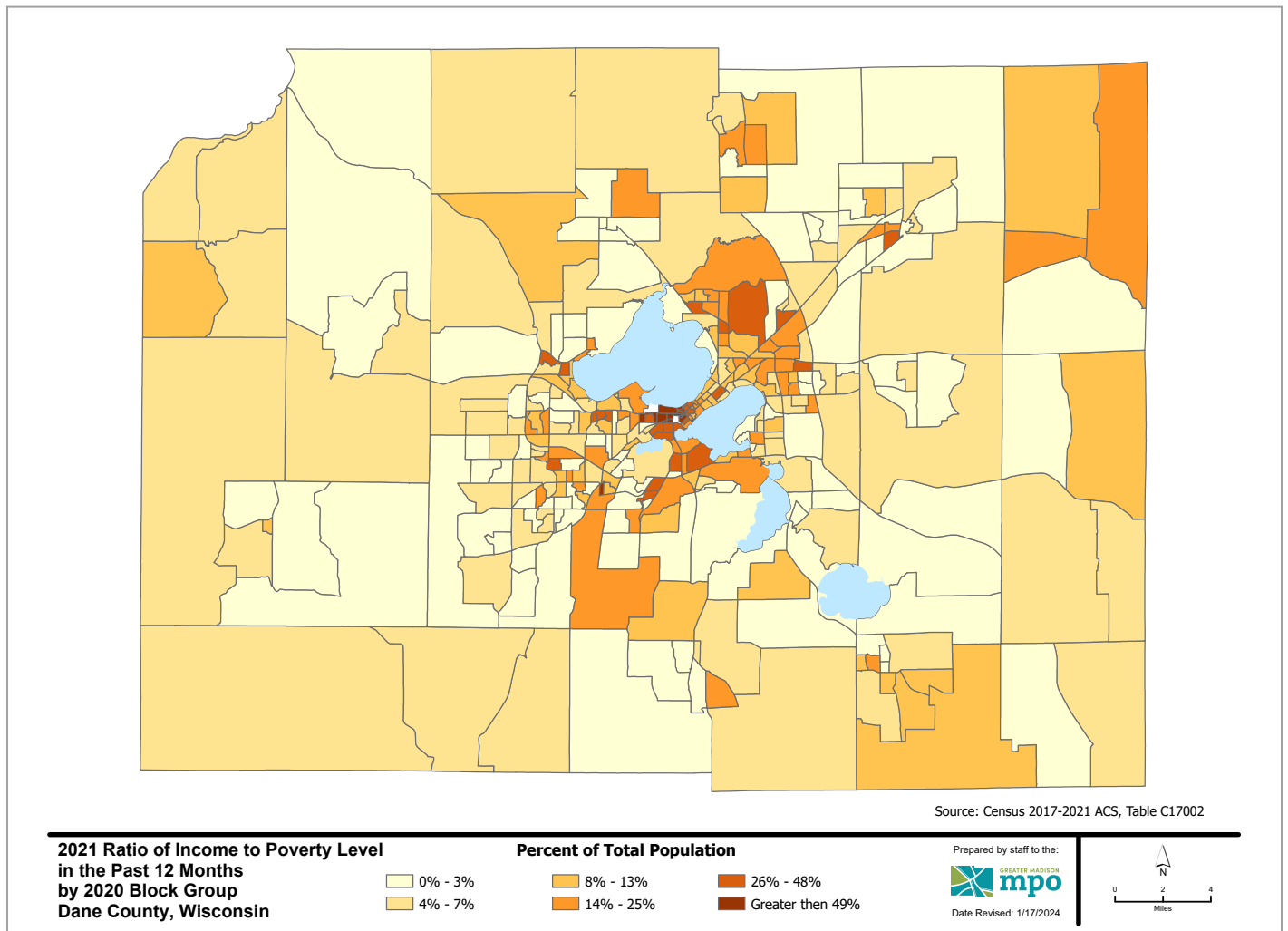
¹¹ 2022 5-year ACS, Table S1701.

Low-Income Individuals

Access to quality, affordable transportation is a major problem for low-income families and a barrier to sustainable employment. Approximately 59,000 people, or just over 10% of people in Dane County have incomes that place them below the federal poverty level.¹¹ The federal poverty level varies by family size; in 2022 it was \$27,750 per year for a family of four. As illustrated in Figure 7, people earning less than the poverty level are generally concentrated in the central and Isthmus area of Madison; however, it should be taken into consideration that many of these people are university students. Other concentrations of people earning less than the poverty level also exist in: North, South, and Southwest Madison; Middleton; Fitchburg; Stoughton; Sun Prairie; DeForest; Oregon; Waunakee; and northeast Dane County.

In recent years, and beginning with the Great Recession specifically, poverty has become much more common in suburban areas and has become less common in urban areas. Lower-income residents of suburban areas, where they may have settled due to lower housing costs compared to more urbanized areas with better access to services, typically experience less access to public

Figure 7: 2021 Ratio of Income to Poverty Level in the Past 12 Months by 2020 Block Group



transit – especially high-frequency service and service connecting them to jobs and services. In *The changing geography of US poverty*,¹² “limited transportation options and fewer jobs nearby” are cited as primary challenges faced by low-income families in suburban areas. This holds true in the Madison area, where concentrations of lower-income residents exist primarily in peripheral areas,¹³ especially in north, far east, south-east, south, and southwest Madison, Fitchburg, and northeast Middleton.

From the perspective of transportation access, this trend is a challenge in that serving low-income suburbs with fixed-route transit may require a disproportionately high number of service hours to provide a relatively low number of rides; however, for those riders, this service may be the difference between holding any job

or no job at all. It is also an opportunity to grow ridership, as lower-income suburbs will likely support higher ridership than would be achieved by serving higher-income suburbs developed at similar densities.

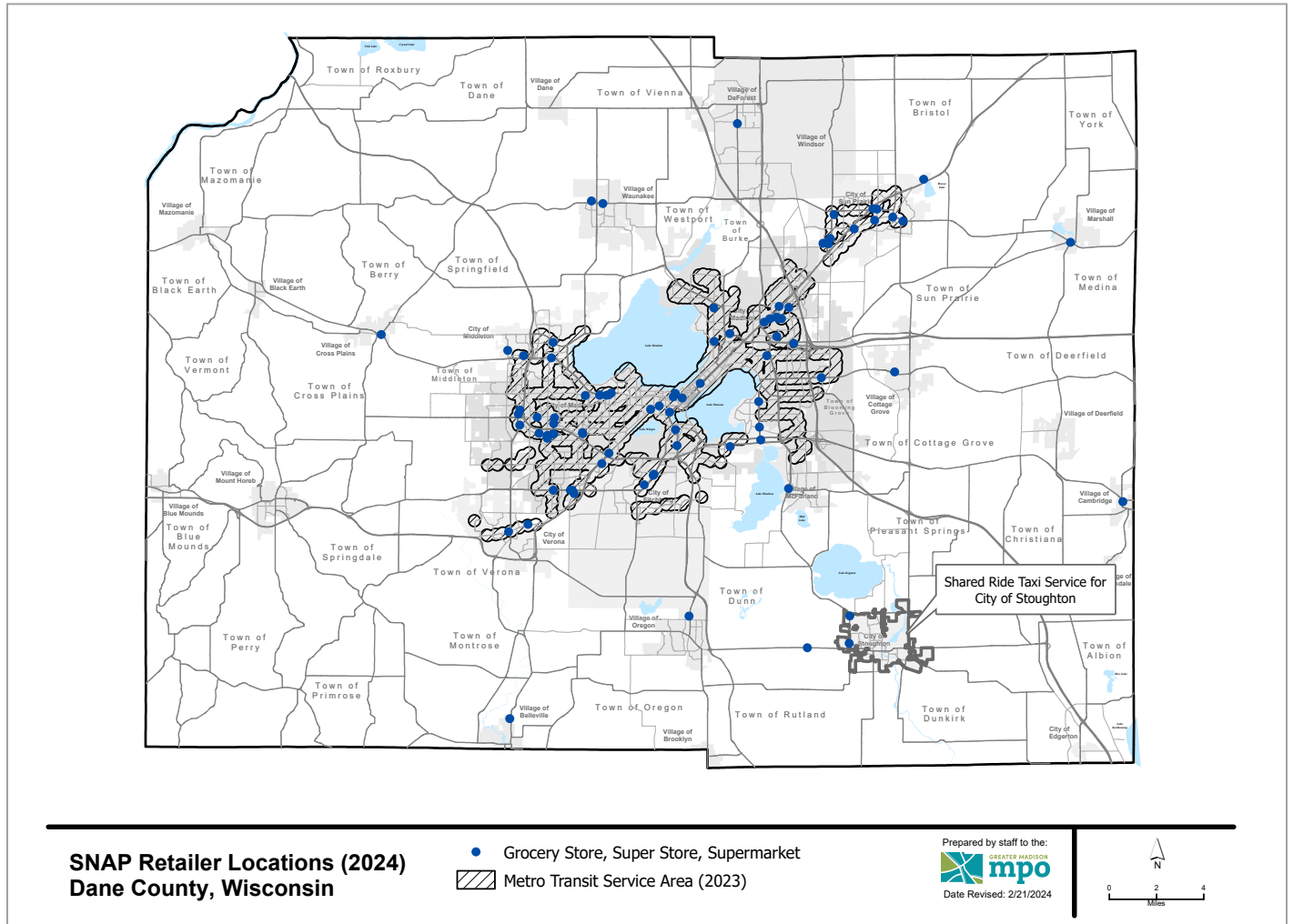
Employment Centers and Major Employers

Keeping track of key destinations and primary employment centers is vital to planning and coordinating transportation services for seniors, people with disabilities, and people with low incomes. Figure 8 shows the location of Dane County grocery stores, superstores, and supermarkets participating in the Supplemental Nutrition Assistance Program (SNAP). While the majority of these SNAP retailers are served by transit, those in communities without transit service are often located on the periphery of communities, such as the store in

¹² Elizabeth Kneebone, 2017 <https://www.brookings.edu/articles/the-changing-geography-of-us-poverty/>.

¹³ Notwithstanding student populations in and near the UW-Madison campus.

Figure 8: SNAP Retailer Grocery Store, Super Store, and Supermarket Locations in Dane County (2024) with Transit Service Areas



north Oregon, the store in west McFarland, and the stores in west Stoughton. DeForest and Windsor share a single grocery SNAP retailer in the northwest quadrant of their combined jurisdictions. It is notable that there are no such stores in Mt Horeb, Blue Mounds, Black Earth, Mazomanie, Dane, or Deerfield, exacerbating any barriers to transportation experienced by residents of these villages and surrounding towns.

just west of the State Capitol, employs over 25,000 faculty and staff.¹⁵ Large employment centers can also be found along East Washington Avenue and the Beltline Highway, which includes the University Research Park in West Madison. Epic’s campus in West Verona employs around 13,000 people and continues to expand its campuses.¹⁶

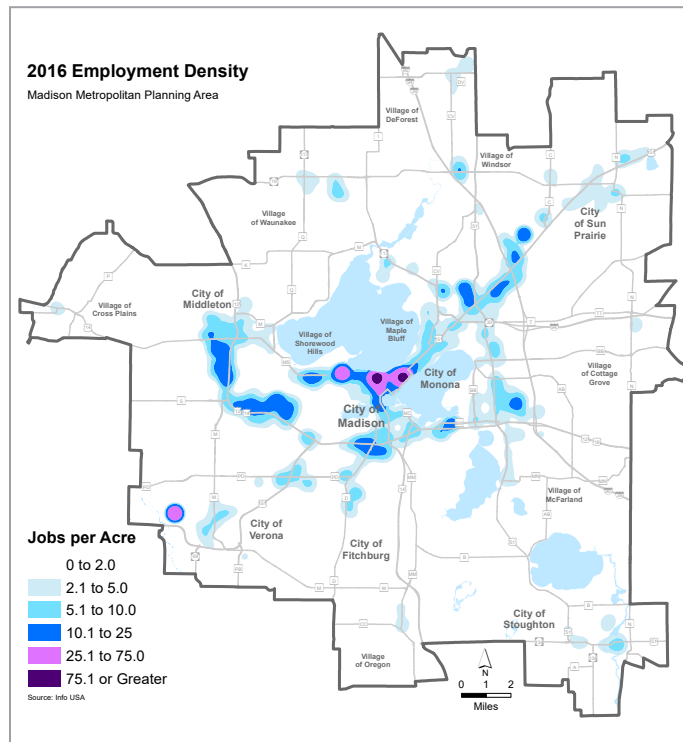
Figure 9 shows the concentrations of 2016 employment centers within Dane County.¹⁴ With few exceptions, the vast majority of jobs are within the Madison Urban Area. The University of Wisconsin–Madison, situated

¹⁴ Due to the large amount of staff time required to appropriately assign jobs to geographic areas, this effort has not been repeated with more recent employment data. This difficulty is primarily the result of jobs at multiple locations being assigned to the corporate headquarters or another single address, such as all UW–Health or American Family Insurance jobs being assigned to a single address instead of reflecting the many disparate locations of actual jobs.

¹⁵ UW–Madison 2022–23 Fast Facts, <https://uwmadison.app.box.com/s/tiedgg8ubgb50po6bkz7vqysa7giu96s>.

¹⁶ 2023, <https://www.beckershospitalreview.com/ehrs/epics-workforce-grew-18-in-2-years.html>.

Figure 9: 2016 Employment Density, Madison Metropolitan Planning Area



Government and university workers account for a large share of the employment in the downtown and UW campus area. Many lower-wage jobs are located in the employment centers in peripheral Madison and in suburban communities like Sun Prairie, Waunakee, DeForest, and Verona which have limited or no public transportation options. These include retail work, production work, food preparation, and some jobs in the health care field such as nursing aides and attendants. Some employment areas, such as Verona and south and east Fitchburg have limited peak period commuter service designed only to support first shift commuting, while many lower-wage jobs do not fit within that schedule.

Chapter 3: Public Transportation Services in Dane County

The City of Madison (Metro Transit), other local units of government, Dane County, and private transportation providers have developed a range of public transit and specialized transportation services to meet the needs of both the public and specific population groups that have special needs and/or are unable to drive.

Dane County is served by several public transit systems that are open to the public, as well as specialized transportation systems that are designed to meet the needs of seniors, low-income people, veterans, and people with disabilities. A detailed directory of these services can be found in Appendix D.

Public Transit Providers in Dane County

Metro Transit Fixed-Route

Metro Transit (Metro) is the primary transit provider in the Madison urban area. Metro is a City of Madison utility and operates within the oversight of the Mayor, the Common Council, and the Transportation Commission. The Transportation Commission is responsible for setting service standards, transit fares, route and schedule changes, and paratransit for people with disabilities. Other municipalities and entities like the University of Wisconsin Madison (UW) and the Madison Metropolitan School District (MMSD) contract with Metro for service.

Metro Transit provides regularly scheduled fixed-route transit service within the cities of Madison, Middleton, Fitchburg, and Sun Prairie as well as the UW campus. In addition, commuter service is extended to the City of Verona, and paratransit service is provided in the Village of Shorewood Hills. The City of Monona has contracted with Metro to begin service in March 2025, at which time Monona Express and Monona Lift will be discontinued.

Metro has historically provided supplemental service to middle- and high school students through a contract with the Madison Metropolitan School District (MMSD). The supplemental school service is provided where overloading of buses on regular routes would otherwise

occur. While these routes are primarily used by students, they are open to the public, published on Metro's website, and are available via trip planning apps.

In 2019, prior to the COVID-19 pandemic, Metro Transit's supplemental school service provided a total of 986,380 rides. Metro Transit's ridership on Metro's supplemental school service is still recovering from the pandemic, with 611,078 rides in 2022. Some school supplemental trips are combined with extra bus trips to maximize the utility of each bus in operation and to reduce deadhead and other non-productive time. In 2023, Metro ended its operation of supplemental school service to middle schools within the MMSD and is currently only operating supplemental school service to high schools.

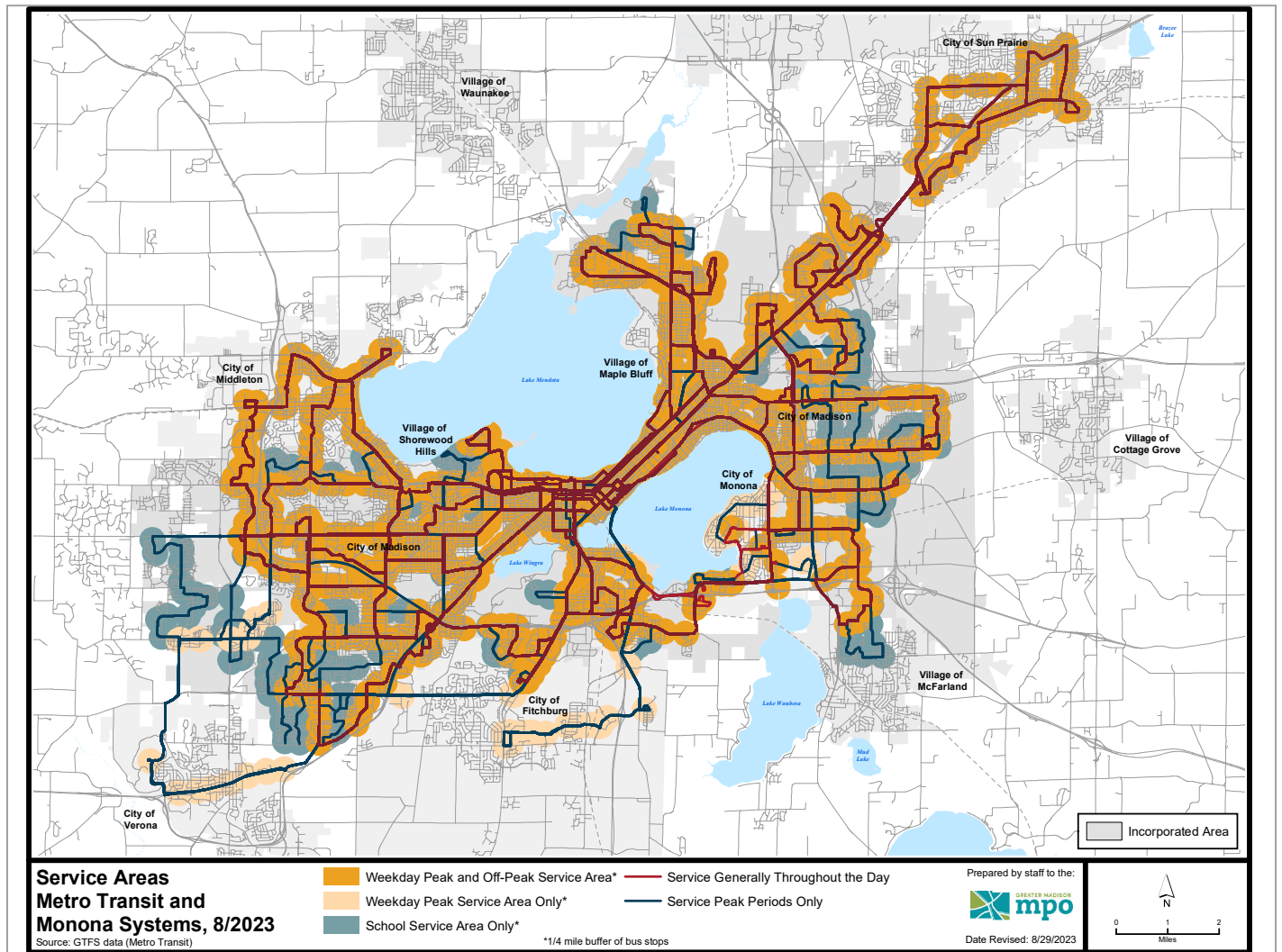
As of December 2023, Metro had an active fixed route fleet of 192 standard-length 40-foot buses, with 62 electric 60-foot articulated buses scheduled for delivery in 2024. All buses are wheelchair accessible, and equipped with low-floors and ramps. Approximately 149 buses are needed in peak service currently; however, the introduction of electric buses will increase the peak service need to 160 buses.

Metro's hours of operation are generally from about 6 am to midnight seven days a week, although service frequency is reduced on weekends and evenings.

Base fares are \$2.00, youth fares are \$1.25, disabled/senior citizen (65+) fares are \$1.00, children under 5 are free with a paid chaperone, and 1-day passes are \$5. 31-day passes as well as 10-ride cards are also available. UW campus circulator routes (80, 81, 82, 84) do not charge fares and many institutions offer unlimited ride passes to students and employees.

Metro's fixed-route service area (within ¼ mile of a transit stop) is 62.8 square miles, encompassing a population of 263,082 – 58% of the (proposed) 2023 Madison Urban Area population and 47% of Dane County's population. Figure 10 illustrates Metro's service area, including the additional service area provided by Monona Transit and Stoughton Shared-Ride Taxi. Significant population areas in the Madison Urbanized Area that

Figure 10: Transit Service Areas

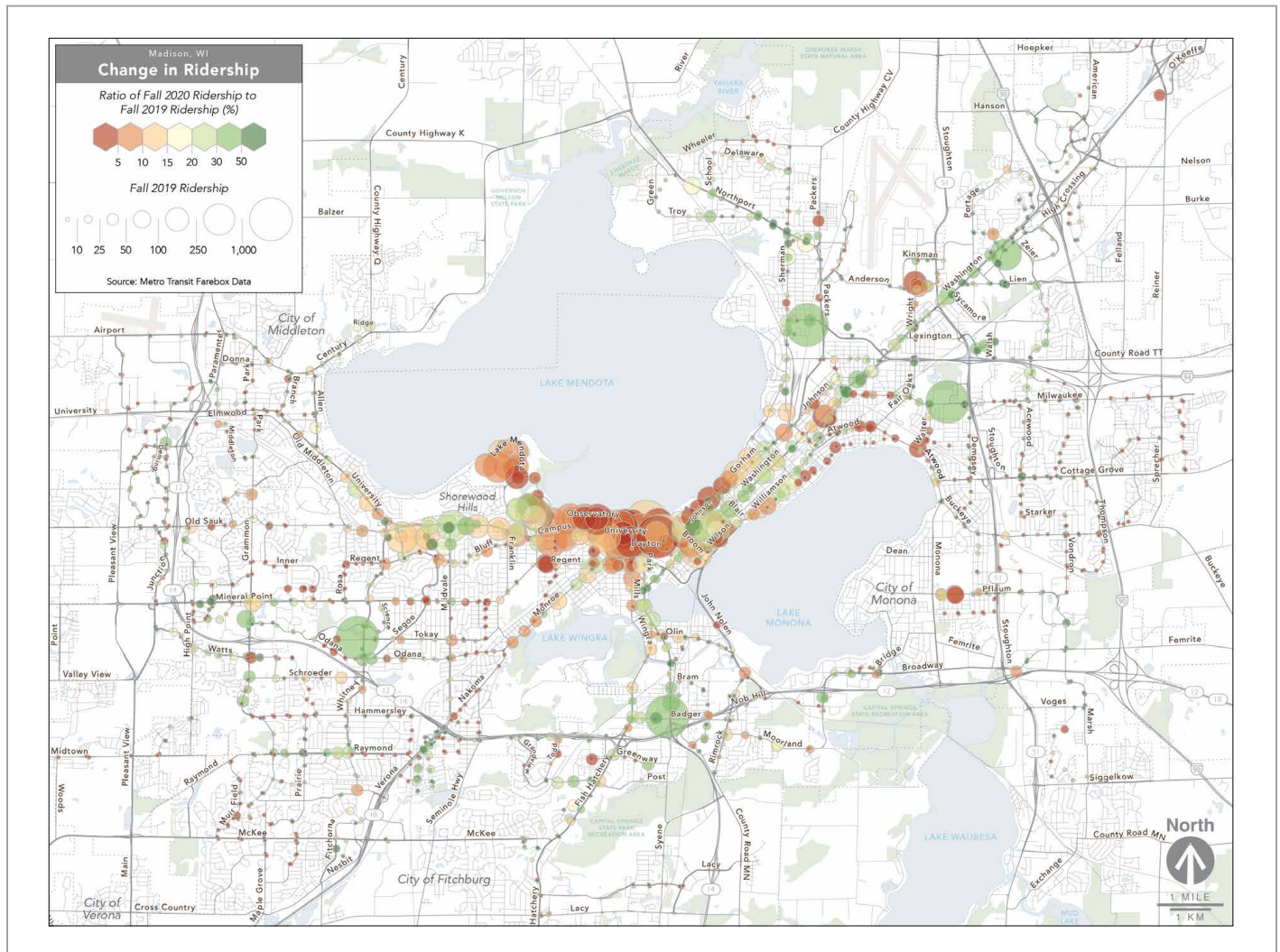


are currently unserved by all-day transit service include far southwest Madison and Verona, south and east Fitchburg, McFarland, Cottage Grove, DeForest, Waunakee, and Windsor. Expanding Metro’s service is currently limited primarily by the lack of a regional funding mechanism and the requirement for any community served by Metro to do so under contract and to provide financial compensation for that service. Metro ridership peaked in 2014 with 15,224,000 total passengers served during 403,600 service hours, but by 2017, ridership had fallen to 12,817,000 passengers during 404,400 service hours. Between 2011 and 2017, ridership fell by 14% while service hours increased by 5%. The two-year period from 2015 to 2017 saw ridership decline by nearly 16% while service hours held steady with an increase of 0.1%. In 2018, ridership grew to 13,231,000, a 3.2% increase over 2017 ridership.

Transit ridership declined by nearly 64% in 2020 due to the COVID-19 pandemic, but notably, ridership declined much less in areas with transit-dependent populations than in areas with choice riders. Figure 11¹⁷ shows how ridership changed from Fall 2019 to Fall 2020. Each dot represents one bus stop. The larger the dot, the more people used this bus stop in Fall 2019. Red and orange dots are stops where ridership fell the most from 2019 to 2020. Green dots are stops where ridership fell the least. Beyond the four Transfer Points and the East Towne Mall, other green dots are clustered in neighborhoods with concentrations of low-income and minority populations, including North Madison, N. Thompson Drive, Broadway, South Park Street, Allied Drive, McKenna Boulevard, Raymond Road, areas near the UW and VA hospitals, and the central isthmus. Metro’s 2023 ridership was 72.6% of 2019 pre-pandemic ridership,

¹⁷ Figure 12 of the Metro Network Redesign Choices Report, <https://www.cityofmadison.com/metro/documents/network-redesign/ExistingConditionsChoicesReport-20210311.pdf>.

Figure 11: Change in Ridership, Fall 2019 to Fall 2020



with 9.4 million boardings. October 2023 was the first month that Metro achieved pre-pandemic ridership, with nearly 1,076,000 boardings.¹⁸

Metro Paratransit

Metro operates paratransit service on a demand-responsive, advance-reservation basis for people who are unable to use Metro’s regular fixed-route service, as required by the Americans with Disabilities Act (ADA) of 1990. Subscription service is available to those who make regularly scheduled trips and need a standing arrangement for transportation. For all other trips, users can book their ride up to 7 days in advance but must request their ride no later than 4:30 pm the day before. Service is provided curb-to-curb, or door-to-door upon

request. Excessive no-shows can result in the suspension of service for the passenger.¹⁹

Paratransit users must apply to Metro and be certified as eligible to receive the service in accordance with ADA guidelines and its implementation regulations. Metro uses in-person assessments to determine eligibility for its paratransit service. All assessments are conducted by a trained Paratransit professional. The assessment consists of a physical, and/or cognitive, and/or sensory evaluation of the applicant’s functional abilities, which include but are not limited to: gait and balance, step climbing ability, bus route and landmark identification, short-term memory, and attention span. In-person assessments also aid in assisting riders with travel training and route orientation. Metro paratransit service is provided within three-quarters of a mile of

¹⁸ <https://www.cityofmadison.com/news/2023-11-30/metro-ridership-surges-past-1-million-rides-for-october>.

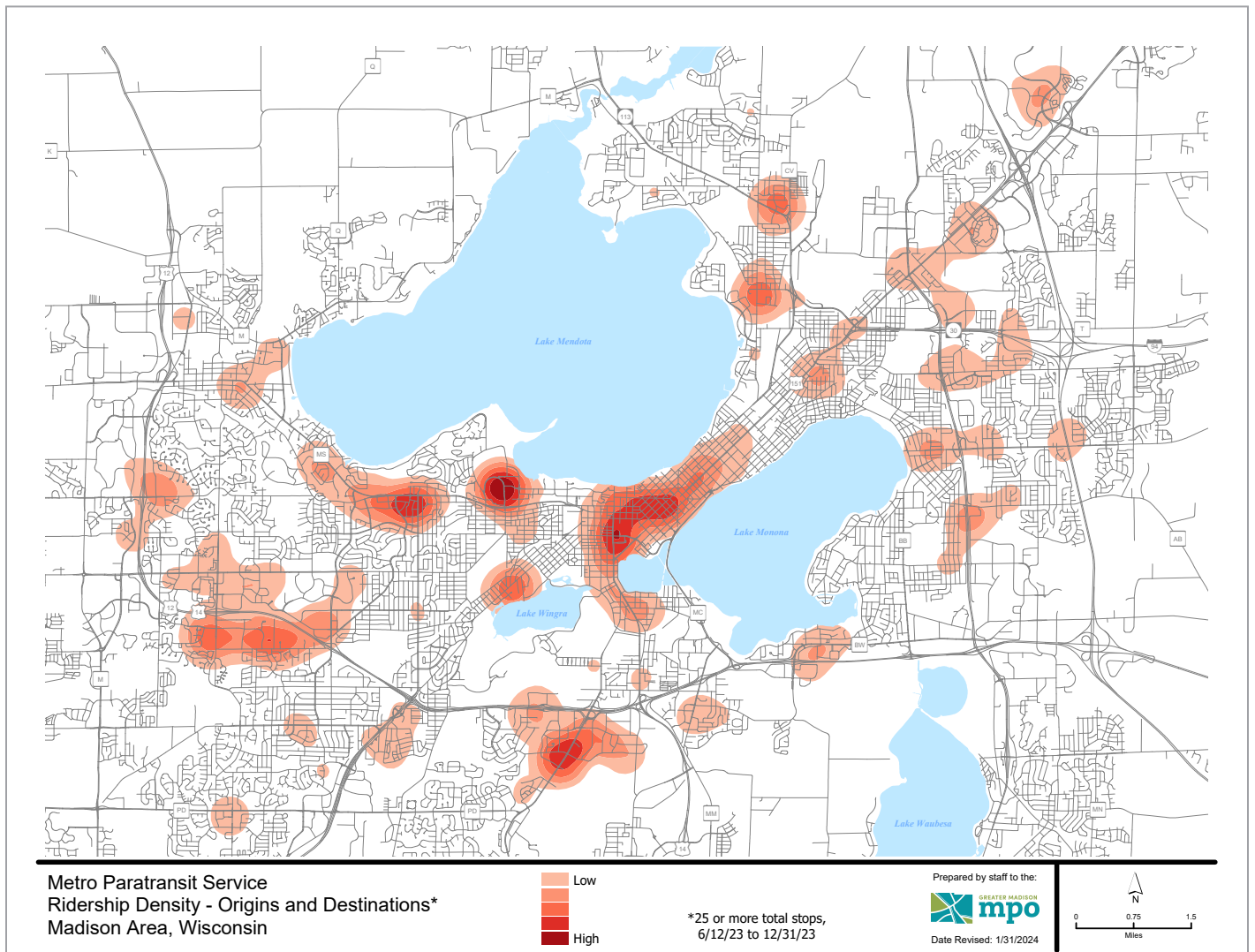
¹⁹ Metro Paratransit No-Show Policy: <https://www.cityofmadison.com/metro/paratransit/paratransit-no-show-policy>.

regular fixed-route service, excluding peak-only commuter routes, and it is provided only during the same hours that the regular fixed-routes operate. However, service is limited to the area within the boundaries of the communities that contract with Metro for service, with the exception of the Village of Shorewood Hills where Metro has a contract to provide paratransit service. Figure 12 shows Metro’s current weekday paratransit service area.

Paratransit cash fares are \$3.25. A rider’s personal care attendant can accompany them at no cost. Transit agencies are permitted to charge agency fares to human service organizations (agencies) purchasing transit services on behalf of their clients. The agency fare is established from the previous year’s audited cost per ride and adjusted to reflect the current year’s

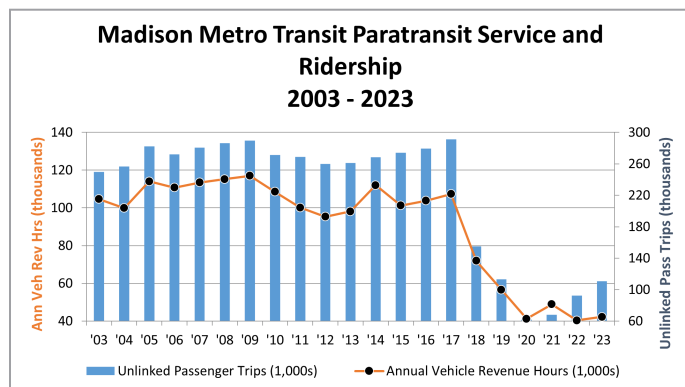
variables in service expenses. Metro’s 2023 agency fare was \$34.25. Paratransit service is provided by contracted service providers, including Abby Vans, Badger Bus, and Transit Solutions. Metro ceased directly operating paratransit service in August of 2018. Paratransit service operates from 5:30 am to midnight, seven days a week. Hours may vary on major holidays (Christmas Eve and New Year's Eve). Figure 13 shows frequent paratransit trip destinations, including central Madison and the UW campus, major hospitals, shopping and employment centers like East Towne and West Towne Malls, and others. Although Sun Prairie had paratransit service available during the period shown, no destinations in Sun Prairie met the threshold of 25 or more trips between June 12 and December 31, 2023.

Figure 12: Metro Paratransit Service Ridership Density – Origins and Destinations with 25 or more total trips June 12 to December 31 2023



As seen in Figure 13, from 2013–2017 Metro saw steady annual increases in paratransit ridership. In May of 2018, Family Care was fully implemented in Dane County, which resulted in a 47% decrease in ridership from 2017’s 291,000 trips as rides were shifted away from the Metro Paratransit system. Ridership continued to decline in 2019, the first year of full Family Care, with 113,000 trips made. In 2020 ridership plummeted to only 41,000 trips due to the onset of the COVID-19 pandemic, rising only slightly to 68,000 trips. Ridership continued to increase in 2022, and by 2023 had reached the pre-pandemic, post-Family Care “new normal” of 111,000 trips.

Figure 13: Total annual Metro paratransit ridership



Monona Transit

Since 1988 the City of Monona has contracted for its own transit service. The city provides a peak-only commuter service called Monona Express and a point-deviated weekday mid-day-only route called Monona Lift. The City of Monona currently contracts with First Transit for both services. The cash fare for both services is \$3.00 for adults and \$1.50 for seniors, people with disabilities, and students. Discounted fare options are available for regular riders. Transfers are accepted from Metro Transit with an additional fare of \$0.50, but Metro does not accept transfers from Monona Transit.

Monona Express operates in a one-way loop around Lake Monona (counterclockwise in the morning, clockwise in the afternoon) with four morning and four afternoon trips.²⁰ It is a fixed route serving residential areas in Monona and employment areas in Madison: the Capitol Square, UW campus, UW Hospital, the Meriter and St Mary’s hospital area, and others. Riders are allowed to travel within Monona and between Monona and Madison, but not within Madison. Annual ridership

for Monona Express was 12,700 in 2019, but dropped to about 3,850 in 2020 and 2021, and had only rebounded to 7,000 in 2023.

Monona Lift is designed to meet the needs of seniors and people with disabilities, but it is also available to the public. The route operates in four one-way clockwise loops through Madison similar to Monona Express’s afternoon service and two loops within Monona. The service operates as a point deviation system with scheduled stops along the route. Senior riders and people with disabilities may prearrange to be picked up and/or dropped within ½ mile of the route. Annual ridership for Monona Lift was 5,900 in 2019 and dropped to 4,200 in 2020, a testament that the service is providing critical transportation for transit-dependent populations. Although ridership returned to pre-pandemic levels in 2022 with 5,800 rides provided, 2023 ridership declined to 4,400.

The City of Monona has contracted with Metro for fixed-route bus service beginning in March of 2025. At that time, Monona Express and Monona Lift service will be terminated.

Stoughton Public Transit

The City of Stoughton contracts with Running Inc. to provide subsidized shared-ride taxi service with a fleet of 4 vehicles. Hours of service are 6:00 a.m. to 6:00 p.m. Monday through Thursday, 6:00 a.m. to 7:00 p.m. on Friday and Saturday, and 9:00 a.m. to 2:00 p.m. on Sundays. Service is provided within Stoughton city limits and up to 3 miles outside of city limits, as long as either the origin or destination is within city limits. The one-way fare is a fixed rate within city limits of \$5.00 for adults and students and \$4.00 for seniors and people with disabilities. Beyond city limits, an extra fee of \$1.00 per mile is charged. The service is wheelchair accessible. Approximately 30,000 one-way trips were provided each year in 2017–2019, with just under 18,000 trips provided in 2020. In 2022, just over 22,000 trips were provided.

Public Transit in Neighboring Counties

Limited fixed-route bus services and several shared-ride taxis and specialized transportation systems operate in small communities surrounding Dane County. Each county has an Aging and Disability Resource

²⁰ Due to a driver shortage, the first morning loop is discontinued indefinitely.

Center (ADRC) which provides transportation services to eligible participants.

In Rock County, Janesville Transit System (JTS) and Beloit Transit (BT) provide fixed-route bus and paratransit service in those communities, as well as the Beloit/Janesville Express between the two communities. Connections to Madison can be made on the Van Galder Bus with a transfer in Janesville. Wisconsin Coach Lines/Coach USA connects between Janesville, Milton, White-water, and Milwaukee. Rock County Transit provides door-to-door shared-ride trips for anyone 55 and older and anyone 18 or older with a disability. Edgerton offers a shared-ride taxi service operated by Brown Cab. The [Rock County Coordinated Plan](#) identifies challenges for non-drivers accessing medical and leisure trips into Dane County and Northern Illinois. There may be unmet demand in Dane County for reverse trips to the health-care facilities in Janesville and Rockford and other trips, even if relatively small compared to other transportation challenges.

In Sauk County, Prairie du Sac, Sauk City, Bluffview, Merrimac, Plain, Spring Green, Baraboo, Reedsburg, Lake Delton, North Freedom, and Rock Springs are served by The Bus, a fixed-route weekday-only transit system with two routes. Additionally, the Sauk Prairie Transit System provides shared-ride taxi services operated by Brown Cab, and Baraboo provides shared-ride taxi services operated by Abby Vans.

Other communities in surrounding counties with shared-ride taxi services include Beaver Dam, Edgerton, Fort Atkinson, Jefferson, Lake Mills, Monroe, Portage, and Whitewater. All these services are provided under contract by Brown Cab or Running Inc.

Specialized Transportation Services in Dane County

The Adult Community Services Division of the Dane County Department of Human Services (DCDHS) administers transportation resources and services that enable seniors, persons with disabilities, veterans, workers, refugees, low-income families, and others to access their communities and needed services. A selection of diversified transportation programs helps Dane County residents get to where they need to go. DCDHS contracts with private providers for these services. Dane County Transportation Services is overseen by the

Dane County Specialized Transportation Commission (DCSTC). Metro Transit and Dane County coordinate and transfer funding as some of their services overlap. Dane County shares the State of Wisconsin Section 85.21 funds it receives with Metro Transit to support its paratransit service. Metro Transit, in turn, shares its State of Wisconsin Section 85.20 funds with Dane County to support Group Access Service (GAS) and Retired Senior and Volunteer Driver Program (RSVP) since those programs relieve pressure on paratransit needs. The different programs that DCDHS administers and supports are described below.

Transportation Call Center

Dane County operates a One-Stop Shop Transportation Call Center staffed by a Mobility Manager. The Call Center coordinates and provides detailed transportation options, referrals to programs or providers, eligibility determination, ride authorizations, and other services to Dane County residents. Information about all available transportation resources is provided. The Call Center helps riders easily connect with the correct transportation services. The Dane County Call Center is the only Transportation Resource Center in the region. In 2023 the Call Center handled 10,709 calls and authorized 45,489 rides.

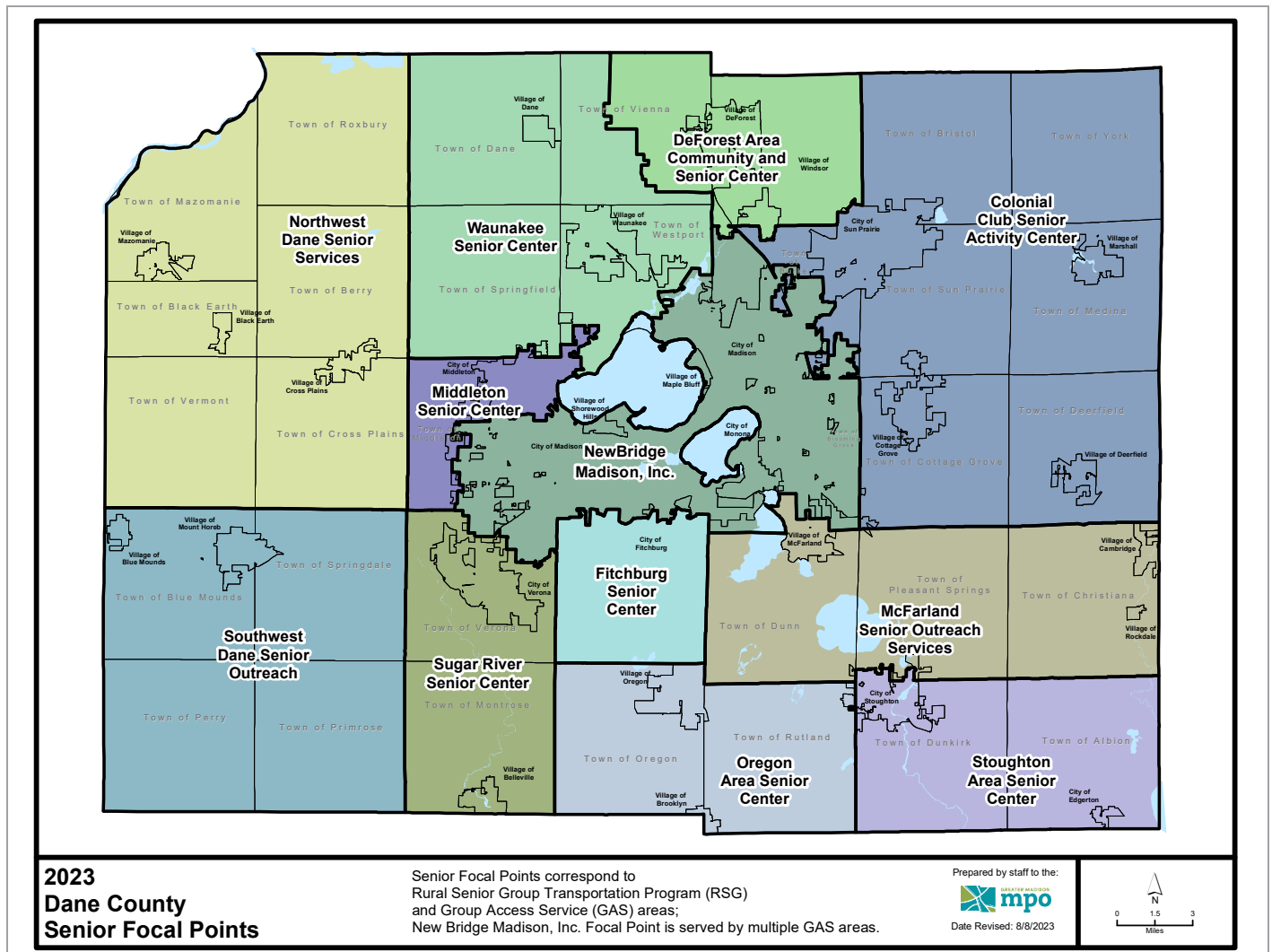
Travel Training

Persons unfamiliar with Metro Transit routes, shared-ride taxi transit programs, or county-funded group ride programs are assigned a Volunteer Bus Buddy for route familiarization and other support while learning to use these services. The Bus Buddy program offers trip excursions where groups of seniors and persons with disabilities receive fixed bus route training while participating in a fun community outing. Paratransit-eligible riders who receive travel training and switch to fixed route use have been shown to achieve substantial cost savings for Metro Transit and increased mobility.

Group Access Service (GAS)

Group Access Service provides regularly scheduled weekday group trips for seniors (defined as age 60 and older) and for people with disabilities living in their own homes or apartments within the Madison and Monona areas. Service is provided within the NewBridge Senior Focal Point area (see Figure 14). Trips do not generally cross coalition area boundaries.

Figure 14: Dane County Senior Focal Points: Group Access Services (GAS) and Rural Senior Group Trips (RSG) Service Areas



Within each coalition area, rides are provided each weekday to and from adult day services in the early morning and late afternoon and to/from nutrition sites during the midday. Shopping trips are scheduled in the mid-morning and mid-afternoon. Currently, each area is provided with two grocery store trips, two pharmacy/discount store/public library trips, and one shopping mall trip per week. Door-to-door service is provided as well as assistance with packages. Accessible vehicles are used. The current cash fare for GAS service is per one-way trip, with distinct fares set by trip purpose: \$0.50 for nutrition (grocery store or food pantry) trips, \$1.00 for in-town shopping trips, and \$1.50 for out-of-town shopping trips. No one is denied service due to inability to pay.

The Disability and Aging Services Division of DCHS manages the service, and contracts with a private provider on a per-hour basis. The current provider is

Transit Solutions. Funding for GAS is provided by Madison Metro using pass-through State Urban Mass Transit Operating Assistance Program (Section 85.20) funding for service provided within Metro’s service area. In addition, Dane County uses county levy and highway department funds to pay for the service. In 2022, the program provided about 8,530 one-way trips.

Rural Senior Group Trips (RSG)

The Rural Senior Group Trips program provides routed group transportation service to rural adults aged 60 and over and to people with disabilities who reside outside the area where GAS operates. Rural Senior Group Trips service is generally modeled after the Madison area’s GAS service, but it is organized differently in each of the ten geographic areas based upon a local determination of needs. Geographic service areas of the county are: Northwest Dane Senior Services, Waunakee Senior Center, DeForest Area Community

and Senior Center, Colonial Club Senior Activity Center, Middleton Senior Center, McFarland Senior Outreach Services, Stoughton Area Senior Center, Oregon Area Senior Center, Fitchburg Senior Center, Sugar River Senior Center, and Southwest Dane Senior Outreach (see Figure 14). Dane County contracts for service through a competitive bid process for all areas except the Northeast area, where service is directly provided by the Colonial Club for seniors and people with disabilities.

Trip days and times are arranged by area senior centers or senior service organizations, which work with DCHS staff and are responsible for receiving passenger reservations and cancellations. The senior center or organization then notifies the contracted provider of the passengers' schedules and requests for accessible vehicles. Door-to-door service with driver assistance is provided.

Rides are provided to nutrition sites, to senior center activities, and for shopping and selected social activities. The social and recreational trips are organized by the local senior center or organization and are not paid for with County funds. Medical trips are not provided. The fares are: \$0.50 per one-way trip for nutrition trips, \$1.00 for in-town shopping trips, and \$1.50 for out-of-town shopping trips.

In 2022, the program provided about 24,090 one-way trips. The program is funded through state Specialized Transportation Assistance Program for Counties (Section 85.21) funding and county levy funds. Passenger fare revenues cover the remaining costs.

The Retired Senior Volunteer Driver Escort Program (RSVP) and Veterans Helping Veterans Program (Vets Helping Vets)

Both the Retired Senior Volunteer Driver Escort Program and the Vets Helping Vets program rely on volunteer drivers in private automobiles to provide a transportation alternative for riders.

RSVP serves people aged 60 and over and people with disabilities who do not use a wheelchair. RSVP provides door-to-door individual, and in some cases, small group rides when other options are not available. RSVP drivers also deliver meals to people who are unable to leave their home. The RSVP service has become an integral part of the transportation services provided to the elderly within Dane County. In the Madison area,

seniors who are not eligible for Metro paratransit service especially benefit from the program. Vets Helping Vets provides rides to veterans of all ages and their family members with a service model that parallels that of RSVP.

Medical trips are prioritized for both programs, but other trip purposes such as nutrition and social services are also served. Service is generally available throughout Dane County and is largely dependent on the availability of volunteer drivers. Rides must be arranged prior to the day a ride is needed. Like many volunteer demand-response systems, this service relies on a three-day to one-week response time but tries to accommodate individual short-notice calls depending on origin, destination, and driver availability.

The volunteer drivers are reimbursed at a rate of \$0.655 per mile (2023), and this rate is adjusted annually by the IRS. Dane County funds the program, using federal funds (Older Americans Act) state Section 85.20 operating assistance passed through from Madison Metro, state Section 85.21 funding, and additional local county levy funds. As a condition of federal funding through the Older Americans Act, donations are sought to offset the cost of service, but rides are not refused because of an individual's inability to pay. In 2018, the combined RSVP and Vets Helping Vets programs provided about 105,000 one-way trips. Although the use of these services declined during the pandemic, the programs pivoted to delivering groceries and meals instead of providing rides, and over 90,000 rides/deliveries were provided in 2020. By 2022, ridership had rebounded to record-high levels, with over 118,700 rides provided.

Other Transportation Services

DCDHS administers several other transportation services to meet the various needs of persons who have low incomes, are elderly, and/or experience disabilities. These programs include:

- **Older Adult Transportation Assistance Program:** Serves adults aged 60 and over and persons with disabilities who live in their own homes or apartments and who are not enrolled in particular long-term care programs; individuals who receive Medical Assistance rides through Common Carrier Medical Assistance Transportation are not eligible for medical rides through this program.

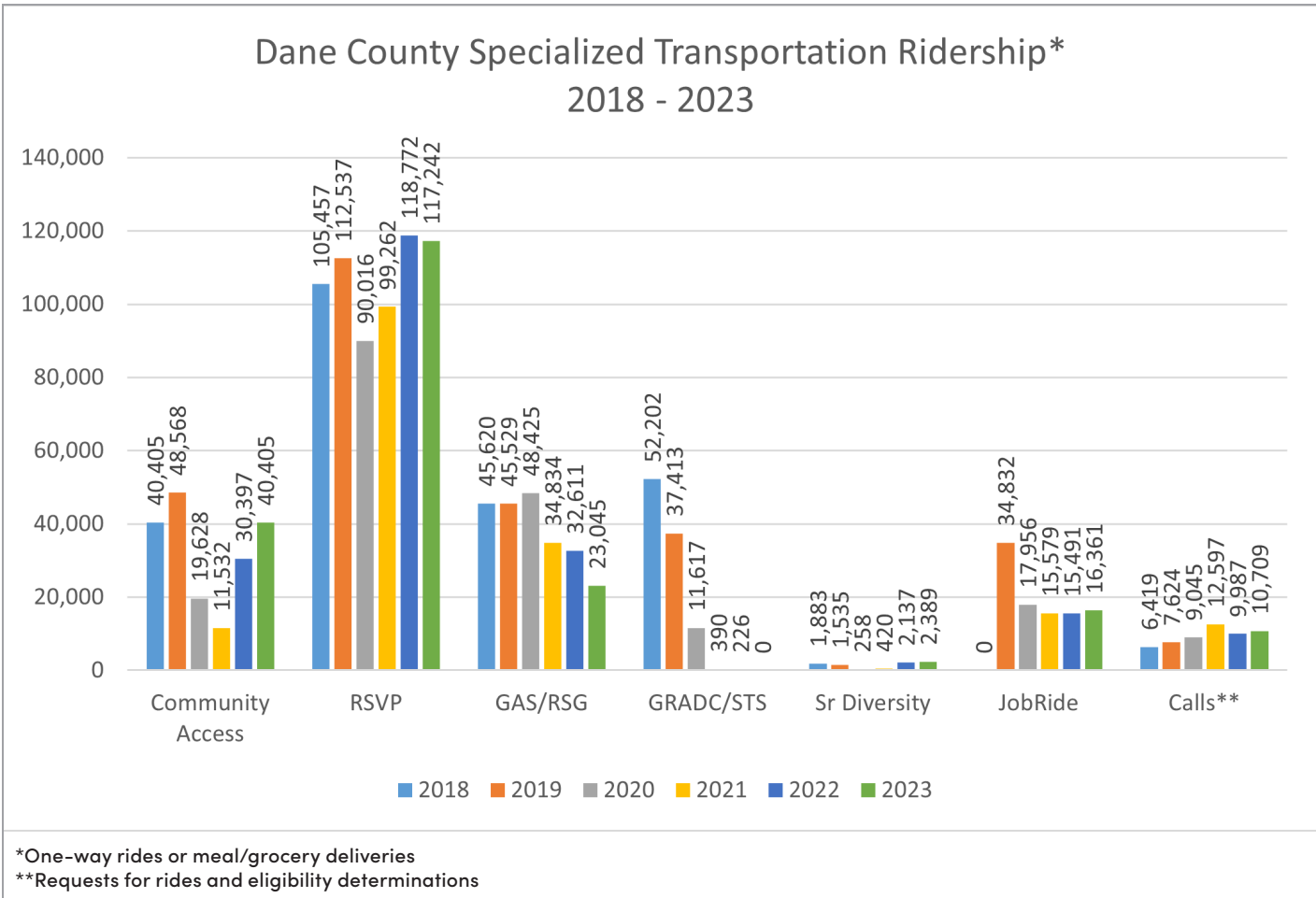
- **Rideline Service** Scheduled, individual rides to work, job interviews, or training for persons who live in areas not served by public transit or with very limited public transit service; riders must live in their own homes or apartments, and those enrolled in particular long-term care programs are not eligible.
- **Employment Transportation Assistance** Low-income people receive bus passes for employment searches. ETA is a transit-based fare-assistance program. The service area is the Metro Transit service boundaries. The number of bus passes an individual can receive is limited.
- **Work-N-Wheels Program:** 0% interest car loans and family financial planning courses for low-income workers who reside in rural areas of Dane County. Recipients are required to ride-share where possible. This is a revolving loan fund. Loan applications are approved by DCDHS and Southwest Community Action Work-N-Wheels Program. The service area is rural Dane County.

- **DryHootch:** DryHootch provides transportation to needed appointments and services for Veterans. The group ride service schedules stops at the Veterans Service Office, VA Hospital, food pantries, and other destinations. The group ride service is door-to-door. Individual rides are provided as needed. The individualized ride service is door-through-door, and passengers are assisted with curbs and up to three steps. Drivers will assist passengers in getting to the correct location within the clinic or hospital. Vehicles are accessible. The service area is all of Dane County. The drivers are also veterans.

In 2022, these programs combined provided approximately 30,400 one-way trips. The programs are funded through state Section 85.21 funding and county levy funds.

In addition to the City of Madison and Dane County transportation services, additional transportation services exist through non-profit organizations and other program-specific transportation services. Most are

Figure 15: Dane County Specialized Transportation Ridership, 2028-2022



targeted at specific low-income people, seniors, and people seeking medical treatment. Examples of other transportation service providers include the YWCA (YW Transit and JobRide) and the American Cancer Society (Road to Recovery), which are discussed further below.

[YW Transit/JobRide](#) are specialized transportation services provided by the YWCA. JobRide operates 24 hours per day and provides rides for low-income people to and from work where other transit options are not available. Although JobRide uses vans and attempts to organize group rides, many individual trips are made. JobRide is partially funded through the Wisconsin Department of Transportation's Wisconsin Employment Transportation Assistance Program (WETAP), which is supported by a combination of state (WisDOT and DWD) and federal Section 5307 and 5311 funds. In 2019, JobRide provided about 35,000 one-way trips. Historically, YWCA also offered sexual assault prevention rides between 8 p.m. and 1 a.m. This service was discontinued during the pandemic due to lack of use; with the diverted resources, YWCA is now offering Senior Rides for essential errands during the day. Senior Rides are available for free for anyone 55 or older and are available from 8:30 a.m. to 4 p.m.

[Road to Recovery](#) is a specialized transportation service coordinated by the American Cancer Society, with volunteer drivers providing transportation to cancer-related medical appointments. Other eligibility requirements may apply, and ride requests must be made several days prior to appointment dates.

Other Providers and Services

Private Taxi and Transportation Network Company (TNC) Services

There are two private taxi service providers in the Madison area and Dane County. Union Cab and Madison Taxi primarily operate in the Madison area. Union Cab is the only taxi operator with wheelchair-accessible vehicles available. In addition to the private taxi service providers, private TNCs such as Uber, Lyft, and Carepool provide service within the county. Of these TNCs, only Carepool has wheelchair-accessible vehicles available.

Private Specialized Transportation

Several private specialized transportation providers operate within Dane County and may provide contract-

ed services for area human services agencies. There is no statewide or local registration or licensing requirement for these providers, so they can only be identified through internet searches, the Yellow Pages, or by taking note of vehicle livery and contact information on the road. These private providers include:

- Abby Vans
- Badger Bus Lines
- Brown Cab/Running Inc.
- Carepool
- Curtis Ambulance
- Fico Skye Transportation
- Home 2 Care Transportation
- Mad City Mobility
- MMM's Medical Taxi
- Near 4 U
- Quality Transit
- Ryan Brothers Ambulance
- Transit Solutions, Inc.
- We Care Transportation
- Carepoint Transit

State-wide Non-Emergency Medical Transportation (NEMT)

The Wisconsin Department of Health Services provides non-emergency medical transportation to covered services for certain Wisconsin Medicaid and Badger-Care Plus members who have no other way to get a ride to a covered service. This service is a state-wide program. Presently, MTM, Inc. is the manager of these trips. NEMT is available 24 hours per day, every day of the year, but patients must schedule their rides at least two days in advance. Rides are provided by contracted companies with a combination of specialized medical vehicles (typically cutaway vans) as well as ambulances and public common carrier vehicles (buses, paratransit, and taxis).

Non-Profit Organizations

There are many non-profit organizations within Dane County that provide transportation services, including community centers, residential care facilities, faith-based organizations, and vocational organizations. These services are typically limited to a specific client or member base, and several of these organizations

have asked that their contact information not be published in this plan or related service directories. The Aging and Disability Resource Center (ADRC) of Dane County helps older adults and people with disabilities, along with their families and caregivers connect with the resources, including referrals to the Dane County Transportation Call Center, services they need to live as safely and independently as possible. See Appendix D for more information about these services and providers.

RoundTrip

The [RoundTrip](#) program, operated by the Greater Madison MPO, matches commuters with each other to form carpools and vanpools, or as “bike buddies”. The MPO’s Travel Demand Management (TDM) Program Manager also advises individuals who need to make trips by assisting them with transit planning or referring them to the Dane County Transportation Call Center or other services. Additionally, commuters signed up through RoundTrip are enrolled in the county-funded Emergency Ride Home (ERH) program, which will cover up to \$75 per ride for up to six taxi rides per year for commuters who are stranded for unforeseen reasons.

Intercity Bus, Air, and Rail Services

Seven highway coach companies (Van Galder Bus (Coach USA), Badger Bus, Greyhound/FlixBus, Megabus, Lamers Bus Lines, and Jefferson Lines) provide intercity bus service to and from Madison. Van Galder provides twelve daily trips between Madison and Chicago (Union Station and O’Hare airport) with stops in Janesville, Beloit, and Rockford. Badger Bus provides five (Friday and Saturday) or six (all other days) daily trips between Madison and Milwaukee. Greyhound/FlixBus provides service between Chicago, Milwaukee, Madison, Eau Claire, and the Twin Cities. Megabus, with service in selected regions in the U.S., operates service within the state of Wisconsin as far north as Wausau and Green Bay, as far west as La Crosse, south to Janesville, and east to Milwaukee. Lamers Bus Lines operates daily service from Dubuque to Milwaukee with stops in Mount Horeb, Verona, and Madison. Jefferson Lines operates daily service between Milwaukee, Madison, La Crosse, and the Twin Cities. Limited additional seasonal intercity bus service is available, including direct service to Whitewater, on Fridays and Sundays when colleges and universities are in session.

Dane County Regional Airport (DCRA) serves several airlines and many destinations around the U.S., including Chicago, Minneapolis/St Paul, Denver, Atlanta, Dallas/Ft. Worth, New York, Los Angeles, and others. Ground transportation to and from DCRA is provided by taxi and Metro Transit Route D2 operating every 30 minutes. While Madison currently has no passenger rail service, Amtrak provides thruway ticketing where passengers can purchase one ticket through Amtrak that includes a bus trip between Madison and Portage, Columbus, Milwaukee, or Chicago. Planning for potential passenger rail service between Madison and Milwaukee, and eventually connecting to Minneapolis/St. Paul is currently underway.

Chapter 4: Assessment of Transportation Gaps and Needs

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

Financial Needs

Funding for Service Providers

The lack of sufficient funding for public transportation is the root of many of the transportation gaps and needs experienced in Dane County and elsewhere around the United States. Less than 20% of federal transportation funds are allocated to public transit; to access those funds, operators must come up with at least 20% local match for capital expenses and as much as 50% local match for operation expenses. At the state level, in 2011 the Wisconsin Legislature reduced transit operating assistance by 10% and repealed regional transit authorities (RTAs), which would have allowed a local half-cent sales tax to fund mass transit. The state's County Elderly and Disabled Transportation Assistance program (85.21) provides counties with financial assistance to provide transportation services to seniors and individuals with disabilities. As the aging population continues to increase, maintaining or increasing the 85.21 funding levels will be vital to continue to meet the needs of the seniors and people with disabilities in Dane County.

Affordability for Users

There are many DCDHS programs that provide affordable and accessible transportation options, as described in the previous chapter. Increased awareness of these programs can help extend the reach of these cost-effective transportation options to more eligible participants. Providing fare assistance for people to use existing public transit, specialized transit, taxis, or other services is an additional cost-effective way to provide transportation for low-income people. Fares for taxi

services – even publicly subsidized shared-ride services – can be particularly difficult for low-income people to afford. Additionally, providing paratransit-eligible clients who are also able to ride fixed-route buses with a free transit pass to encourage fixed-route use has shown potential to achieve substantial cost savings for Metro Transit and increased mobility for the individual. The costs of vehicle ownership, transit fares, or other transportation costs may limit access to jobs, medical care, and other services for low-income individuals. There is a need for financial assistance for low-income people to purchase or repair vehicles for employment transportation in areas or situations where public transit service, specialized transportation, and ride-sharing are not practical – primarily in rural areas. Driver's license fees, insurance, and vehicle registration have also been identified as barriers for low-income people to access transportation.

Coordination, Education, and Outreach Needs

Mobility Management

Navigating complex transportation programs and eligibility requirements can be a major barrier to accessing transportation services. Transportation services are often fragmented due to restrictive eligibility requirements, which may result in duplicative or underutilized services, service gaps, and rising costs. Many individuals are not fully aware of the wide variety of programs and their eligibility requirements. Dane County offers mobility management services to people to help them navigate the various public transit, paratransit, and specialized transportation systems that may be available to them, coordinated through the Dane County Transportation Call Center. Continued funding is needed to maintain the Dane County Transportation Call Center. Improved information on specialized transportation services would help new and occasional users access existing programs.

Dane County and Metro Transit work closely together to ensure that changes in eligibility do not result in unexpected eligibility gaps for riders; however, with the

implementation of Family Care in Dane County in 2018, transportation brokerages increased contracting with other transportation providers rather than with Metro Transit, which makes this coordination between programs much more challenging. Medical transportation to hospitals and medical centers is difficult for people who cannot make the trip by themselves. Improved coordination has the potential to significantly reduce service duplication and provide enhanced service. Dialysis and cancer treatment trips are particularly difficult to coordinate, given the frequent nature and duration of the treatment visits. Incentives are needed for dialysis centers to coordinate schedules for patients who live close to each other. Additionally, local coordination of Non-Emergency Medical Transportation (NEMT) has not been possible since the commencement of the statewide NEMT transportation broker.²¹

The Greater Madison Metropolitan Planning Organization (MPO) employs a full-time RoundTrip Transportation Demand Management and Program Manager who works with individuals and large employers in Dane County to promote and coordinate ridesharing, van/carpooling, transit, and other transportation alternatives for employees. However, additional resources are needed to encourage more employers to assist employees with transportation to work and provide incentives for them to do so. The need is particularly great in areas outside Metro's service area. For some low-wage workers, carpooling with fellow employees may be the most effective way to get to work. There continues to be a need for improved coordination of job training and transportation, and other employment transportation with public transit. The need for a publicly- or employer-funded subsidy has also been identified as a barrier to successfully recruiting riders to vanpool programs, which would help provide workforce transportation outside the Metro service area.

Rider Education

Navigating the Metro bus system can be a challenge, particularly for trips that involve a transfer, for new riders who are used to driving themselves, and for people with mental health, cognitive, or developmental disabilities. Training is needed, particularly for seniors, people with disabilities, and those who do not speak

English well, who could use the fixed-route bus system with some coaching and encouragement. In many cases, removing this barrier improves people's mobility and independence while reducing Metro's cost by reducing reliance on paratransit. Mobility training and fixed-route orientation may include individual or group guidance sessions, in-person meetings, and/or traveling with the person until they feel comfortable making the trip on their own.

Although many users can become comfortable using fixed-route transit after a single training session, some users may need ongoing mobility training and transfer supervision. An example of transfer supervision would be deploying a staff member to a location where many transfers take place at key times when people with disabilities are known to travel. The staff would assist individuals as needed and watch for problems such as people boarding the wrong bus or having difficulty crossing intersections from one stop to another where routes cross and transfers require the use of two different stops.

Metro Transit distributes a full-size color system map and Ride Guide (with timetables and other information) aboard its buses and at selected locations. Trip planning is also available using Google Maps, the Transit app, and other real-time electronic data sources. These materials need to be consistently improved upon for ease of use and to ensure data accuracy. Although screen reading tools enable blind and low-vision riders with access to those technologies to access online data, large-print materials are needed for individuals with impaired vision who do not have access to a computer or smart device. Audible system information is needed for blind and low-vision riders to successfully and independently navigate the Metro system.

As the results of public engagement documented in Appendix A show, many Metro Transit riders who experience disabilities and/or are aged 65 or older have found the post-Transit Network Redesign Metro system to be difficult to use, both physically and due to a knowledge barrier and resulting trouble learning to navigate the new system. Continuing rider education will be critical to making transit accessible to riders who

²¹ As an example of the difficulty of coordinating transportation across agencies, during the development of this plan multiple attempts to communicate with the state's NEMT liaison went unanswered, and no coordination between the MPO and the state Department of Human Services occurred during the development of this plan.

can physically access the system but for whom knowledge presents a barrier to using the system.

Outreach

Being home to the state capitol and a major university, there are many human service agencies and organizations within the Madison area. This makes coordination key to effective service delivery and the minimization of duplication; however, outside the coordinated planning process – which occurs every five years – there is currently no other mechanism to convene a more frequent meeting of providers and facilitate coordination. The MPO had planned to start hosting annual coordination meetings in June 2020; however, the COVID-19 pandemic made convening the planned in-person meeting impossible. Other workload priorities made holding this meeting impractical for MPO staff through 2024, and continued variants of COVID-19 and other respiratory illnesses such as RSV have resulted in a situation where those people with compromised immune systems and staff who work with them are reluctant to meet in person for such meetings.

The coordinated planning process benefits from a broad range of stakeholders. Historically stakeholders from the medical, educational, and residential care facilities have been largely absent from the coordinated planning process in Dane County. Data showing how the various public transit and specialized transportation systems operate, and how people use the system is limited. Cooperative and ongoing sharing of data could help with identifying service gaps and opportunities for collaboration. Land use planning plays a critical factor in where new facilities, including senior housing, medical facilities, shopping centers, and new employment opportunities are located. There is a continued need for public transit and specialized transportation providers to collaborate with planning commissions to help ensure that new development can be served by public transportation options.

In several recent studies and outreach efforts, respondents and participants have indicated that they are not aware of the transportation resources available to them. For example, the City of Madison Community Development Division and EQT by Design held focus

groups²² with older adults in September and October of 2023, and heard that transportation was a top issue for African American, Latinx/Hispanic, and lower-income older adults; MPO focus groups in October 2023 through March 2024 that were held for the Transit Development Plan update also indicated that transportation is a top issue for many older and disabled participants who qualify for but are unaware of specialized transportation services available to them. Based on this feedback it is clear that marketing and outreach to educate the public about existing transportation services and how to access them are important needs that are not being addressed sufficiently.

Service Needs

Coverage Area

Fixed-route bus service offers transit-dependent riders the greatest range of mobility options, often at the most affordable price. The urban portion of the Madison area is relatively well served by fixed route bus service; however, the more suburban Dane County communities either have limited or no bus service, including Cottage Grove, DeForest, Fitchburg, McFarland, northern Middleton, Waunakee, Verona, and peripheral areas of Madison. Regional connections to Stoughton, Oregon, Belleville, and Mt. Horeb, as well as surrounding counties are needed. In smaller communities, publicly subsidized accessible shared-ride taxi service is often the most efficient form of public transportation. Stoughton currently offers the only publicly subsidized shared-ride taxi system in Dane County.²³

Even within the Metro Transit Service Area, route consolidation from the Transit Network Redesign resulted in longer distances between routes in most of the urban area, and Bus Rapid Transit (BRT) stops are further apart than standard fixed-route stops (approximately every ½ mile for BRT, and every ¼ mile for standard routes). This has resulted in a situation where many transit riders who experience disabilities or mobility limitations have reduced access to the transit network and accordingly reduced access to destinations throughout the service area.

²² For the [Older Adult Services Analysis Final Report](#), 2024.

²³ Sun Prairie discontinued their shared-ride taxi system in September 2023, following the implementation of local fixed-route Metro service in June 2023.

Transit-dependent individuals who are not within the Metro fixed-route bus service area or those with mobility or cognitive impairments that limit access to fixed-route bus service must rely on specialized transportation options. Metro Paratransit provides paratransit service for individuals with disabilities within ¾ miles of a Metro fixed-route corridor, who cannot use the fixed-route service, under the Americans with Disabilities Act (ADA) requirements. The Village of Shorewood Hills contracts with Metro to provide paratransit service. Additional specialized transportation trips are needed for areas that are outside Metro's service area, particularly in the rural portions of Dane County and the peripheral or suburban areas listed above. Dane County's group ride programs (GAS and RSG) are an effective way to meet the basic day-to-day needs of seniors and people with disabilities. Additional shopping and nutrition trips would improve options for seniors and people with disabilities; however, service area boundaries currently limit the destinations that can be served.²⁴

Based on the findings of EQT By Design's focus groups with older adults, the City of Madison Community Development Division's Older Adult Services team is working to bring programming to older adults in order to reduce the transportation burden on participants. This "place-based programming" will serve identified Census block groups in Madison where targeted investment, resource, and inclusion strategies, and service delivery can have the greatest impact on promoting equity and addressing systemic barriers.

Service Hours

For those living within the Metro service area, many residential and employment areas have only limited service, with reduced off-peak and weekend service. Areas served only by peak-hour commuter service do not have any paratransit service. The public shared-ride taxi service in Stoughton also has limited service hours and no late-night service. The lack of night service makes access to 2nd and 3rd shift employment opportunities difficult.

Travel Times

Excessive travel time may make certain trips impracticable. For those using the fixed-route bus system, a commute across Madison may require multiple trans-

fers and take over an hour. For riders with a physical or cognitive impairment, a specialized transportation trip of excessive duration may present additional complications and result in barriers to transportation.

Scheduling

Metro Paratransit service, most other accessible specialized transportation services, and NEMT rides require at least one day advanced reservation. There is a need for flexible, short-notice rides, especially for medical appointments. Often passengers are given a window of time for when pickup will occur, and the driver will only wait a set amount of time for the passenger to arrive at the vehicle. For those with mobility challenges, the wait time may not be long enough for them to make it to the vehicle, resulting in a missed ride.

Reliability

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

Other Service Needs

The implementation of Family Care in Dane County in 2018 has resulted in a variety of new and emerging transportation challenges for service providers, transportation providers, and enrolled participants. Many providers have reported that enrollees in Family Care have experienced a reduction in transportation service level, particularly for social and work-related trips. With the implementation of Family Care complete, new service needs have emerged. Notably, a service gap exists for residents of residential care facilities. Eligibility requirements for many DCDHS transportation programs preclude serving those who do not live in their own home or apartments; while some residential facilities are equipped with vehicles to provide trips for their residents, many are not, leaving those residents with

²⁴ [State law](#) requires that transit service provided outside the jurisdiction of the community operating the service be provided under contract with financial support from a public or private organization. 66.1021.

limited transportation options which often require relying on family or costly private transportation services.

Vehicle Needs

Light-duty transit vehicles typically last about five to seven years, necessitating routine vehicle procurements to maintain the existing level of service. Where the service population is increasing, expanding the fleet may also be necessary to maintain the existing level of service. Electric, hybrid diesel-electric, and alternative-fueled vehicles should be prioritized to help achieve sustainability goals.²⁵ The limited number of wheelchair-accessible vehicles can result in long waits at certain peak times, leading to capacity and service reliability challenges. Private taxi services can help fill the service gap for short-notice same-day service, however, Union Cab is the only wheelchair-accessible on-demand taxi service in the area; the single other cab company operating county-wide only serves ambulatory passengers. Funding is needed to purchase new accessible vehicles, and due to the complexity of applying for and needing to meet federal reporting requirements for Section 5310 funding, many smaller operators and non-profits lack the capacity to access these limited funds.

One major challenge facing transportation providers currently is a shortage of drivers. In many instances vehicles may be available to provide service; however, there are not enough drivers to operate them, particularly during peak demand periods. There is also a need for more driver training on how to operate accessible vehicles and provide service to people with a mobility impairment. The cost of owning, insuring, and maintaining a vehicle is a barrier for many non-profit organizations and agencies. Additionally, often these vehicles may only be operated during limited time periods, with extended periods of the vehicles not in use. Solutions to increase the availability of vehicles by pooling vehicles and resources may open new opportunities for seniors and people with disabilities, and such pooling is strongly encouraged, as allowed by any restrictions placed on funding sources.

Infrastructure Needs

Amenities

Infrastructure around bus stops can be a key determinant of whether an individual with mobility challenges can access the fixed-route bus system or must find other alternatives. A 2018 study by the University of Utah found that bus stops with the appropriate amenities increase overall stop-level ridership as well as reduced paratransit demand for those locations. Approximately 24% of existing Metro stops are not compliant with the Americans with Disabilities Act (ADA) guidelines for bus boarding and alighting areas, which takes into account boarding surface structure and dimensions, sidewalk connectivity, and slope. The City of Madison is working to upgrade all 1488 stops in Madison to meet ADA requirements during the summer of 2024. Accessibility for the 280 stops (16% of all stops) located in other communities is the responsibility of those communities.

The availability and quality of sidewalks can have a profound impact on the accessibility of a bus stop. The installation and maintenance of sidewalks is the responsibility of each municipality, not of Metro. While much of Madison has sidewalks on one or both sides of the road, sidewalks are more limited in the periphery of the city and surrounding communities. Benches are an important amenity – for seniors in particular – to rest while waiting for the bus or to place bags on, especially when the grounds are wet or snow-covered, and new benches and shelters may make it possible for some riders to transition from paratransit to fixed route buses. Clearly signed stops can give riders the confidence needed to navigate the system. For individuals with visual impairments, large-sized print, detectable warning materials, and audible crosswalk signals and bus announcements are required to safely navigate the fixed-route system. Given the Madison area's seasonal temperature and weather extremes, shelters from wind, snow, rain, and heat are very important, especially for those with compromised immune systems, people with disabilities, and both younger and older people.

Facilities

For many years, Metro's most pressing capital facility need was the expansion of Metro's maintenance

²⁵ No such vehicles are currently available through the State of Wisconsin's negotiated Human Service Vehicle contracts, which recipients of Section 5310 funding for accessible vehicle purchases are strongly encouraged to select.

facility and/or a new satellite facility. The maintenance facility on Ingersoll Street at East Washington Avenue had reached and exceeded its capacity. The newest portion of the facility had been constructed in 1981 as an addition to a WWI-era munitions factory; this facility was designed to accommodate a fleet of 160 buses and a fleet of up to 218 full-size transit buses, plus other vehicles. Metro Transit is in the process of upgrading the Ingersoll Street (formerly the East Washington) facility and renovating a new satellite facility on Hanson Road in northeast Madison. This facility will primarily be used to maintain and store the new 60-foot articulated buses to be used in the Bus Rapid Transit system.

With the closing of the Badger Bus Depot on Bedford Street in 2009, a new intermodal terminal has been needed in central Madison. Construction of a new intercity bus depot on the ground level of a mixed-use public/private redevelopment of the Lake Street parking garage began in 2024. This facility is adjacent to major transit corridors, including both the planned North-South and under-construction East-West Bus Rapid Transit corridors.

Technology Needs

In many cases, technology represents an opportunity rather than an existing gap or need. Evolving technologies may result in more reliable and efficient service opportunities, streamlined coordination, and enhanced user experience. Real-time arrival information is available on computers and smartphones for Metro Transit fixed-route buses, but not for Metro Paratransit or most other specialized transportation services. Adding this service would be an asset to riders when their vehicle is running late – a situation that results in the highest number of complaints for paratransit. Fare collection and other technology improvements like online trip planning are also needed. Improved dispatching technology has proved to reduce costs while maintaining or improving service. Technology can also be an asset to mobility management. Call centers and volunteer driver programs collect and organize data to efficiently dispatch drivers and collect mandatory data for funding reports. One challenge that technology introduces is a learning curve for adoption. Training is needed to help providers and riders learn how to use different software applications. The wide range of software applications available can also lead to integration challenges between systems. Additionally, seniors, people with dis-

abilities, and low-income individuals may lack access to the internet, making it important to maintain traditional methods of communication and coordination.

Chapter 5: Strategies to Address Needs

Priority Strategies to Address Needs

The following strategies and projects in Table 3 have been identified to address the recognized transportation and coordination gaps and needs in Dane County.

Many of these strategies have been carried over from previous coordinated plans and are of an ongoing nature.

Table 3: Strategies to Address Needs

Strategies to Address Financial Needs	
Funding for Service Providers	Pursue additional funding strategies to support increased service needs
	Establish a regional transit authority with a dedicated funding source
Affordability for Users	Continue to provide financial assistance for low-income families, veterans, homeless individuals, and paratransit eligible clients who also ride fixed-route buses
	Continue to support employee transportation assistance programs
	Continue to provide financial assistance for low-income individuals to purchase or repair a vehicle for employment transportation where public transportation is not available to meet need
Strategies to Address Coordination, Education, and Outreach Needs	
Mobility Management	Continue to support Dane County One-Call Center
	Continue to support Metro Paratransit in-person assessments
Rider Education	Continue to support travel and mobility training programs
Outreach	Improve information on available resources
	Convene regular meetings to discuss coordination needs
	Seek greater stakeholder involvement in the coordination process, particularly from education and healthcare providers and residential care facilities
Strategies to Address Service Needs	
Service	Expand public transit service area, hours, and frequency
	New regional fixed-route bus service
	Develop Bus Rapid Transit (BRT) service
	Additional scheduled group transportation service
	Continue and increase transportation to work options
	Continue to provide mileage reimbursement for RSVP drivers
	Expanded and increase shared-ride taxi services
Strategies for Addressing Vehicle Needs	
Vehicles	Replace vehicles as necessary
	Add accessible vehicles for eligible shared-ride taxi systems
	Add accessible vehicles for eligible non-profits without duplicating existing transportation services in Dane County
	Investigate feasibility of creating a vehicle pool to allow a greater availability of affordable, accessible vehicles for non-profit organizations and agencies

Strategies to Address Infrastructure Needs

Amenities	Improve amenities at bus stops, including concrete boarding platforms, shelters, benches, and audible signals where needed
	Improve pedestrian access to bus stops
	Implement Metro Transit Bus Stop Amenities Study
Facilities	Add a satellite bus storage facility

Strategies to Address Technology Needs

Technology	Develop real-time information for specialized transportation services
	Maintain or add software and applications to assist with scheduling, routing, dispatching, mandatory data collection, and similar tasks

General Priorities

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

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

Tier 1 supports existing transportation services and projects that:

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

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

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

- Require capital and operating assistance to meet the growing demand for the service(s) within present boundaries.
- Are able to improve efficiency and functionality by building on existing infrastructure.

- Allow for growth, but do not automatically extend new service without a careful evaluation of transportation needs across populations and jurisdictions.

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

Tier 2b supports projects that:

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

Potential Sources of Funding

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

Table 3: Federal Transit Administration Funding Programs

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

Table 4: State Funding Programs

Funding Program	Target Demographic	Eligible Applicants	Eligible Expenses	Description
State Urban Mass Transit Operating Assistance (85.20)	Public in areas with a population of at least 2,500	Local public bodies	Operating	Assists transit systems with operating costs. Eligible applicants include municipalities with populations greater than 2,500 including counties, municipalities and towns – along with transit or transportation commissions or authorities. Eligible public transit services include bus, shared-ride taxicab, rail or other conveyance either publicly or privately owned.

Funding Program	Target Demographic	Eligible Applicants	Eligible Expenses	Description
Paratransit Aids Program 85.205	People with disabilities	Local public bodies	Operating	Allocated to fixed route bus systems via formula based on budget and service, implemented to partially offset a reduction in the 85.20 program.
County Elderly and Disabled Transportation Assistance (85.21)	Seniors and people with disabilities	Counties	Capital and Operating	The County Elderly and Disabled Transportation Assistance program provides counties with financial assistance to provide transportation services to seniors and individuals with disabilities.
Disabled Transportation Capital Assistance Program (85.22)	Seniors and people with disabilities	Private non-profits, local units of government and operators of public transit	Capital	Combined with federal 5310 funding
WETAP	Low-income workers	-	-	Improving transportation services can improve the economic outcomes among workers throughout the state of Wisconsin. An effort to connect low-income workers with jobs through enhanced local transportation services, WETAP integrates local, state and federal funding into a single program and award process administered by WisDOT.

Appendix A: Public Involvement Process

Section 1: Introduction & Background

Federal Public Participation Requirements²⁶

The Fixing America's Surface Transportation Act (FAST Act), the federal surface transportation funding and authorization bill, was signed into law in 2016 and extended for one year in 2020 and continued to support previous federal public participation guidelines. The Bipartisan Infrastructure Law (BIL, alternately known as the Infrastructure Investment and Jobs Act (IIJA)) continued FAST Act public participation guidelines and encourages MPOs to use social media and web-based tools to foster and enable public engagement. MPOs are required to develop a Public Participation Plan (PPP) 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, the Public Participation Plan also outlines public participation requirements and outreach methods for all of the MPO's core planning processes.

The BIL 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 of the Greater Madison MPO's PPP. MPO's are also required to coordinate with the statewide transportation planning public participation and consultation processes. Additionally, the BIL 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 of the MPO's PPP.

Specifically to the requirements for Coordinated Plans:

Federal transit law requires that projects selected for funding under the [Enhanced Mobility for Seniors and Individuals with Disabilities \(Section 5310\) Program](#) be "included in a locally developed, coordinated public transit-human services transportation plan," and that the plan be "**developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public**" utilizing transportation services. These coordinated plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation.²⁷

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.

²⁶ The FAST Act was replaced by the BIL/IIJA on November 15, 2021; the public participation requirements of the FAST Act were not modified other than allowing the use of social media and other web-based tools to encourage public participation. <https://www.transit.dot.gov/sites/fta.dot.gov/files/2021-12/Fact-Sheet-Metro-and-Statewide-Planning.pdf>

²⁷ <https://www.transit.dot.gov/funding/grants/coordinated-public-transit-human-services-transportation-plans>

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 coordinated transportation planning and programming process. See Appendix B of the MPO's PPP²⁸ 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." Although input from the general public is important, for the purposes of the Coordinated Plan it is less important than input from seniors and people with disabilities as these demographic groups are the focus of the Coordinated Plan and the Section 5310 program.

Minority and Low-Income Populations

According to 2021 American Community Survey (ACS) five-year estimates, the minority population within the MPO Planning Area is around 23% of the total population, while around 10.3% of households in Dane County are classified as living in poverty, and 4% of households are autoless. Low-income riders make up a significant portion of transit riders in the Metro system. In the 2024

Metro On-Board Survey, 64.9% of riders reported a household income of no more than \$74,999 a year, up from 59.7% in the 2018 Metro On-Board Survey. In 2024, 54.5% reported a household income of no more than \$49,999/year, up from 42.4% in 2018.

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. The MPO updated its Title VI Program/Language Assistance Plan²⁹ and Vital Documents in November 2023.

Limited English Proficiency

According to the 2021 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 50% speak Spanish. The MPO adopted an updated Title VI Program/Language Assistance Plan in November 2023³⁰ 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 <https://www.greatermadisonmpo.org/about/civilrights.cfm> and at its offices at 100 State Street, #400, Madison, Wisconsin 53703. Vital Documents³¹ are available in Spanish, Hmong, and Chinese.

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

²⁸ https://www.greatermadisonmpo.org/planning/documents/PPP2021_forWeb.pdf

²⁹ https://www.greatermadisonmpo.org/about/documents/TitleVI_Plan_2023.pdf

³⁰ Ibid.

³¹ Title VI Notice, Complaint Procedure, and Complaint Form.

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 5-year ACS estimates, there were 80,883 (14.4% of the total county population) people aged 65 and over in Dane County in 2022, an increase of 69% from the 2010 population of 47,775; 31,239 (5.6% of the total population) was aged 75 and over in 2022, an increase of 33% from the 2010 population of 23,410. 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 2021 5-year ACS also estimated that almost 9% of Dane County’s non-institutionalized population experienced a disability; 24% of the population 65 or older experience a disability. The 2021 five-year ACS estimates that about 4% of Dane County’s population lives in a household without access to an automobile. These demographic groups are the focus of the Coordinated Plan and the Section 5310 program.

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 repre-

sentatives of these agencies and private transportation providers for comment each year in accordance with federal regulations. Transportation providers play a central role in developing the Coordinated Plan and are critical to the success of the Section 5310 program and the provision of effectively coordinated transportation services.

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 BIL 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. Public agencies providing or supporting transportation services and other services to seniors and people with disabilities are key to the development of the Coordinated Plan, are often funded in part through the Section 5310 program and are critical to the successful provision of coordinated transportation services. In Dane County, these agencies include the Dane County Department of Human Services Aging & Disability Resource Center³² and Transportation Call Center³³, and Metro Transit.

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. Examples of these groups include: bicycle, pedestrian, and transit advocacy organizations; chambers

³² <https://www.daneadrc.org/>

³³ <https://www.danecountyhumanservices.org/Disability-and-Aging/Transportation>

of commerce; environmental organizations; League of Women Voters; and neighborhood organizations. The MPO maintains contact lists of these organizations, which are updated periodically. For the purposes of the Coordinated Plan, key such organizations in Dane County include Access to Independence³⁴, the Wisconsin Council for the Blind and Visually Impaired³⁵, RSVP of Dane County³⁶, and a host of other non-profits, many of which are also transportation providers.

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 worked with the Capital Area Regional Planning Commission (CARPC) to coordinate the timing of the 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 completed its Connect 2050 state transportation policy plan 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 representation³⁷ on the Dane County Specialized Transportation Commission (STC).

³⁴ <https://www.accesstoind.org/>

³⁵ <https://wcblind.org/>

³⁶ <https://www.rsvpdane.org/>

³⁷ The MPO Policy Board nominates a representative to fill this position, which must be approved by the Dane County Board. This representative was a member of the MPO Policy Board prior to 2019, since then MPO staff have filled this position.

- 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.
- 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 of the MPO's PPP 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 of the MPO's PPP. 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 of the MPO's PPP, 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 used 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.

Figure 2 of the MPO's PPP, Public Engagement Methods by MPO Planning Process, lists the following engagement methods for the Coordinated Plan:

Primary Methods

- MPO Website

- Email Notifications
- Fact Sheets & Brochures
- Social Media
- Newsletter
- Surveys
- Forums/Conference

Supplemental Methods

- Advisory Committee
- Media Outreach
- Focus Groups & Workshops
- Webinar Series
- Presentations to Local Committees, Civic Groups, and Organizations
- Community Event Tabling & Information Booths
- Emerging Public Engagement Tools

Each of these engagement methods and how it was or was not used in this Coordinated Plan update is described in the following sections.

MPO Website

The MPO website³⁸ was used to provide links to the draft plan, a recorded webinar on the Section 5310 application process, and the public survey discussed in the Surveys section of this appendix.

Email Notifications

MPO email distribution lists were used to distribute the survey based on the FTA’s Framework for Action, as well as a survey of transportation and transportation-supportive services provided by area non-profits, government organizations, advocacy groups, and other related organizations. Both of these surveys are described in the Surveys section of this appendix. MPO email distribution lists were also used to provide notice of the availability of the public survey and draft plan for public review and comment.

Social Media

The MPO’s Facebook page, its only social media platform, was used to promote the public survey discussed in the Surveys section of this appendix, as well as to

³⁸ <https://www.greatermadisonmpo.org/>

³⁹ Two additional respondents indicated that they do not experience a disability; these responses were excluded from this summary.

provide notice of the availability of the draft plan for public review and comment.

Newsletter

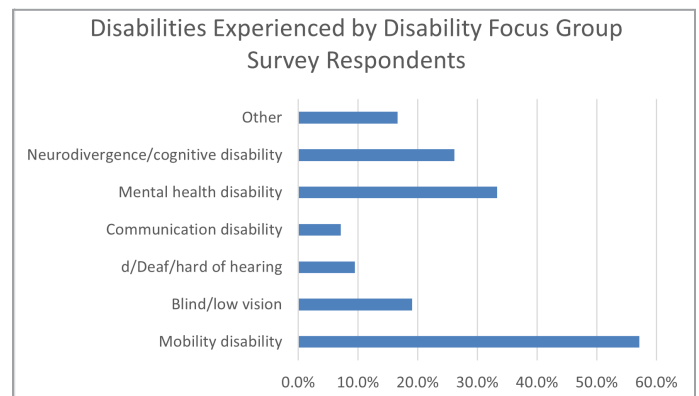
Notice of the availability of the Draft Plan for public review and comment was publicized through the Capital Area Regional Planning Commission’s (CARPC) September newsletter.

Surveys

Disability Survey

Survey open February 25 to March 25, 2024: 42 responses³⁹

1. Do you experience a disability or chronic health condition? Please mark all that apply.



Forty-four surveys were completed; two of these indicated that the respondent did not experience a disability, and those survey responses are not included in this summary.

Over 57% of respondents indicated that they experience a mobility disability. The next most common disabilities experienced by respondents were mental health disabilities (33.3%) and neurodivergence/cognitive disabilities (26.2%). Nineteen percent of respondents are blind/low vision, 9.5% of respondents are d/Deaf/hard of hearing, and 7.1% of respondents experience communication disabilities. Nearly 17% of respondents indicated that they experience one or more “other” disabilities, including:

- Energy-limited disability/chronic illness.
- Physical- not mobility.

- Difficulty with hand use.
- Chronic pain.
- Elderly.
- Nystagmus vision problem. Fibromyalgia, plantar fasciitis.
- Unable to drive due to spatial processing issues/anxiety.

2. On the map of the new system, the red (Route A), green (Route B) and dark blue lines (Routes C, D, 80, and 84) run every 15 minutes for most of the day. Medium blue lines (Routes A1, A2, C1, D1, D2, E, F, G, H, P, R, W, 28, and 38) run every 30 minutes. Light blue lines (Routes C2, J, L, O, R1, R2, and S) run about once an hour. Dashed light blue lines (Routes 55, 65, and 75) only run during the morning and afternoon “peak” periods (rush hour).

Are there places that should have more frequent service, or that you cannot travel to by bus currently? Please describe locations by neighborhood name, landmark (such as “Woodman’s East” or “Aberg Pick n’ Save”), or road corridor (such as “Old Sauk Rd between Gammon Rd and High Point Rd”).

See maps for locatable comments.

- I would like more frequent service between Truax neighborhood (Wright at Straubel) and Woodman’s East. Route L only runs about every hour and 15 mins. Creates a long wait time with groceries for return trip home. A better bus shelter at Woodman’s would make wait time more bearable. Secondly, a better route from Truax to SSM Health/Dean Medical on S Stoughton Rd. I think Route C runs over there sometimes but the transfer from Rte A to Rte C is not ideal. I’m also concerned that the bus stop at Wright and Straubel is going to disappear this fall when BRT begins. Please consider including my low-income neighborhood in the BRT stops. We have a lot of disabled, elderly and low income folks who need to use Rte A and need that bus stop to be included in the BRT Rte A. Please please please. Lot’s of students who go to East High as well use that stop. Please don’t close that stop. Thank you.
- Yes, more buses on International Lane.
- Middleton (Parmenter St, Century Ave, and by the Culver’s) Waunakee, Cottage Grove by Grace Coffee Shop), Sun Prairie (more frequent).

- D1 and D2 need more buses to cover expanded route catching Woodmans East, Acewood, the Meadows, Kennedy Elementary, Whitehorse Middle, Fair Oaks, Shopko Drive. Neighborhoods inbetween D and C are long hikes to stop. D2 should go down International Lane passing resources.
- Middleton Northlake subdivision.
- To EmployAbility on international lane, they removed the bus stop near there. Also to meriter hospital. they removed all the bus stops on W wash leading near to meriter where route 5 used to be. The existing buses that go near meriter don’t even go anywhere NEAR the entrance, they go to the opposite side of the building and there’s a lot of walking disabled patients have to do to get into the building from the bus. Also the service out to Monona from downtown is terrible.
- Frequency of rides is not the only issue. For people with mobility issue getting from home or work to the bus stop is the major issue. Current routes are difficult if living in Westmoreland, and several other neighborhoods that used to have better access.
- A route that goes up Monroe to Seminole and to Fitchburg neighborhoods. Currently the routes stay farther east or go west, and there is no timely access up through Seminole, Nakoma to Monroe street from Fitchburg neighborhoods between Seminole and Fish Hatchery. Several morning , a midday, and several after work timings would be most helpful.
- It’s been hard for me to familiarize myself with the new system, so I probably haven’t experienced everything. Service to Woodman’s East is difficult for me, because it involves a transfer or a very long route. I also have trouble carrying things, so it can be hard to grocery shop, but this is a destination I would like to be able access more often.
- I would like to see some seats along more spots in the Sun Prairie Routes. I am afraid to try the bus because I can’t figure out the maps and how many times I’d have to climb the steps. For instance from the Sun Prairie main stop to UW Hospital or the Airport. For early flights you need to be at the airport by 4:30 how can you get there? I’d like to see better service to the airport.
- HUXLEY STREET FORMER BUS STATION CREATION. Remodeling contractors, build a parking Ramp 4 stories High, the top is police area, flight life helicopter landing pad. Then ground level be a Inkind ADRC-DANE COUNTY WI job with a Bus include heating cool air bathrooms, vendors machines, pay fone or

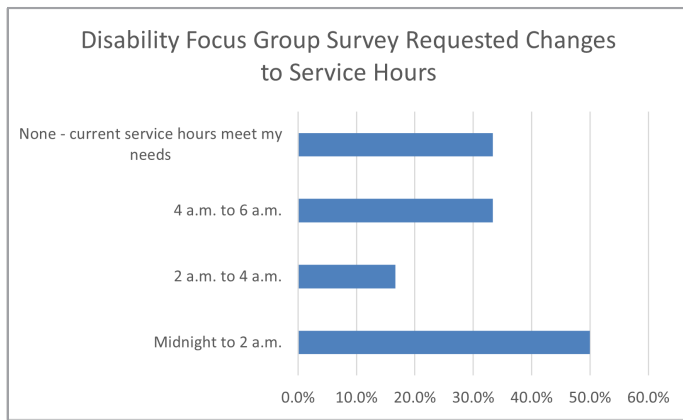
wifi computers, bus waiting area, yes ground level of the 4 story high parking ramp. We need more Parking for Vehicles in our living area. Please ask if don't understand, Thank you.

- UW HEALTH CARE. [not mapped, many UW Health facilities that this could refer to]
- I would love for the 55 bus stop at star grass and high point to run more often. otherwise the closest fully operational bus stop to my home is watts and high point, which is over a mile away and can be difficult to walk to. the star grass and high point stop is much more accessible for me!
- It is a travesty that buses do not currently have stops in front of Brittingham and Romnes Apartments, which both have elderly and other marginalized populations. Please restore service to these and other places serving such populations, including, but not limited to, the 700 block of West Washington Ave. My former nearest bus stop before the redesign was less than 500 feet away. Now it is between .3 and .6 MILES away. Despite having a cane, I can only walk .2 miles without fatigue. The elimination of many shelters such as on Capitol Square is a barrier for me and others as there is no place to sit. The assumption that everyone can stand is egregiously wrong. Also, BRT has resulted in numerous delays to several routes, which shouldn't be surprising as fewer buses mean greater delays.
- Eagan & E. Washington-Route G (turns into P) needs to run every 15 minutes. East Washington & Independence Routes A and P need to have better connection times. They need a stop and go light at the corner with audio. The G/P bus should go into East Towne Mall. The West Towne Mall has couple buses go into mall parking lot.
- Regarding the A - if it actually ran every 15 minutes, at least during the morning and evening commutes it would be great but I have not experienced that yet. The buses aren't distributed that well. It seems more like a 10 - 25 minute range.
- Woodman's East more direct route.
- L needs more frequent service during commuter hours. Otherwise I cannot use it to get to work.
- For pete's sake! Question 1 asks if you're blind and question 2 describes colors on a map! Well, anyway, there should be service on Regent Street between Rosa and Whitney Way.
- You need to put the buses back into the neighborhoods period. Extremely difficult and frustrating and dangerous now. And rethink your payment changes this fall too. Not one bus follows tracking time either. [Not mapped]
- The stops not on Mineral Point Road between Gammon and the Beltline are gone. I cannot walk to Mineral Point Road.
- I want bus service back on Acewood Blvd. I moved to my neighborhood 2 years ago. I used to be able to walk from Topaz Lane to Onyx to Acewood Blvd and get a bus. Now I would have to walk to Cottage Grove Road which is over a mile, to get a bus. I can only get around if my family or friends drive me or if I take a cab. I miss having independence.
- C1, D1 - Heritage Heights near Merryturn and Retanna.
- The 75/55 route not running during the middle of the day makes it impossible for some folks to get to places they need to. Personally I have a lot of doctor's appointments, and I can usually get a half day off, but not a full day. How am I supposed to get between work & my appointment in the middle of the day? Other folks I work with have mentioned this issue. You get trapped at work and when you need to leave for medical reasons, the bus not being available just adds another hurdle to getting help.
- The 28 needs to have service later in the evening and on the weekends, just like the 2 did. I live at Sherman Terrace and it's nearly impossible to get anywhere in the evenings or on the weekends. Disabled people aren't werewolves, we have places we need to be, and it's not realistic to expect us to cut through the Lakewood Gardens parking lots, ESPECIALLY when the weather is bad. The route and bus stops exist, there is no reason for folks on the 28 route to not have evening and weekend bus access.
- Service for the 55 throughout the day and not just peak times. The busses in Madison West near Woodman's West should also have more frequency service, the D bus in particular. Additionally, more direct connections between Madison West near Woodman's West to Middleton, for example Costco and the mall.
- There isn't good north/south connectivity on the near west side anymore--like if you want to get from the Whitney/Odana area, which has a lot of buses, to anything on University west of Midvale, you have to transfer between 2 or 3 buses. There should be a route that connects this area better, or at least there

should be fewer transfers needed. The Route D branching is annoying at low frequency on weekend and evenings--makes for poor service, particularly if you have to go to destinations between different branches, requiring transferring between D1/D2 in the middle.

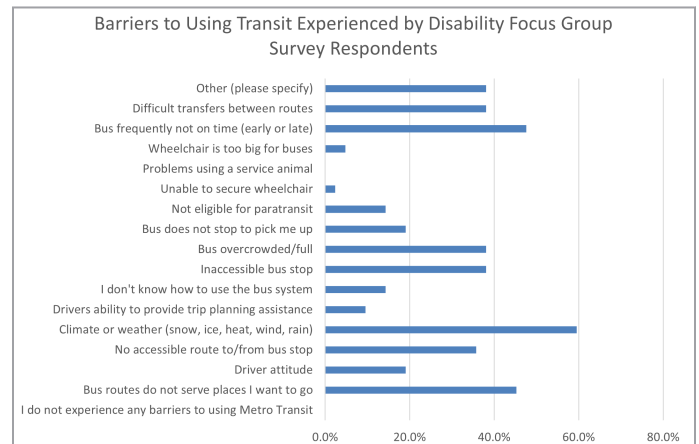
- There needs to be a bus that goes from the Sequoya Library all the way down Midvale Blvd. to University Ave. on Madison’s West side. Metcalfe’s grocery store should be reachable by disabled bus users in nearby neighborhoods.
- Every major health clinic and/or hospital would be a good place for a stop, very close proximity to the nearest entrance .
- Meadowwood neighborhood. I bought a house specifically in this area because it was on bus lines I depended on. Now they are gone.

3. Metro’s service hours generally begin between 5:30 a.m. and 6:00 a.m. and end around midnight (12:00 a.m.). Do you or people you know need transit service during any of these time periods when Metro does not currently run? Select all that apply.



Later service, from midnight to 2 a.m., is supported by 50% of respondents, while 33.3% of respondents support earlier morning service from 4 a.m. to 6 a.m. Nearly 17% of respondents support late-night service from 2 a.m. to 4 a.m. Current service hours meet the needs of only 33.3% of respondents.

4. What barriers do you encounter when using or trying to use Metro Transit? Please select all that apply.



Climate and weather pose the greatest barrier for respondents using transit, with 59.5% of respondents indicating that they experience this barrier. Buses frequently not being on time poses a barrier for 47.6% of respondents, while bus routes not serving desired destinations is a barrier for 45.2% of respondents. Difficulty transferring between routes, buses being overcrowded or full, inaccessible bus stops, and “other” barriers were all reported by 38.1% of respondents. The lack of an accessible route to/from bus stops is experienced by 35.7% of respondents. Less common but still significantly reported, 19% of respondents indicated that buses fail to stop to pick them up and that driver attitude is a barrier for them. Not being eligible for paratransit and not knowing how to use the bus system are barriers for 14.3% of respondents. Drivers not being able to provide trip planning assistance is a barrier for 9.5% of respondents, while wheelchairs being too big for buses (4.8%) and being unable to properly secure wheelchairs (2.4%) were the least-reported barriers. No respondents indicated that they do not experience barriers to using Metro Transit or that they experience barriers to using service animals.

“Other” responses include:

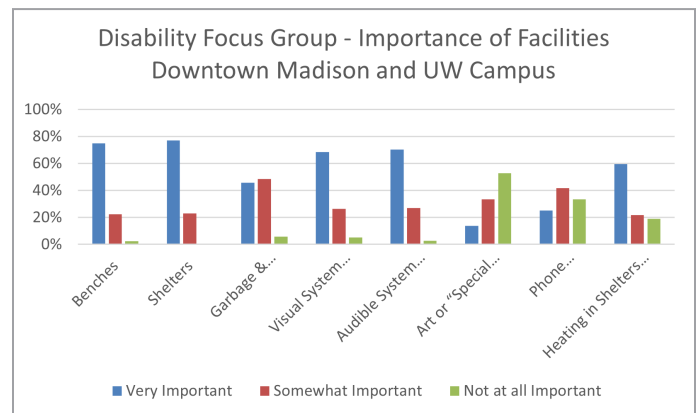
- Paratransit does not serve my neighborhood.
- Lack of seating at bus stop, bus driver rushing me onto bus with my wheelchair/trying to get me to pay my fair while I’m trying to roll onto the bus which is very dangerous because I need both hands on my wheels to get up the ramp into the bus, and can’t take my hands off or else I’ll roll down the ramp. Stops are also now way to far away from each other making mobility between stops difficult. There are often no

boarding pads or sidewalks at way too many stops. Driver may also not ask where I need to get off and then when we make it to my stop I'm unable to get off because I'm still secured and they don't hear me when I say I need to get off. Busses are rarely on time, they are either too early or late and if they arrive early they never wait until the actual arrival time.

- All of these concerns have been voiced for over a year.
- I need a bench because I can't stand and wait too long. It would be nice to have a "frequent destinations" listing, like the old system had. I have a white cane, and sometimes have had drivers point to signs instead of answering a question verbally. Sometimes the bus does not stop to pick me up because I am slow to get out of the shelter; it would be nice to have a flag or some way to indicate I'm there. Bus stops are usually too far apart, and it can be scary to cross a busy street without being able to see the "Don't Walk" sign when there is no audible signal; it would be nice to be able to request these in areas where a blind person lives. Drivers weren't knowledgeable enough to provide good trip planning at the start of the new system, and the helpers with vests were not around long enough; it would have been nice to have a few fare-free rides to be able to get on the bus and explore the system myself. One time I was getting up to exit the bus when the stop had moved for roadway construction, and it started moving because the stop had moved across the intersection, so I fell.
- Wheres the Toilet(s) can it stop at any Gas Station and wait for me to Pee? Also a Speed Raceing Bus one that can fly to a Hospital if I need 2 get their fast.
- Some places near that the bus stops are not conducive to walking.
- Please response to previous question.
- Difficulties using bus/map apps on phone make finding routes more time-consuming.
- L bus schedule would force me to go to work (@ State Lab of Hygiene) 1 hour early or arrive late.
- Bus stops too far away from my house to walk.
- Bus stop was moved from .3 miles away to .9.
- Distance between stops in some areas.

- Crossing street to get to bus stop is dangerous, takes too long.
- Blocks to walk to catch the bus are isolated, often with people hanging about who prey on women.
- Getting from Emerson neighborhood and points north, getting to/from W wash is not adequately served by the E line. Also weekend hours on the D are an hour apart, too long...
- I work at Epic and getting a spot on the 75 is a crapshoot. It's also difficult to find a convenient transfer (in the evening it can be over 30 minutes for my transfer because peak service is over) and there is nowhere to sit or wait. Stops are on the side of the road, sometimes there are no sidewalks or lighting on my walk home. Furthermore, my final stop is further from my home.

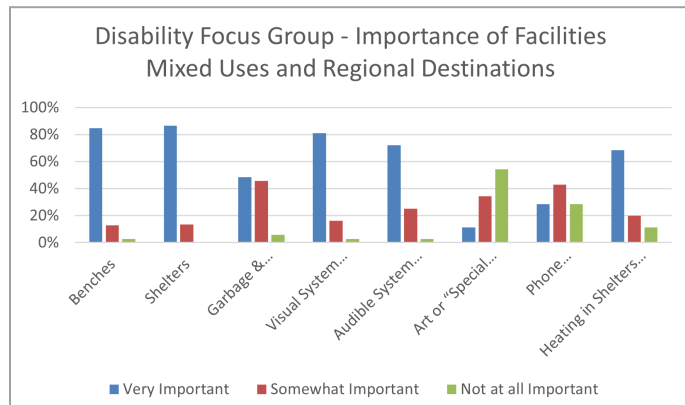
5. Please mark how important you think each type of bus stop facility is in the Downtown Madison & UW-Madison area:⁴⁰



Respondents overwhelmingly think that shelters (77%), benches (75%), audible system information (70%), and visual system information (68%) are very important at downtown Madison and UW Campus bus stops. Sixty percent of respondents think that heating in shelters is very important, and 46% think that having garbage and recycling containers available is very important. Interestingly, more respondents think that garbage and recycling are somewhat important than think that any other type of facility is. Art or "Special Place" treatments and phone charging capacity had the fewest respondents say that they are very important (14% and 25%, respectively) and the most say that they are not at all important (53% and 33%, respectively).

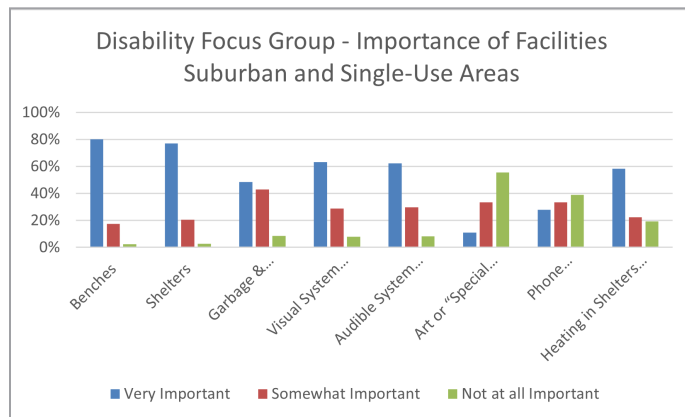
⁴⁰ Due to this survey being online through Survey Monkey rather than written or in-person, and the question types available in Survey Monkey, the bus stop amenity questions were phrased differently than for other focus groups. Accordingly, the responses are also formatted differently than for other focus groups.

6. Please mark how important you think each type of bus stop facility is in other downtowns (for example, Sun Prairie or Middleton), East Towne & West Towne Malls, and similar areas (Mixed Uses and Regional Destinations):



Although respondents indicated that facility needs are very similar in mixed use areas and regional destinations as they are in downtown Madison and the UW Campus area, there are some distinctions. There is 10% greater reported need for heating in shelters (69% very important). The need for benches (85%) and shelters (86%), as well as visual and audible system information (81% and 72%, respectively) also increases in these areas compared to downtown Madison.

7. Please mark how important you think each type of bus stop facility is in Residential Areas, Business Parks, and Similar (Suburban or Single-Use):



The importance of facilities in residential areas, business parks, and similar suburban or single-use areas is virtually identical to those in downtown Madison and the UW Campus area, although the importance of benches was reported at 5% higher in suburban areas than in downtown Madison. Visual and audible system information are reported to be less important in

suburban areas than in the other two area types, with 63% and 62% respectively reporting that these are very important. Heating in shelters is also less important in suburban areas, with 58% reporting that it is very important.

8. If there are any problems or gaps in the sidewalk network that make it difficult to reach bus stops, please provide any specific locations, such as street intersections or blocks. For example, "uneven sidewalks on Fair Oaks Ave between Commercial Ave and Milwaukee Street" or "crossing Fish Hatchery Road at Emil/Ann Streets".

See maps for locatable comments.

- Darwin D2 has NO Sidewalk at stop. Traveling with my coworker who uses mobility device is unbelievably dehumanizing. Woodmans East is a hot mess. It is often unsafe to cross at this intersection or to transfer from the stop on Milwaukee st to stop on Dempsey, or sometimes I see other's crossing traffic since there is no crosswalk within reasonable walking distance.
- Way too many to count... the darwin at international stop doesn't have a boarding pad or sidewalk making it impossible to get off as a wheelchair user. Other stops the sidewalks are very cracked making it easy for wheels to get stuck.
- Unsure. Distance from shelters can be problematic.
- Yes. These barriers are all over the place. Too many to list. Especially in the winter. I encourage you to try to use a wheelchair to get around for 1 week and using the bus, and you will come up with a long list.
- A sign language bus horn, if ya can't hear it, how do ya know it coming. If your blind does it honk it's at the pick up site? No shirt, No shoes, No service? Again ask if don't understand stand my wording(s). Thank you
- Sidewalk on only one side of the street near W broadway and south towne.
- None that I can think of.
- Not on the routes I use regularly. I used to experience problems along University Ave near the UW clinic stop just past the limited stop zone. The drivers would pass the actual stop and drop me off in the weeds and grassy area that didn't have a sidewalk and was sloped so much it was quite scary to walk along.
- Crossing Cottage Grove Road at Drexel was dangerous and slippery because of sand on sidewalk near road/curb!

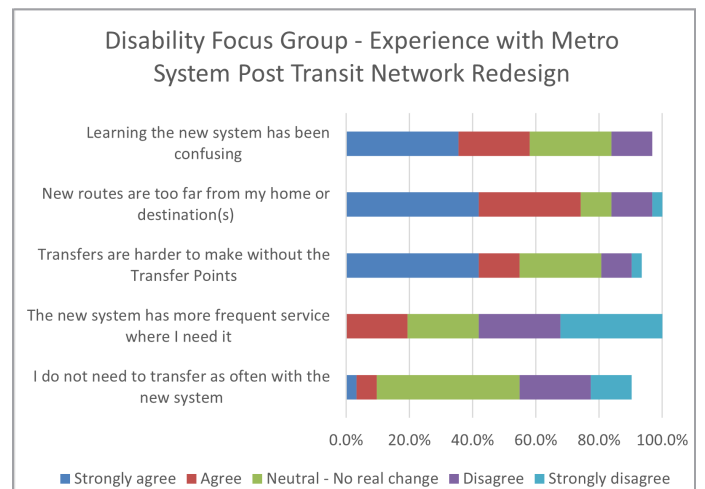
- Nort side of Regent St between Rosa and Whitney Way.
- Every neighborhood now. Far East, north, south. You royally screwed so many with these stupid changes.
- Not for me, my issue is I need a bus that goes to Ace-wood Blvd near Onyx that would let me connect to other major routes.
- Construction currently around maple grove & nesbitt making it more difficult to get to that stop. There's a large distance between the 85 apartment building and the 75 line stops on maple grove. Could the 75 stop at the new stop just added at maple grove & Manchester? as someone with mobility issues it can be hard to get all the way down to one of the other stops. And I know a lot of folks that live in those buildings that take the 75 daily.
- It's Dangerous & slow crossing streets to get to a bus stop.
- As noted before, if you get on the bus on Sherman Ave, on the weekends and evenings pretty much the only route that isn't incredibly out of the way is through the Lakewood Gardens parking lots, which is super unsafe.
- Near St Mary's hospital and near the Princeton Club there are a few stops without crosswalks nearby. [Not mapped, there are crosswalks at all intersections with stops near St Mary's hospital, and there are many Princeton Club locations this could refer to]
- At Maple Grove/McKee, the northern side of the intersection near Kwik Trip is very difficult to cross due to the lack of a median refuge island--light timing and traffic patterns make it feel dangerous. As crossing this intersection is required for transfer between Route E and D2, 75, this should be a safe, high quality crossing.
- Uneven sidewalks on Willy street.
- YES. When I get off at Raymond and Whitney, I walk down Raymond until I get to Tawhee. It is safer to wait to cross Raymond until I get to Tawhee (the Raymond/Whitney intersection can be unsafe), but there is often a TON of snow in the middle of the boulevard which means I literally have to stand in the middle of the road (where cars are turning) before I can cross the second part of Raymond. This is often in pitch black. The entire Maple Grove/McKee intersection is an absolute NIGHTMARE for a pedestrian, I have been nearly hit by speeding cars multiple times. The same thing goes for the Fitchrona/McKee area where

I sometimes get off with my bike. Cars do not check for pedestrians when turning right on red, and they also sometimes stop IN the pedestrian crosswalk. This is especially true once it is dark (which is after 4 in the winter). There are also no sidewalks at all in Fitchburg meaning if I take the D2 and getting off at Anton/Williamsburg, there are huge stretches of road (Frontier, Big Bow) I am walking in with no lighting and no sidewalks. PLEASE BRING BACK TRANSFER SITES. I currently have to run across busy intersections when I have to catch my transfer from the 75 (Maple Grove/McKee is the worst offender) and it is not safe. Drivers do not expect pedestrians here, and I have often missed the transfer because there wasn't a safe crossing opportunity.

9. Have you used Metro Transit in BOTH the old system (before June 11, 2023) AND the new system (after June 11, 2023)?

Yes (goes to question 10)/No (goes to question 11)

10. Please rate how much you agree or disagree with each of the following statements about what has made the new transit system easier or harder to use than the old system.



Respondents overwhelmingly report negative reactions to the Transit System Redesign, with 58.1% reporting that learning the new system has been confusing; 74.2% that new routes are too far from home or destination(s); 53.8% that transfers are harder without transfer points; 58.1% that the new system does not have more frequent service where they need it; and 35.5% that the new system did not reduce – or even increased – their need to transfer. The rate at which respondents voiced support for the new system is uniformly lower than these neg-

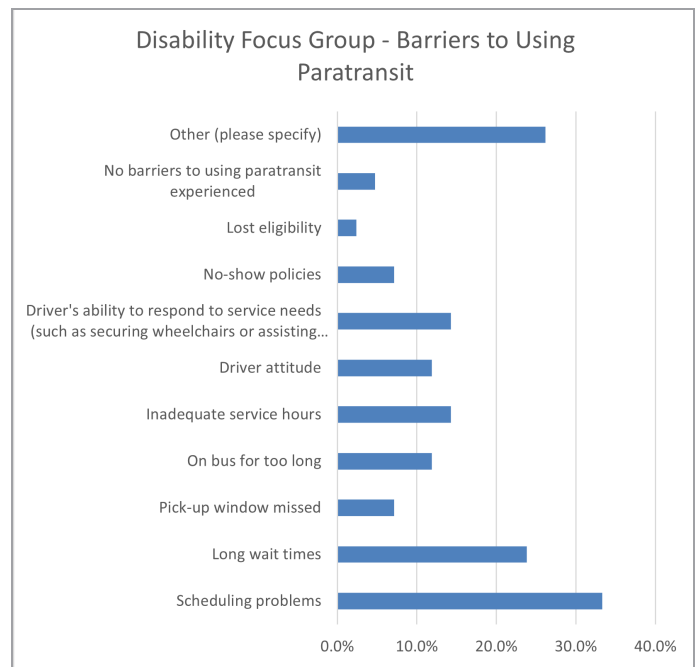
ative reactions, with only 12.9% reporting that learning the new system had not been confusing; 16.1% that routes are not too far from home or destination(s); 12.9% that transfers are not harder to make; 19.4% think that the new system has frequent service where they need it, none of whom agree strongly that this is true; and only 9.7% that they have to transfer less frequently with the new system.

“Other” responses include:

- They need to get rid of labeling buses “D1” or “D2” when the signs only say “D.” It’s super unclear these are different buses because the signs DON’T identify them as different buses. If they have different routes, which they do, then just call them different things and label the signs accordingly especially so that google maps can also update accurately with the name of the different bus routes. The new system just made it harder for disabled people by greatly reducing number of routes and increasing walking/rolling distance which is impossible to do in inclement weather.
- Free Bus Passes if have a Handicap at all times or applied for applications for free Bus Rides.
- Stops have been eliminated that require me to walk further and/or cross busy streets without good crossing options (example Union Corners stop on East Washington).
- Please maximize coordination of plans.
- Everything about the new system has made my life more difficult and stressful. It has been a massive upheaval.

11. If you or someone you know uses Metro Paratransit, what barriers do you or they experience in using paratransit service?

Scheduling problems was by far the most-reported barrier to using paratransit service, with 33.3% of respondents reporting this barrier. “Other” barriers were reported by 26.2% of respondents, and are listed below. Long wait times were reported as a barrier by 23.8%, while driver’s ability to respond to service needs and inadequate service hours were both reported by 14.3%. Driver attitude and being on the bus for too long were both reported by 11.9%. No-show policies and missed pick-up windows were both reported by 7.1%, and lost eligibility by 2.4%. Only 4.8% of respondents indicated that they do not experience barriers to using paratransit.



“Other” responses include:

- Paratransit doesn’t serve my neighborhood.
- No show policies are unnecessarily punitive. Riders often have no control over missing the bus. For example, if at a medical appointment that goes way later than scheduled or expected. Non-disabled people don’t get punished for missing the bus, so disabled people shouldn’t be punished either. Additionally, I had a driver who was speeding severely, and it was incredibly dangerous, especially because the seatbelts never work right and if I were in my wheelchair, I would not have been secured and would have fallen out. The bus driver who was speeding wasn’t even running late, and I was very early to my appointment. It was extremely terrifying how fast the driver was going. I’d rather be late to an appointment than get into an accident.
- Distance between bus stop location and destination especially in the winter.
- I wish I could schedule same-day. One time with shared-ride, the driver was reluctant to leave the one passenger on-board alone to pick me up.
- I would use if I could figure it out.
- Theirs No Open Bar/TAVERN to have a Beer and ride. It don’t say anything about alcohol.
- Higher fare for Paratransit is a barrier for many, unjustly discriminates against target population, and should be available at same or lower fare than

regular fare. My able-bodied friend thinks it should be free.

- Problems with phone apps when trying to find routes for places i'm unfamiliar with; seems like a lot of bus signs do not have the #ID on them, which makes it more confusing. for the most part, i think y'all are doing a great job trying to fix things and i don't encounter that many barriers for my needs.
- I have never used it. I need to have service that allows me to be spontaneous to decide to go somewhere.
- Safety problems - strap placement slid around neck.
- To few driver for number of people that use service.

12. The City's proposed North-South Bus Rapid Transit route map shows potential station locations (from south to north: along Fish Hatchery Road at McKee, Cahill Main, High Ridge, Post, Greenway, and Badger; along Park Street at Badger, Burr Oak, Wingra, Olin, Erin, West Washington, and Regent; stations are currently under construction in the middle portion of the route; East Washington at Milwaukee/North, and Commercial; along Packers Ave. at Aberg and International; along Northport Dr. at Dryden, Sherman, and Troy; along Troy at School, Green, and Murphy; along Northport Dr. at Kennedy and School). This route will replace the current Route B in 2027 or 2028.

Where do you think stations should be located if not where they are shown on this map or listed above? Please indicate street intersections (such as "Packers Ave. at Schlimgen", or "Park Street at Fish Hatchery Road") or landmarks (such as "SSM Health St. Mary's Hospital").

See maps for locatable comments.

- No opinion. Route B is not going to help me much.
- N/a, just please do not put the shelters in the middle of the road.
- Needs to go to the actual FRONT entrance side of Meriter hospital, not bypass it on the backside.
- Compared to the normal bus routes the BRT stations are too far apart, even for abled body people. Put stops wherever people need to get on. That would be a system designed for the people, rather than a system designed to accommodate BRT. This is true for both East/West and North/South BRT routes.

- Hard for me to visualize, so can't answer this well until the system is here. For me, the most useful location will be Sherman at Northport, which is listed.
- Please restore service to the 700 block of West Washington with stops at Brittingham Apartments, Parkview Apartments, and Romnes Apartments, and other locations that serve the elderly.
- I don't have suggestions.
- This route completely ignores the East Side. We are given older and more inferior bus models compared to the West Side, and now we are going to be ignored entirely? [Mapped as "East Side BRT"]
- Busses should go down Aberg by Job Service and all the way down Sherman Avenue to North Town Plaza.
- Do not know.
- Packers Ave north port.
- Anywhere along Monroe street from the Colectivo to the Trader Joe's. Ideally by Knickerbocker Plaza. [Mapped as Monroe St BRT]
- Not sure of exact locations, but stations should be situated as close as possible to the entrances of major hospitals and clinics (St Mary's, Meriter, SSM/Dean) and grocery stores.
- Park at Fish Hatchery is a biggy.
- No opinion, this route doesn't serve me.

13. Are there any problems or gaps in the sidewalk network that will make it difficult to reach proposed Bus Rapid Transit stations? Please provide any specific locations, such as street intersections or blocks (for example, "no safe crossings of Packers Ave" or "no sidewalks in Capitol View Heights neighborhood").

See maps for locatable comments.

- Don't know.
- I have no idea about this yet.
- Same answer as above-- difficult for me to visualize at this point. I currently use Route B the most, so it might not be great if it is replaced.
- I am not sure what your looking for. But here's an idea, if a person walks on the Sidewalks every Square you walk on makes you cash money, yes each sidewalk Square is a money maker. Use ya cellphone scan it and you make money walking around on the sidewalk(s) in Wisconsin USA. If don't understand please ask me, Thank you.

- Nothing specific, just too damn far.
- Absolutely essential to put accessible pedestrian signals at Whitney and Mineral Point. That intersection is a nightmare if you are blind (and even if you're not).
- They will be dangerous on these busy streets with speeding and red lights running. I won't use rapid transportation at all ever or will family. Safer to cab or not go.
- Crossing Northport Drive to get to North Town Plaza isn't safe.
- Mineral Point and Whitney, even with improvements will still be an extremely intimidating intersection to cross--far too many lanes and high speeds.
- For me, it is not as much sidewalks (because I just do not go there) as it is curb cuts.

15. Do you have any comments or other suggestions that you would like to share with us?

See maps for locatable comments.

- Please consider including an existing stop into the BRT Rte A this fall, at Wright and Straubel St.
- Yes, the new shelters on Mineral Point Road, while very much needed are placed in the middle of the road. This is very hard for me to cross safely to a sidewalk, especially at night and in the dark. This is not low vision friendly.
- We need more seating at bus stops. It's super easy to do to just add a bench.
- Please listen to the inputs from the disabled community. I and others have provided input many times, including before the last re-design and it seems you are not listening.
- There needs to be an ability to have connections between rapid transit routes. The Fish Hatch corridor and Verona road can't be transversed easily. Elderly and disabled cannot easily get between those areas in Fitchburg.
- Would like to reiterate that it would be helpful to have a flag or other way to indicate to a driver that a shelter is occupied.
- Benches are needed.
- Yes, a ADRC-DANE COUNTY WINKIND VOLUNTEER Coffee Social, UNO Cards Group monthly meetings to complete our 1hour a month requirements ect. Thank you. GOT COFFEE SOCIAL
- In general, i would love for bus routes to be much more accessible for those who live on the far west and far east sides of madison. the current system really only effectively serves people who are located more centrally.
- It has been angering that Madison Metro refused to listen to the concerns expressed here from the beginning and continues to refuse to do so, despite media attention in The Capital Times, Madison365, etc.
- Route A needs extra buses around 4:30-5:30 for overcrowded buses.
- Crossing East Washington is dangerous. I'm not quite sure how the crossing by the stop at Marquette will work (I currently walk to East Johnson so I can have the light and wait for a bus there). I'm also nervous about that stop because I've heard of some crime (a friend was mugged there) because of the pedestrian overpass allowing for some hiding places. Will there be emergency buttons like on campus that call the police? Also Crossing East Washington at Milwaukee and North - that pedestrian light can't be activated from the North Street side (there is no button and the button).
- Thanks!
- Stop ignoring the needs of Madison's East side, especially those of us with disabilities. Thanks.
- The new routes have made it impossible for me to get to my doctor and dentist by regular bus. I now have to take paratransit. Its a bummer because I used to have such freedom of movement. Now I have to be on a strict schedule and plan at least a day in advance.
- Fire the mayor return to neighborhoods don't change pay methods get rid of rapid transit.
- Please bring bus service back to Acewood Blvd.
- Presently the BRT stations near E Washington and near West Towne Mall appear to not have safe wheelchair accessibility to cross streets, potentially leaving users dangerously stranded if they don't catch another BRT.
- Make the bus system more accessible for everyone.
- Literally all I want is weekend and evening bus service back around Sherman and Sherman, it is causing me so many quality of life problems to not have that access.
- Please add benches and shelters to more stops.
- If nothing else, PLEASE add benches. I have limited mobility and sometimes use a wheelchair, some-

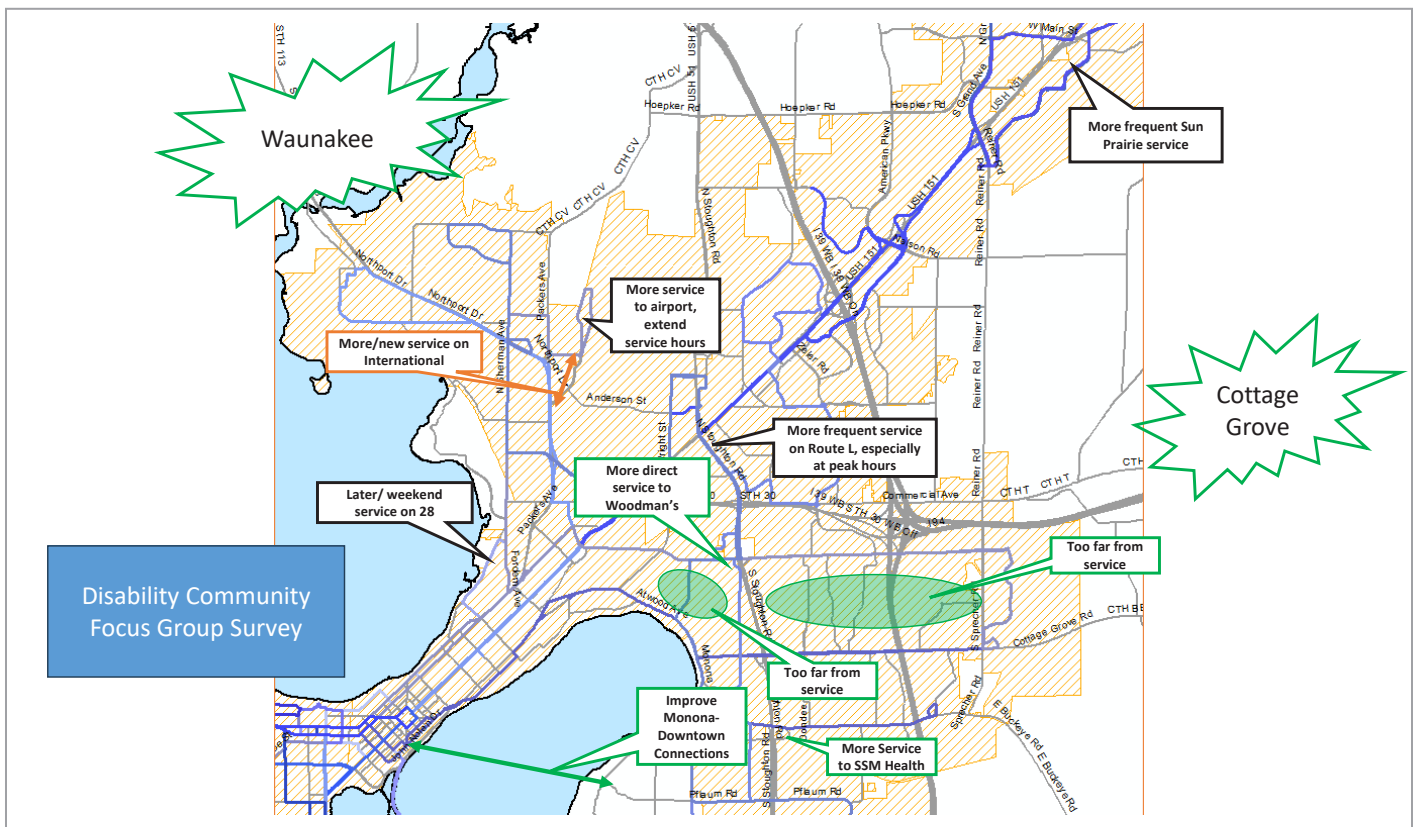
times not. But I can't take the bus when I don't use my wheelchair, because I can't stand at the bus stop long enough to wait for the bus. It would also be very helpful if bus stops included a listing (or at least high-lights) of where the bus routes stopped - this would allow folks to take less familiar routes without relying on map apps.

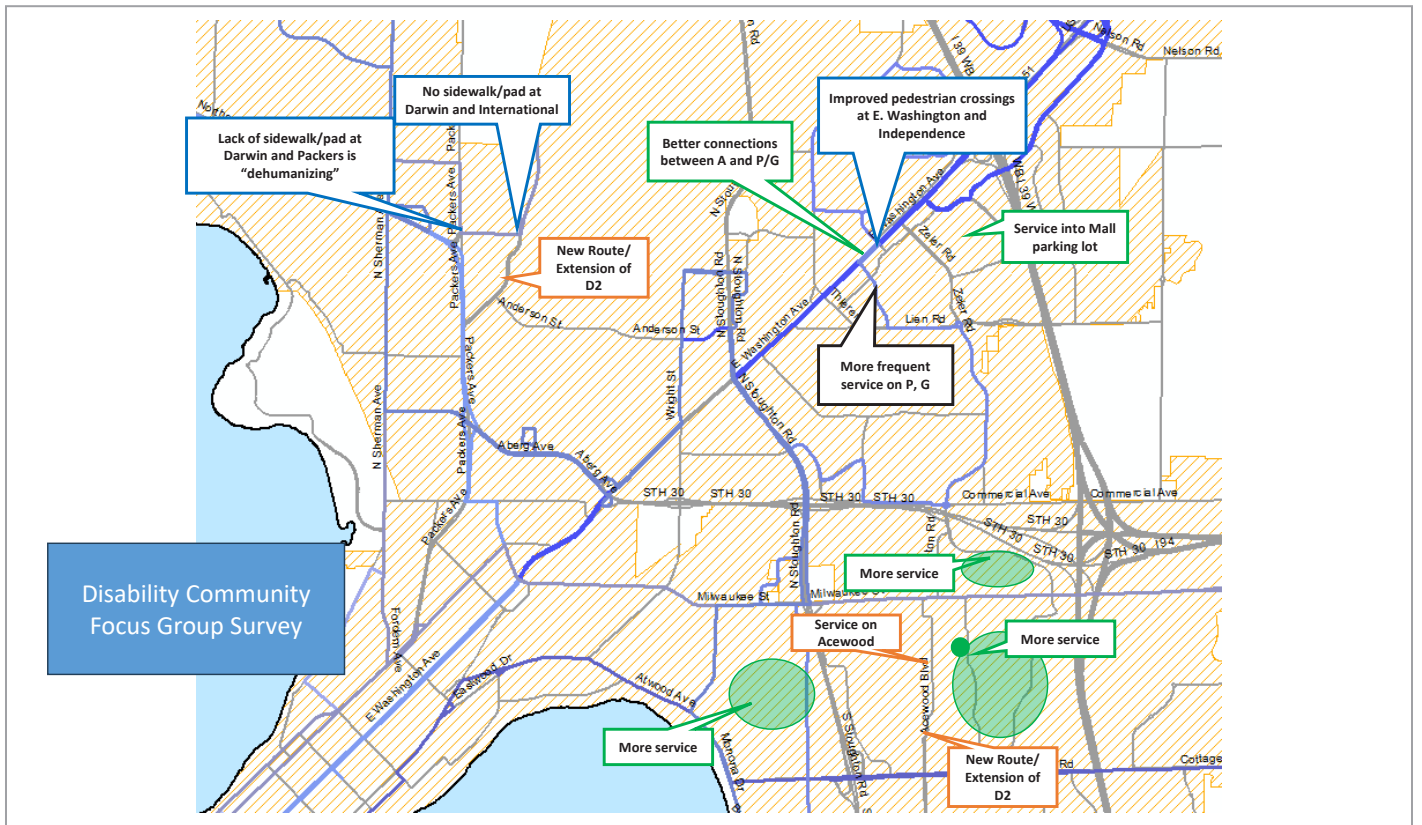
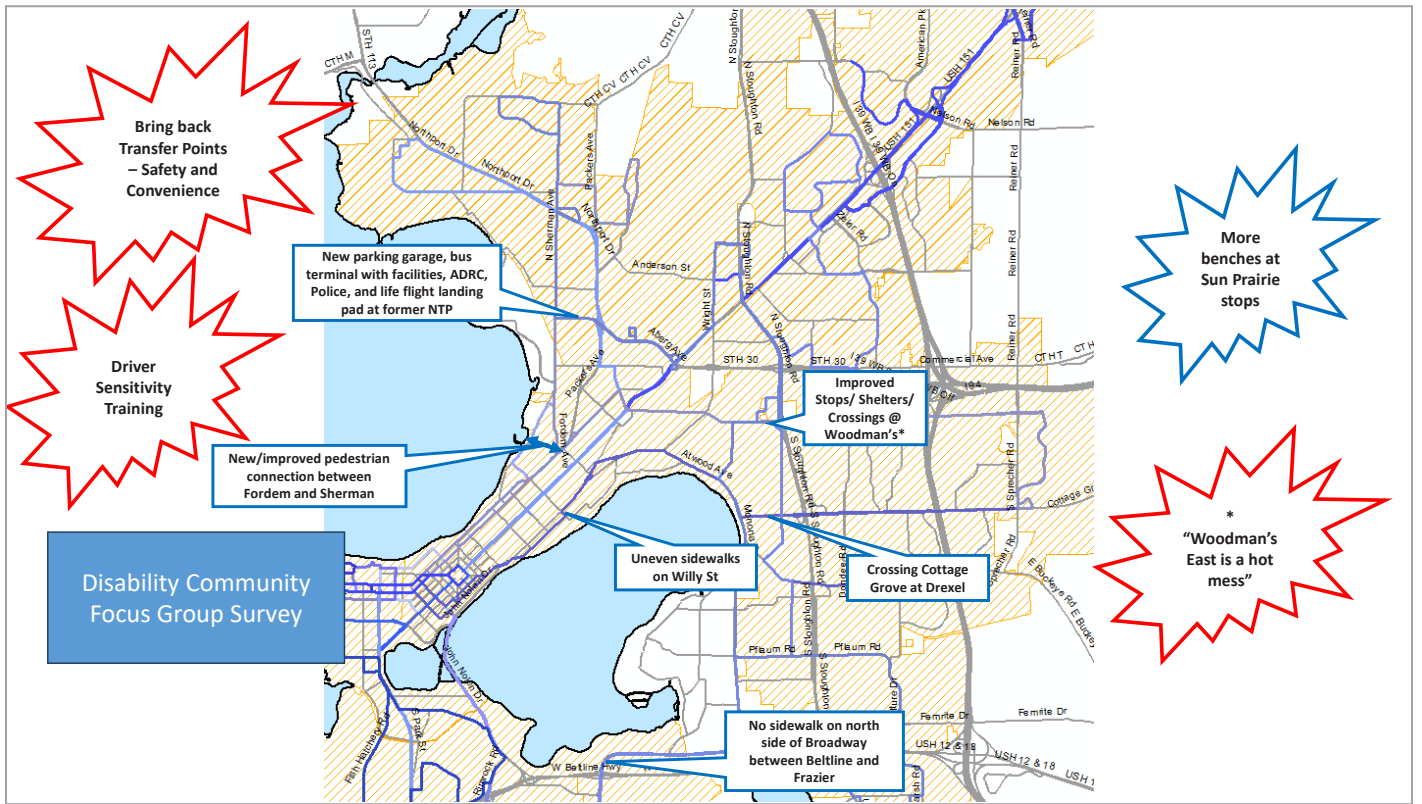
- Access to grocery stores should be an important goal.
- Go back to the old routes and transfer points. Stop sacrificing coverage for "ridership". I live in an area that is now completely underserved by bus routes (Meadowwood/Orchard Ridge area). We don't all live/go downtown. The few routes I do use run every half hour/hour at best, making them impractical. I've mostly given up on the bus, but the only reason I can do that is because my husband is willing to drive

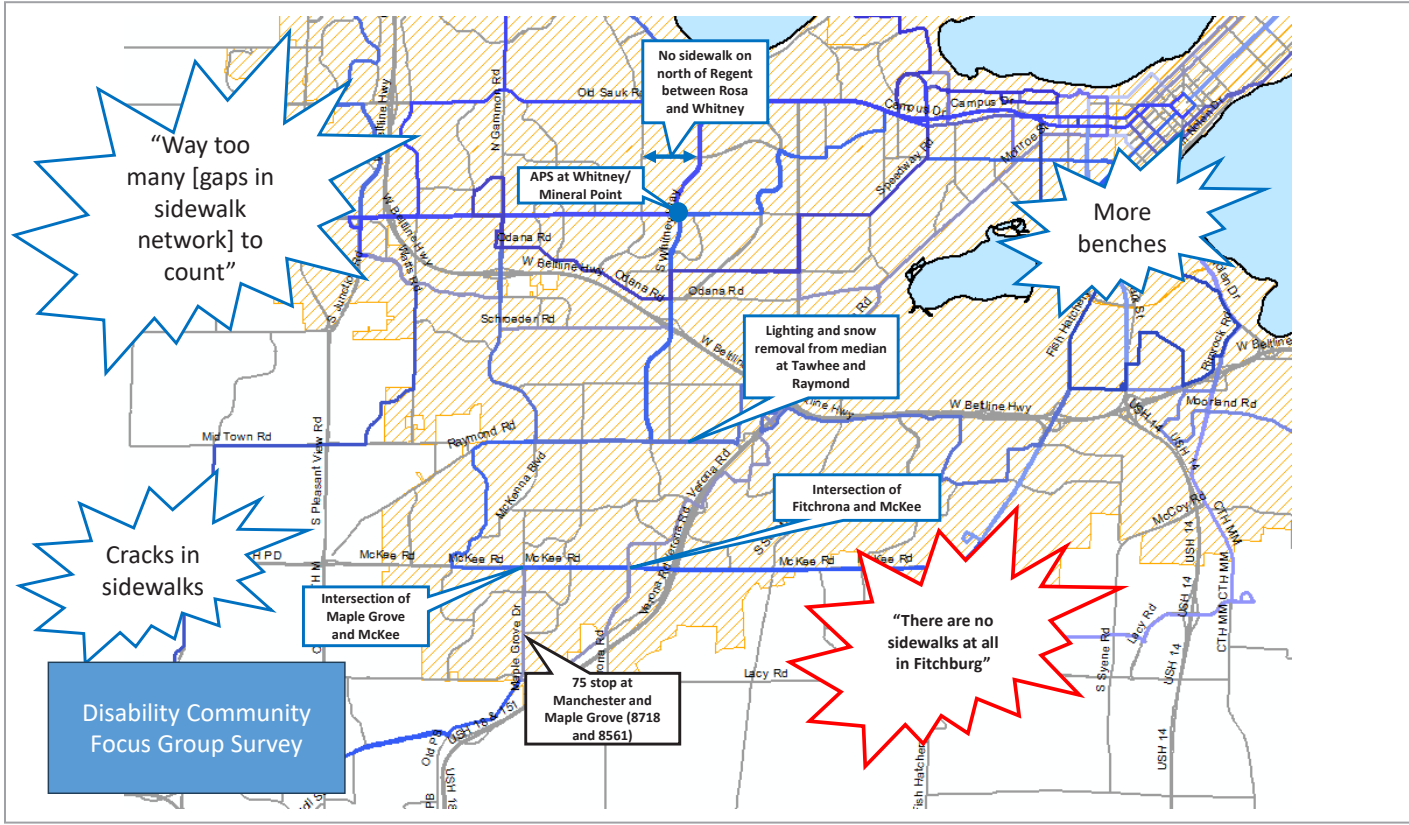
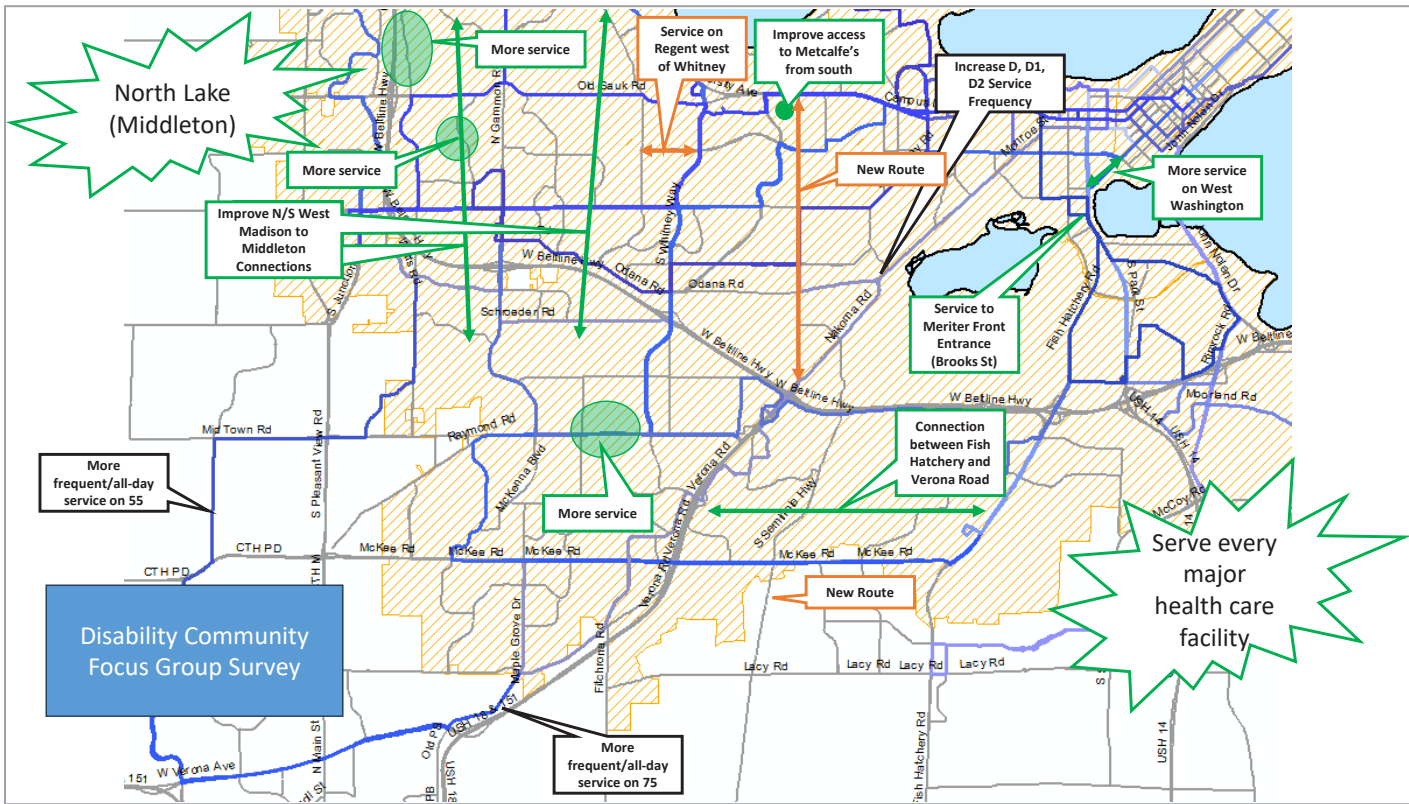
me to and from work every day, but this is a much bigger drain on our gas tank and the environment than when I was able to get to work on my own.

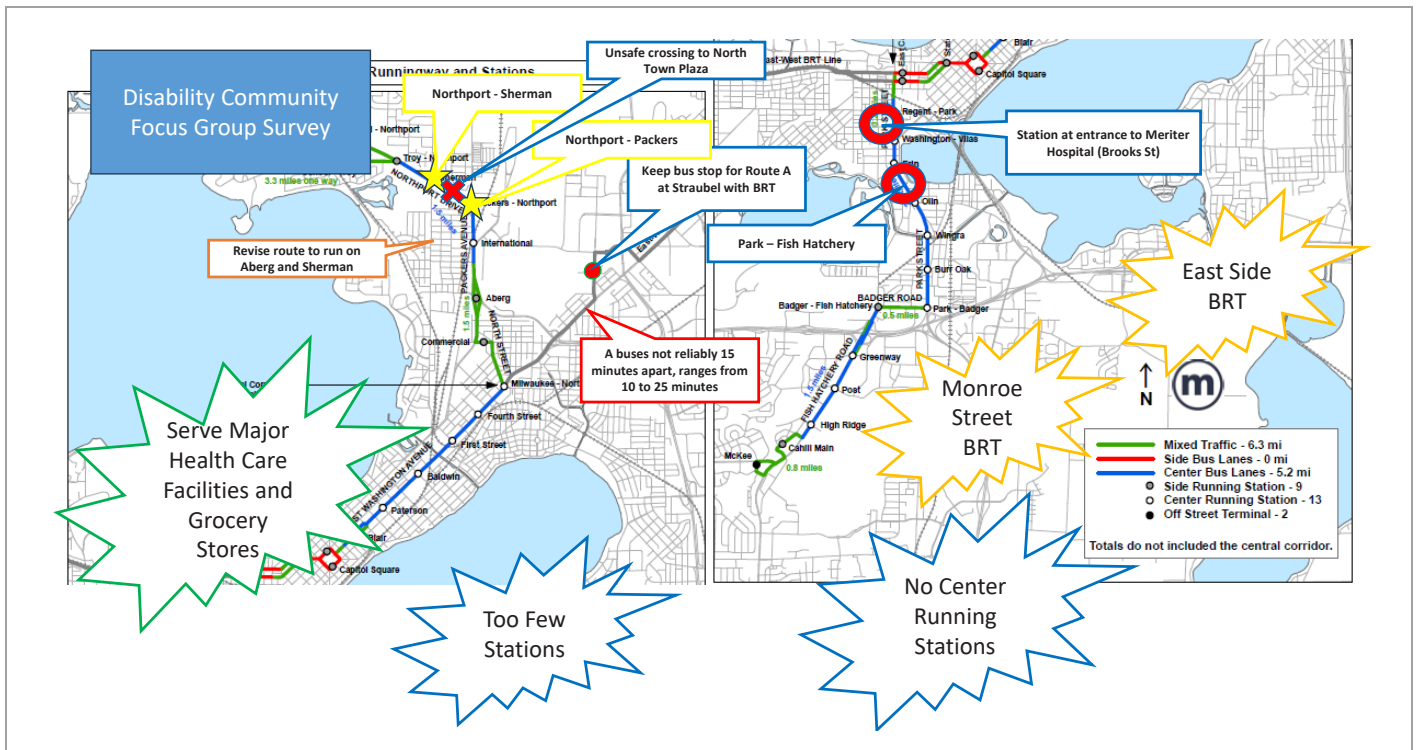
Map Comment Summary:

- Increased distances between routes limits access for people with disabilities; this will be exacerbated by BRT station separation distances.
- Sidewalk network requires completion and maintenance (buckled segments and snow/ice removal).
- Street crossings/intersections require upgrades to improve crossing safety.
- North/South connections are needed in both east and west Madison.









Meeting Participant Demographics

1. Are you Hispanic or Latinx?

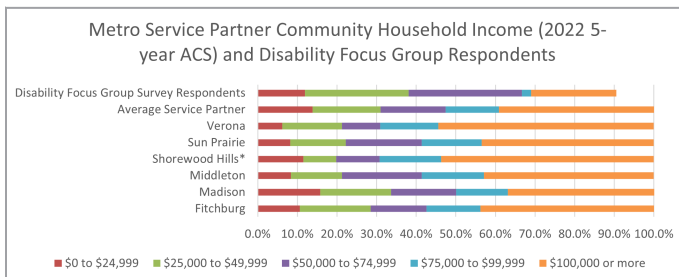
- 2% Hispanic or Latinx
- 2% Blank
- 96% Non-Hispanic

No responses to the Spanish-language version of this survey were received.

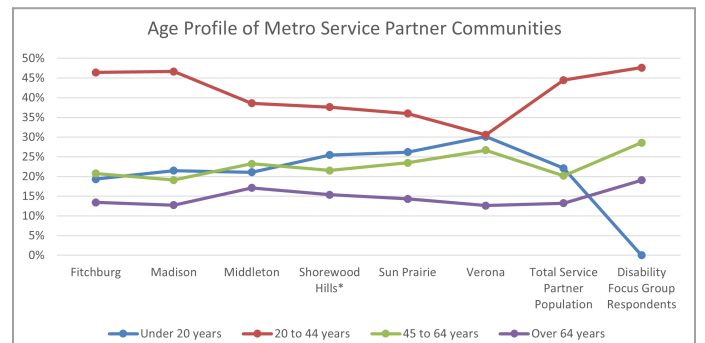
2. What is your race?

- 4% Black or African American
- 2% Two or More Races
- 94% White

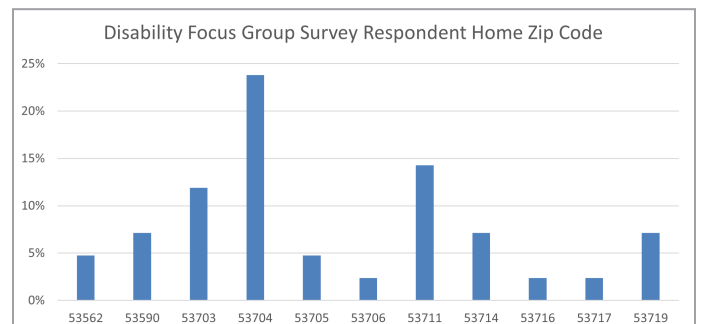
3. What is your household income? (includes all members of the household)



4. What is your age?



5. Zip Code?



6. Do you own or rent your place of residence?

- 41% Own
- 59% Rent

Transit Plan Public Survey

A survey for all members of the public was conducted May 24 to April 24, 2024. The survey was available online in English, Spanish, Hmong, and Chinese, and paper copies could be requested by emailing the MPO or calling the Metro customer service phone number or be picked up from area libraries. The survey was promoted through the MPO and Metro web pages and social media channels, through flyers on buses, and through a press release issued jointly by the MPO and Metro on May 23, 2024.

Approximately halfway through the survey period, MPO staff compared demographic profiles of survey respondents and area population and found that Latinos and Black/African American response rates were lower than their representation in the area's population. Targeted outreach through organizations working with these groups succeeded in increasing the number of responses from both groups, but white non-Hispanic responses continued to outweigh these gains in terms of representation. The increased number of responses from these groups also resulted in decreased representation by Asian respondents as a percentage of all respondents. The survey was closed on July 15, 2024, with 1,214 responses⁴¹ to the English survey and 33 responses to the Spanish survey. No Hmong or Chinese surveys were completed.

The data collected in this survey is generally most relevant to Metro's fixed-route transit services but is helpful to assist in identify gaps and needs for seniors and people with disabilities. Responses that are relevant to the Coordinated Plan are summarized below for respondents who indicated that they experience one or more disabilities (263) and for those who indicated that they are 65 years of age or older (119).

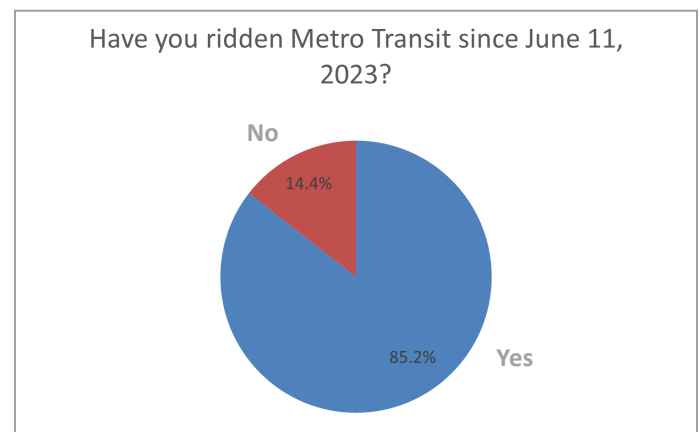
In the following charts, "Other" disabilities experienced include:

- Had 5 falls on inadequately Madison streets/walkways in 1/2024 and now have poor balance.
- I can walk but not in heat, ice & snow so why do I have to walk to get to East Towne, Hilldale, etc etc I go on the bus as little as possible. My area is from the square to Olbrich Park & that's it. I rarely see wheel-

chairs or the elderly on the bus anymore. You only want to move students and workers; the bus system is no longer meant for everybody & after using the bus for 50 years, I now want to buy a car! So much for the environment. I know for a fact you never consulted bus riders - you just went ahead with your screwed up plans. No bus rider would have approved this system. This is like Hitler & the Autoban!

- extreme vertigo, difficulty with hand eye coordination
- sensory processing disorder
- Age
- Chronic disease, weakened immune system, limited range and strength
- Son has autism.
- Chronic pain and fatigue
- Upper spinal fusion, decreased neck mobility
- Epilepsy
- Neurological issue that can make driving dangerous
- Within our household is an adult who can't drive, so public transport is their only option.
- Crohn's disease
- Some difficulties walking due to arthritis in knee
- heart failure
- ADHD specifically
- I use a walking stick for balance as I have bad knees.

1. Have you ridden Metro Transit since June 11, 2023?



2. On the map of the new system, the red (Route A), green (Route B), and dark blue lines (Routes C, D, 80, and 84) are routes that run every 15 minutes for most of the day. Medium blue lines (Routes A1, A2, C1, D1,

⁴¹ One response was eliminated from analysis, as every option had been selected for every "select all that apply" question, and all open-ended questions contained irrelevant references to cheese.

D2, E, F, G, H, P, R, W, 28, and 38) are routes that run every 30 minutes. Light blue lines (Routes C2, J, L, O, R1, R2, and S) are routes that run about once an hour. Dashed light blue lines (Routes 55, 65, and 75) are routes that only run during the morning and afternoon “peak” periods (rush hour). Are there areas you think should have more frequent bus service or an entirely new service? If so, where? Please describe locations by neighborhood name, landmark (such as “Woodman’s East” or “Aberg Pick ‘n Save”), or road corridor (such as “Old Sauk Rd between Gammon Rd and High Point Rd”).

Responses from riders with disabilities and people 65 and older:

- g, a
- I regularly ride B There are times I wish the D2 was more regular. When I have to get to Zippy Lube, or shops at Northgate shopping area or Banzos. And back, of course. Actually, I would prefer a greater variety of needs at North side town center, such as optical services. Postal office; but you can not fix everything.
- Old Sauk Rd and High Point Rd
- Olin Ave near Romnes Apts. Add more service. Aberg Avenue (job center) Williamson St. near Baldwin. Atwood Ave. Odana Rd. too @ Social Security Ofc. Need last A to go further than garage! It stops running far enough east too early. Midnight to 2 am especially needed weekends.
- The area that first comes to my mind is Seminole Hwy & McKee intersection/vicinity. The walk through Sugar Bridge trail can be awesome, of course! But the mosquitos aren’t :)
- East Town Mall!!
- More bus stops at UW clinic on E Wash (bus A) & at Aldi (on E Wash) - More frequent access to Woodman’s East. Do not remove bus stop at Willy St. (Bus C) or Jenifer between
- Every where
- Every 30 minutes on Standard lines would be better, including weekends. Red and Green Lines are good. Not really familiar with other routes.
- I’m lucky enough to have two bus routes on my street, but neither go where I need, my kids elementary school, Van Hise, my daycare on Odana, or my work at Verona Library. I’ve found routes, but their distance walking (>0.75 miles), their time sink (1.5-2 hrs each way) and bus driver dislike of strollers makes the bus not an option.
- More frequent service on the C route, more frequent service for the 38 route.
- Aberg Ave./Job Center area; Odana Rd.(St. Vinnie’s & Social Security Iffuce); Willy Street Co-op on Williamson Sr.; City-County Building downtown Madison; North Baldwin /Johnson heading over to Woodman’s East--need more frequent service at least Monday-Friday
- Woodmans, East Towne, Hilldale Mall - all inaccessible: for instance, why do I have to cross a 4 lane highway to get to Hilldale?
- Outreach LGBTQ+ Community Center - closest stops are almost a 10 minute walk away
- Fordem doesn’t need more service, it just needs the current service to be staggered. The 28 and the D come within minutes of each other. If one was switched to come 15 min later it would give better coverage.
- Swanton Rd area
- I haven’t ridden all the buses cuz I’m scared. I’m handicapped with small children
- I STILL have not ridden routes (other than those I take to get to work and home) enough to give input. I still find the new system somewhat overwhelming despite using the Transit app.
- I think it should go back to using the transfer points and the numbered system and expand the size of the transfer points by adding an island so that service can expand. It’s the only sane way to go about it. Do you ride? Madison is fairly and some of us have ridden since the buses were lettered before they went to numbers. That was hard to get used to but at least it was an improvement. Now a person can’t get through on a route without asking a driver or calling metro about where their bus transfers. Further, I think a plan should come in for free/24 hour service and where nobody has to walk more than 2, possibly 3 blocks to get to a stop. I’ve been attempting to use the buses and I don’t see much ridership and drivers are irate, the buses used to be full. Madison’s layout is rough traveling by foot or by bike. Standing at a stop like E. Johnson at Butler is so bad with road waste wind that it’s impossible to watch for your bus. free 24/7 service would give everyone equal access and omit the need for the mechanical pay and transfer system. It only costs \$2,00 as it is, so it would prob-

- ably save money to go free. A great service for free has more benefits for Madison than one can list.
- Connecting Eagle Heights to the larger network without having to connect through the 80 or 84. Particularly to the BRT stop at University Bay Dr and University Ave. More service should access the Verona park and ride.
 - High Point and Old Sauk Rd Heading East Half Hour Times in The Mornings til Noon Weekdays
 - The J and O route is confusing to some passengers. It switches from one to the other on some scheduled times but not on the other; you cannot get back the way you came in all cases.
 - Woodmans east, east springs dr, target east
 - The L should run twice an hour, not every 1 1/4 hours. Even once an hour is not frequent enough for people who rely on the bus. And the more regular service you offer, the more regular riders you will have.
 - McKee Rd from Fish Hatchery Rd to Maple Grove Rd D2 every half hour weekends and holidays Middleton Transfer Pt to Northport Dr & Sherman Ave First St and Williamson to Fordem Ave and Sherman Ave
 - Instead of a bus going down Blackhawk on Madison's west side, the bus should go down Midvale Blvd. between Odana Rd. and University Ave. so people can shop at Hilldale Mall or access Sequoia Library for meetings. Not only is Metcalfe's a full grocery store but the Mall has a whole range of other retailers as well.
 - More frequent service on the R that goes down Old Sauk Rd to the Alicia Ashman Public Library, a new route that goes up and down Midvale to serve the shopping center, grocery stores, library, etc.
 - I think every location needs transit service on a half hour basis. The C bus for example should run either the C1 or the C2 every time, not once an hour.
 - Rosa rd and University Ave
 - 5530 Lacy Road, Fitchburg
 - Nothing I can think off at the moment but I'll let you know!
 - West Madison - Old Sauk through Old Middleton eastbound to the UW Hospital
 - More frequent D1 on weekends and later times throughout the week.
 - Greenway Station in Middleton to University Hospital via University- currently no direct routes and long travel time
 - The D running south/west along the isthmus is usually heavily packed in the morning; maybe increase the 28 during peak morning hours to compensate?
 - High point road from mineral point road to Middleton
 - I mostly go between downtown and Sequoia library. The D1 and 28/D -> J routes are sufficient...I don't see enough other riders when I exit the bus to justify more service. However, when students are in town, there are times in the day when the westbound D1 is packed by the time it arrives to Gorham/N Henry, and once when I was actually not allowed to board. (They are usually also packed when they arrive back around Sellery Hall on the eastbound route, but this is less of an issue for me personally.) I hope that the addition of the Rapid Transit buses will alleviate this issue.
 - Sherman Ave to Park Street
 - Things are good for my needs
 - Lines like the C and 38 that go across campus and into student housing areas like Bassett would benefit from more frequent service than 30 minutes. The previous 15 minute service was sufficient, and doubling this time is inconvenient. It is also more of a hassle to get to and from jobs when these lines run every 30 minutes.
 - Midvale Ave between University Ave and Tokay Blvd.
 - Woodmans East; Willy St North Route 4 (northside to square) with more frequent stops
 - D2 route is terrible. Hourly service at night and weekends versus half service on Route 18 is terrible. It takes 90 minutes to get anywhere versus 30 minutes. Allies and Belmar is bus dependent with low income diverse area. Di
 - More frequent service on Southside G Line, between South Transfer point to Super Walmart. Earlier service from Southside to Downtown
 - No issues for me.
 - upper fish hatchery not served by route 'B' it is very hard to cross multiple highways to get to the 'B' the 'O' runs to infrequently. Please increase frequency on route 'L'
 - Service north-down down Midvale Blvd to connect the D1/J route customers to the Hilldale shopping area.
 - Dryden + Londerry
 - I wish there was a bus service from south of town (Fitchburg) directly to UW hospital. I was surprised

that there were no routes that went that way, especially with the amount of employees that work at UH.

- Schenk's Corners—the old 4.
- Odana road, Sience Blvd, Research Park Blvd, all UW Health clinics, especially the Northside and Westside clinics, and the bus routes should pull close to buildings and landmarks. The buses that go to the malls need to go INTO the parking lots, and/or pull around the back of the complexes like they used to. It is so unsafe to drop people off across multiple lanes of traffic. At Hilldale, employees struggle to catch the buses from the University Ave stops after closing shifts. The stops around the back of the mall were so crucial to us to be able to use public transportation to get to and from our jobs. I now have to Uber 80% of the time.
- Old Sauk Rd between Gammon Rd and High Point Rd def needs more bus service. We also need to a better job connecting the North Side with bus service (around Aberg avenue). Allied Drive could use some attention as well because many folks in that neighborhood do not have cars.
- Dennett Drive on Madison's east side, which was formerly served by route 38 before the bus reorganization. This former route ran down the middle of the Eastmorland community, and now people have to walk a long way to get to a bus line.
- Downtown rush hour
- If more service more frequently were provided to the airport on Route D2, it would build demand. That is a route where demand will follow service patterns - within reason. I'm sure you can get information from the airport on when their periods of high volume are and add service accordingly. Saturdays are light; Sundays are heavier. But definitely keep the 30 minute headways at a minimum.
- Paper pick n save in More routes to the north side taking a passengers either East or West without having a connect to another bus and take over an hour to get your destination. This is very frustrating buses are early and people cannot get their connection to another location because they leave early! Actually could cost me my job.. Today was a prime example. I took the B bus to get down to East high School by 4:00 and East Washington and the bus heading east to my job and Left 4 minutes early which means I had to wait another 25 minutes to get the most bus. This is very frustrating a
- Dutch Mill Park & Ride
- East Washington should continue to have local service in addition to BRT stops. The planned closure of several stops (and the closures that were done in late 2023) makes the nearby neighborhoods much less accessible on foot. I also believe that lines like the E and O should run daily and later. Entire neighborhoods become inaccessible on evenings and weekends, including places like Olin Park where recreation, music, art, and community gathering are common.
- 28 route (Sherman avenue) only runs until 6pm
- Residential areas off Fish Hatchery Road in Fitchburg should get extensions or new services. There were bus lines that originally ran through those areas (such as Post Road, Lacy Road, Seminole Valley, etc) that had bus stops there that were taken away after June 2023. This was a major setback for individuals with disabilities who now have to walk much farther to reach a bus stop. There are many disabled people in the areas of Arbor Hills, Hatchery Hill, Lacy Road/ Cheryl Parkway, and Post Road (southern end). Taking the bus is more difficult for these individuals now. The B should be extended to loop around these areas to bridge this gap.
- For me to get from Monona to the UW Hospital where I work, is 82 to 90 minutes not including the walk time. The Monona Transit is 45 minutes. When that goes away (current plans), there will still be no way for me to get to campus without heading first to a connection point or a transfer. The 90 minutes each way encourages me to drive, which is both more expensive and congests the roads. Also, Monona Transit services the elderly. Please build connections with Monona seniors, many of whom have disabilities, to support their transit needs.
- South Side by South Towne Mall & Walmart, routes from South Side direct to UW Hospital & campus, routes from West Towne mall direct to campus & UW Hospital
- Westmorland to Middleton
- R1 + R2 through old sauik and Middleton as population on the west side is increasing and so is the need for more frequently
- C1 at North Star Dr
- I live on the isthmus and typically don't go further west than campus, so I'm good.
- B and O
- F - university Ave toward Middleton/UW clinics

- More frequent service on routes F and R. Rosa Road between Old Middleton and Mineral Point Road. Gammon Road between Old Sauk and Mineral Point Road
- West Wash no bus goes down that street anymore, B has too many passengers because you took away so many other routes, not a happy camper
- I ride metro plus. Service is horrible. Why a rider being picked up, they will wait 5 minutes. Where the bus can be 20 min late. Not fair. I have been forgotten. Had to find my own way home. Driver not looking hard enough to find me. Locations being put in incorrectly.
- Monona near Buck and Honey needs a route that caters to healthcare workers (early AM and late evening)
- More routes going through the hospital loop without having to transfer or walk up Highland. If you are coming from the west side, only the
- Need a line that crosses the isthmus linking the A,B,C and D at some point. Not easy to get across the isthmus between the yahara and the square. No easy way to get to the north side from the Willy street neighborhood.
- Deming Way, between Old Sauk and Greenway
- Direct shuttle from park-n-ride to UW Hospital, PLEASE!!! Currently, its an hour bus ride from any perk-n-ride to the UW Hospital which is NOT helpful and usually I just defer to driving my car and paying for parking.
- East Madison Hospital on East Park Blvd.
- I can't really complain, I am covered on everything I want.
- I wish there was a D line that also went to UW Hospital
- Yes, the Bus Stops that were closer to UW Health in Middleton and CostCo in Middleton need to be returned. They were convenient with walking to work in the mornings and in the evenings after work for Transportation.
- It covers everywhere I need to go right now. I live along Willy St and mainly travel to UW Hospital for work. I also go to Meriter and EMH and the bus provides plenty of options for me to get from my current residence to the places I need to go
- The A route should have other buses that overlap with it more. Having only one route that services the east side is a gigantic failing of the new service. It never runs every 15 minutes and buses are always very late and overcrowded. There needs to be a secondary bus line that goes further down east Washington.
- Route J, by the hospital to the West side of town and vice versa.
- East side Great Dane/ Metro Market on Cottage Grove Rd
- The new bus routes are just awful. My disabled son now needs to walk over a mile to get to a bus stop. The Middleton route off of highway Q was his stop previous. Most days he just walks the 3 miles to his job as it is so inconvenient. I don't know who made these decisions.
- More frequent - J and D1 (Tokay stop and leaving from hospital to return to Tokay stop)
- commercial Ave/ north side near Oscar Mayer needs more service
- route 75 needs to be ran later in the morning and evenings into Verona and there also needs to be weekend service. A new route that goes along Cross Country road would also be useful. I need to regularly get to/from downtown Madison from Verona and it's very limiting. 75 is a decent ride but it needs to be more frequent and during the weekends to be beneficial to residents.
- Well - you removed the frequency of service to the Wexford neighborhood, and moved the closest frequent stop a mile farther from my house...further eliminating any thoughts of using the Metro service to get to University Hospital before 6 am, good job!
- N/A
- East side. Return the 38. That bus is almost always empty. During winter the c sometimes were drop offs only.
- D2 should run every 30 minutes all day and on weekends please, between E Johnson and Northport.
- North side of Madison, area near Fair Oaks Ave and Commercial Ave (near highway 30), South Madison near old South Transfer Point
- I only ride the E and it goes right from my house to my work.
- none that i can think of, however at peak times, I wish the D2 ran every 15 mins as it is my transfer bus home and it is often missed if the 28/38/65 or C run late
- There are too many stops on the A route, and it goes way too far. so if it starts to get delayed at the begin-

ning, usually towards the end of the route it could be 15 mins behind. And over-crowded

- It requires multiple transfers to get to a grocery store from Eagle Heights, especially during the weekend.
- Midvale Blvd (University to Nakoma), Whitney Way (entire length instead of just fragmented service), both Woodman's locations. An Isthmus "circulator" providing east-west connections in addition to the long routes along the length of the isthmus. Also: service to the higher density apartment complexes being developed on the far west side particularly the southwest side.
- Spring Harbor/Middleton west of Whitney way currently route F
- East Fitchburg along the 65 line as well as McKee Road between Fish Hatchery and Maple Grove should have local service. For East Fitchburg the drafted route 'Z' from lacy to the square was a great idea. Maybe have that serve as a local service especially for the weekend. For McKee Road. The best route I've seen for local service was the old route 59. If it was possible to bring a similar route that can serve that for Maybe merge it with the need for the 'Z' stated earlier would help more service in those spaces.
- UW Hospital
- The stop at maple Grove & Manchester should be added to the 75 route. It already drives right past it, let it stop there as well. Please.
- Residential areas in Fitchburg, and Five Points, have very little service coverage.
- D1 should have more frequent service, as taking the D1 to the Watts Road transfer point is common and more frequency would be convenient. I also wish the H went further up towards Middleton.
- Routes 28, 38, 65 should run later--at least until 8pm. Peak period service should last at least another hour in the morning. There should be direct routes from UW hospital to the Monroe Street area, Vilas neighborhood, Regent Street, South Park Street, Olin, John Nolen. More stops along South Park and Olin
- Watts Road D1 bus should be 20 minutes each bus. That way we would only need to wait 10 minutes to transfer from D1 to D2. Most numeric type buses could benefit from this (e.g. R1 and R2, D1 and D2, etc) since 30 minutes per bus is not very frequent at all.
- There used to be 3 buses i could take to and from work downtown to/from my stop of University ave

and Norman ave, NOW WE ONLY HAVE ONE and because of this the ONE bus we have (F) is so insanely crowded its ridiculous and frustrating. Either bring another route on University Ave to and from Middleton or make the F bus run every 15 mins instead of 30. Also, the F needs to go back to going downtown on the weekends. Now it doesnt and passengers have to switch to the A to get downtown and its really annoying as it makes the A buses extra crowded and takes more time than it should to commute. We are a college city/area. There are LOTS of college kids that commute, not to mention adults like me who work at one of the FIVE hospitals in the area. Us on the far west side need to be listened to and taken seriously because ever since last june when ya'll changed everything the bus system has been a joke!

- Manufacturers Drive and Hanson Road (preferably every 30 minutes)
- North side to near east. North coop to woodman's area.
- Woodman's East, downtown Middleton, businesses within 1-1.5 mile radius of south transfer point
- C near willy
- The lack of service to Verona on weekends is a major barrier for me that makes it difficult to run errands and have a social life. Even an extremely limited Saturday service would help people who live near Epic but don't/can't have cars.
- The neighborhoods between Valley View Road and Mineral Point Road, around South Point Road.
- More buses on 75 and more frequent options would be great. I know y'all are constantly improving that situation, and I appreciate the changes, but it's still not great. I'd also love lines that run along the 75 route on weekends or in the middle of the day, so I can do my grocery shopping/other errands.
- I'm pretty sure Fitchburg would have to pay for it, but expanded service to the City Hall/library/business center off of E. Cheryl Parkway would be huge
- There is a gap in service between route 55 and route 75 towards the end of McKee Rd (Maple Grove to Woods Rd) and the surrounding area where I live. Due to this gap I am unable to take the bus to into work (Epic) which has been really unfortunate due to the unreliability of my car and inability to purchase a new one. The closest bus stop is over 20 minutes away walking.

- Far west side near pleasant view and midtown. the only bus with walking distance is the 55(which is essentially useless to me, being peak only,) access to the A would be great. More service to Fitchburg (and further south in Fitchburg) would also be good I would take the bus to work in Fitchburg if I could without it being a multi-hour, 2+ transfer ordeal. (pleasant view and midtown to east Cheryl and fish Hatchery). It's faster and easier to bike right now, even in the winter.
- It would be nice to have maybe one 75 bus run in the middle of the day, to allow Epic employees to take a half day for a doctor appointment or something and still take the bus.
- Can the 75 route run on weekends? I also think it'd be cool if there was a bus service between Watts Rd and Epic Systems' campus
- Verona to the Capitol outside of rush hour
- Please, *please* include bus lines to and from Verona outside the Epic commuter bus. Even just some weekend service with a stop at Main Street/Verona Ave would be fantastic. It would provide so many opportunities to be involved in Madison's activities and events for those like me who either can't drive or cannot afford the gas/parking/etc. Seriously, I'd ride the bus so much if it went out to Verona. I could shop at Madison's wonderful small businesses that I just cannot justify the expense of a rideshare for (let alone a taxi!), develop a stronger social network in our horribly lonely world by attending events and classes, and patronize establishments like the museums or botanical garden. Pre-pandemic, I also used the commuter bus to access appointments in Madison; imagine how much of a boon it would be for patients and healthcare systems to have reliable, accessible transport to their appointments!
- I think it would be useful to have pne 75/55 bus that runs around noon in case people are working a half day so they can attend an appointment in the other half of the day.
- D1, High Point and Watts
- More times for the 75. Always insanely packed.
- More frequent service to the airport would be very helpful. Monona is sparsely and infrequently served.
- Meadowwood Neighborhood
- I would love more options for the 75 route, such as one running during the middle of the day during the weekdays and occasional service on weekends.
- I would appreciate 75-Caddis having the first bus leave Epic before the first Capital bus, before 4:45.
- Verona
- F route should be more frequent
- I do not support the change to the rapid transit system. I see that metro is stretching their service delivery areas well beyond the Madison city limits which is causing increasing costs and diminished service within the Madison city boundaries.
- We need a route all the way down Midvale, from Hilldale Mall to Nakoma Rd, in order to provide direct and easy access to grocery stores, the library, and all the housing along that route. We need a route that closely follows the southern side of the isthmus along lake Mendota (Morrison, Yahara Pl, Rutledge), as the C is too far for many to reach. We need to stop eliminating routes along East Washington for the B when it won't turn into BRT for years still; many of us can't walk all the way to the very distantly placed BRT stops. We need routes that run perpendicular to the isthmus, so that people can get from the north to south shores or vice versa (for instance, from Orton Park to Tenney Park or Christ Presbyterian Church).
- Odana Rd; Regent St. between Midvale and Rosa Rd; Rosa Rd. between Mineral Point Rd and Old Sauk Rd.; Old Sauk Rd/Old Middleton Rd between Whitney way and Junction Rd.
- The buses provided should be running more frequently and for longer hours, but ultimately more stops need to be added/added back. Consider having high-capacity buses that also go relatively slowly, covering more stops and allowing for better accessibility for the people most likely to use buses, especially in areas with few bus lines.
- No
- Na
- More frequent service on Route L - at least hourly, so the schedule is consistent with other Metro service.
- Reopen East Transfer point.
- I take the D1 and J and I pick it up at tokay and Charles. They should be spread apart a little more so that there is a bus that comes every 15 minutes. It is a waste when they come at the same time since going downtown they go the general direction. Also I think the J needs to go to the capitol. It is so stupid that my partner has the switch buses on campus to get to the capitol for work. It sits on brooks for like 20 minutes

and such a waste. He is so frustrated that there is no bus from the west side that go around the capitol.

- Not sure – I use both car and bus, so for medical appointments and longer local trips I usually take my car.
- Yes. I had to stop riding the bus because route R (between Middleton and downtown) now takes too long. I've heard this complaint from many riders.
- I wish there was an easier way to get to more movie theaters near the West Side of Madison via bus. I have to walk 18 minutes from my stop just to get to the AMC in Fitchburg (6091 McKee Rd), and I have to cross big highways which I'm not comfortable with. The same can be said about Marcus Point Cinemas (7825 Big Sky Dr). To get there I need to walk 11 minutes from my stop, and I'm not very comfortable doing that.
- N Sherman Ave
- J should run more often during peak times, such as beginning and end of work and school days, as the bus is crowded with West High students. There's also poor coverage in the orchard ridge neighborhood. I get a ride to Hyvee on Whitney way, or it would take me an hour to get to my destination.
- C bus should go to the hospitals and clinics in the park street area without having to transfer.
- I feel like the old way with numbers was better people can't keep up with changing so often
- Commuting from Middleton's Baskerville to work at UW Madison is challenging with once an hour runs or a 3/4 mile walk in winter conditions.
- Needs to go back to the old system. So many easier and convenient spots it used to stop at.
- The 38 should run more frequently like the C. That route is especially crowded during the school year, and the 38 helps alleviate some of the crowds on the C. However, they don't run frequently enough (or at a sufficiently different time than the C) to be entirely helpful.
- Some bus drivers are treating these bus schedules like a joke like I give you example I'll be around at 7:00 in the morning was supposed to be there at 7:00 not 7:15 or 7:16 he showed up at those times and when I got to my appointment I was 8 minutes late
- S/W need to run later in the evening
- For Woodman's East there needs to be a direct route from downtown to Woodman's East and back, running every half hour weekdays and weekends, similar to the former route 5. It takes me 3 hrs roundtrip to shop using current schedules of routes.
- Monona closer to Winaqua and Pirate Island. Also! Put the stop that was by Kohl's and Metcalfe's West back!!
- I live in Sun Prairie and was excited 1 year ago thinking I might be able to take the bus to my job on campus. There was no way to get there in less than 1 hour 45 minutes. Will that change?
- I'm happy with the service as is, but I have heard that the North Side could use more bus service.
- Closest bus stop in 1/2 mile from my house. Schroeder, Whitney Way, Raymond Road
- I think new service is needed in areas where the most people have to walk the furthest to get to the nearest bus stop. For example, if 100 people live 1 mile from the nearest stop and somewhere else 1000 people live 0.9 miles from their stop, I would prioritize the latter.
- West towne
- Sherman Avenue from Commercial to the coop
- The entirety of Middleton. Tbh the medium blue route is false considering they run every hour depending on which sub route you take (ie: R2 is an hour. It's only every half hour because it accounts for R1 heading in the same general direction)
- Truax apartments
- Dairy Drive - Milestone Democratic School
- Trader Joe's. Observatory drive (28/38) needs to run later in the evening (at least until 7pm).
- It takes hours to get where I need to go on the current system. I live on the east side and can easily access routes C and D. Yet it still takes me over an hour to get to the East mall, that is 3 Mike's from me. The same is true about most places, even not considering things I need across town. I've lived in a few cities and have done a lot of work comparing various urban areas for accessibility. Madison's system is among the worst I've seen for cities this side. The system needs a functional redesign that includes case studies from riders in various areas to ensure access in 30-45 minutes across the city. I also ride paratransit and am amazed by how limited it is. The fact that it doesn't go to Epic is one of the worst parts, because that's the largest employer in our area. I can't even get to church (Blackhawk, again one of the largest...) on the system. It's a very inaccessible city, and it's honestly

embarrassing. But for some reason, it seems that people like me, the ones who can't drive and are limited in life due to limited transportation, don't get a seat at the table. Surveys are fine, but the ridership should be much more involved in solving these issues.

- West Towne Mall
- J route from mineral point to brooks needs more frequent service during rush hour
- I use the A and B and am happy with the frequency
- Have the E bus go around UW Hospitals like the J bus does, so I could get there from my location without a transfer (I am in my 60's). 2. Work with Van Galder to make busing to their in-town or Dutch Mill pickups do-able in a reasonable amount of time. The in-town site should have restroom and a place to get some water (did I mention I'm in my 60's?). When they switched from Memorial Union to the Lakeside (?) site it was a real loss for me. 3. SCIENCE DRIVE! I used to be able to take a bus to the UW Health Fitness center. Again, I need to avoid ice, I'm in my 60s.
- I think the D routes should be more often
- Green and red should run every 5-10 once BRT is open. Dark blue is good at every 15. F, R, J should run every 15 due to size and direction of the roads they run on, to provide noticable advantage over driving.
- Yes at 7502 mineral point they took the bus stop away, I'm disabled I ride the bus sometimes I'm on a scooter if I get on the A bus I'm going pass my stop and when I'm in dropped off I'm across the street on mineral point. A person was hit and killed on that same street in his scooter and I don't want to be the next one. The J and H bus is far from me as well. What happens on those wintery days that I need to go to woodman west and the sidewalk is full of snow? Ride in the street to get to the bus ,which is by the mac and cheese restaurant I believe that's Westfield and mineral point. They messed this whole system up and for me to go to church I catch and A then wait for it D it feels like eternity because it suppose to be a bus waiting but it's not, so I stopped going to church that way. I don't know who decided to change this whole system they really messed up this time.
- Park St, East Washington, Willy St
- Kwik trip on mineral point rd near dnofrio dr west bound and the stop across headed east. it was a convenient stop that was nearer to businesses.
- Monona NEEDS Metro bus services
- PUT THEM BACK IN THE NEIGHBORHOODS like they were. This crap with rapid transit is just plain stupid and dangerous. Stops over half mile apart. Not stopping at stores doctors elderly and handicapped buildings or low income. Put them back
- Branches of D need more frequent night and weekend service. Also the neighborhoods off of Mineral Point west from Junction, and from High Point Road (Starr Grass, Waldorf, Mid Town) to the southwest get very little to no service currently, even though there are large concentrations of apartment buildings.
- Bus 28 by Sherman and Sherman stopped showing up on time, and sometimes stopped showing up at all. Walking to other bus stops was simply too far, especially after walking to this stop, waiting, and then having to walk a long way to entirely different stop. I often had to spend hours trying to ride the bus for rides that took 30 minutes before. It rendered the entire Metro service useless to me. After having ridden the the bus since 2016, I had to give up riding the bus.
- It would be really nice if there was a stop closer to the American Family campus - that might let me use the park and ride on the west side and do the remainder of my commute by bus.
- The c1 is always crowded tye r1 would ve helpful more often
- Please have D1 run more frequently. 30 minutes between buses is rough for daily commutes and ESPECIALLY bad during the downtown rush in the academic year. There were multiple occasions where I was stranded for a full hour on a rainy day because the scheduled bus was over capacity.
- Increased frequency from Raymond/McKenna toward downtown on weekends. Would also love to see Increased service in that neighborhood during peak periods. For the next question- Weekday service meets my needs. In evenings /weekends some Routes end earlier or have less frequency. I'd love to see service restored to Prairie Rd as well as Watts Rd west of Woodmans.
- I use to board a bus at the corner of Gorham and Paterson and be able to go to the square. In fact I had several choices. There are no longer any buses that go to the square from the above location, which has cost me a lot of uber rides.
- High point, woodmans east, capitol

- Route D is never on time. Video message boards frequently out of order. Fix and maintain before expanding.
- The D2 oute to the airport should run at a minimum 30 minutes every day at all hours of the day.
- My issue isn't with frequency or lack of service, but connectivity between lines / service areas. I live in the SASY neighborhood, and it's now a lot less convenient to take the bus to the airport for flights, you would have to walk many blocks with luggage to get to the B or D lines. I frequently drive from SASY to Bakke Recreational & Wellbeing Center on the UW Campus and the C line terminates fairly close, but the return trip seems to require you to cross Campus Dr/University to pick the C back up (very confusing that you can take the C on the way in, but you can't use the same stop area to take the C back out). I guess it's fine once I get used to having to take multiple lines and transfer buses in the middle.
- Please run more A buses between 7-10 AM & 3-6 PM. The bus to & from work & home are packed!
- Route O Need a additional service route O from South Transfer Station to Brooks St as an alternate route along John Nolan Dr and Olin Ave to increase awareness and ridership in the Bay Creek community There are options available to include more routes and services for ridership
- Old Sauk Rd to the University
- Route E should have more service
- It's not a huge thing for me, but I'd like to see the C2 route run a little more often. I live off of Buckeye Rd past Stoughton Rd, and the C2 is the best option for me to get to the rest of the bus system.
- McKee Rd between Verona Rd and Fish Hatchery Rd. Fish Hatchery Rd south of McKee
- Hy-Vee
- Love bus
- Gammon Rd
- Route 38 should restart to go down Rutledge St, etc.
- More connections between routes that do not require walking blocks
- Bay creek neighborhood - The existing route only goes one way and should be a two way route, it used to go both ways. Many folks no longer ride it going only 1 way, but would if theroute was returned to 2 ways,
- East Town - into the mall and return. At West Town - there is at least a ring road and pick up in mall
- I would like to see event related bus transportation to the Alliant Energy Center.
- The brag about "run every 15 minutes for most of the day" - doesn't matter because it now takes 40-45 minutes to get to destinations that used to take 20 minutes. Taking the "next" 15-minute bus would exacerbate the problem by another factor of lost service. The loss of bus service to the North side of the city is devastating to elderly and others. The B requires finding a way to navigate over to Packers Avenue which is ill-advised in the first place since it is very dangerous for most and impossible for some, e.g. wheelchair users.
- Downtown, east side, Monroe street.
- C - 15-minute service all evening. The near-east side (as far out as Olbrich Gardens) is of particular interest to me.
- Entire area. Too far for most people to walk to catch bud
- Seminole Highway south of the Beltline
- In Fitchburg, provide a stop near Lacy and Osmundsen Roads to service the Wildwood, Wildwood South and Lacy Heights neighborhoods. Huge population with no nearby stops currently.
- "O" route on South Side -- needs pick up both ways (North and South)
- Service farther out into surrounding suburbs.
- Verona Park n' Ride
- I only ride from Middleton to Madison and UW Hospital and it seems fine to me!!
- It would be nice if the D1 ran more often in the Midvale Heights area, but every 30 minutes is ok as long as it is mostly on time and the bus I transfer to is also mostly on time.
- 80/84 from central to hospital/west end of campus should be every 8 minutes during peak times.
- Areas south of Raymond Road between Whitney and Prairie
- Extend Route B to Fitchburg City Hall (that short loop that Route 65 takes at the end of its line). 2) Increase the frequency of the D2 airport loop, i.e., not every other D bus.
- Fish Hatchery Road north of the Beltline should go back to every half-hour. Also--there should be buses

travelling there in both directions like there used to be.

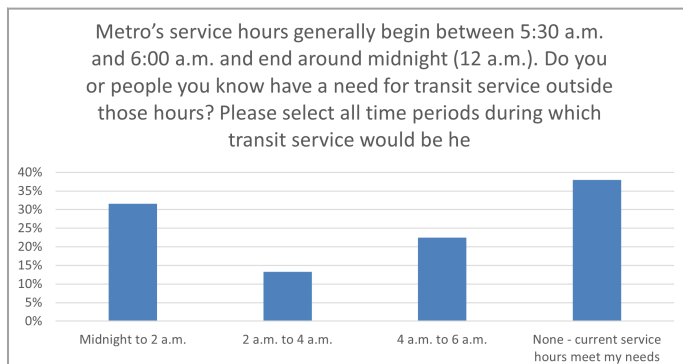
- probably not
- winnebago street, fair oaks avenue
- more frequent service on the F route on weekends
- South Transfer Point East Washington and Marquette and almost anywhere else in town.
- I think there should be a route that runs directly to and from UW Hospital ER and Men's Homeless shelter (2002 Zeier Rd). It would only need to run from ~6 pm till morning since that shelter doesn't open till 5:30 pm and then closes in the morning. When the new Men's shelter opens, it should go there instead. During the day, when The Beacon (daytime shelter) is open, the C and 38 routes suffice in that individuals can get on/off at Blair St and get to and from the Hospital ER.
- Fair Oaks Avenue. Especially between Milwaukee Street and Atwood Avenue. This enables transfers from C to D and vice-versa Also between Milwaukee Street and East Washington Ave to better connect with A and B routes
- Only ride one bus line. Not concerned with others.
- Rolling Meadows neighborhood. Also more frequent service of "R" line on campus.
- route is too infrequent - needs to be every 30 min in both directions to be useful.
- Within the City of Sun Prairie there needs to be more frequent service.
- Woodmans East could use more frequent busses. There no longer is a bus that goes up Independence to serve businesses that used to be served. To get to the Atwood bus now requires a 15 minute walk compared to when I could transfer to one at the East Transfer Point with no walking.
- More frequent service to Woodman's East, especially on the weekend, along with better service to East Madison Hospital.
- More service to Verona. Only service we get is only because of Epic. And they should have more and promoted vs every single person driving their own car. D2 and E should at minimum should go to Verona Park and Ride on East Verona Ave.
- Mineral Point to Regent to Park St
- It would be wonderful to restore two-way bus service for Route "O" because I have trouble walking long distances, especially in bad weather.
- I've been taking the bus for years. I live on Swanton and Milwaukee and was sorry to see the buses on Swanton and also the ones on Acewood connecting Cottage Grove Rd.
- The system is completely f-ed up. I can't get to the Northside from the Eastside. I can't get to the Capitol from the Eastside as I was able to do for 50 years. MM took 3 routes off my street. I have mobility issues. I now have to walk 1/4 to 1/2 mile to catch a bus. The app is totally unreliable
- Fine as is.
- More frequent
- The Bay Creek neighborhood and the southeast side, Bram St. area, are not well-served. The O bus is not frequent enough and doesn't run both ways, like the old route 13 did. There are lucky riders and riders who are left behind.
- current service is adequate for my needs C and D routes
- An entirely new service. Destroying the transfer points was a catastrophic decision for those us who rely on the bus system for going everywhere. The current bus system was only designed for students and people going to the "work centers. Rides are longer, sometimes much longer, extremely limited options, require long walking times, and have the same amount or more transfers.
- South Fish Hatchery Rd to Fitchburg Civic Campus
- commercial to Oak the way the 4 bus used to go.
- It's misleading to say that route D runs every 15 minutes. That's true only if you look at where the D1 and D2 routes overlap.
- I have to walk 6 blocks to get the bus to Woodman's East and another 6 with groceries on the way back. I used to be able to get a bus on Atwood and had to walk only 2. The new routes have created many inconveniences.
- I was horrified to hear, that a driver refuse to let a young woman, board his bus, late at night -- because she didn't have fare. I have also witnessed, kindly bus drivers, allow expired passes thru. Although the bus company can not afford to be taken advantage of -- passenger safety should be number one. I've had drivers, who recommended I stay on the warm bus, to wait for the next one, instead of braving the cold. It should become practice, that buses resting at stops, should act as warming/cooling stations, for people waiting for a connection. Each driver, should

be allowed to accept passengers without proper fare -- especially young women, old people, men -- late at night! We are all in this together. I'm assuming that if a passenger is in appropriate, the police can be discreetly called; waited for at a stop. Bus drivers are usually kind and accommodating, but I hate to think they are penalize for excusing a passenger with out fare.

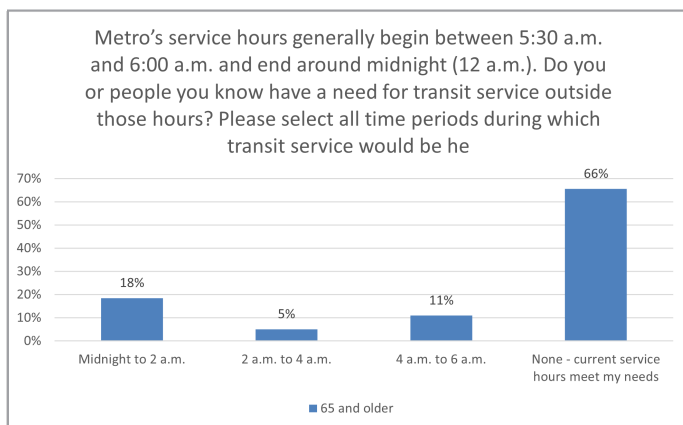
- You say that medium blue lines "run every 30 minutes." But the map legend says they arrive "every 30-60 minutes." That is extremely misleading. Every 30 minutes is MUCH different from every 60 minutes, and would determine whether or not I could rely on a bus to get me to/from work on time.
- 80
- Walgreens South Park st. (SP)

3. Metro's service hours generally begin between 5:30 a.m. and 6:00 a.m. and end around midnight (12 a.m.). Do you or people you know have a need for transit service outside those hours? Please select all time periods during which transit service would be helpful.

Responses from riders with disabilities:



Responses from riders 65 and older:



4. What types of barriers do you encounter when using or trying to use Metro Transit? Please select all that apply.

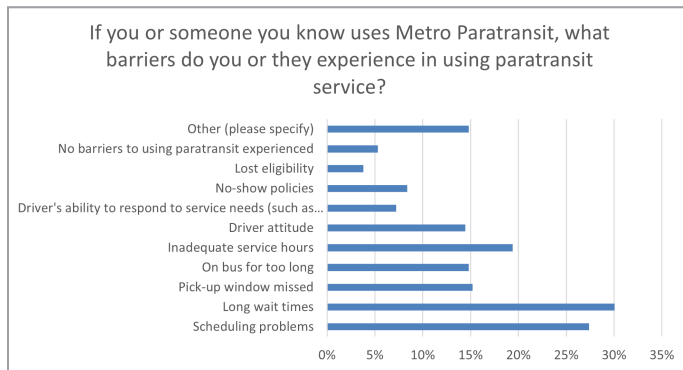
"Other" responses include:

- If it states ring door bell. Please do it. Person you are picking up is visually impaired. That is why you are necessary to them.
- Not on time!
- Driver attitude at times...
- Only one bag of groceries is allowed on teh lap of the person - it is good to go to the doctor but not for shopping. Peopel go the doctor once in a while, but the eat every day!
- drivers not on time. Paratransit is also too expensive!
- Getting onto the service.
- It is too expensive
- My friend is frequently left waiting well beyond the pickup window. Drivers do not stop where they are supposed to and she got marked as a no-show due to their error and was harassed for it. The routes when on the bus are non-sensical and extremely inefficient. Drivers play offensive things on the radio.
- You have a couple of horrible bus drivers out there on the I line that treat me like crap one in particular and I'm going to report him today from what happened to me last Thursday he was very abusive it was the 8:26l bus at schlimgen and Sherman Avenue heading down and I'm going to make a detailed complaint about the way he treated me said you see that blue sign that's a bus stop you see the letter on it that's a letter talk about abuse people like that should not be in customer service
- See previous comments
- My husband scheduled paratransit to take him to and pick him up from a medical appointment. The driver showed up 45 minutes early to take him home and told the medical clinic he would leave without him if he didn't leave his doctor appointment in 10 minutes.
- Not much room for mother/parents with strollers
- Paratransit does not go to Epic, the largest employer in our area. This limits access to jobs.
- This was told to me I don't use paratransit
- unsheltered bus stops
- Restore Metro+Plus! Private contractors driving rusted out vehicles, honking horns as they roll down

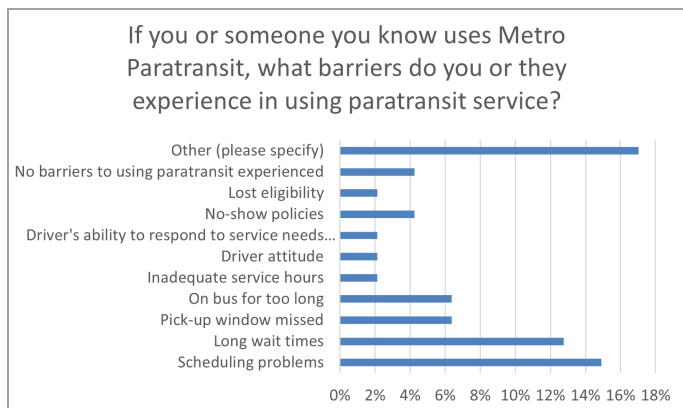
residential streets is shameful substitute for the successful City-run Metro+Plus service.

- When I transfer from the C to the D bus heading west I miss the D by only a few minutes. On the weekend, it means that I must wait for about one half hour.
- Though you did close a stop at East Wash and 2nd Street in front of an apt building serving people with disabilities. That 1st street intersection is dangerous.
- I know no one who rides the bus
- Returning home. Long waits for transit back home

Responses from people with disabilities:



Responses from people aged 65 and over:



5. Are there any problems or gaps in the sidewalk network that make it difficult to reach bus stops? Please provide any specific locations, such as street intersections or blocks (for example, “uneven sidewalks on Fair Oaks Ave between Commercial Ave and Milwaukee Street” or “crossing Fish Hatchery Road at Emil/Ann Streets”).

Responses from people with disabilities and people aged 65 or older include:

- If we don't have the bus we need the problem on sidewalks disappears

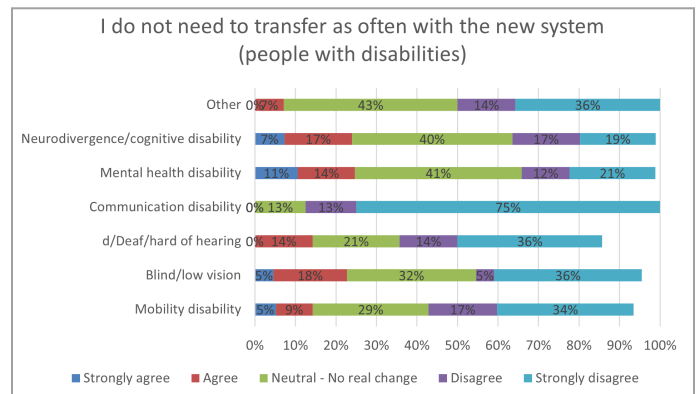
- No
- How about difficulty reaching Hilldale, West Towne, East Towne? I should walk from East Washington to East Towne Mall. No thanks!
- Packers Avenue lacks a “sidewalk network”
- Don't know
- Not that I can recall.
- I'd rather talk gaps in service. I'm used to the routes as they were, judging by the transfer points. You could count on it and service was better. Even though I've discovered a bus that takes me directly to the store and home, I'd rather sacrifice that and go back to transferring at the transfer point, for the betterment of the whole. As it is now, you can get your directions of where you stop is and then be drifting tout to nowhere trying to find it. You can't change it to improvement it one route at a time. More change is more frustration. It just has to go back to the numbered system and using the transfer points.
- Construction area stops all along routes ex: Mineral Point and N/S High Point area
- Sometimes bus shelter is too far from bus stop itself and makes it hard for elderly and handicapped
- I live near Sunset Village. All the old towns, before being incorporated into the city of Madison, have a lack of sidewalks. And snow is pushed to the side of the road where bicyclists and pedestrians need to be. So it is a matter again of getting to the bus stop, not the bus itself.
- There are no sidewalks on Seminole Highway south of the Beltline.
- Uneven sidewalks at East Washington & 4th St (south side) Mineral Pt Rd & Grand Canyon also.
- In Fitchburg, current stops on McKee Road, Chapel Valley Road or the Fitchburg Library are too far to walk and insufficient for Lacy Heights, Wildwood, Wildwood South residents. Untapped potential for hundreds of more riders. Solve the Catch 22: There's low ridership there; well, provide some stops nearby and see what you can do. Myself, I would ride at least four days a week to go to downtown, campus, or west side.
- As a vision impaired person having to cross wide streets that do not have audio walk signals.
- Packers is not safe for standing out there waiting for the bus

- Ice and snow on all sidewalks in the city. Milwaukee St. at East Wash pedestrian crossing is a DISASTER, even without the construction of the new stops.
- No problems for me.
- Not for me.
- University Ave Ridge & Farley. Hopefully will be easier soon
- no
- Intersection of Westfield and Mineral Point - ramp extends too far into crosswalk, creating a tripping hazard. Also, permitting cars to make U-turn at this intersection will create danger for riders scurrying to make the bus.
- Campus at Babcock needs to be paved. When there are two busses, the second bus lets passengers on/off in mud.
- Sidewalks cracked. Long wait for walk lights and slow driving.
- You force us to cross very busy intersections to transfer to another route. Example: D to A or B at Milwaukee and East Wash. Example: G at Dempsey Rd and forcing passengers to cross several lanes of Milwaukee St. This is not safe. If we use the walk signals at the several traffic lights then we miss D and must wait another 30 minutes or so.
- I don't ride the bus
- None where I get on bus. University and Capital avenues on the west side.
- None
- Not for me at this time
- The new one in the middle of Mineral Point Rd - too dangerous, afraid I will get hit by vehicle trying to get to bus stop
- Not that I'm aware of
- Middle of the raceway called streets
- Everywhere on University Ave. Everywhere at night and when the sidewalks are wet or icy.
- Coming from Milwaukee and Swanton, I'm 73 with neuropathy, it's hard to transfer buses across from the eastside post office!
- The west to East BRT Islands are going to increase pedestrian injuries and deaths.
- The up and down inclines on Olin Ave. make it difficult to get to the B bus at Park St. during the winter. It can be treacherous especially for residents of Romnes Apts.

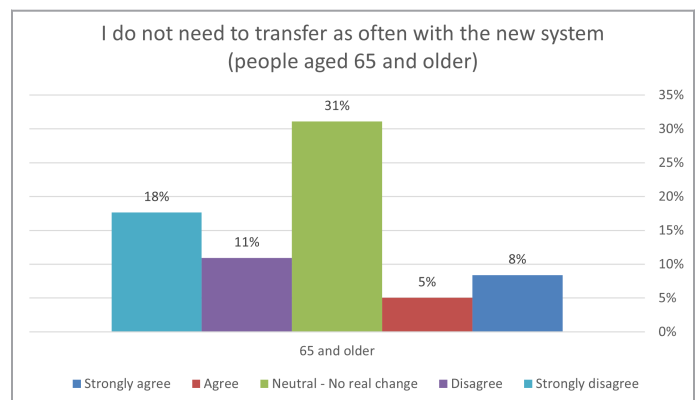
- Uneven sidewalk and frequent black ice on Regent at Fire Station 9
- Difficult crossing cottage Grove Rd from south Thompson. Also not all sidewalk on s Thompson Dr. Very dangerous!
- The problem is that the stops are so far apart now. I'm 75 and walking 4-6 blocks extra every time I get on or off a bus means I use it less, especially in bad weather.
- No

6. Have you used Metro Transit in BOTH the old system (before June 11, 2023) AND the new system (after June 11, 2023)? (A "Yes" response led to Question 7, a "No" response led to Question 8)

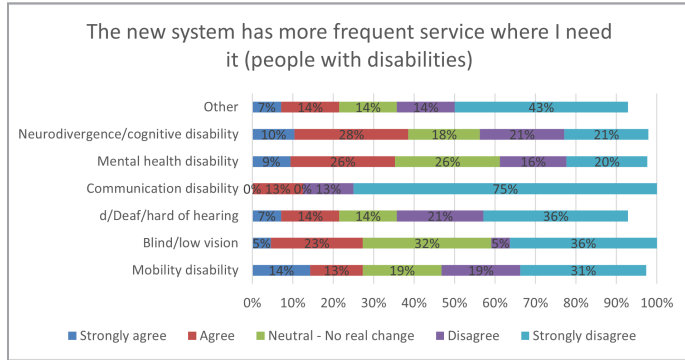
7. Please rate how much you agree or disagree with each of the following statements about what has made the new transit system easier or harder to use than the old system.



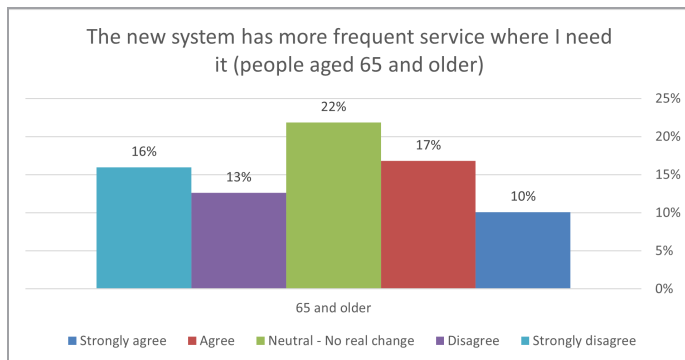
Although responses vary by disability experienced, respondents overwhelmingly disagree or strongly disagree that they do not need to transfer as often with the new system.



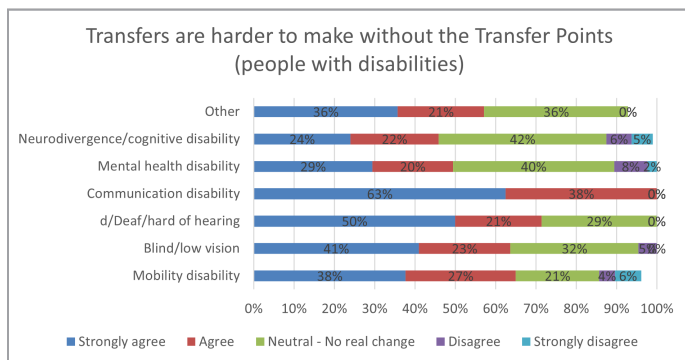
Respondents 65 and older, like respondents with disabilities, disagree or strongly disagree that the new system has reduced the need to transfer at much higher rates than they agree with this statement, with 29% disagreeing to some degree and only 13% agreeing to any degree.



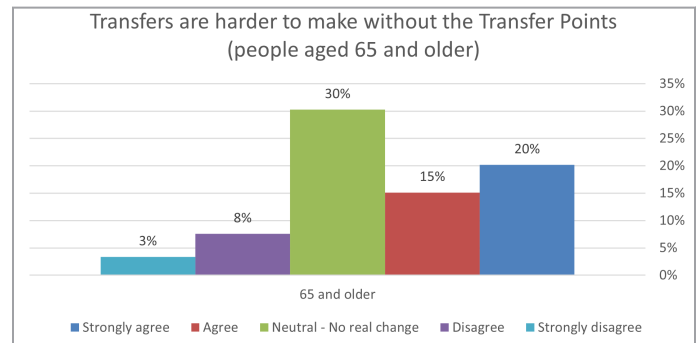
Responses indicate a greater level of agreement that the new system has more frequent service where it is needed, with between 13–38% of respondents agreeing with this statement to some degree. Nevertheless, the majority of respondents disagreed with this statement to some extent, from 36–88% depending on disability type.



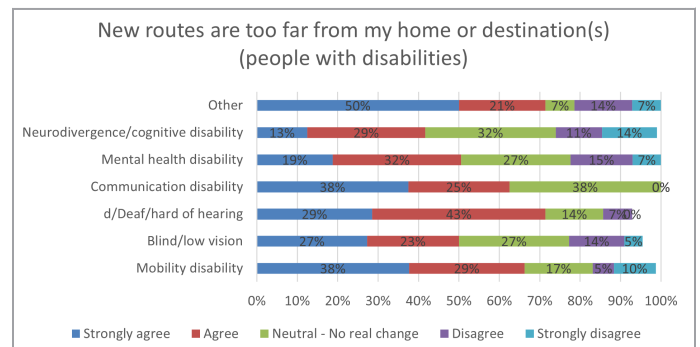
Respondents aged 65 and older were fairly evenly split in their responses to this question, with 27% agreeing that the new system has more frequent service where it is needed, and 29% disagreeing.



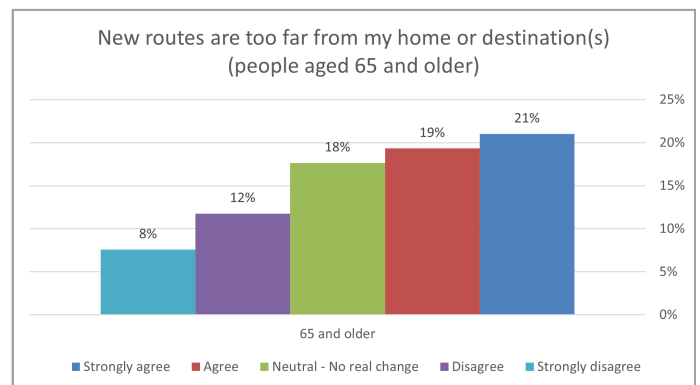
Respondents with disabilities overwhelmingly agree that transfers are harder to make without the Transfer Points. Depending on the disability experienced, only 0–11% of respondents disagreed with this statement.



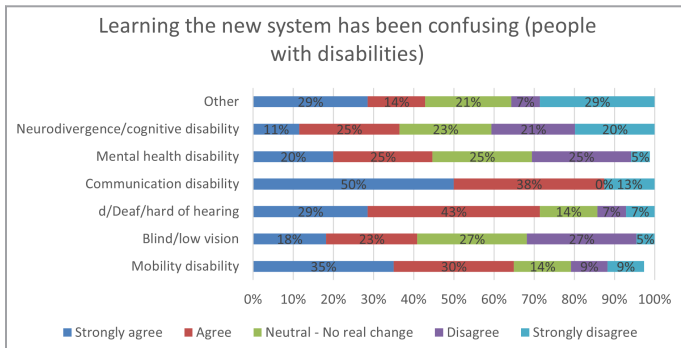
35% of respondents 65 and older agree that transfers are harder to make without the Transfer Points, and only 11% disagree.



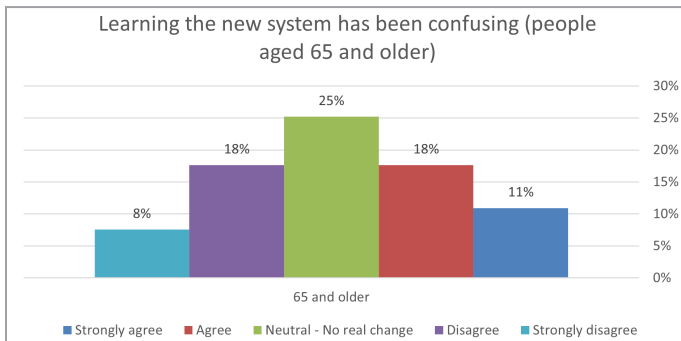
Between 42–71% of respondents experiencing a disability agree that new routes are too far from their home or destinations, while 0–25% disagree with this statement.



40% of respondents aged 65 and older agree that the new routes are too far from their home or destinations, while 20% disagree with this statement.



36–88% of respondents experiencing a disability agree that learning the new system has been confusing. 13–41% of respondents disagree with this statement.



Respondents aged 65 and older are fairly evenly split between agreeing (29%) and disagreeing (26%) that learning the new system has been confusing.

Overall, based on these responses the Transit Network Redesign resulted in a large degree of disruption to transportation accessibility for seniors and people with disabilities. What is uncertain is how strongly this disruption affected all seniors and people with disabilities, as this survey was a choice survey it is likely prone to be biased toward responses from people who are unhappy with the situation at hand, as opposed to a survey that is completed by a random sample of the relevant population. Nevertheless, it is important to note that many seniors and people with disabilities have experienced difficulty with transportation accessibility in the post-Network Redesign Metro system.

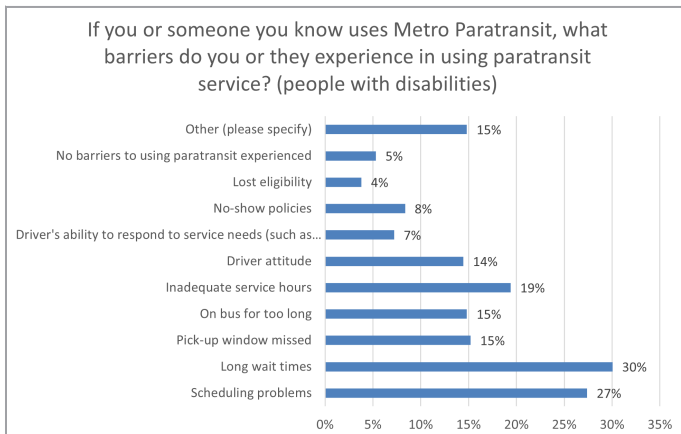
8. If you or someone you know uses Metro Paratransit, what barriers do you or they experience in using paratransit service?

“Other” responses from people with disabilities include:

- If it states ring door bell. Please do it. Person you are picking up is visually impaired. That is why you are necessary to them.
- Not on time!
- Driver attitude at times...
- Only one bag of groceries is allowed on the lap of the person – it is good to go to the doctor but not for shopping. People go to the doctor once in a while, but they eat every day!
- drivers not on time. Paratransit is also too expensive!
- Getting onto the service.
- it is difficult to sign up for paratransit
- It is too expensive
- My friend is frequently left waiting well beyond the pickup window. Drivers do not stop where they are supposed to and she got marked as a no-show due to their error and was harassed for it. The routes when on the bus are non-sensical and extremely inefficient. Drivers play offensive things on the radio.
- You have a couple of horrible bus drivers out there on the I line that treat me like crap one in particular and I’m going to report him today from what happened to me last Thursday he was very abusive it was the 8:26 bus at schlimgen and Sherman Avenue heading down and I’m going to make a detailed complaint about the way he treated me said you see that blue sign that’s a bus stop you see the letter on it that’s a letter talk about abuse people like that should not be in customer service
- See previous comments
- My husband scheduled paratransit to take him to and pick him up from a medical appointment. The driver showed up 45 minutes early to take him home and told the medical clinic he would leave without him if he didn’t leave his doctor appointment in 10 minutes.
- Not much room for mother/parents with strollers
- Paratransit does not go to Epic, the largest employer in our area. This limits access to jobs.
- This was told to me I don’t use paratransit
- unsheltered bus stops

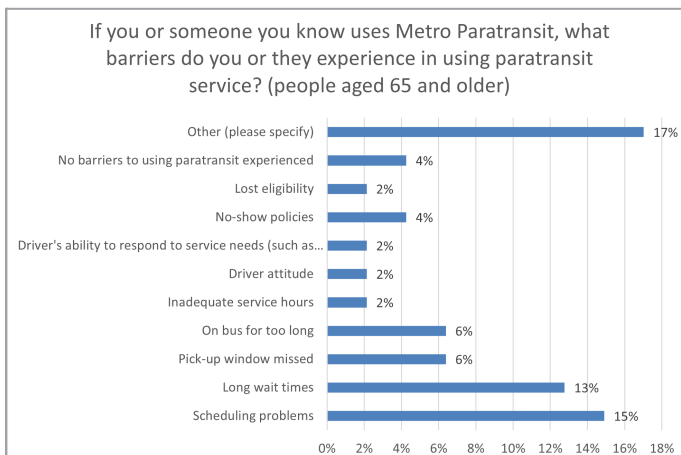
For people with disabilities who completed the survey, the most frequently encountered barrier to using Metro Paratransit is experiencing long wait times (30%), followed closely by scheduling problems (27%). Inadequate service hours (19%), On bus for too long (15%), Pick-up window missed (15%), Other (15%), and Driver

attitude (14%) are the other most-frequently-encountered barriers.



“Other” responses from people aged 65 and older include:

- Only one bag of groceries is allowed on the lap of the person - it is good to go to the doctor but not for shopping. People go to the doctor once in a while, but they eat every day!
- Restore Metro+Plus! Private contractors driving rusted out vehicles, honking horns as they roll down residential streets is shameful substitute for the successful City-run Metro+Plus service.
- When I transfer from the C to the D bus heading west I miss the D by only a few minutes. On the weekend, it means that I must wait for about one half hour.
- Getting onto the service.
- See previous comments
- Though you did close a stop at East Wash and 2nd Street in front of an apt building serving people with disabilities. That 1st street intersection is dangerous.
- I know no one who rides the bus
- Returning home .. long waits for transit back home



9. The City’s proposed [North-South Bus Rapid Transit route](#) map (page 7) shows potential station locations (From south to north: along Fish Hatchery Road at McKee, Cahill Main, High Ridge, Post, Greenway, and Badger; along Park Street at Badger, Burr Oak, Wingra, Olin, Erin, West Washington, and Regent; stations are currently under construction in the middle portion of the route; East Washington at Milwaukee/ North, and Commercial; along Packers Ave. at Aberg and International; along Northport Dr. at Dryden, Sherman, and Troy; along Troy at School, Green, and Murphy; along Northport Dr. at Kennedy and School). This route will replace the current Route B in 2027 or 2028. Where do you think stations should be located if not where they are shown on this map or listed above? Please indicate street intersections (such as “Packers Ave. at Schlimgen”, or “Park Street at Fish Hatchery Road”) or landmarks (such as “SSM Health St. Mary’s Hospital”).

Responses from people with disabilities and people aged 65 and older include:

- Sorely miss the stop between Dryden and North Sherman. The yellow flashing pedestrian signals actually work! Drivers do stop to let you cross. Police.
- Have FREQUENT (every 20 mins) wkdy bus svcs to Dane Cty Job Ctr and every 30 min. till 6 PM wklys to that area (strip mall with Boomerangs, etc. near Job Ctr.)
- Without more stops the system may not be very efficient, for example UW clinic on E Wash. If people lazy to walk too lazy to catch BRT they won’t take it.
- The old transit station on Aberg was convenient
- NS route - not parts of the city I frequent
- have a station all along W.Washington Ave.,very close to St. Mary’s Hospital, Meriter Hospital, Romnes Apts. on Olin Ave., and Madison College South/Villager Mall.
- I don’t know because the buses will not take me anywhere I want to go, such as Woodman’s, Hilldale, East Towne Mall. I don’t know where these stations are.
- Don’t know
- It’s better to standardize, expanding off of the numbered system and using the transfer points. It’s not a bad idea to put in more and better stops-service but I can’t get a meaning for “stations”.

- Not sure? I avoid going anywhere that I have to from north to south
- Don't know
- Packers at Schlimgen
- NA
- They just need to be closer than .5 miles. Next to health care facilities, grocery stores, and libraries would be ideal.
- Traceway Drive and S. Fish Hatchery Road because a Senior apartment bldg is on Traceway Dr. To walk all the way to Cahill especially in winter time will be difficult going to Pic n Save store
- Monroe St. at Knickerbocker St.
- At MATC Truax
- If stop at Sherman & Northport is only on one side of Sherman, some sort of enhanced pedestrian access for crossing it will be needed to ensure safety.
- South Goodman Library Stop
- No thoughts.
- SSM Health St. Mary's Hospital, Meriter Hospital, Express service to epic?
- N/A
- Meriter, St. Mary's Hospital, UW Health Northport Clinic, UW Health 1102 S Park Clinic, Meriter Therapy Central S Park St., St. Vincent DePaul food pantry and Dig and Save, United Way, public benefits office, Planned Parenthood by S Transfer Point
- I don't have enough information to give you.
- I think the station locations are good.
- All along troy drive
- Warner Park; Oscar Mayer factory building (especially if the train station gets located there); St. Mary's Hospital
- Park Street at Dayton
- Pick N'Save on Park Street, Park at Fish Hatchery, Meriter Hospital, Johnson and Park.
- N/A
- Brooks stop by St Mary's.
- UW Hospital. why is this not included in the BRT
- N/a
- looks good to me and my route.
- n/a
- The bus rapid transit system is so poorly planned out that there is nothing I could type in this box that would adequately address it. The stops in the center of the road create more problems and danger than issues they have solved. The failure to commit to either a center bus stop or side bus stops along the route is ridiculous and confusing.
- UW Hospital, West High School, Glenway golf course, West Town Mall
- St Mary's hospital
- N/A
- Packers at schlimgen
- Not sure why we are using an outdated list of BRT stations when there have already been changes made in response to public feedback that were presented at community meetings in April. The B route with the additional changes is OK.
- Not applicable to me because I transport to/from West side and Central Madison.
- Wingra Clinic
- Airport, or else a shuttle needs to loop from International to the terminal.
- Park at Fish Hatchery
- Schlimg3n is a good spot for a stop but it would make more sense for the bus to run up sherman because no one lives on the other side of northport. Brentwood neighborhood has a mighty long walk to northport to pick up bus.
- That McKee stop is in a pretty much useless location. If that's the only place the city can use to charge and not down by Lacy or E. Cheryl, then I get it--but that route extension is way better for the people of fitchburg than having buses idle while charging on the backside of the pizza hut with a big drain pit blocking a walking path to anything. I have paragraphs I could write about why this location is suboptimal versus the extension.
- Fish Hatchery and East Cheryl or Fish Hatchery and Lacy
- Bring the south route down a bit to Verona? Again, Main Street/Verona Ave or by the ice rink, if that's not too far?
- This is a fantastic idea. I work at Epic, so a direct/express route from Epic campus in Verona to downtown Madison would be amazing. Buses could also be rerouted from Epic to those express routes. Connecting campus with the airport would be really helpful.
- No opinion

- I'm not picky about the locations, but for a disabled person like me the increased distance between stops is simply too great. You've already eliminated so many routes and stops, and now you're eliminating more. Not accessible for so many of us!
- SSM Health St. Mary's Hospital – it's hard for me to see on the map where stops are, but this would be a good stop.
- No
- I don't hardly go to that side so no comments because I don't know enough
- Not sure
- I'm not sure.
- I don't use this route.
- East Washington
- Why can't you do it like in Illinois they have a traffic light that someone pushes a button and it tells the driver that he has to stop there if you don't push the button the bus driver don't have to stop there some people act like they're sitting in their in the shelter waiting for the bus when the bus just comes oh my God I'm going to miss the bus and there they act like the driver has to stop all the phone I had a wheelchair I was in my wheelchair and I got injured because we stopped for that idiot that did not want the bus initially then when the bus got about open through the stop to flag them down after driver was about block away
- All hospital, clinics, grocery stores, and libraries need to be accessible to these routes and their corresponding stops.
- Not from this area / No information
- In a recent Metro meeting, I heard that BRT will be only about 10 minutes faster (from start to finish) than the current bus. If that's the case, I'd prefer that stops exist every other block. That's more important to me than where the stations go. I'd happily give up a few minutes of transit time for more convenient stops along the route. So put the stations wherever makes the most sense, but also ensure there are stops between the stations.
- Packers and Commercial
- unsure. I don't take that route much.
- In their original spot. Transfer points north east south and west
- They should be located in the mayors butt. Dangerous stupid not needed dangerous waste of money
- dangerous don't go to places frequented dangerous doesn't have easy or safe access for disabled or elderly
- There should be a branch to the airport as current D2 service is slow and doesn't connect well with the rest of the system.
- No opinion- I neither live nor work along this route.
- Trash proposal
- Restore bus stop at Urgent Care on E. Washington.
- NA
- Proposed South/North BRT expansion should be careful review, what is really needed would be several community routes that service the surrounding communities to then link with the proposed North/South BRT expansion More faster buses may be a barrier for increasing ridership Accessibility is the factor the broadens service as the transit system evolves naturally along community needs
- NA
- I'm too far from that particular Rapid Transit route to have a preference (if the C route ever got a Rapid Transit upgrade, I'd have opinions on stops, though).
- It would make sense to extend the network to the Fitchburg City Hall to serve downtown Fitchburg and the large employers there, as well as create a connection with the 65.
- Does not apply to me.
- Not sure what you mean by "station"
- Park St at Cedar to stop at the grocery store, in both directions. Folks need to catch the bus with groceries, not walk with them or steal the carts.
- East Washington & 1st Street – Add a bus house at Standard Apts
- Route B should be replaced now, not in 2028. Please reopen the North Transfer Point to run all the many inbound and outbound routes from there until you can figure out what you are doing.
- Not sure.
- In Fitchburg, provide extra stops in central and south Fitchburg to enable access to the North-South BRT. Starting the line so far north at Cahill Main misses hundreds of potential riders in central and south Fitchburg. We'd love to stop driving solo in cars, but mass transit options are really limited. Please put more stops in central and south Fitchburg.
- Park and Fish Hatchery Road intersection

- B Very good, keep
- Everything is fine.
- no opinion
- Airport
- need bus stop at Park/Buick and in front of Goodman Library if no stations there
- All services are good for everyone.
- Just make sure it stops at Blair Street on E. Washington (near The Beacon Center) so homeless can have access to it AND make sure it stops near many of the Health Care Facilities on Park Street like it does now (SSM and Meriter Hospital, Access Clinic)
- Na
- Even your questions are confusing, no wonder the new bus system is confusing.
- dont know
- Packers/Schlimgen(though the current spot where this stop is is a pretty small area and said station location would be challenging to build)
- The airport.
- Middle of the road bus stops dangerous - imagine a group of kids, pushing and shoving each other - maybe into the road! An accident waiting to happen!
- People will die trying to access stations in the middle of the street. East Wash is one of the most dangerous streets in the city.
- Park St./ Fish Hatchery Rd.
- SSM Health St Mary's Hospital
- Park Street at Fish Hatchery Road
- Fitchburg Civic Campus (route extension)
- Packers at Aberg is an odd location because Packers goes over Aberg. Will the bus be exiting Packers to pick up people? I'd like to see a stop at Packers and Schlimgen.
- Monona Dr. Broadway area
- Have not noticed yet
- E Washington Ave. is like a crazy race track. Could it be slowed down?
- Mineral Point to Gammon/Watts area can hopefully be improved! Thanks!
- many people think that it will be hard to walk the middle of the road for those who have difficulty walking or use a wheelchair or a cart. They will need more time than they can use the crosswalk.
- Most of East Washington Avenue across the street from Denny's for several blocks down from across the street from Hy-Vee East is a tough for pedestrians to navigate dangerous, muddy when rainy/raining, hole-containing mess! CLEAN IT UP and add back removed bus stops!
- I have no idea - I'm wondering if anyone will be hit by a car using this system. I know I will not use it.
- Too many to list.
- Not sure
- to soon to tell
- Nope! Not that I can think of at the moment! Will let you know though!
- None with respect to the proposed North/South BRT route.
- No safe crossing from pedestrian bridge over the Beltline to get across West Badger Road
- My issue is East Wash with no audio walk signals.
- As above. Snow and ice. Before one is done waiting to cross (halfway or all the way) Milwaukee at East Wash, the bus is pulling away no matter how much time one allows. Perhaps buses could wait through one stoplight cycle at major intersections with beastly long don't-walk cycles. Drivers are extremely intolerant of this issue.
- Limited safe crossings on S Park St and on Fish Hatchery; poorly maintained sidewalks on the Southside in general; limited streetlights along much of the route
- No
- There are very few safe crossings at Packers Avenue.. And buses should run again on Winnebago Street and atwood!

10. Are there any problems or gaps in the sidewalk network that will make it difficult to reach proposed Bus Rapid Transit stations? Please provide any specific locations, such as street intersections or blocks (for example, "no safe crossings of Packers Ave" or "no sidewalks in Capitol View Heights neighborhood").

Responses from people with disabilities and people aged 65 and older include:⁴²

⁴² Responses such as "I don't know" and "N/A" have been removed from this list.

- Aberg Ave intersection seems like it would be a mess for pedestrians
- No sidewalks in Blooming Grove (areas between Milwaukee St. and highway 30)
- Not sure if it's a rapid spot but again unsafe to cross University and Norman Way intersection.
- Yeah. Then entire University Ave both east and west-bound outside of the campus part. Like by hilldale
- There should be a stop light where schlimgen meets northport. That intersection is already unsafe, having the apartment building there where the bus stop is will make it worse.
- East Washington stations are in the middle of a very busy road with dangerous crossings
- Lack of sidewalks in Cap View Heights area and long distance from home to Park St to catch a "B" bus.
- Crossing East Washington is never safe; car drivers ignore red lights, don't look for pedestrians in cross walks, and sometimes run straight onto the sidewalk.
- No
- Not that I can think of
- I live at 2239 Woodview Court there's no sidewalk to go to my building I have to travel on the street do I want to no
- Any places
- Yes on allied across from auto zone H bus. On mineral point by the cemetery across from bone fish grill. The mayor doesn't know what she's doing. A driver blamed it on her especially taking away the bus stops
- you already asked this. badger road between park st and fish hatchery
- During winter the lack of shoveling at some curb cuts made crossing difficult.
- Waste of money
- Metro is unreliable. Politicians should try riding system and walking in rain.
- This is going to be a shit show!
- Depends and probably definitely sooner than later
- None that I know of for the North-South Transit stops (that aren't already included in the East-West stops), it's outside my areas of needing service.
- There should be a better pedestrian connection between Park St at Olin and High St/South St.
- No
- I think your focus on sidewalks is misguided. Sidewalks are/can be a problem regardless of the location of a BRT station. Fixing them should be done BUT the question about why the system now mandates walking blocks to get a bus needs to be solved too. FIX THAT FIRST.
- No.
- No
- No problems whatsoever that I have been made aware of
- Ridge St Kendall to University Ave
- will be farther to walk to downtown stations during events like Concerts on Square, art fairs, or during construction detours
- I agree with you on this.
- How can we really know this until we ACTUALLY use them.
- should be a stop light at the Packers/Schlimgen stop, the flashing light deal is better than it was originally, but A LOT of drivers will not give people crossing the right of way, even with my shopping cart...
- No
- How about crossing E Washington Ave on the east-west route? Or any other busy street on either BRT route?
- The problem I see is having to cross the street to catch the bus in the middle of the street. In bad weather — rain or sleet or snow — there are more slip-and-fall risks, especially for older people. It will be harder for people with small children or disabilities. I expect to get splashed a lot by rain or slush. Everything will be worse at night. Will traffic lights wait longer for people needing to cross to a bus stop? How will the city train drivers negotiate those red lanes?
- No sidewalk in my area.
- Seems good where I live.
- Crossing cottage Grove Rd from s Thompson Dr too dangerous. There's not all sidewalk on s Thompson so difficult and dangerous walking on s Thompson to get cottage Grove Rd and cross it.
- None known
- I foresee problems with crossing East Washington to get to the middle of the street.
- Just looking at the newly constructed bus shelters in the middle of the roads, I foresee many scary cross-

ing moments for young, older, and disabled, esp during the winter and less lit times of the day. What were you thinking????

- Wheelchair crossing to the middle of the road stations on Mineral Point road

11. Do you have any comments or other suggestions that you would like to share with us?

Responses from people with disabilities and people aged 65 and older include:⁴³

- Love the new changes as a whole!
 - 31 day automatic renewal?
 - Buses – especially at fareboxes and where drivers sit need BRIGHTER lighting! My vision is severely impaired.
 - I'll just emphasize my appreciation that folx will be reminded that buses need to stop as close to the curb as possible – especially when wheelchair/cart/strollers are involved.
 - How do you get on bus on the opposite side of traffic
 - For us has not been good. To get some groceries I have to call a taxi – that means \$25.00.
 - I was a little disappointed when the new system map was published – not because any of your decisions were wrong, but that we as a city weren't in a position to “yes, and” bus service. I LOVED the bus when I could take it to my job on campus, but now even though I live more centrally, I can't find a way that the bus makes more sense for what I need than a car. I hate this. I guess I wish I knew who I should point my frustration at to help your funding. Also – what the HECK do the solid lines & red spots mean on Whitney??
 - If the bus routes primarily travel only busy corridors, then why would any people on residential streets use busses?
 - SIGNIFICANTLY improve lighting near fare boxes and where driver sits! I am losing my sight and have lost items, also all too often have a hard time finding my bus pass and running it through the fare boxes because it's SO DARK in the buses! There have also been too many stops removed and I have a hard time walking such big distances as well as needing to stand and wait for longer periods of time for buses. STOP REMOVING/CLOSING DOWN bus stops!
- RESTORE the bus stops you've removed ASAP! The aging/elderly/disabled population is growing and we need ACCESSIBLE bus service, NOT WORSENERD, INaccessible bus service!
- You have ruined my life – taking a C bus out to Cottage Grove Rd to get a G bus to go to Woodman's. You guys are out of your minds. It used to get me there with one bus ride. So many places I went to would get me there with one bus. Now I have to take 2 buses for everything – so stupid!
 - The bus doesn't come through My area anymore I'm elderly and the bus stop is too far now
 - While I have had some positive changes to my bus routes, I've had MANY negative experiences (late buses, long waits) with the new system. From the public comments I have read through social media and from other riders, it seems that not nearly enough public feedback was used in the designing of routes. The public are the ones using this service and NEED to be listened to. I'm dreading the new fare system and foreseeing software and equipment failures. I'm also dreading trying to exit the bus while others are trying to quickly get on with the new system.
 - We are experiencing some big mistakes. I hope future survey's will remember to include the amount of past ridership before it changed from the numbered system and using the transfer points.
 - I would like for less transfers as I've been saying since the new routes started and less wait time and more secure and weather friendly transfer areas. I would also like to not have to pay additional bus fare to ride the new system since I'm a senior and disabled rider
 - I road a bus for two and a half hours and never got home even though I was on the same bus that I had taken to the appointment (O,J). Was told by driver I had to go to another bus stop to get home after that long ride. Called a Lyft finally because I gave up.
 - Madison residents who truly need bus service have been inconvenienced or abandoned in a futile effort to create suburban mass transit (for people who already have other options). I think it's a disgrace.
 - I like the new online ordering of bus passes using a tappable and refillable card option
 - Please stop pushing disabled people away from regular bus service and into the less convenient, more expensive paratransit. They city used to encourage disabled residents to be a part of the rest of the

⁴³ Responses such as “N/A” and “not at this time” have been removed from this list.

community by riding along with everyone else. Now you are making it impossible for many and isolating already vulnerable people, stripping their independence, and forcing them into a separate service, away from the general population. This is dehumanizing and disrespectful. It strips people of their dignity. Many of us take pride in being able to get to work, school, the doctor, the grocery store on our own, just like so many others. We don't want to be forced into a service that doesn't meet our needs and isolates us from everyone else.

- The current Route B does not run every 15 minutes every weekday at all. Some times not even 30 mins. End of route B times are especially inaccurate online and in schedule.
- It is unbelievable and dangerous that no busses further west of Sheboygan/Eau Claire run eastbound and go up to UW Hospital. This is a major accessibility issue that requires those who need it to get off their route at University/University Bay, walk across a very busy University Ave, and then wait to board another bus to go a few stops in order to reach the different stops serving UW Hospital. Adjusting one or two routes (R, etc) to make the Hospital loop before continuing down University Ave would provide greater safety and accessibility.
- The bus stop I use most frequently do not have shelters. The stop for east bound D1/ O buses next to union South is highly used and has no shelter, please consider putting a shelter here with sun shade. The west bound stop at Milwaukee and Leon needs to have a light, and in general needs to be more visible to traffic.
- The bus drivers sometimes pull up extremely askew to stops, often "stopping" 15 feet past the actual stop, at an angle from the curb and 2 feet away from it. especially stops right after turns like at Tokay/Midvale for both the east and west D1 routes. It gets pretty bad during the winter, when the actual "stop" might be cleared but everything else is buried in hard-packed, slippery snow.
- Yes. I live in the University Avenue corridor and work at Sequoia Library. Your proposed cuts to the J route, the route that gets me between work and the nearest transit stations, would make it harder for me to get back and forth to work. What's more, one of my coworkers now regularly ends her closing shifts at 8:55 pm so she can catch the 9:05 J home. Additionally, none of the three bus stops in the area have

lights or any kind of shelter available, and only one has a bench nearby. This makes it very hard to take the bus in inclement weather.

- Dedicated lanes are good but pedestrians are already threatened by motorists blowing through red lights. Massive public messaging will be needed to inform everyone using the walks & roadways about these changes.
- I hate the new system no bus service at night or weekends
- More frequent service on G Line for Southside Madison, specifically between Southside Transfer Point to Broadway. Earlier service from Southside to Downtown and UW health Hospital
- Again at major transfer sites the buses need to wait for each other. Transfers were much more dependable in Green Bay, even away from the transit office.
- More direct routes to University Hospital would benefit many people.
- Too much trendy. No respect for age or limited ability. Don't laugh: YOU'RE NEXT!
- The stations in the medians are a terrible idea. Buses will be rear-ended, and passengers will get hit by cars trying to cross the street to these stations. They are dangerous and inconvenient, and they are extremely difficult to navigate for people with disabilities and the elderly. Additionally, bus stops are way too far apart. It is extremely difficult to use the system because stops are so hard to get to, and are very inconvenient. Local lines were so crucial to the bus system. Their elimination makes the system more dangerous to riders, who now have to walk farther along/across major, busy roads, and they make the bus system largely useless for huge swaths of the population. I wouldn't need to take the bus if I could easily walk a mile or carry my groceries four blocks – routes need to run through residential areas, not just along busy roads, and there need to be frequent stops to make the routes useful to people. A bus a mile away that then only stops every 1/2 mile along that route is useless to the people who need it most.
- Keep up the good work! I LOVE the new bus system!
- New system is less safe and makes transfers harder, making it less reliable
- Hire more polite drivers and teach them how to treat people. Don't allow bus drivers to leave the stop early when people are counting on a connection ride to get

to work on time; they're almost costing me my freaking job!!

- Would love a faster bus for getting from near east-side to Epic, as well as more options as far as times to go to/from there
- Only allowing 5 minutes for bus rider where bus can be late. Missed being picked up many times
- Honestly I think the new idea of putting the bus stops in the median is going to cause many problems for motorists and hazards for pedestrians, especially for those running to catch a bus that is pulling away. I would really like to get a little more information on how Madison came up with this being a great idea.
- Thanks for the sustainable and cheap transportation. Sign of a well developed city
- The previous Bus Stop System was working just fine. It should be returned to service the community.
- The bus redesign has greatly decreased equity in the bus system. Access to shelters for unhoused people and neighborhoods on the east side of town with lower income has been gutted by the "streamlining" into the future BRT route. The metro system has cut down on bus route times by getting rid of stops and causing people with disabilities to have longer walks to stops in order to use the bus system. The discontinuation of the north transfer point has cut access for dozens of daily bus riders who used the park and ride. It has added to congestion in town by removing a large and convenient parking lot from the edge of town. It is a failure by almost any useful measure for frequent riders. On top of that, the A route has remained unreliable the entire year since the change was implemented. While being described as "every 15 minutes", the reality is that in the afternoons it is a 30-40 minute wait for that bus. When it does finally arrive it is usually so crowded that many people are forced to stand.
- as Verona (and obviously every where) grows I hope that the bus routes expand. we need people moving to and from here to make sure we have the right people in the right place at the right time.
- The busses are great for me and I really appreciate them and all of the drivers - everyone is so kind and helpful
- Would like the D2 to go down Sherman/Fordem between E Johnson and Northport every half hour on weekend and off peak. Currently it is every hour and

hard to make a connection on the weekends or off peak hours.

- The bus system became unusable for me after the North Transfer Point park and ride was discontinued. There are no longer any bus stops in my area and there is not an accessible place to park near a bus stop. I attempted to use the new routes for several months, but after regularly missing bus transfers I had to find other transportation options.
- I appreciate my bus and its usual drivers. Thank you!
- Too many stops on the A-route.
- The questions on this survey are a bit verbose, are there other ways to format it? ie Pick a location on the map, click here for more detailed information
- I can understand from an "optics" perspective why we are making investments the B route and serving underprivileged communities on the North Side and South Side. However, looking at the ridership data and considering when and where I experience overcrowding, it would seem like we should be prioritizing additional frequency along the C and D corridors when additional funding becomes available. There also seems to be a "chicken and egg" problem with regard to Sunday service; I acknowledge Sunday service currently is not highly utilized but is that because of true low demand, or because service on Sunday is less useful due to low frequencies, especially on the branches of the D lines?
- It feels like the new service is less accessible to those living on the West side.
- I've had some friends that have mentioned specifically the area that the old route 72 serviced has nothing in the new system to get to. The closest route is the F and now they spend more money using an uber to get to spots that they used to take a bus to.
- On the weekend, it's hard when bus comes one hour apart. Consider special bus lines for shift workers at large employers such as UW Hospital (early shift, night shift) and East Madison Hospital.
- The stop at maple Grove & Manchester should be added to the 75 route. It already drives right past it, let it stop there as well. Please.
- Have the C go around Highland Ave in only 1 direction. Have the J stop at Mills before turning onto Brooks or move the turn from Brooks to Park--Brooks is too inconvenient to make transfers
- The bus schedule on the weekend has too long of a wait time. This makes getting around Madison very

difficult when the wait between one bus and another bus is so long.

- Go back to how the routes were before June 2023. I've spoken to many many riders and NOBODY likes the changes that were made.
- Limited bus or shuttle service connecting Verona to Madison on weekends (or even just Saturday) would make a significant difference for people who live in Verona without a car. There are quite a few of us who live at the apartments. Some of us have medical issues that inhibit driving.
- There are an increasing number of residences off Mineral Point around South Point road, with no bus stop within walking distance and no good sidewalks to get to a bus stop. This prevents a large number of people from using the bus system. Additionally, a lot of those people are Epic employees who would really like to take public transit to and from work but can't due to there being no stops within reasonable walking distance. Extending service nearer this residential area would be a huge improvement for a lot of us.
- I'm really glad that the new BRT lines are prioritizing the communities that need them most, even though I'm disappointed that I probably won't be able to get to them.
- Service in Verona and the far west side that doesn't cater exclusively to Epic
- I love the electric buses! Sometimes buses are on the loud side for me, and a quiet, smooth ride is fantastic, and the less pollution, the better. Not having a ton of bus exhaust at the stations will be a breath of fresh air, as they say.
- Increased weekend frequencies would be very useful for me
- The new redesign sucks. It does not help people who don't live downtown and is especially hard on those of us who can't/don't drive. The lack of transfer points and shelters is brutal in bad weather, or even on hot days (no shade, no benches, etc.)
- Weekend buses that leave from Verona would be appreciated
- BRT should have dedicated lanes for their entire trip
- The redesign has been a disaster for our family. We no longer take Madison Metro as frequently as we did prior to the redesign. The buses are unreliable. Google Maps does not provide up-to-date travel information. It provides bad information with no up-to-date-info on summer-long detours or temporary stops. The Madison Bus App does not provide accurate information either. The other day it told us that all the buses on the A Route had been cancelled for that evening. An A bus arrived at our stop several minutes later. Whenever we call or e-mail Madison Metro to ask for help with questions about stops or buses we never get a reply or answer. Madison Metro is an unreliable mess.
- Run buses in addition to rapid transit- that stop more frequently and wait for several minutes at given stops to better allow reliance. Add back/add more bus stops. Consider retiling routes to have a mixture of 1 and 2 digit titles, that do not look similar to one another from a distance, even if they serve different areas. Have dedicated seating areas for all or most bus stops to better allow for bus drivers to recognize potential passengers, especially those who cannot stand or move quickly to indicate their need for the bus. Allow for the transition set-ride and set-time period cards to last indefinitely, removing accessibility barriers associated with needing an account.
- Can y'all go to the old one and open the transfer points again I like the old one better
- Can you stop taking away the stops ex. along the A route. Half of them were taken away last year and now more are being taken away. Isn't the whole rapid transit for the quick stops, not the regular busses.
- Reopen the east transfer point. Bc it closed I now can no longer use the bus system.
- Why is there not a bus that goes already down Midvale. It should literally connect Fitchburg to university ave. That is so crazy that I live off of Midvale and to get to hilldale or anywhere down that way it would take me 50 minutes by bus. You think with the hospital over there you would want quicker access. Also I think getting rid of the transfer points was a serious mistake. I think transferring randomly on the streets are very unsafe. Sometimes I have to transfer on unlit streets by myself and I feel really unsafe. At the transfer stations there were cameras bus drivers and a lot of people. Plus at the transfer centers it was easier to go to Middleton Fitchburg and south side
- I'd like to see 24/7 public transit.
- Before the change, the north side had service every 15 minutes (the 2 and the 28) on weekdays and every 30 on weekends. Now the D2 comes every 30 on weekdays and every 60 on weekends (the B route is too far away to be an option for me). The new service was supposed to be an improvement. How is literally

cutting bus service in half an improvement? And the L? Every 90 minutes? How is that a useful route at all?

- I miss the bus stop in front of the overture center. I attended an event there on a Saturday night. There were thousands of people on the street attending several events, comedy, bars and restaurants. No bus service! What about people who work in those places? They should be able to ride the bus after work too.
- I've been on the bus and there's no room for strollers it's crowded with kids going to school
- I cannot wait until we have technology that will replace the bus driver and let a robot drive the bus
- Evening commute of 3 (bus routes G,B,C/38) taking 30 min. to 1 hr from East Rusk avenue/Rimrock to Basset/Doty.
- Thank you for increasing bus service along Monroe Street and for adding early morning service at the weekdays before 6am on the D Line.
- Just more times going through Middleton.
- I am worried that BRT will necessitate more transfers in order to get to local areas - when buses are late & someone misses a transfer, it's unpleasant or even dangerous in extreme heat or cold and waiting for longer than we used to have to. Trip planning is still a major concern because different routes transfer at different points, so if the bus I'm on is running late to the bus I need to catch, I have no idea where to get off to catch a different bus. From the North-East side to other places around town, I almost always need to take more than one bus and trips take longer than they used to with the 4 and connecting downtown. I do not drive so I use public transit when possible.
- Crossing traffic to get to the bus stop is incredibly dangerous and an idiotic decision. Has anyone on the planning team ever used the buses on university or mineral point? This will increase traffic accidents and pedestrian/rider injuries and fatalities. I have yet to see any coherent explanation to why this change is being made. Thank you very little for making my commute to and from work a threat to my life.
- Again, get riders at the table. Stop making decisions if you're not the ones needing the system.
- If bus drivers are ahead of schedule they need more places to stop to stay on schedule. My bus route (J) went to arrival times during rush hour of +/-10 min (sometimes doesn't come at all!!). Huge waste of my time. The bus used to be predictable and enjoyable. Now I barely bother riding it.
- My stop is E Wash and Baldwin and I had a lot of frustrating mornings with the construction. There often wouldn't be adequate warning about the stop being moved which would result in sometimes missing my bus if they came early and I had to walk an extra half a block. Multiple times the bus drivers also weren't aware the stop had moved and they drove past me. With future construction, you might consider how to improve communication about changed stops.
- I think the bus system would benefit from running the busses more often, people sometimes miss one and have to wait
- Screw da budget you should implement literally every single suggestion that's given. I hate driving I never want to drive ever again please just get this right.
- Yes go back to the old way number 6 All the bus routes go back to numbers and destinations
- All bus stops need a bench and a shelter, and adequate lighting for safety
- PLEASE GIVE US SHELTERS AT STOPS!! Wisconsin has extreme weather conditions year round. Anything to give some protection would be so welcome. I rely on the bus to get around and be stuck in the bitter cold or pouring rain is unavoidable for me so at least not having to stand in it any longer than I need to would be nice.
- I think all new drivers should have to ride metro transit in a wheelchair - to get a sense of just how bad it is to sit 45 minutes with constant slamming of brakes or fast turns.. I was injured in October when a driver took a turn so fast it flipped my powerchair over.. and again just a couple weeks ago someone saw my chair tilting dangerously and ran over to help keep me from toppling. I have most of my body movement and if I got hurt - imagine of someone who couldn't use their arms to catch their fall would have hit their head... speakign of which.. why is it Metro never reached out to make sure I was ok - I ended up partially tearing my rotator cuff in that accident and tried calling and leaving email messages with no replies..
- Fire the mayor and metro planning committee and return buses to neighborhoods. Undue rapid transit. Actually honestly listen to people and quit lying
- I was all in for new routes, but they ended up being much worse in the end. Please go back to the pre-

vious routes. They were confusing, but at least the people who need to ride the bus could actually ride it.

- Fix the roads
- New system requires too many transfers. Old route 7 was fast to Woodman's. Now takes appx 50 minutes or longer and has long walk from bus stop—unworkable with load of groceries.
- Please consider getting rid of the fabric seats (which give the impression of being unclean/gross) on the buses and make the buses quieter on the inside, they can be noisy enough to hurt your ears when the bus crashes over large pavement imperfections.
- Utilize the transit system for maximum efficiency to reduce costs and improve reliability for riders
- Please take into account how many remote workers there are now. I use bus less because of this.
- I think Metro gets a bad rap in Madison and on social media. I am glad I have a chance to send some survey feedback and will try to share this out with others.
- So you no longer have a “kneeling” bus...Drivers (some) lowered this for all. Now none seem to do this & as they park so far from the curb ascending is difficult for me. This seems to be an attempt to remain on schedule. I have also noted speeds over the limit on E. Washington and other routes. I know you can monitor this but do you? I would appreciate also drivers waiting til elderly riders are seated before driving off.
- The stop for the BRT are spaced too far apart, they do not meet the needs of the riders for convenient pickup points or dropoffs, making the riders walk MUCH longer distances!
- At East Washington & 1st will East Wash traffic increase significantly? It is highly busy now.
- I think that the new system is nice for the bus drivers but much worse for the bus riders who have to walk long distance to access the service.
- I still do not understand how these routes work together. The BRT and others. I've just stopped using the bus.
- I believe the expectation is that riders in the Wil-Mar neighborhood can use the BRT lines to get to and from their neighborhood; but after dark, and at various other times, I don't feel safe crossing the area between E. Wash and Williamson, so those routes aren't of use to me at those times; and evenings are one of the times I most want bus service home. Also, as long as the buses are so frequently running off-schedule, you need to plan to catch an earlier bus than you

should have to for each route/bus you use in a trip, in order to be sure of making your connections. And I hope Madison Metro will post departure times for buses *at least* wherever two or more routes intersect, as soon as the schedules are settled - or sooner, even if it means having to update the departure-time posters occasionally. It would make transferring in the absence of transfer points (among which I include the Square) easier/less confusing. -- Thanks for reading my survey answers!

- Rapid transit will cut out many citizens because they can't get there
- I sincerely advocate for more metro stops in central and south Fitchburg. Vast ridership potential. Expanding to include service on South Seminole Highway at Sub-Zero Pkwy could service hundreds more potential commuters who work at Wolf / Sub-Zero / Cove manufacturing plants/HQ.
- I am 72, never owned a car, and have been riding Madison Metro since I moved here in the early 70s. The new model for Madison Metro is wonderful. I particularly like the frequency of service on the A and B routes. Thanks.
- Can't wait to get back into the system, using BRT.
- Very good 80, B, F
- No, the transitions have been quite smooth for me.
- I tried using the local Sun Prairie circulator route to the park & ride. Found timing at stop on Grove Street did not correspond well with the stated time point in the schedule. And then it took a looong time to twist all over town. So, switched to driving to the park & ride. But...it is reassuring that I COULD reach the park & ride without a car if needed
- Need clearer information regarding transferring from local service (D1) to new rapid transit service and vice versa. From what I understand, this will require walking (or running) about 1 block.
- I think it would be good to have the route extend farther south to the Fitchburg City Hall.
- Just that the new system has only downsides for me, mainly due to the removal of the 4 bus between State St and Fish Hatchery at Badger. Also the frequency of buses just not showing up is now around 5 times greater, and the on-going closing of bus stops is also really a hassle. I've been taking 4 buses every day for 20 years, and it used to be a nice straightforward process. Now it's somewhere between a hassle and a nightmare. The number of idiot drivers is also no-

ticeably greater, although the vast majority of them are still really cool.

- Hope this works. Lots of hostility to BRT
- I'm elderly & can use paratransit but rarely use it. I may know what time I need to be some place but not know when I can return. Driver could arrive early or late complicates plans. Let us know soon when new fare cards can be bought.
- I think the service is going well for all of us today and always.
- I am a physician that works with the homeless population. We struggle with transportation issues to and from medical appointments/ER. I have tried to express my point of view in these regards. I have a feeling that not a lot of homeless people will have access to this survey. You might consider visiting The Beacon Center at some point and asking a number of the homeless individuals what needs they perceive since they are more likely to use the buses than I would and have better insights than me.
- If current routes which persistently run late are any indication, then BRT promises to be a bit of an oxymoron. I simply do not see how this will work and transfers to other routes.
- Why are you expanding bus services when the current buses aren't carrying many riders?
- BRT is not a good idea for Park St as it will mean losing most street parking for businesses, make left turns difficult or impossible. Tearing up the whole street for a long time (months, years?) will be very disruptive. Just increasing the frequency of buses on Park St has mostly solved the problem. BRT if built right is a good idea, but this retrofit is not built right. The BRT will not help unless you live within a few blocks of it, as the coverage in neighborhoods was sacrificed. If you can't get to the BRT easily people are still forced to have a car and drive. That appears to be the case for most Madison residents.
- The service you provide to Sun Prairie is worthless. It takes 90 minutes to do what you can drive in 30 minutes. Why would anyone bother to use it?
- It would be great if everyone could take the bus to the airport. Early enough for those 6-8 AM departures? 15 minute service? I hope we can figure that out someday. I love the new system! Please get the B line up and running ASAP.
- Timing . Get off one bus and wait too long for another bus. Need east/west transfer points back.
- More service to Epic and they need to promote and provide incentives. The traffic, carbon foot print..... Etc are insane!
- The app needs to be improved and more accurate
- Once an hour, in both directions, for Route "O" would be wonderful for Romnes Apartments.
- Restore the ability to transfer to the 80 at Johnson & State to make campus access easier.
- Most places that I need to use the bus for are not on either BRT route, so I will likely rarely if ever use the BRT. Bring back the bus stops that you took away on other routes and make transferring easier.
- I want BRT to go to Dane County Regional Airport
- The reduced speed limits are just making drivers mad, which makes them drive faster. Nobody slows down in school zones anymore.
- Better crossing lights at eastside post office. Milwaukee street is too busy for elderly!
- Try talking with your drivers, who knows the routes that worked & the riders who used the old system. You could have tweaked the old system to solve the issues of access. Instead you took away access & made the system harder to use.
- The BRT's current center Island design is terribly flawed for our winters & icy conditions.
- I'm trying to keep an open mind about the BRT, but I'm concerned that walking distances to the BRT stops for many riders will discourage people from riding. For example, if my neighborhood Route C bus schedule is cut back or discontinued, I will not walk 5-6 blocks and cross busy E Washington Ave to catch the BRT.
- I think all these stops are going to create more problems for hangouts and other issues a woman alone is not going to be safe waiting for the bus when people are just hanging out
- People are confused and concerned about how safe it is to have to cross busy intersections to get to a bus stop located on the median. Please get the word out about how that's supposed to work.
- The convenience of not having to "fight" traffic and pay for parking when we attend events is great. We usually board the bus at Kwik Trip (Cottage Grove and Sprecher) it would be nice to have a Park and Ride area at that location. The bus drivers have always been courteous and helpful

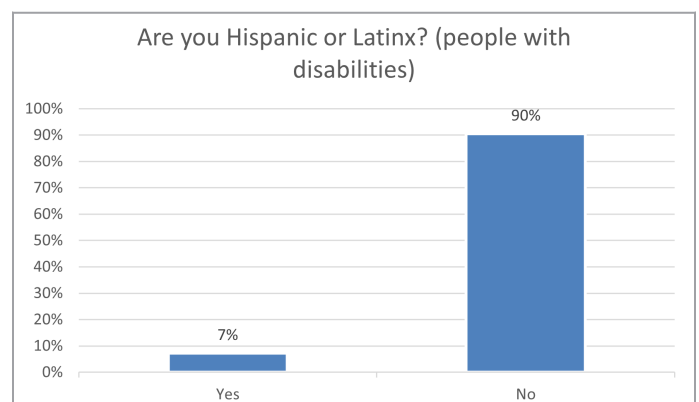
- The new system doesn't accommodate riders in residential neighborhoods. Have walk long distance and no sidewalks and service seems be only on busy roads. And getting to bus stops in many places too dangerous. I cannot use bus service as it exists along with many my neighbors because it's not safe getting to stop. Winter snow terrible because people don't have sidewalks shoveled in early morning.
- The whole plan is absolutely ridiculous and I don't understand how the bus transit is in the middle of the street and people have to cross the busy streets to catch the bus! Someone will get hurt or unfortunately killed
- I have a friend who is elderly and extremely sight-impaired. He is quite nervous about getting to and from the rapid transit stations (crossing E Wash can be dangerous even at crosswalks), how to pay, etc. I haven't seen the issue of handicapped, elderly addressed. Speed is all so it seems.
- (1) I use the D2 bus on a regular basis. While it gets me to and from work, I'm unhappy that it doesn't get closer to the Capital Square. There are times now when I will drive rather than take the bus downtown because I don't want to schlep stuff up and down the hill (or have to worry about dealing with transferring to another bus just to get up the hill). (2) If the bus stop at Union South that serves eastbound busses (D2, O) is going to remain at its new spot, please put up a shelter there.
- I am discouraged by the disinterest in meeting the needs of the people who need it the most. Getting rid of bus stops for the sake of efficiency has a negative impact on the elderly, people with health issues, and families with children who now have to walk further.
- Special or free bus ride to get out and vote. Law makers make it hard for low income; people of color to get to polls. Madison Metro, can have thre banners reading "GET OUT THE VOTE"!
- Why are the BRT stations going in on the left lane on E. Washington? That seems more dangerous for people needing to cross the street.
- It is important to check the cleanliness of the buses the night before or right before starting the routes in the morning. A few days ago I sat down in one of the seats and it was wet with something and from then on, my morning was pretty bad. The cleanliness in the bus system is important. It is not difficult; it takes 5-10 minutes and shows great service and professionalism. (SP)

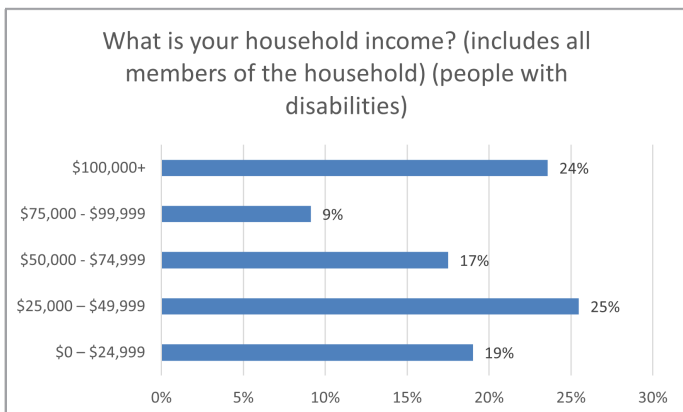
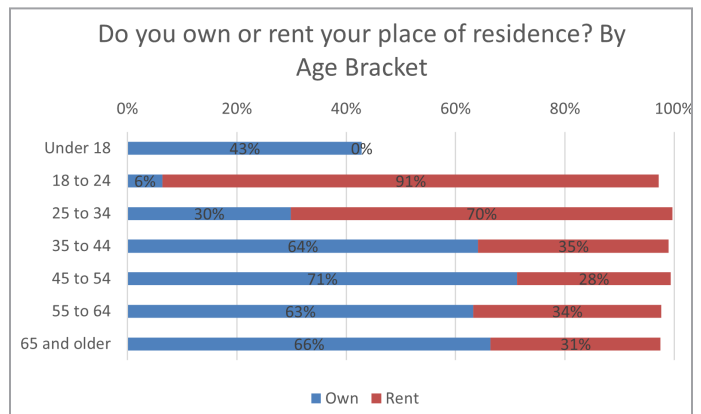
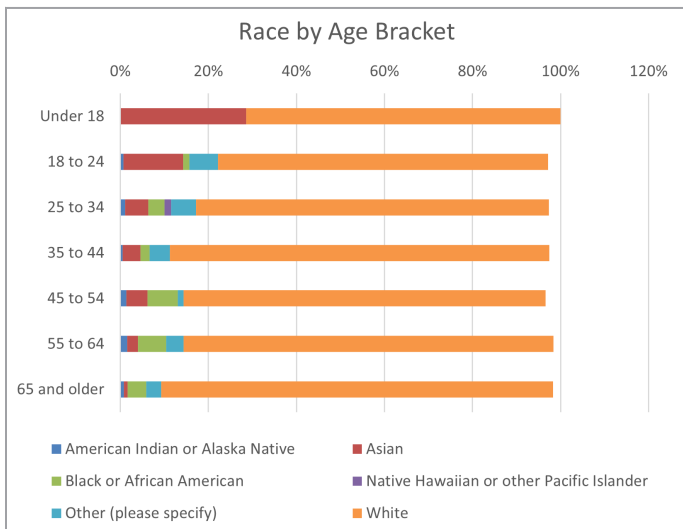
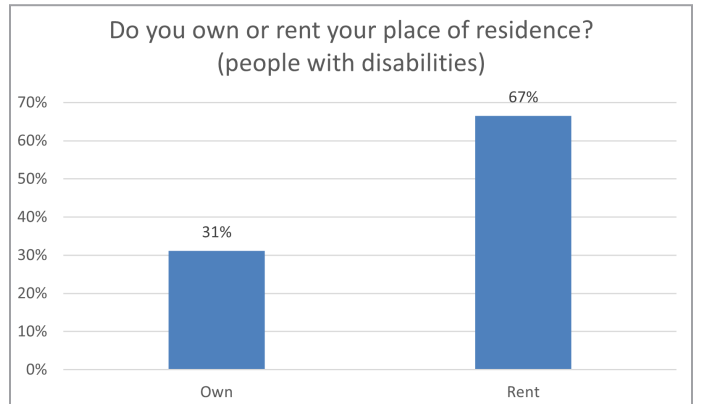
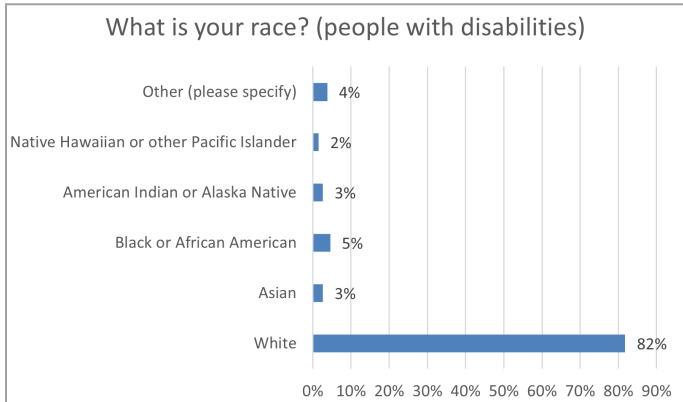
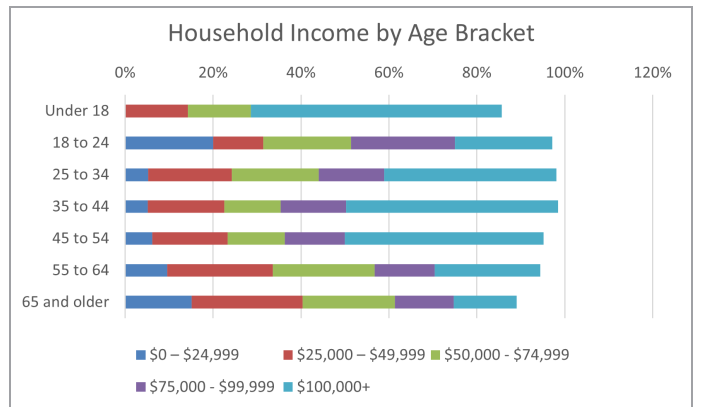
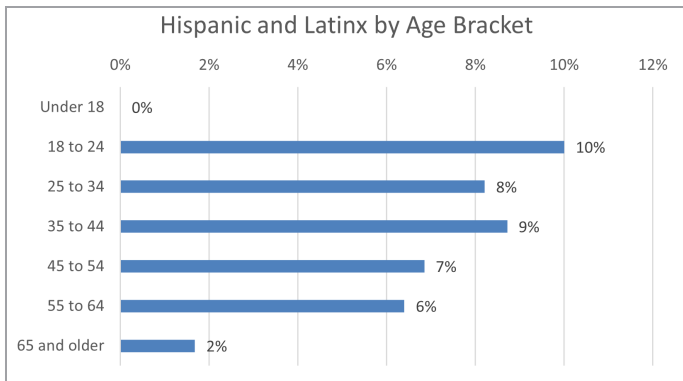
Although survey results do not capture the full gamut or scope of rider sentiment, as this was a choice survey and people who are unhappy with a service are more likely to take time to respond to a survey, it is clear that many respondents with disabilities and/or 65 years or older feel that:

- Longer distances between routes and stops may be difficult or even impossible to navigate safely.
- The convenience of central Transfer Points to enabled safe and smooth transfers between routes.
- They concerned about how center-running BRT stations will be accessed safely.
- Routes with hourly or greater service headways are inconvenient to rely on and respondents would appreciate increased service frequency and would be able to use the transit system for more trips if buses were more frequent.
- Although there are many negative comments regarding the Transit Network Redesign and Bus Rapid Transit, there are also quite a few positive comments that support both the Transit Network Redesign and BRT.

Additionally, many respondents do not understand that under Wisconsin state law, each community served by Metro Transit must have a contract with Metro for that service and must provide financial support for that service; Madison resources do not fund service in Sun Prairie, Middleton, Fitchburg, or Verona, and each community must approve the service plan within their community and fund that service.

Summaries of the demographic profile of respondents with disabilities and those of respondents aged 65 and older follow.





Forums/Conference

Although this is listed as a primary outreach method in the 2021 PPP, when MPO staff discussed the possibility of holding an in-person conference to discuss the Coordinated Plan and transportation needs for seniors and people with disabilities, stakeholder feedback was universally supportive of using online surveys and less time-intensive methods to gather feedback. Considering that staff and advocates working with seniors and people with disabilities are often working in close proximity to or with people with compromised immune systems, it is understandable that these groups would not be in favor of gathering in-person for conferences. Accordingly, this method of outreach and engagement

was not directly used in the development of this Coordinated Plan.

The FTA's [Framework for Action](#) is designed to be used in large-group discussions to help develop Coordinated Plans. This tool was modified by MPO staff to fit within the parameters of an online survey, which was distributed to 269 contacts maintained by the MPO to represent transportation providers, area non-profits serving older adults and people with disabilities, other for-profit service providers, health care providers, residential care providers, communities, education providers, and other stakeholders. Unfortunately, the 30 responses to this survey did not uncover any new transportation services, opportunities for enhanced coordination, or gaps or barriers to accessing transportation.

As part of the Framework for Action-based survey, respondents were asked to register for a virtual meeting to discuss identified gaps and needs. Four respondents registered for this meeting; Dane County's Mobility Manager, a representative of the Madison Metropolitan School District, a private specialized transportation provider, and President of Madison Area Bus Advocates (MABA), who uses a wheelchair. The contact information provided by the private specialized transportation provider was not a valid email address and MPO staff were unable to identify the correct address for this individual. Dane County's Mobility Manager, the President of MABA, the director of the MPO, and the MPO Project Manager for this plan met on Friday, August 16, 2024, to discuss gaps and needs in the human services transportation landscape in the Dane County. The MPO Project Manager reviewed the draft gaps and needs, which are essentially unchanged from the 2019-2023 Coordinated Plan; however, with the implementation of the Metro Transit Network Redesign and Bus Rapid Transit (BRT), the increased distances between routes and BRT stops decrease transit system accessibility for people with mobility impairments and other disabilities. Furthermore, the lack of centralized Transfer Points makes navigating the system more complicated and completing transfers more difficult for many of these individuals. No further gaps or needs were identified by meeting participants, and the President of MABA expressed agreement with the summary of gaps and needs provided during the meeting.

Advisory Committees

Staff from the Dane County Department of Human Services, Metro, and Metro Paratransit served as the first layer of advisory review in the development of this Coordinated Plan. This group provided high-level guidance on plan process and review of the draft plan.

The Dane County Specialized Transportation Commission, which is one of two bodies that will adopt the final plan, also provided guidance on plan process and engagement strategies as well as reviewing the draft plan. This body is composed of Dane County Commissioners and representatives for: people with disabilities, transportation providers, older adults, and the MPO.

Media Outreach

The MPO and Metro released a [joint press release](#) on May 23, 2024, regarding the public survey. Another press release regarding the availability of the draft plan for public review will be released.

Focus Groups

To ensure that traditionally under-represented voices were considered in the development of transit plans under development in 2023-2024, the MPO partnered with Community Organizations to host Focus Groups with historically marginalized populations of concern. These Focus Groups were hosted by the Latino Academy of Workforce Development (in Spanish), Access to Independence (American Sign Language interpreter available), Vera Court Neighborhood Center (with Spanish interpreters), the Madison Area Chinese Community Organization (in Chinese), and the Wisconsin Hmong Association (in Hmong). Although initial interest in the Disability Focus Group (Access to Independence) was so high that two separate discussions were scheduled, participant turnout was very low (one person at one meeting, none at the second) and a public survey for people with disabilities was prepared and distributed through disability rights and advocacy organizations to collect feedback from this group. The summary of the Disability Focus Group Survey is provided above in the Surveys section.

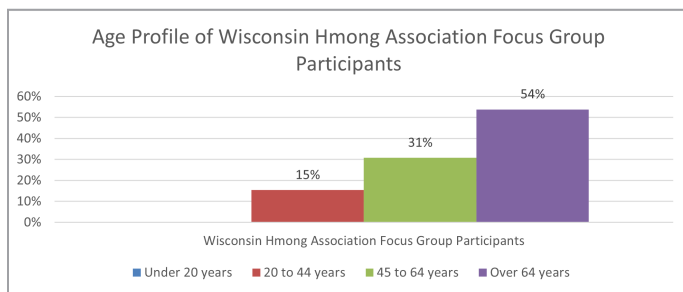
The one member of the public who attended the Access to Independence Focus Group commented that:

- Long distances between routes are barriers for those who live in the gaps between them.

- A lack of Accessible Pedestrian Signals (with audible, visual, and vibrotactile signals) is a barrier for those who rely on non-visual information.
- Protection from prevailing winter winds should be provided at bus stops, particularly those exposed to winds off lakes.
- Inbound route D2 riders can't reasonably transfer to eastbound routes A or B.
- More frequent service is needed on route L, which is not useful currently due to long headways (approximately 80 minutes).

The Wisconsin Hmong Association Focus Group was well-attended by elders, as shown below.

Age Profile of Wisconsin Hmong Association Focus Group Participants



The biggest concern participants brought up was regarding safety, especially for elderly Hmong citizens. The group shared the perception that Asian hate is on the rise⁴⁴, and Hmong community members could be targeted for theft and assault. Participants didn't think panic buttons seemed very useful to address this, since people may not know how to use them or could be injured/unable to move towards the button. Instead, they would like security cameras at bus stops.

Although participants indicated that they are glad that the transfer points have been eliminated as they were perceived as unsafe, they are upset there aren't more shelters and benches available. This is especially problematic for senior citizens.

Many participants were interested in the Dane County Group Access Service and Rural Senior Groups Trip programs and were not previously aware of them.⁴⁵

⁴⁴ During the Covid-19 pandemic anti-Asian hate crimes increased [339% between 2020 and 2021](#), but decreased [33% from 2021 to 2022](#). Although 2023 figures have not been released, it seems unlikely that anti-Asian hate crimes have decreased to pre-pandemic levels.

⁴⁵ Dane County's 2024 application for Section 5310 funding in 2025 includes a budget line item for marketing of the Call Center and available transportation options.

Presentations to Local Committees, Civic Groups, and Organizations

MPO staff attended the InBusiness Health Care Summit on May 14, 2024, and posed the question of how the health care industry can help address transportation gaps. Panelists and attendees indicated that they do indeed have a role to play, but no one offered a description of that role. Contacts made at the summit were added to the contact list for the development of this Coordinated Plan but offered no further suggestions or insights.

The Draft Coordinated Plan was presented to the City of Madison's Disability Resource Group on September 19, 2024, and to the Disability Rights Commission on September 25, 2024.

Appendix B: Notice of Availability for Public Comment

Posted to the Greater Madison MPO website on September 16, 2024.

WHAT'S NEW AT MPO

[MPO Releases Draft 2024-2028 Coordinated Public Transit-Human Services Transportation Plan](#)

The Greater Madison MPO has released the Draft 2024-2028 Coordinated Public Transit-Human Services Transportation Plan for Dane County. Comments on the Draft Plan can be submitted by October 18, 2024, by email to [Ben Lyman](#) or by mail.

The Greater Madison MPO Policy Board is anticipated to take action on this plan at the November 6, 2024, meeting. Links to agendas and meeting registration are posted to the MPO website one week before the meeting.

Coordinated Public Transit – Human Services Transportation Plan

[DRAFT 2024-2028 Coordinated Public Transit - Human Services Transportation Plan for Dane County](#) (PDF) (17 MB)


The Greater Madison MPO has released the Draft 2024-2028 Coordinated Public Transit—Human Services Transportation Plan for Dane County. Comments on the Draft Plan can be submitted by October 18, 2024 by email to [Ben Lyman](#), or by mail to: Greater Madison MPO, 100 State St. Ste. 400, Madison, WI 53703.

[2019-2023 Coordinated Public Transit - Human Services Transportation Plan for Dane County](#)

The Coordinated Public Transit - Human Services Transportation Plan for Dane County serves as the locally developed coordinated plan for projects funded under the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. It was developed through a process that included representatives of public, private, and non-profit transportation and human services providers and participation by members of the public.

Greater Madison MPO Seeks Community Input on Draft Coordinated Plan

posted September 17, 2024 – 12:45pm

The Greater Madison Metropolitan Planning Organization (MPO) has released its draft [2024-2028 Coordinated Public Transit-Human Services Transportation Plan](#)  PDF. The federally required plan outlines strategies to meet the transportation needs of older adults, individuals with disabilities and people with low incomes in the Greater Madison region and Dane County.

Community members are encouraged to review the draft plan and provide feedback by **Friday, October 18, 2024**.

The draft 2024 plan updates the current version, which was adopted in 2019, and aims to ensure that transportation services are inclusive, accessible and meet the evolving needs of our community.

How to submit feedback:

1. **Email:** Send your comments to Ben Lyman, Transportation Planner, at blyman@cityofmadison.com.
2. **Mail:** Address your written feedback to Greater Madison MPO, 100 State St. Ste. 400, Madison, WI 53703.

Your input is vital to shaping a transportation system that serves everyone in our region. All feedback will be carefully considered before finalizing the plan.



Greater Madison Metropolitan Planning Organization



Sep 17 •



We've released our draft 2024-2028 Coordinated Public Transit-Human Services Transportation Plan and need your input! The plan outlines str... See more



GREATER MADISON
mpo

**2024-2028 Coordinated Public
Transit-Human Services
Transportation Plan**
Public Comment Period

Appendix C: Resolutions Adopting the 2024-2028 Coordinated Public Transit - Human Services Transportation Plan for Dane County

TO BE ADDED

Appendix D: Transit Providers

Fixed Route Bus and Paratransit

Name	General Service Area	Hours of Operation	Eligibility	Description	Funding Sources	Contractors
Metro Transit Fixed-Route (City of Madison)	Madison, Fitchburg, and Middleton	5:30a-midnight*	Public	Fixed-route transit service with supplementary peak-period commuter service	Fares, 5307, 5339, WI 85.20, Municipal	None
Metro Transit Paratransit (City of Madison)	Madison, Fitchburg, and Middleton	5:30a-midnight	People with disabilities	Curb-to-Curb accessible paratransit service	Fares, 5307, WI 85.20, Federal/ State Medical Assistance, Local	First Student, Transit Solutions Inc., Quality Transit
Monona Transit	Monona and Madison	Express: 5:50a-9a; 3:20p-7p M-F Lift: 8:30a-3:15p M-F	Public, elderly/ disabled for deviation	Fixed-route peak-period commuter service and mid-day point-deviation scheduled service	Fares, WI 85.20, Local	First Transit

Taxi Service

Name	General Service Area	Hours of Operation	Eligibility	Description	Funding Sources	Contractors
Union Cab	Dane County and Southern Wisconsin	24 hours, year round	Public	Reserved taxi service (accessible service is available)	Fares	None
Madison Taxi	Dane and surrounding counties	24 hours, year round	Public	Reserved taxi service (accessible service is not available)	Fares	None
Stoughton Transit	Stoughton and surrounding area (3 mile radius)	6a-6p M-TH 6a-7p F-Sa 9a-2p Su	Public	Shared-ride taxi service subsidized by the City of Stoughton (accessible service is available)	Fares, WI 85.20, Municipal, 5311, 5310	Operated by Running, Inc.

Intercity Transit

Name	General Service Area	Hours of Operation	Eligibility	Description	Funding Sources	Contractors
Amtrak	International	Two daily trips with service to the Twin Cities, Milwaukee, and Chicago	Public	Thruway (bus) ticketing available to/ from Madison	Fares, Federal, State	None
Dane County Airport	National	4a-12a daily	Public	Direct flights to destinations around the U.S.		N/A
Badger Bus	Madison and Milwaukee	4:30a-11:30p	Public	Four (Monday-Thursday and Saturday) or six (Friday and Sunday) trips to Milwaukee	Fares	None
FlixBus	National	24 hours, year round	Public	Multiple daily trips to Chicago, Milwaukee, and Minneapolis	Fares	Jefferson Lines
Greyhound	International	24 hours, year round	Public	Daily service to Chicago, Milwaukee, Minneapolis, and beyond	Fares	None
Jefferson Lines	Regional	9a-7p daily	Public	Once daily service to La Crosse and Minneapolis	Fares, 5311	None
Lamers Bus Lines	Wisconsin	9a-6p daily	Public	Daily service to Dubuque, Wausau, Green Bay, and 18 other communities	Fares, 5311	None
Megabus/Coach USA	Regional	24 hours, year round	Public	Multiple daily trips to Chicago and Minneapolis	Fares	None
Van Galder Bus/Coach USA	Madison, Janesville, Rockford (IL), South Beloit (IL), and Chicago (IL)	24 hours, year round	Public	Seventeen daily trips to Janesville, S. Beloit, Rockford, and Chicago	Fares	None

Specialized Transportation Services

Name	General Service Area	Hours of Operation	Eligibility	Description	Funding Sources	Contractors
Group Access Service (GAS)	Madison, Middleton, and Monona	Daily	Seniors 60+ and people with disabilities who live in their own homes/ apartments	Routed group transportation service to nutrition sites, community centers, grocery and general shopping, etc.	Fares, Dane Co, City of Madison	Transit Solutions
Rural Senior Group Transportation Service (RSG)	Dane County, outside of Madison Urban Area	Daily	Seniors 60+ and people with disabilities who live in their own homes/ apartments	Routed group transportation service to nutrition sites, community centers, shopping, etc.	Fares, Dane Co, Community Aids, WI 85.21	Capitol Express, Care Van, Colonial Club, Transit Solutions
Rural Access Program for Persons with Disabilities	Rural Dane County	Daily	People with disabilities who live in their own homes/ apartments	RSG access for people with disabilities	Fares, WI 85.21	
RideLine Service	Rural Dane County	Daily	People with disabilities who live in their own homes/ apartments	Rides for work and training	Fares, State Community Aids, WI 85.21	
Specialized Transportation Services (STS)	Dane County	Daily	People 18+ with developmental, cognitive, or mental health disabilities	Group rides to specified vocational centers and work places	Fares, Dane Co, Community Aids, Federal/ State Medical Assistance, City of Madison, WI 85.21	Capitol Express, Care Van, DD Tours, Transit Solutions, We Care
Retired & Senior Volunteer Program (RSVP) Driver Escort Service	Dane County	Daily	Seniors 60+, people with disabilities, and veterans and family members	Door-through-door rides to medical appointments and other necessary services by volunteers in their own cars	Dane Co, City of Madison, Federal Older Americans Act, WI 85.21, 5310	
Veteran's Transportation	Dane County	Daily	Veterans (regardless of discharge status)	Rides with scheduled stops to appointments and services, free bus passes	Dane Co	Dryhooch

Name	General Service Area	Hours of Operation	Eligibility	Description	Funding Sources	Contractors
Older Adult Transportation Assistance Program	Rural Dane County	Daily	Seniors 60+ who live in their own homes/ apartments	Door-to-door service to appointments and services that are not covered by other transportation programs	Fares, Dane Co, WI 85.21	
Supplemental Medical Transportation Assistance Program	Dane County	Daily	Seniors 60+, people with disabilities, and other income-eligible people who live in their own homes/ apartments	Trips to medical treatments which are frequent, are of long duration, or are 25 miles or more from the patient's home	Fares, Dane Co, Community Aids, WI 85.21	
Caregiver Transportation Assistance Program	Dane County	Daily	People caring for older adults or grandparents raising children	Rides for the caregiver or person cared for to services which support the caregiver's ability to continue to provide care	Fares, Federal Older Americans Act	
YW Transit JobRide	Madison Area	24 hours, year round	Rides prioritized by income and need	Rides to employment and employment related activities	Fares, 5316, City of Madison, Dane Co., WI DWD, YWCA	None
Statewide Non-Emergency Medical Transportation	Wisconsin	Daily	Medicaid recipients and BadgerCare enrollees	Medical rides for qualified individuals	Federal, State	MTM, Inc.

Other NEMT Providers

Name	General Service Area	Hours of Operation	Eligibility	Description	Funding Sources	Contractors
Fico Skye Transportation	Columbia, Dane, Rock, and Surrounding Counties	6:00a - 5:00p M-F	Public	Non-Emergency Medical Transportation	Fares, 5310	None
We Care Transportation	Dane County	6:00a - 4:00p	Public	Non-Emergency Medical Transportation	Fares	None
<p>This listing only includes NEMT providers that requested to be included; other providers did not respond to requests for information or requested that they not be included in this listing.</p>						



**GREATER MADISON
METROPOLITAN
PLANNING ORGANIZATION**

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Madison, WI 53703

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greatermadisonmpo.org

MPO Agenda Cover Sheet

November 6, 2024

Item No. 7

Re:

MPO 2024 Resolution No. 23 Adopting Annual Federal Highway Safety Improvement Performance Measure Targets

Staff Comments on Item:

As part of the performance management framework established and continued in the last three federal transportation bills, including the Infrastructure Investment and Jobs Act (IIJA), the FHWA has approved 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 2025, the Wisconsin targets are:

- Number of motor vehicle crash fatalities – 579.8 or less (2% reduction from 2019-'23 average)
[Note: Dane County number is 34.4]
- Rate of fatalities per 100 million vehicle miles traveled – 0.904 or less (2% reduction from 2019-'23 average)
[Note: Dane County rate is 0.682]
- Number of serious injuries – 3,082.1 or less (2% reduction from 2019-'23 average)
[Note: Dane County number is 186.0]
- Rate of serious injuries per 100 million vehicle miles traveled – 4.808 or less (2% reduction from 2019-'23 average)
[Note: Dane County rate is 3.702]
- Number of non-motorized fatalities and serious injuries – 380.8 or less (2% reduction from 2019-'23 average)
[Note: Dane County number is 39.4]

MPOs have the option of either agreeing to support the state targets or adopting their own targets. As has been done previously, staff is recommending that the MPO agree to support the 2025 state targets

for reducing fatalities and serious injuries. However, the Greater Madison MPO's Regional Safety Action Plan, adopted in June 2024, contains actionable steps towards achieving zero roadway deaths and injuries by 2040.

Materials Presented on Item:

1. MPO 2024 Resolution No. 23

Staff Recommendation/Rationale: Staff recommends approval.

Greater Madison MPO 2024 Resolution No. 23

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

WHEREAS, the 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 2025 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 – 579.8 or less (2% reduction from 2019-'23 average)
- Rate of fatalities per 100 million vehicle miles traveled – 0.904 or less (2% reduction from 2019-'23 average)
- Number of serious injuries – 3,082.1 or less (2% reduction from 2019-'23 average)
- Rate of serious injuries per 100 million vehicle miles traveled – 4.808 or less (2% reduction from 2019-'23 average)
- Number of non-motorized fatalities and serious injuries – 380.8 or less (2% reduction from 2019-'23 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 monitoring process, but has decided to continue to support the state HSIP performance measure targets rather than develop its own 2025 targets; 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 adopted a Regional Safety Action Plan in June 2024 to provide a

comprehensive framework using the Safe System Approach to reduce traffic fatalities and serious injuries on the regional transportation network with a goal of zero roadway fatalities and serious injuries by 2040; and

WHEREAS, the Regional Safety Action Plan identifies key safety concerns, sets performance targets, and outlines strategies and actions to improve transportation safety across the MPO metropolitan planning area; and

WHEREAS, the implementation of the Regional Safety Action Plan will help support the Wisconsin Strategic Highway Safety Plan (SHSP), and align with national performance measure goals and National Roadway Safety Strategy set forth by the U.S. Department of Transportation (USDOT), supported by the Safe Streets and Roadway for All (SS4A) program; and

WHEREAS, the MPO will collaborate with local, regional, and state partners to implement the strategies and actions identified in the RSAP, leveraging available funding sources and seeking new opportunities to enhance transportation safety; and

WHEREAS, the MPO will monitor and report on progress towards achieving the safety performance targets outlined in the Regional Safety Action Plan and will periodically update the Plan as necessary to address emerging safety issues and reflect best practices:

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 2025 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.

November 6, 2024

Date Adopted

Mark Opitz, Chair
Greater Madison MPO

MPO Agenda Cover Sheet
November 6, 2024

Item No. 8

<p>Re:</p> <p>MPO 2024 Resolution No. 24 Amending the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County to Revise Attachment E to Incorporate Reference to the 2025 Federal Safety Improvement Performance Measure Targets</p>
<p>Staff Comments on Item:</p> <p>This TIP amendment revises Attachment E to incorporate reference to the updated annual Safety performance measure targets.</p> <p>Safety Performance Measure Targets:</p> <p>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.</p> <p>Attachment E of the 2025-2029 TIP approved by the board at their October 2024 meeting includes this required analysis, however the 2025 annual safety performance measure targets had not been established yet. Adoption of targets for this federal measure is on the agenda for this meeting prior to this item.</p>
<p>Materials Presented on Item:</p> <ol style="list-style-type: none">1. MPO 2024 Resolution No. 24 (with attachments)
<p>Staff Recommendation/Rationale: Staff recommend approval.</p>

MPO 2024 Resolution No. 24

**Amendment No. 1 to the 2025-2029 Transportation Improvement Program
for the Madison Metropolitan Area & Dane County**

WHEREAS, the Greater Madison MPO (Metropolitan Planning Organization) approved the *2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County* on October 2, 2024; and

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

WHEREAS, the MPO has now established the annual performance targets related to Safety through MPO 2024 Resolution 24, adopted on November 6, 2024; and

WHEREAS, the performance management elements of the federal planning rules 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 2025-2029 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 Safety performance targets adopted by the MPO; and

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

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves an amendment to the *2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, revising Attachment E to the TIP to include the adopted annual targets for safety, identified in MPO 2024 Resolution No. 23 and documented in Attachment 1.

November 6, 2024
Date Adopted

Mark Opitz, Chair, Greater Madison MPO

Attachment 1: WisDOT's 2025 Targets for the five Highway Safety Improvement Program (HSIP) Performance Measures

- Number of motor vehicle crash fatalities – 579.8 or less (2% reduction from 2019-'23 average)
- Rate of fatalities per 100 million vehicle miles traveled – 0.904 or less (2% reduction from 2019-'23 average)
- Number of serious injuries – 3,082.1 or less (2% reduction from 2019-'23 average)
- Rate of serious injuries per 100 million vehicle miles traveled – 4.808 or less (2% reduction from 2019-'23 average)
- Number of non-motorized fatalities and serious injuries – 380.8 or less (2% reduction from 2019-'23 average)

MPO Agenda Cover Sheet
November 6, 2024

Item No. 9

Re:

MPO 2024 Resolution No. 25 Authorizing the Greater Madison MPO to Submit a Grant Application to The United States Department of Transportation for Up To \$15 million *for Low-Carbon, High Reward: Uniting Local Communities Toward Low-Carbon Infrastructure Materials.*

Staff Comments on Item:

This program offers an opportunity to implement one of the primary goals of the Connect Greater Madison 2050 Regional Transportation Plan. Goal 5: Environmental Sustainability, states “to minimize transportation-related greenhouse gas emissions that contribute to global climate change; avoid, minimize, and mitigate the environmental impacts of the transportation system on the natural environment and historic and cultural resources; and design and maintain a transportation system that is resilient in the face of climate change”.

The grant will provide up to \$15 million in funding to achieve the following low-carbon transportation Materials (LCTM) program goals:

1. Increase the use of lower carbon materials and products that are used in projects funded under Title 23 (Federally-funded projects);
2. Facilitate the use of low carbon transportation materials while ensuring appropriateness for use in eligible projects,
3. Promote technology transfer and enhance workforce development to increase the adoption of environmental qualification techniques used in decision-making by transportation agencies, and
4. Encourage eligible recipients to begin LCTM activities and build successful low-carbon transportation identification frameworks.

The application deadline is November 25th.

Materials Presented on Item:

1. Greater Madison MPO 2024 Resolution No. 25 Authorizing the Greater Madison MPO to Submit a Grant Application to The United States Department of Transportation for Up To \$15 million For Low-Carbon, High Reward: Uniting Local Communities Toward Low-Carbon Infrastructure Materials.
2. Copy of the LCTM Notice of Funding Opportunity (NOFO)

Staff Recommendation/Rationale:

Staff recommend approval. A similar resolution will need to go through the Madison Common Council since the City is the MPO’s fiscal and administrative agent and would be the entity assisting in the grant administration if funding is awarded.

Greater Madison MPO 2024 Resolution No. 25

Authorizing The Greater Madison MPO to Submit a Grant Application to The United States Department of Transportation for Up To \$15 million For *Low-Carbon, High Reward: Uniting Local Communities Toward Low-Carbon Infrastructure Materials*.

WHEREAS, the Greater Madison MPO is the designated Metropolitan Planning Organization for the Madison, Wisconsin Metropolitan Area with responsibilities to perform regional transportation planning and programming, in cooperation with the Wisconsin Department of Transportation and Metro Transit, the major transit operator; and

WHEREAS, one of the primary responsibilities of the MPO is to prepare and approve a long-range regional transportation plan in accordance with the Infrastructure Investment & Jobs Act (IIJA), also known as the Bipartisan Infrastructure Bill (23 U.S.C. 104, 134) and implementing U.S. Department of Transportation (DOT) regulations (23 C.F.R. 450); and

WHEREAS, one of the primary goals of the *Connect Greater Madison 2050 Regional Transportation Plan* is to minimize transportation-related greenhouse gas emissions that contribute to global climate change; avoid, minimize, and mitigate the environmental impacts of the transportation system on the natural environment and historic and cultural resources; and design and maintain a transportation system that is resilient in the face of climate change (Goal 5: Environmental Sustainability).

WHEREAS, the MPO will collaborate with local, regional, and state partners to implement the strategies and actions necessary to utilize low-carbon infrastructure materials; and

WHEREAS, the MPO is interested in obtaining a FY 2022 Low Carbon Transportation Materials (LCTM) Grant from the USDOT for the purposes of assisting local agencies within the MPO's planning area to utilize low carbon transportation materials in future infrastructure projects; and

WHEREAS, the grant will provide up to \$15 million in funding to achieve the following LCTM program goals:

- 1) Increase the use of lower carbon materials and products that are used in projects funded under Title 23 (Federally-funded projects);
- 2) Facilitate the use of low carbon transportation materials while ensuring appropriateness for use in eligible projects,
- 3) Promote technology transfer and enhance workforce development to increase the adoption of environmental qualification techniques used in decision-making by transportation agencies, and
- 4) Encourage eligible recipients to begin LCTM activities and build successful low-carbon transportation identification frameworks.

WHEREAS, the MPO would be the designated recipient, and each participating local agency would be subrecipients, required to provide the 0% local match for their included project, and MOUs outlining their roles and responsibilities; and

WHEREAS, the participating subrecipients have or will have the ability to meet the financial obligations of the cost-sharing requirements, and the MPO as the lead applicant and/or participating subrecipients have the resources and capacity to complete the required tasks associated with the grant; and

WHEREAS, the MPO staff can attest to the validity and veracity of the statements and representations contained in the grant application:

NOW, THEREFORE, BE IT RESOLVED the Greater Madison MPO, through the City of Madison as fiscal and administrative agent for MPO, is authorized to apply for the USDOT Low Carbon Transportation Materials (LCTM) grant for up to \$15 million for *Low-Carbon, High Reward: Uniting Local Communities Toward Low-Carbon Infrastructure Materials*.

November 6, 2024

Date Adopted

Mark Opitz, Board Chair
Greater Madison MPO

**Low-Carbon Transportation Materials Program
Notice of Funding Opportunity**

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Funding Opportunity for LOW CARBON TRANSPORTATION MATERIALS PROGRAM

AGENCY: U.S. Department of Transportation (DOT), Federal Highway Administration (FHWA).

ACTION: Notice of Funding Opportunity (NOFO)

SUMMARY:

The Inflation Reduction Act (IRA) (Pub. L. 117-169, Aug. 16, 2022) established the Low Carbon Transportation Materials (LCTM) Program, codified as Title 23, United States Code (U.S.C.), Section 179. It provides funding for the use of construction materials that have substantially lower levels of greenhouse gas (GHG) emissions. The program will distribute grants with the goals to increase the use of lower carbon materials and products that are used in projects funded under Title 23, facilitate the use of low carbon transportation materials while ensuring appropriateness for use in projects eligible under Title 23, promote technology transfer and enhance workforce development to increase the adoption of environmental quantification techniques used in decision making by transportation agencies, and encourage eligible recipients to begin LCTM activities and build successful low carbon transportation material identification frameworks.

Activities anticipated to be funded under this program are identification frameworks for eligible materials, work needed to determine their appropriateness for use on eligible projects, and the use of low carbon transportation materials on eligible construction projects.

The deadline to submit applications under this Notice of Funding Opportunity (NOFO) is on November 25, 2024. Other key milestones include the announcement of awards under the NOFO, anticipated in winter 2024/2025. Once the Grant Agreement is fully executed and funds are obligated, funds must be expended no later than September 30, 2031.

This NOFO is to solicit applications from eligible entities other than the State department of transportation (State DOT) and will result in the distribution of up to \$800 million. The actual amount available to be awarded under this notice will be subject to the availability of funds.

Eligible entities under this NOFO are:

- A unit of local government;
- A political subdivision of a State;
- A territory of the United States;
- An entity described in 23 U.S.C. 207(m)(1)(E);
- A recipient of funds under 23 U.S.C. 203;
- A metropolitan planning organization (MPO) (as defined in section 23 U.S.C.134(b)(2));
- A special purpose district or public authority with a transportation function.

State DOTs were eligible under a Request for Applications posted to FHWA's LCTM Webpage at www.fhwa.dot.gov/lowcarbon/funding.cfm, that closed on June 10, 2024.

Funds made available for Federal Fiscal Year (FY) 2022 for the LCTM Grant Program are to be awarded on a competitive basis for the use of substantially lower carbon materials on projects and necessary work to identify appropriateness for the use of these materials on eligible projects. This notice describes the application requirements, selection and evaluation criteria, applicable program and Federal requirements, and available technical assistance during the grant solicitation period.

DATES:

Applications must be submitted electronically through grants.gov no later than 11:59 p.m., Eastern Time, on November 25, 2024 (the "application deadline"). Applicants are encouraged to submit applications in advance of the application deadline; however, applications will not be evaluated, and awards will not be made, until after the application deadline.

FHWA has a range of resources available to potential applications and plans to conduct outreach regarding LCTM. Details of which will be posted to the program's Website at <https://fhwatest.fhwa.dot.gov/lowcarbon/outreach>.

ADDRESSES:

Applications must be submitted electronically through grants.gov. Refer to Catalog of Federal Domestic Assistance Number: 20.205 -- Highway Planning and Construction

FOR FURTHER INFORMATION CONTACT:

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Office hours are from 9:30 a.m. to 4:00 p.m., Eastern Time, Monday through Friday, except Federal holidays.

FHWA will not review applications in advance, but FHWA staff are available for general questions about the LCTM Program and NOFO. FHWA will not provide technical assistance to any applicant including providing guidance on how to address any information that should be included in an application. FHWA will post answers to questions and requests for clarifications at Grants.gov under this NOFO's page. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact FHWA directly, rather than through intermediaries or third parties, with questions.

SUPPLEMENTARY INFORMATION:

Each section of this notice contains information and instructions relevant to the application process for LCTM grants. The applicant should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.

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NOTE: This notice contains collection-of-information requirements subject to the Paperwork Reduction Act. The use of Standard Forms 424, 424A, 424B, 424C, 424 D, and SF-LLL has been approved by the Office of Management and Budget (OMB) under 2105-0520. Notwithstanding any other provision of law, no person is required to respond to, nor shall any person be subject to a penalty for failure to comply with, a collection of information subject to the Paperwork Reduction Act, unless that collection displays a currently valid OMB control number.

FHWA uses www.grants.gov for receipt of all applications. Applicants must register and use the system to submit applications electronically. Applicants are encouraged to register in advance of the submission deadline and to register to receive notifications of updates/amendments to this notice. Approval of user registrations for the site may take multiple weeks. It is the applicant’s responsibility to monitor for any updates to this notice.

SECTION A - PROGRAM DESCRIPTION

1. Overview

The Inflation Reduction Act (IRA) (Pub. L. 117-169, Aug. 16, 2022) established the LCTM Program (23 U.S.C. 179), which provides funding for the use of construction materials that have substantially lower levels of GHG emissions.

The purpose of the LCTM Program is to reimburse the incrementally higher costs of using or provide an incentive¹ amount to eligible recipients for the use, in projects, of construction materials and products that have substantially lower levels of embodied GHG emissions, as described by the Environmental Protection Agency (EPA), associated with all relevant stages of production, use, and disposal as compared to estimated industry averages of similar materials or products, hereafter referred to as low carbon transportation materials.

The program will also serve to help eligible transportation agencies update or develop specification language and conduct identification activities needed to demonstrate materials are appropriate for use on Federal-aid construction projects.

Funds made available for the LCTM Program will be awarded for the use of substantially lower carbon materials and products on construction projects funded under title 23 U.S.C. and necessary work to identify appropriateness for use of these materials on eligible projects.

FHWA is requesting applications from eligible applicants other than the State DOTs. State DOTs were eligible to apply for LCTM funds under a Request for Applications, posted on FHWA's Webpage at www.fhwa.dot.gov/lowcarbon/funding.cfm.

As part of the LCTM Program, this notice will result in the distribution of up to \$800 million, subject to the availability of funds. This notice describes the application requirements, selection, and evaluation criteria.

For the purposes of this NOFO, materials/products available for reimbursement or incentives are those identified by the EPA Administrator². In alignment with the Administration's Federal Buy Clean Initiative, EPA released an Interim Determination (ID) in December 2022³ that outlined an approach to establish thresholds and data requirements for qualifying concrete (and cement), glass, asphalt mix, and steel materials/products that meet the substantially lower embodied carbon requirements. For purposes of this NOFO, these are the only materials/products categories that are currently eligible.

¹ 23 U.S.C. 179(b)(1).

² 23 U.S.C. 179(a).

³ Available from EPA. FHWA is closely monitoring updates to EPA ID. In the event of an update, EPA has acknowledged in the ID of December 22, 2022, "...that any revisions to this determination will apply only prospectively to contracts awarded..." As appropriate, FHWA will inform recipients of any changes to the program if the EPA ID is updated.

An agency shall determine the substantially lower embodied carbon thresholds (i.e., best performing 20 percent, 40 percent, and industry averages) for materials/products eligible for reimbursement or incentive under this program through the following options:

Option (1): An agency may reference the established thresholds as published on the FHWA Website⁴. Stakeholders from concrete, glass, asphalt, and steel industries are working to provide industry-average data to support implementation of the LCTM Program⁵.

Option (2): An agency may determine local or regional thresholds for concrete (and cement), glass, asphalt mix, and/or steel. In this option, the agency shall follow accepted International Organization for Standardization (ISO) standards to develop thresholds. Agencies shall disclose the Global Warming Potential (GWP), the methodology for determining the percentiles and averages, the source(s) used for each material/product, and the parameters (including performance specification) used to set the GWP.

Agencies may also use a combination of these two options for this program. Under this NOFO, the LCTM Program will provide funds directly to recipients that will implement the provisions of the EPA's ID for eligible low carbon transportation materials/products. Recipients may also be reimbursed for identification of eligible materials and work needed to determine their appropriateness for use on eligible projects, as discussed more in Section C Eligibility Information of this NOFO.

2. LCTM Program Goals

Program goals include, but are not limited to:

- Increase the use of lower carbon materials and products that are used in projects funded under Title 23.
- Facilitate the use of low carbon transportation materials while ensuring appropriateness for use in projects eligible under Title 23.
- Promote technology transfer and enhance workforce development to increase the adoption of environmental quantification techniques used in decision making by transportation agencies.
- Encourage eligible recipients to begin LCTM activities and build successful low carbon transportation material identification frameworks.

3. Administration Priorities and Departmental Strategic Plan Goals

The Department seeks to fund projects that advance the Departmental priorities of safety, climate change and sustainability, equity and environmental justice, and workforce development, job

⁴ These thresholds are not yet available. FHWA is currently engaging with relevant industry stakeholders to obtain industry average information. FHWA anticipates referencing this information to establish acceptable thresholds for the LCTM Program when it is available in fall 2024.

⁵ Industry stakeholders are expected to provide industry information for product/material types within the product categories complying with the EPA ID. For example, within the steel product category industry stakeholders may provide data based on function and other industry specific considerations.

quality, and wealth creation as described in the DOT Strategic Plan, Research, Development and Technology Strategic Plan, and in executive orders (E.O.). Administration priorities will be considered as described in Section A.3. Illustrative examples are provided in Section E.2.

i. Safety

DOT is committed to advancing safe, efficient transportation, including in the LCTM Program. Projects in the LCTM Program should provide substantial safety benefits (to commuters, workers, etc.) compared to existing conditions; mitigate to the extent practicable any significant safety risks that could result after the project's completion; and do not negatively impact the safety of the traveling public, and any relevant group applicable to the program.

ii. Climate Change and Sustainability

As part of the Biden-Harris Administration's whole-of-Government [Federal Buy Clean Initiative](#), and consistent with E.O. 14057, Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability (86 FR 70935), the EPA, the U.S. General Services Administration (GSA), and GSA/FHWA are closely collaborating to implement related efforts as part of IRA Sections 60112, 60116, 60503, and 60506. As FHWA and GSA implement programs to use and incentivize low-carbon materials, EPA is working to encourage increased Environmental Product Declaration (EPD) harmonization and availability through grant, technical assistance and carbon labeling programs for construction materials.

DOT seeks to fund activities and projects under the LCTM Program that reduce GHG emissions from materials used in the transportation sector. DOT also seeks to incorporate evidence-based climate resilience measures and features, avoid adverse environmental impacts to air or water quality, wetlands, and endangered species, and address the disproportionate negative environmental impacts of transportation on communities with environmental justice concerns, consistent with E.O. 14096, Revitalizing Our Nation's Commitment to Environmental Justice for All (88 FR 25251), and E.O. 14008, Tackling the Climate Crisis at Home and Abroad (86 FR 7619).

iii. Equity and Environmental Justice

DOT seeks to fund activities and projects under the LCTM Program that will create positive outcomes that will reduce, mitigate, or reverse how a community is experiencing disadvantage through increasing affordable transportation options, improving health or safety, reducing pollution, connecting Americans to good-paying jobs, fighting climate change, and/or improving access to nature, resources, transportation or mobility, and quality of life. Applicants are strongly encouraged to use the DOT Equitable Transportation Community Explorer ([arcgis.com](#)) to understand how their project area is experiencing disadvantage in any of five areas that transportation projects with a direct relationship. Also, to identify and implement programs and policies that ensure the benefits of investments while mitigating economic displacement economically susceptible residents and businesses. Some examples include the preservation and/or production of affordable housing; expanding affordable, safe transportation and mobility options to areas where good jobs are concentrated; and supporting entrepreneurship, small business growth, tourism and access to capital through local hiring. The applicant will engage the public, including disadvantaged communities, during all phases of the project, including

planning, design, construction, and implementation. For more information, see [Three Major Components of DOT's Justice40 Initiative](#).

iv. Workforce Development, Job Quality, and Wealth Creation

DOT intends to use the LCTM Program to support the creation of good-paying jobs with the free and fair choice to join a union including through the use of a project labor agreement and the incorporation of strong labor standards and training and placement programs, especially registered apprenticeships, in project planning stages, consistent with E.O. 14025, Worker Organizing and Empowerment (86 FR 22829), and E.O. 14052, Implementation of the Infrastructure Investment and Jobs Act (86 FR 64335). Applicants are encouraged to review the Grant Application Checklist for a Strong Transportation Workforce and Labor Plan, that can be found on the DOT Navigator. DOT also intends to use the LCTM Program to support wealth creation, consistent with the DOT Equity Action Plan by adopting local and economic hiring preferences for the project workforce or include other changes to hiring policies and workplace cultures to promote the entry and retention of underrepresented populations; and through the inclusion of local inclusive economic development and entrepreneurship such as the use of the Disadvantaged Business Enterprises, Minority-owned Businesses, Women-owned Businesses, or 8(a) firms. DOT also intends to use the LCTM Program to support Made in America goals consistent with E.O. 14005, Ensuring the Future Is Made in All of America by All of America's Workers (86 FR 7475).

SECTION B – FEDERAL AWARD INFORMATION

1. Award Amount Available

For FY 2022, up to \$800 million is available for LCTM awards under this notice. Subject to the availability of funds, the Administrator may distribute funds for a grant under this program as the Administrator determines to be necessary. FHWA reserves the right to make no awards under this NOFO.

2. Award Size

FHWA does not have a requirement for a minimum or maximum award amount.

3. Type of Award

The LCTM funds will be awarded upon the execution of a grant agreement or project agreement with FHWA. A determination will be made if the successful applicant will administer the grant, or at the request of the successful applicant, an applicable State DOT will administer the grant. If a State DOT will serve as a pass-through entity to a non-State DOT entity, program funds will be awarded upon the execution of a project agreement, which is a type of grant agreement for the administration of funds to a State DOT in the Fiscal Management Information System (FMIS).

4. Availability of Funds

All awards of FY 2022 LCTM funds are available for obligation until September 30, 2026, and must be expended before September 30, 2031.

5. Period of Performance

The period of performance for the award is anticipated to be 1 to 6 years from the effective date of the agreement. The start of the period of performance will begin on the date that an agreement is fully executed. Once the grant agreement is fully executed and funds are obligated, funds must be expended by the period of performance end date or no later than September 30, 2031, whichever is sooner.

If a State DOT will serve as a pass-through to a non-State DOT entity awarded a grant, the DOT Payment System will be “Current Bill” in the “FMIS” and the start of the period of performance will begin on the date LCTM funds are obligated in FMIS and end on the project end date in FMIS.

If a grant recipient will be a non-State DOT entity, DOT Payment System will be “DELPHI eInvoicing” and the start of the period of performance will begin on the date the grant agreement is executed by the FHWA, which will obligate the LCTM and end on the period of performance that is listed in the grant agreement.

6. Special Statutory Funding Limitation

LCTM funding shall not be used for projects that result in additional through travel lanes for single-occupant passenger vehicles. [23 U.S.C. 179(b)(4)(C)].

7. LCTM Implementation Process Report

An Implementation Process Report (IPR) shall be developed to document a process(es) for how the recipient plans to implement LCTM activities and increase the adoption of low carbon transportation materials. Recipients must receive approval of the IPRs before FHWA will issue the authorization to proceed or obligate LCTM funding for use on a construction project. Section F.3.iii of this NOFO includes the minimum contents of an IPR. The recipient may choose to develop multiple IPRs to meet the requirements for different processes or activities undertaken with LCTM funds.

SECTION C – ELIGIBILITY INFORMATION

To be selected for a grant, an applicant must meet the eligibility requirements under this Section C including: Eligible applicant and Eligible Projects. Applications that do not meet these threshold eligibility requirements will not be evaluated under the merit criteria in Section E.

1. Eligible Applicants

<p>Eligible Applicants Low-Carbon Transportation Materials Grants (23 U.S.C. 179(c)(2))</p>

- (B) a unit of local government;
- (C) a political subdivision of a State;
- (D) a territory of the United States;
- (E) an entity described in 23 U.S.C. 207(m)(1)(E);
- (F) a recipient of funds under 23 U.S.C. 203;
- (G) a MPO (as defined in section 23 U.S.C. 134(b)(2));
- (H) a special purpose district or public authority with a transportation function.

2. Cost Sharing or Matching

If a reimbursement is provided under this LCTM Program, the total Federal share payable for the incremental costs or incentive amount shall be 100 percent. Identification of eligible materials and work needed to determine their appropriateness for use on eligible projects can be considered as wholly incremental, i.e., the work would not have been done except for the availability of this program, and an application could request reimbursement for 100 percent of these costs.

While LCTM funds are eligible for up to 100 percent Federal share, LCTM funds may only be applied to eligible activities associated with the use of the low carbon transportation material. The program is not intended to fund entire construction projects. This program may reimburse an amount equal to the incrementally higher cost of using eligible materials and products or an incentive amount equal to 2 percent of the cost of using low-embodied carbon materials.⁶

3. Number of Applications

An eligible applicant shall only submit one application; however, one application can include the process development activities related to multiple transportation materials and can include project bundling to facilitate implementation of different classes of eligible materials on multiple construction projects.

4. Eligible Projects

The LCTM Program will not fund entire construction projects, but provides funds for eligible activities highlighted in Section C.5, including the use of eligible materials on construction projects funded under 23 U.S.C., including projects on:

- Federal-aid highways;
- Tribal transportation facilities;
- Federal lands transportation facilities; and
- Federal lands access transportation facilities.

Funds are also available to use for activities required to develop a process to demonstrate

⁶ 23 U.S.C. 179(b)(2)

materials meet the standard of ‘substantially lower embodied carbon’ and are appropriate for use. For purposes of this program, eligible materials categories⁷ are concrete (and cement), glass, asphalt mix, and steel.

5. Eligible Activities

Agreements under this program are not intended to provide funds that fully fund construction projects. Under 23 U.S.C. 179(b)(2), funds may be used for incentives or incremental costs. Specifically, eligible recipients that use low-embodied carbon construction materials and products on a project funded under Title 23 may receive an incentive equal to 2 percent of the cost of using low-embodied carbon construction materials and products on the project. Alternatively, eligible recipients that use low-embodied carbon construction materials and products on a project funded under Title 23 may receive amount of reimbursement equal to the incrementally higher cost of using such materials relative to the cost of using traditional materials, as determined by the eligible recipient and verified by the FHWA.

Identification of eligible materials and work needed to determine their appropriateness for use on eligible projects can be considered as wholly incremental, i.e., the work would not have been done except for the availability of this program, and an application could outline a 100 percent reimbursement of these incremental cost amounts. For the use of eligible materials on eligible construction projects, the reimbursement shall not exceed either the incremental cost of using or the incentive amount. The recipient will need to demonstrate how the corresponding reimbursement amount is calculated as part of the reimbursement request. For the purposes of the application, an estimate can be provided.

The applicant could choose to achieve LCTM goals outlined in Section A.2. LCTM Program Goals in a variety of ways. This could include, but not be limited to, the series of activities outlined in the table below. An applicant may also elect a reimbursement mechanism for incrementally higher costs of using materials or an incentive cost, depending on the activity. FHWA will not consider previously incurred costs or previously expended or encumbered funds for reimbursement.

⁷ Please note that any materials funded under this program would need to meet other applicable requirements, including Buy America (23 U.S.C. 313) and Build America, Buy America Act (BIL Sections 70901-52).

Low Carbon Transportation Materials Identification Process Development		
Categories of Activities	Example Eligible Activities (non-exhaustive)	Funding Method⁸
Process for Substantially Lower Embodied Carbon	<ul style="list-style-type: none"> • Development of Implementation Process Report(s) <i>Example: Agency contracts with entity to assist in development of IPR(s) on selected materials or processes.</i> • Academia or Consultant support to identify eligible materials, training needs, additional data, and special provision development. <i>Example: Agency enters into a contract with a consulting firm to identify materials (concrete (and cement), glass, asphalt mix, and steel) that are eligible and available in the region.</i> • Industry Outreach and Coordination. <i>Example: Agency conducts listening session(s) or partnering meetings with industry.</i> • Development of process to collect and store EPDs. <i>Example: Agency contracts with entity to create and host an EPD database.</i> • Identification of ‘substantially lower’ embodied carbon thresholds that meet ISO acceptable practices.⁹ <i>Example: Agency contracts with consultant to identify thresholds from relevant industry reports containing region-specific information.</i> <i>Example: Agency contracts with consultant to conduct a benchmarking analysis to identify their Agency-specific regional thresholds.</i> • LCTM Training. <i>Example: Agency conducts or hires an entity to conduct training for staff, consultants, and contractor personnel on the relevance of low carbon transportation materials, EPDs, and any new Agency-specific processes.</i> 	Incremental amount
LCTM Quality Assurance (QA) and LCTM Specifications	<ul style="list-style-type: none"> • Development of Implementation Process Report(s). <i>Example: Agency contracts with entity to develop IPRs detailing new QA processes</i> 	Incremental amount

⁸ “Incentive amount” and “Incremental amount” are defined specifically for this NOFO in Section C.2.

⁹ The published industry thresholds may be used, or the Agency may develop their own local or regional thresholds as defined by EPA. The Agency shall develop a process to compare their thresholds to the identified benchmark.

	<p><i>and/or implementation steps for new material special provisions or specification updates.</i></p> <ul style="list-style-type: none"> • Development of QA plan(s) and/or Performance Monitoring Plan for the material. <i>Example: Agency develops QA plan or a Performance Monitoring Plan for projects constructed with low carbon transportation materials.</i> • Industry Outreach and Coordination. <i>Example: Agency hosts listening sessions with industry on new QA processes or new special provisions</i> • Update of existing material specifications or development of new special provision to facilitate use on projects. <i>Example: Agency contracts with a university to test asphalt mixture combinations that meet the requirements of “substantially lower embodied carbon” and meet Agency engineering performance criteria. The University then develops a new special provision for appropriate mixtures.</i> • Preliminary mixture design and testing to evaluate materials. <i>Example: Agency enters into a contract with a consulting firm to identify data gaps or conduct additional testing needed to ensure satisfactory performance on an eligible Federal-aid project</i> <i>Example: Agency contracts with university to conduct testing and evaluation on a wide combination of mixtures of materials likely to meet low carbon definition to ensure they are appropriate for use on eligible Federal-aid projects.</i> • Testing Equipment to properly accept and verify LCTM. <i>Example: Agency purchases test equipment they do not currently have but is needed to properly assess engineering performance and accept low carbon materials, such as a new asphalt cracking performance test device.</i> • LCTM Test Strips. <i>Example: Agency places short sections of a concrete pavement with an eligible mixture to ensure the mixture is placeable and appropriate for use on eligible Federal-aid projects.</i> 	
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	<ul style="list-style-type: none"> • Development of a verification process for LCTM and EPDs. <i>Example: Agency contracts with consultant to develop a process to collect EPDs and other required information on a project and determine if the materials meet eligibility requirements.</i> <i>Example: Agency develops a process to calculate the incremental cost or incentive amount to request as Federal reimbursement.</i> • Training. <i>Example: Agency contracts with university to conduct training on their low carbon QA processes and new special provisions targeted at Agency staff and consultants.</i> 	
<p>Construction Project Identification</p>	<ul style="list-style-type: none"> • Development of Implementation Process Report(s). <i>Example: Agency contracts with consultant to develop an IPR detailing how eligible materials will be implemented on eligible construction projects.</i> • Identify Construction Projects. <i>Example: Agency identifies eligible projects that would be appropriate for inclusion of eligible materials.</i> • Develop a plan for incorporation of LCTM on construction projects. <i>Example: Agency develops a plan to incorporate eligible materials on eligible construction projects.</i> • Development of project-specific construction contract language. <i>Example: Agency modify its special provision for project specific criteria.</i> • Industry Outreach and Coordination. <i>Example: Agency conducts outreach to industry and construction contracts and material suppliers to communicate activities, requirements, and special provisions.</i> • Training. <i>Example: Agency contracts with a university to conduct Agencywide training for Agency staff and consultants on the low carbon QA process and material special provision.</i> 	<p>Incremental amount</p>
<p>Use of Eligible Materials on Construction Projects (non-exhaustive)</p>		

Categories of Activities	Example Eligible Activities	Funding Method
Use of LCTM on Projects	<ul style="list-style-type: none"> • Identification of eligible Federal-aid projects. <i>Example: Agency contracts with a consultant to identify construction projects that would make the most sense on which to incorporate low carbon transportation materials (most likely included in the State’s Statewide Transportation Improvement Program (STIP) or Capital Improvement Plan)</i> • Estimation of costs of LCTM. <i>Example: Agency contracts with a consultant to estimate costs of eligible materials.</i> • Comparison of LCTM costs and traditional material cost. <i>Example: Agency contracts with a consultant to compare costs of low carbon transportation materials with conventional materials.</i> • LCTM Bid Items (added solely to facilitate use of LCTM). <i>Example: Agency pays for additional line items that are needed to implement low carbon transportation materials effectively and appropriately on construction projects.</i> 	Incremental amount or incentive amount
Substantially Lower Embodied Carbon	<ul style="list-style-type: none"> • EPD Bid Item. <i>Example: Agency adds a pay item for a line item for EPDs collection in order to determine if a material meets low carbon material definition.</i> • Collection of Energy Star Performance Score. <i>Example: Agency request reporting of Energy Star performance scores by material suppliers, as required by EPA’s ID.</i> • Quality Incentives for environmental performance. <i>Example: Agency offers quality incentives for eligible low carbon materials to contractors as part of the special provision(s).</i> • Other costs for the use of substantially lower carbon materials. <i>Example: Agency incurs additional costs to implement low carbon transportation materials and requests reimbursement in accordance with all Federal regulations and cost control provisions (e.g., costs are not included as part of overhead expenses.)</i> 	Incremental amount or incentive amount

<p>QA and Acceptance</p>	<ul style="list-style-type: none"> • LCTM test strip. <i>Example: Agency places short sections of low carbon transportation materials to ensure they can be produced at production scale, are placeable, and meet engineering requirements in a production environment.</i> • Additional testing equipment and/or testing required to accept low carbon materials. <i>Example: Agency purchases resistivity test equipment to assess low carbon concrete in accordance with their special provision.</i> <i>Example: Agency contracts with consultants to conduct additional testing necessary to accept low carbon transportation materials (as outlined in the special provision).</i> • Verification that material placed meets thresholds for substantially lower carbon. <i>Example: Agency contracts with consultants to conduct analysis to ensure materials meet criteria for low carbon transportation materials.</i> • Verification of engineering properties of the LCTM. <i>Example: Agency contracts with consultants to conduct additional testing necessary to assess if in-place low carbon materials meet design criteria.</i> • Quality Incentives for engineering performance. <i>Example: Agency offers quality incentives to facilitate low carbon transportation material usage.</i> 	<p>Incremental amount or incentive amount</p>
<p>Use of Materials and Products on Construction Projects</p>	<ul style="list-style-type: none"> • Development of Project-specific Performance Monitoring Plan. <i>Example: Agency contracts with university to develop a project-specific plan to monitor and assess long term performance of low carbon transportation materials.</i> • Construction and placement costs of using eligible materials on eligible projects. <i>Example: Agency implements the use of concrete maturity testing to minimize traffic opening delays when using eligible materials.</i> • Reporting of results from Long Term Performance Monitoring Plan. 	<p>Incremental amount or incentive amount</p>

	<i>Example: Agency contracts with university to develop a project-specific long term reporting mechanisms on LCTM.</i>	
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SECTION D - APPLICATION AND SUBMISSION INFORMATION

1. Address to Request Application Package

All application materials may be found on Grants.gov at <http://www.grants.gov>.

Once at Grants.gov, select the Search Grants tab. Then enter one of the following:

- Opportunity Number: 693JJ325NF00002
- Opportunity Name: Low Carbon Transportation Materials Program
- Assistance Listing Number: 20.205 Highway Planning and Construction

When at one of these pages, select the Opportunity, which will open to a page with several tabs. The first tab is a synopsis of the opportunity. Select the Application Package tab to download the forms needed to submit an FY 22 LCTM Grant Application Package.

For a Telephone Device for the Deaf, please call (202) 366-3993. If potential applicants are unable to download the application package from the internet, they may send a written request for a paper copy to the below address. Requests should be sent to:

Veronica Jacobson
Agreement Officer
Office of Acquisition and Grants Management
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Ave., SE.
Washington, DC 20590
Email: FHWA^LowCarbonMaterials@dot.gov
Phone: 720-963-3020

Alternate:

Hector R. Santamaria
Agreement Officer/Team Leader
Office of Acquisition and Grants Management
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Ave., SE.
Washington, DC 20590
Email: FHWA^LowCarbonMaterials@dot.gov
Phone: 202-493-2402

2. Content and Form of Application Submission

i. Application

All applications must be submitted electronically through [grants.gov](https://www.grants.gov).

NOTE: DOT may share application information within the DOT or with other Federal Agencies if the DOT determines that sharing is relevant to the respective program’s objectives.

The application package must consist of the following in this order:

Part	Page Limit
SF-424, Application for Federal Assistance	None
SF-424C, Budget Information for Construction Programs	None
SF-424D, Assurances for Construction Programs	None
Disclosure of Lobbying Activities (SF-LLL)	None
Volume 1: Technical Application (<i>Attach to SF-424, Item 15</i>)	15 pages
Volume 2: Budget Application (<i>Attach to SF-424, Item 15</i>)	None
Additional Supporting Documentation (As needed) (<i>Attach to SF-424, Item 15</i>)	15 pages

(a) Standard Form 424 (SF-424)

NOTE: Applicants may leave fields 5a, 5b, 6, 7, and 13 blank on the form.

NOTE: A number of separate PDF flat files must be attached in Item 15 to provide required project information that is not included in the body of the SF-424.

Instructions for adding Item 15 Attachments:

- Click on “Add Attachments” in Item 15 to open the first pop-up window. Click “Add Attachment” and a second pop-up File Explorer/Directory window will appear, from which you can choose files to attach. Attachments can be added one at a time or all at once by holding down the CTRL key and selecting multiple files. Select “Open” to add the selected files as attachments.
- Click “Done” to finalize the attachments.
- Click “View Attachments” to see a list of files that have been added as attachments.

Required attachments: the following files must be added as Attachments to Item 15 of SF-424:

- (a) Volume 1 Technical Application, as described in detailed below.
- (b) Volume 2 Budget Application, as described in detail below.
- (c) Additional Supporting Documentation (as needed).

(b) Required Forms for Construction Projects

Applicants should include estimated construction-related activities, and must submit the following forms:

1. Standard Form 424C (Budget Information Construction Programs); and
2. Standard Form 424D (Assurances for Construction Programs).

NOTE: All Standard Forms (SF) of the 424 family are available for download at <https://grants.gov/forms/forms-repository/sf-424-family>

(c) Disclosure of Lobbying Activities (SF-LLL)

(d) Volume 1 – Technical Application

The Technical Application should thoroughly address, with as much detail as possible without exceeding the page limit, the information necessary for the FHWA to determine that the activities proposed under the application satisfy requirements described in Sections B and C and to assess the Merit Criteria in Section E.

Applicants are encouraged to incorporate how the planned activities included in their application support Administration priorities, outlined in Section A.3, into the narrative in the Technical Application.

To the extent practicable, applicants should provide supporting data and documentation in a form that is directly verifiable by FHWA. FHWA may, but is not required to, request additional information, including additional data, to clarify supporting data and documentation submitted in an application, but FHWA encourages applicants to submit the most relevant and complete information they can provide. FHWA also encourages applicants, to the extent practicable, to provide data in a form that is publicly available or verifiable. To ensure a fair and unbiased evaluation of applications submitted under this notice, the FHWA will not request additional information to perfect incomplete applications.

FHWA recommends that the application be prepared with standard formatting preferences (i.e., a single-spaced document, using a standard 12-point font such as Times New Roman, with 1-inch margins). Tables are permitted. Text in tables may be smaller than 12-point font but must be legible. The technical application should not exceed 15 pages in length. Appendices may include documents supporting assertions or conclusions made in the 15-page technical application and do not count towards the 15-page limit. Front matter, back matter, and references do not count towards the 15-page limit. If possible, Website links to supporting documentation should be provided rather than copies of these supporting materials. If supporting documents are submitted, applicants should clearly identify within the application the relevant portion of the project narrative that each supporting document supports. FHWA recommends using appropriately descriptive final names (e.g., “Project Narrative,” “Maps,” “Memoranda of Understanding and Letters of Support,” etc.) for all attachments.

I. Cover Sheet

Low Carbon Transportation Materials Cover Page	
Organization Name	<i>Identify the legal name of the eligible entity submitting the application.</i>
Entity Type	<i>Clearly identify as an eligible Agency outlined in Section C.1.</i>
Application Description	<i>Provide a short overview of the application.</i>
Total LCTM Funding Request	\$
Funds for LCTM Process Development	\$
Funds for LCTM Construction Projects	\$

II. Technical Description:

The applicant should provide a concise description of the anticipated activities and scope of work of the application, including a discussion of any relevant Agency history or broader context the applicant deems relevant. Describe how the applicant proposes to meet one or more of the program goals, outlined in Section A.2. This section should include a description and scope of work, including planned major activities, milestones, and deliverables. The application can provide a technical and management narrative describing how the applicant proposes to carry out the planned work.

III. Applicant Information:

The application should include the lead applicant’s demonstrated experience with receipt and expenditure of Federal-aid highway program funds under title 23, U.S.C. FHWA will consider the degree of experience as part of the readiness evaluation. If an application is rated Responsive under other criteria, but the applicant has no or limited experience with the receipt and expenditure of Federal-aid highway program funds, FHWA may contact the applicant prior to the final selection of FY 22 awards to discuss technical resources that may be available to assist the applicant in obtaining the capacity and expertise to ensure compliance with all applicable Federal requirements and timely delivery of the activities included in the scope of work.

The application could include information about the Agency’s staffing structure and anticipated partners or other entities that will be engaged to support the scope of work described in the application.

The applicant should describe in detail all of the other public and private parties who are involved in delivering the project, including a specific description of the role of each entity in delivering the project.

The applicant should state whether or not a private or non-private entity will receive a direct and predictable financial benefit if the project is selected for award. This includes, but is not limited

to, private and non-private entities directly benefitting from completion of the proposed project. If this project directly involves or benefits a specific private corporation, a non-public entity, or a public entity, please identify the full name of each entity, separated by a comma.

IV. Overall Readiness:

The application should include information that, when considered with the budget information, demonstrates the applicant's ability to substantially execute and complete the full scope of work in the application before the expiration of funds. The applicant should demonstrate a sound, feasible, and achievable technical and management approach to successfully perform and complete the proposed scope of work. The application should articulate the likelihood of success for the project and include major activities and milestones. The application should include the basis for the cost estimate presented in the application, including the identification of contingency levels appropriate to any scope, schedule, and budget risk-mitigation measures.

- a. **Schedule:** The applicant should include a schedule that identifies major activities and associated milestones. The proposal should demonstrate that the work is ready to begin soon after the award is announced and to be complete before expiration of funds. Examples of such milestones include procurement authorization, and project partnership and implementation agreements. The project schedule should be sufficiently detailed to demonstrate that all necessary activities will be completed to allow LCTM Program funds to be obligated as indicated in the project schedule in the application, and all work tasks can be completed during the period of performance.
- b. **Project Risks and Mitigation Strategies:** The applicant should identify risks to the likelihood of successful initiation and completion of work (e.g., procurement delays or lack of legislative or administrative approval) and the strategies that the applicant and any project partners have undertaken or will undertake to mitigate those risks.
- c. **Required Approvals:** The applicant should demonstrate they are able to follow all applicable requirements for the applicable Federal-aid construction project(s) on which the applicant proposes to incorporate LCTM funds. This includes, but is not limited to, NEPA review and environmental impact assessment and Domestic Preference Requirements including Buy America and Build America, Buy America (BABA), further outlined in Section F.

V. Merit Criteria:

The applicant should describe how the proposal meets the merit criteria listed in Section E.1.i. Insufficient information to assess any criterion will negatively impact the project rating. Applicants should note that merit reviewers will focus on the technical application and will not be required to reference the other sections in the application package; therefore, all relevant information to demonstrate alignment with the merit criteria as described in Section E.1.i should be included in this section of the application. Applicants should describe the merit criteria in the order in which they are described in the NOFO and address each criterion separately. Guidance describing how FHWA will evaluate projects against the merit criteria is in Section E.1 of this notice. Applicants should review that section before considering how to organize their application.

VI. State and Local Approvals:

The applicant should demonstrate receipt (or the schedule for anticipated receipt) of State and local approvals on which the project depends, such as State and local environmental and planning approvals, and STIP or transportation improvement program (TIP) funding. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support.

VII. Federal Transportation Requirements Affecting State and Local Planning:

The planning requirements applicable to the Federal-aid highway program apply to all LCTM projects.¹⁰ Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning Agency that actions are underway to include the project in the relevant planning document. Applicants should provide links or other documentation supporting this consideration.

Because projects have different schedules, the construction start date for each grant will be specified in the project-specific agreements signed by FHWA and the grant recipients, will be based on critical path items that applicants identify in the application, and will be consistent with relevant State and local plans.

VIII. Administration Priorities and Departmental Strategic Plan Goals

The application should describe how the project meets the Administration Priorities and Departmental Strategic Plan Goals as described in Section A.3.

(e)Volume 2 – Budget Application

I. Budget Application:

The Budget Application should be detailed enough to demonstrate that the scope of work satisfies the provisions of this NOFO and that it is sufficient yet reasonable to cover the scope of work of the application. If contingencies are anticipated, the application should include information showing that the applicant has budgeted sufficient contingency amounts to cover unanticipated cost increases. The Budget application should clearly identify that the funds are obligated and expended by the corresponding expiration date. FHWA encourages applicants to submit the most relevant and complete information they can provide; Historical bid data and/or an engineer's estimate can be used to support the requested budget.

¹⁰ In accordance with 23 U.S.C. 134 and 135, all projects requiring an action by FHWA must be in the applicable plan and programming documents (e.g., metropolitan transportation plan, TIP, and STIP). Further, in air quality non-attainment and maintenance areas, all regionally significant projects, regardless of the funding source, must be included in the conforming metropolitan transportation plan and TIP. Inclusion in the STIP is required under certain circumstances. To the extent a project is required to be on a metropolitan transportation plan, TIP, and/or STIP, it will not receive a grant until it is included in such plans. Projects not currently included in these plans can be amended by the State and MPO. projects that are not required to be in long range transportation plans, STIPs, and TIPs will not need to be included in such plans to receive a grant.

FHWA is committed to considering project funding decisions holistically among the various discretionary grant programs available in the Bipartisan Infrastructure Law. FHWA also recognizes that applicants may be seeking funding from multiple discretionary grant programs and opportunities. An applicant may seek the same award amounts from multiple DOT discretionary opportunities or seek a combination of funding from multiple DOT opportunities.

The applicant should identify other DOT programs and opportunities they intend to apply for (or utilize if the Federal funding is already available to the applicant), and what award amounts they will be seeking, in the appropriate sections of this NOFO, including Section D.

Project budgets should show how different funding sources will share in each activity and present the data in dollars and percentages. The budget should identify other Federal funds the applicant is applying for, has been awarded, or intends to use. Funding sources should be grouped into three categories: non-Federal, current application LCTM and other Federal with specific amounts for each funding source.

II. Budget Table(s):

Provide a budget table that summarizes costs expected throughout the period of performance broken down by expected major component, deliverable, or stage. If the work will be completed in stages, e.g., identification and construction stages, the application can include estimated quantities for later stages. The applicant can elect to break down into additional tables if so needed.

NOTE:

FHWA reserves the right after an application is selected for award, to request additional supporting information and/or documentation for purposes of confirming costs proposed are allowable (2 CFR 200.403) Reasonable (2 CFR 200.404) and Allocable (2 CFR.405). If needed, FHWA may request additional budget information to clarify an application.

(f) Volume 3 – Additional Supporting Documentation

Additional supporting documents (e.g., technical information, letters of endorsement) may be submitted as Supporting Documentation to the application and do not count towards the 15-page Technical Application page limit but must not exceed 15 pages. If possible, Website links to supporting documentation should be provided rather than copies. If supporting documents are submitted, the Technical Application should clearly reference the relevant supporting document. FHWA recommends using appropriately descriptive final names (e.g., “Memoranda of Understanding and Letters of Support,” etc.) for all attachments. To the extent practicable, applicants should provide supporting data and documentation in a form that is readily verifiable by FHWA. FHWA may ask any applicant to supplement data in its application but expects applications to be complete upon submission.

3. Unique Entity Identifier and System for Award (SAM)

Applicants must use their Unique Entity Identifier (UEI), issued during the SAM.gov registration process, to do business with DOT. If your entity was actively registered, then your UEI was automatically assigned and is currently viewable in SAM.gov; there is no action for registered entities to take at this time to obtain your SAM UEI. If you are a new entity or your registration

has expired, you must register your entity in SAM.gov and you will be assigned a UEI.

Each applicant is required to:

- a. Be registered in SAM before submitting their application;
- b. Provide a valid UEI in their application; and
- c. Continue to maintain an active SAM registration with current information at all times during which the applicant has an active Federal award or an application or plan under consideration by a Federal awarding Agency.

FHWA may not make a Federal award to an applicant until the applicant has complied with all applicable UEI and SAM requirements. If an applicant has not fully complied with the requirements by the time the Federal awarding Agency is ready to make a Federal award, the Federal awarding Agency may determine that the applicant is not qualified to receive a Federal award and use that determination as a basis for making a Federal award to another applicant.

NOTE: SAM.gov requires the registrant to provide a UEI number to complete the registration. These processes can take several weeks to complete so should be started well before the application deadline.

4. Submission Dates and Times

Applications must be submitted electronically through grants.gov no later than 11:59 p.m., Eastern Time on November 25, 2024.

5. Funding Restrictions

- i. Unless authorized by FHWA in writing after FHWA's announcement of FY 22 LCTM awards, any costs incurred prior to FHWA's obligation of funds ("pre-award costs") are ineligible for reimbursement.
- ii. Grant funds may not be used to support or oppose union organizing, whether directly or as an offset for other funds.
- iii. In accordance with 23 U.S.C. 179(b)(4)(C), LCTM funding shall not be used for additional through travel lanes for single-occupant passenger vehicles.

6. Other Submission Requirements

- i. Scalable Project Options: Applicants are encouraged to identify scaled funding options in the event insufficient funding is available to fund an application at the full requested amount. If an applicant advises that an application is scalable, the applicant must provide an appropriate minimum funding amount that will fund sufficient work to achieve the objectives of the program and meets all relevant program requirements. The applicant must provide a clear explanation of how the project budget would be affected by a reduced award. FHWA may reach out to applicants to determine an appropriate reduced scale.
- ii. Sharing of Application Information: The Department may share application information within the Department or with other Federal Agencies if the Department determines that sharing is relevant to the respective program's objectives. If FHWA receives a Freedom of Information Act (FOIA) request for the information that the applicant has submitted, FHWA will follow the procedures described in its FOIA regulations at 49 CFR 7.29.

- iii. Submission Location: Applications must be submitted to *Grants.gov*.
- iv. Consideration of Applications: Only eligible entities who comply with all submission deadlines described in this notice and electronically submit valid applications through *Grants.gov* will be considered for award. Applicants are strongly encouraged to make submissions in advance of the deadline.
- v. Late Applications: An applicant experiencing technical issues with *Grants.gov* that are beyond the applicant's control must contact FHWALowCarbonMaterials@dot.gov prior to the application deadline with the username of the registrant and details of the technical issue experienced.

The applicant must provide:

- (1) Details of the technical issue experienced;
- (2) Screen capture(s) of the technical issues experienced along with corresponding *Grants.gov* "Grant tracking number;"
- (3) The "Legal Business Name" for the applicant that was provided in the SF-424;
- (4) The Point of Contact name submitted in the SF-424;
- (5) The UEI associated with the application; and
- (6) The *Grants.gov* Help Desk Tracking Number.

To ensure a fair competition of limited discretionary funds, the following conditions are not valid reasons to permit late submissions: (1) failure to complete the registration process before the deadline; (2) failure to follow *Grants.gov* instructions on how to register and apply as posted on its Website; (3) failure to follow all instructions in this NOFO; and (4) technical issues experienced with the applicant's computer or information technology environment.

After FHWA reviews all information submitted and contact the *Grants.gov* Help Desk to validate reported technical issues, FHWA staff will contact late applicants to approve or deny a request to submit a late application through *Grants.gov*. FHWA will not accept appeals of FHWA's decision to approve or deny a request for a late application. If the reported technical issues cannot be validated, late applications will be rejected as untimely.

vi. Compliance with Section 508 of the Rehabilitation Act of 1973

FHWA encourages applicants to submit documents that are compliant with Section 508 of the Rehabilitation Act of 1973. Section 508 guidelines are available at <https://www.access-board.gov/ict/>.

SECTION E - APPLICATION REVIEW INFORMATION

1. Criteria

FHWA will award LCTM funds based on an evaluation of the merit criteria Substantially Lower Embodied Carbon, QA and Materials Acceptance, Use of Materials on Construction Projects, and Schedule and Budget.

i. Merit Criteria

FHWA will evaluate FY 2022 LCTM Grant Application using the following four merit criteria.

Criterion #1: Substantially Lower Embodied Carbon Identification

Application shall identify how the recipient plans to investigate which materials the recipient will assess for inclusion in construction projects funded under 23 U.S.C and how those materials will be assessed for meeting the definition of “substantially lower embodied carbon” as defined by the EPA’s Interim Determination

Evaluation of this factor will include evaluation of the following factors:

- 1) Identification of eligible construction materials: The application describes the construction materials, within the eligible materials category as defined by the EPA ID (concrete (and cement), glass, asphalt mix, and steel), that will be investigated for potential inclusion onto construction projects as meeting the definition of Substantially Lower Embodied Carbon.
- 2) Energy Star Performance Score: The application describes how a process will be developed to collect Energy Star Performance Scores (if available) for upstream manufacturing facilities of eligible materials used on construction projects.
- 3) EPD Process: The application describes how a process will be developed to collect EPDs on eligible construction projects.
- 4) Substantially Lower Embodied Carbon Threshold: The application describes an approach for how they will determine substantially lower embodied thresholds.

Criterion #2: QA and Materials Acceptance

Applications should identify how the recipient intends to assess identified materials as appropriate for use on a Federal-aid project. FHWA will evaluate the QA and Materials Acceptance criterion on the following factors:

- 1) Material Specification: The application describes how a process will be developed to specify materials and products. This could include development of new, or the use of existing, specifications and special provisions.
- 2) Verification Process: The application describes how a process will be developed to assess that materials placed on construction projects (i) conform with engineering specification requirements and (ii) are assessed for conformance/compliance with the definition of “substantially lower embodied carbon” as defined by EPA.
- 3) Monitoring: The application can outline any additional engineering performance monitoring the applicant plans to conduct, recognizing that materials placed under this program might benefit from additional engineering performance monitoring.

Criterion #3: Use of Materials and Products on Construction Projects

A key requirement of the LCTM Program is implementing the assessment methodologies and processes for LCTM evaluation and specification described in Criteria #1 and #2 on construction projects. The application should outline how the recipient plans to facilitate the use of materials on eligible projects. FHWA will evaluate the Use of Materials and Products on Construction Projects criterion on the following factors:

- 1) General Approach: The application outlines a general approach of how LCTMs will be incorporated on construction projects.
- 2) Industry Outreach: The general approach to LCTM implementation recognizes the key role of industry in supplying low carbon transportation materials and providing the data that allows for proper assessment of a material’s embodied carbon content. The application outlines anticipated activities that are intended to increase the chance of

successfully incorporating eligible materials on construction projects given that information will need to be supplied by industry.

- 3) Calculating Incentive or Reimbursement for Materials with “Substantially Lower GWP” on Construction Projects: The application recognizes and describes how a process will be developed to address, during the construction phase of eligible projects, reimbursement amounts will be calculated.
- 4) Specific Construction Projects: The application identifies a range of potential and eligible construction projects and eligible materials for placement. Multiple construction projects using the same low carbon strategy (e.g., use of Warm Mix Asphalt produced at low temperatures) could be bundled together in the proposal.

Criterion #4: Schedule and Budget

FHWA will assess the Schedule and Budget criterion on the following factors:

- 1) The application shall include a description of start and end dates and an estimated budget for each major activity, milestone, and deliverable.
- 2) The estimated budget appears commensurate with the application’s technical narrative and conforms to applicable cost principles.
- 3) The application clearly identifies eligible activities as being completed by the expiration of funds.

ii. Overall Application Rating

FHWA will assign each eligible application an overall rating of “**Responsive**” or “**Not Responsive**”. The rating will be assigned by FHWA on the following basis:

A rating of “**Responsive**” will be assigned to a project that:

- Substantively addresses each evaluation factor and provides sufficient information to determine that the project meets statutory eligible application criteria.

A rating of “**Not Responsive**” will be assigned to a project that:

- Does not substantively address each evaluation factor and/or does not provide sufficient information to determine that the project meets statutory eligible application criteria.

2. Review and Selection Process

FHWA will conduct an application intake and eligibility review by providing an initial eligibility screening based on the criteria in Section C. Only eligible entities and eligible projects will be evaluated against the merit criteria in Section E. If an applicant/project is deemed ineligible, FHWA will notify the applicant that they are removed from consideration. The LCTM application evaluation and selection process consists of (1) a Technical Review, (2) an FHWA Senior Review and (3) Application Selections.

FHWA will complete eligibility screening and the merit criteria review and forward all responsive applications to the Senior Review Team (SRT). The SRT will prioritize applications based on whether the planned activities demonstrate support for the Administration Priorities and Departmental Strategic Plan Goals, outlined in Section A.3.

FHWA may also request applicants to reduce the scope of the project based on scalable options.

i. Technical Review

The evaluation of eligible applications will be conducted by a Technical Review Team who may consist of individuals from FHWA Headquarters and division offices. The Technical Review Team will evaluate each eligible application against the merit criteria in section E.1.i. and assign an overall application rating as defined under Section E.1.ii. Based on the outcome of these reviews, the Technical Review Team will assign an overall rating of “*Responsive*” or “*Not Responsive*” to each application.

ii. Evaluation of Administration Priorities and Departmental Strategic Plan Goals

The SRT will direct the Technical Review Team to determine whether the applications demonstrate the planned activities included in their application support the Administration Priorities and Departmental Strategies Goals described in Section A.3. Examples of these are provided below:

- Safety – Application describes how safety benefits will be realized by the construction projects using LCTM materials or products.
- Climate Change and Sustainability – Application describes adverse environmental or climate-related impacts that will be avoided or mitigated in construction projects using LCTM materials or products.
- Equity and Environmental Justice – Application describes plans for early and meaningful engagement with impacted community groups to help design the implementation of LCTM funding, how pollution or other environmental or health impacts will be reduced in disadvantaged communities by the construction projects using LCTM materials or products, and criteria for prioritizing construction projects that deliver benefits to local and disadvantaged communities via formal agreements (e.g., Community Benefits Agreements).
- Workforce Development, Job Quality, and Wealth Creation – Application describes plans for early and meaningful engagement with unions and labor representatives to help design the implementation of LCTM funding; plans to prioritize construction projects according to the criteria for creating good jobs and expanding workforce opportunities that are outlined in the Grant Application Checklist for a Strong Transportation Workforce and Labor Plan¹¹ (e.g., use of Project Labor Agreements, partnerships with unions, prevailing wages, family-sustaining benefits, registered apprenticeships, training for populations facing systemic barriers to employment, workplace health and safety standards); plans to prioritize construction projects that advance the DOT Equity Action Plan¹²; and how construction projects using LCTM materials or products will support Made in America Goals.

iii. FHWA Senior Review Team

The FHWA SRT consists of senior FHWA officials who have been requested to serve by the FHWA Administrator. The SRT will request that the Technical Review Team consider Administration Priorities and Departmental Strategic Plan Goals of safety, climate change and

¹¹ <https://www.transportation.gov/grants/dot-navigator/grant-application-checklist-for-strong-workforce-and-labor-plan>

¹² <https://www.transportation.gov/priorities/equity/equity-action-plan>

sustainability, equity and environmental justice, and workforce development, job quality, and wealth creation as described in Section A.3; make recommendations on applications to prioritize for awards based on whether the application demonstrates support for such priorities. The SRT will then advise the FHWA Administrator on making awards.

iv. Application Selections

The FHWA Administrator makes final selections and will select among the applications advanced by the FHWA SRT. The FHWA Administrator may elect to make awards as recommended by the FHWA SRT.

FHWA is not obligated to make any award as a result of this notice.

3. Additional Information

FHWA may, during the selection process, enter into discussions with an applicant that may include mutually agreeing upon a lesser amount of a potential award than originally requested in the application if necessary due to the quantity, size and scope of the applications received in response to this notice and the results of the application review process. Discussions may include scalable project options as described under Section D.7.i. of this notice.

Prior to award, each selected applicant will be subject to a risk assessment as required by 2 CFR 200.206. The review will include any information about the applicant that is in the designated integrity and performance system accessible through SAM (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)). An applicant may review information in FAPIIS and comment on any information about itself that a Federal awarding Agency previously entered. FHWA will consider comments by the applicant, in addition to the other information in FAPIIS, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants.

SECTION F – FEDERAL AWARD ADMINISTRATION INFORMATION

1. Federal Award Notices

Following the evaluation outlined in Section E, the FHWA Administrator will announce awards by posting a list of selections at <https://www.fhwa.dot.gov/lowcarbon/>. Notice of selection is not authorization to begin performance or to incur costs for the proposed application. Following that announcement, FHWA will contact the point of contact listed in the SF 424 to initiate negotiation of the grant agreement or project agreement for authorization. Recipients of LCTM Grant awards will not receive lump-sum cash disbursements at the time of award announcement or obligation of funds. Instead, FHWA will reimburse LCTM Grant funds to recipients only after a grant agreement or project agreement has been executed, allowable expenses are incurred, and valid requests for reimbursement are submitted. Unless authorized by FHWA in writing after FHWA's announcement of FY 2022 LCTM awards, any costs that a recipient incurs before FHWA executes a grant agreement or project agreement for that recipient's project are ineligible for reimbursement.

2. Administrative and National Policy Requirements

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 CFR Part 200, as adopted by DOT at 2 CFR Part 1201. Applicable Federal laws, rules, and regulations set forth in title 23, U.S.C., and title 23 of the CFR, shall apply to awards provided under this program.

In connection with any program or activity conducted with or benefiting from funds awarded under this notice, recipients of funds must comply with all applicable requirements of Federal law, including, without limitation, the Constitution of the United States; the conditions of performance, non-discrimination requirements, and other assurances made applicable to the award of funds in accordance with regulations of the DOT and FHWA; and applicable Federal financial assistance and contracting principles promulgated by OMB. In complying with these requirements, recipients, in particular, must ensure that no concession agreements are denied or other contracting decisions made on the basis of speech or other activities protected by the First Amendment. If FHWA determines that a recipient has failed to comply with applicable Federal requirements, FHWA may terminate the award of funds and disallow previously incurred costs, requiring the recipient to refund any expended award funds.

In particular, E.O. 14005 directs the Executive Branch Departments and agencies to maximize the use of goods, products, and materials produced in, and services offered in, the United States through the terms and conditions of Federal financial assistance awards. If selected for an award, grant recipients must be prepared to demonstrate how they will maximize the use of domestic goods, products, and materials in constructing their project. Any grant projects involving vehicle acquisition must involve only vehicles that comply with applicable Federal Motor Vehicle Safety Standards and Federal Motor Carriers Safety Regulations, or vehicles that are exempt from Federal Motor Vehicle Safety Standards or Federal Motor Carrier Safety Regulations in a manner that allows for the legal acquisition and deployment of the vehicle or vehicles.

i. Program Requirements

(a) Critical Infrastructure Security, Cybersecurity and Resilience

It is the policy of the United States to strengthen the security and resilience of its critical infrastructure against all hazards, including physical and cyber risks, consistent with Presidential Policy Directive 21 - Critical Infrastructure Security and Resilience, and the National Security Memorandum on Improving Cybersecurity for Critical Infrastructure Control Systems. Each applicant selected for Federal funding must demonstrate, prior to the signing of the grant agreement, an effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the project. Projects that have not appropriately considered and addressed physical and cyber security and resilience in their planning, design, and project oversight, as determined by the Department and the Department of Homeland Security, will be required to do so before receiving funds.

(b) Domestic Preference Requirements

As expressed in E.O. 14005, Ensuring the Future Is Made in All of America by All of America's Workers (86 FR 7475), the executive branch to maximize, consistent with law, the use of goods, products, and materials produced in, and services offered in, the United States. Funds made

available under this notice are subject to the domestic preference requirements at Pub. L. No 117-58, div. G §§ 70901–70927. FHWA expects all applicants to comply with those requirements.

The applicability of Federal requirements to a project may be affected by the scope of the National Environmental Policy Act (NEPA) reviews for that project. For example, under 23 U.S.C. 313(h), Buy America requirements apply to all contracts that are eligible for assistance under title 23, U.S.C., and are carried out within the scope of the NEPA finding, determination, or decision regardless of the funding source of such contracts if at least one contract is funded with Title 23 funds. As another example, Americans with Disabilities Act (ADA) regulations apply to all projects funded under this notice.

(c) Civil Rights and Title VI

As a condition of a grant award, grant recipients should demonstrate that the recipient has a plan for compliance with civil rights obligations and nondiscrimination laws, including Title VI of the Civil Rights Act of 1964 and implementing regulations (49 CFR § 21), the ADA, and Section 504 of the Rehabilitation Act, all other civil rights requirements, and accompanying regulations. This should include a current Title VI Plan, completed Community Participation Plan, and a plan to address any legacy infrastructure or facilities that are not compliant with ADA standards. FHWA Office of Civil Rights may work with awarded grant recipients to ensure full compliance with Federal civil rights requirements.

(d) Federal Contract Compliance

As a condition of grant award and consistent with E.O. 11246, EEO (30 FR 12319, and as amended), all Federally-assisted contractors are required to make good faith efforts to meet the goals of 6.9 percent of construction project hours being performed by women, in addition to goals that vary based on geography for construction work hours and for work being performed by people of color. Under Section 503 of the Rehabilitation Act and its implementing regulations, affirmative action obligations for certain contractors include an aspirational employment goal of 7 percent workers with disabilities.

The U.S. Department of Labor’s Office of Federal Contract Compliance Programs (OFCCP) is charged with enforcing E.O. 11246, Section 503 of the Rehabilitation Act of 1973, and the Vietnam Era Veterans’ Readjustment Assistance Act of 1974. The OFCCP has a Mega Construction Project Program through which it engages with project sponsors as early as the design phase to help promote compliance with non-discrimination and affirmative action obligations. The OFCCP will identify projects that are supported by LCTM Program awards under this notice and are required to participate in OFCCP’s Mega Construction Project Program from a wide range of Federally-assisted projects over which OFCCP has jurisdiction and that have a project cost above \$35 million. DOT will require project sponsors with costs above \$35 million that receive awards under this funding opportunity to partner with OFCCP, if selected by OFCCP, as a condition of their DOT award. Additional information on how OFCCP makes their selections for participation in the Mega Construction Project Program is outlined under “Scheduling” on the U. S. Department of Labor’s Website: <https://www.dol.gov/agencies/ofccp/faqs/construction-compliance>.

(e) Environmental Permits and Reviews.

As a condition of a grant award, grant recipients should demonstrate receipt (or the schedule for anticipated receipt) of all environmental approvals and permits necessary for all construction project(s) planned to incorporate LCTM funding, including satisfaction of all Federal, State, and local requirements and completion of the NEPA process. Specifically, an applicant may elaborate on the NEPA evaluation process. If the final Agency action with respect to NEPA occurred more than 3 years before the application date, the applicant should be able to describe a proposed approach for updating this material in accordance with applicable NEPA reconsideration requirements. This recipient should be able to demonstrate:

- Any information on reviews, approvals, and permits by other Federal and State agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies, indicate the status of such actions, and provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State, or local requirements, and when such approvals are expected. Applicants should provide a Website link or other reference to copies of any reviews, approvals, and permits prepared.
- Environmental studies or other documents—preferably through a Website link—that describe in detail known project impacts, and possible mitigation for those impacts.
- A description of discussions with FHWA regarding the project’s compliance with NEPA and other applicable Federal environmental reviews and approvals.
- A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design.

(f) Project Signage and Public Acknowledgements

Recipients are encouraged for construction and non-construction projects to post project signage and to include public acknowledgments in published and other collateral materials (e.g., press releases, marketing materials, Website, etc.) satisfactory in form and substance to DOT, that identifies the nature of the project and indicates that “the project is funded by the Bipartisan Infrastructure Law.” In addition, recipients employing project signage are required to use the official Investing in America emblem in accordance with the Official Investing in America Emblem Style Guide. Costs associated with signage and public acknowledgments must be reasonable and limited. Signs or public acknowledgments should not be produced, displayed, or published if doing so results in unreasonable cost, expense, or recipient burden. The Recipient is encouraged to use recycled or recovered materials when procuring signs.

3. Reporting

i. Progress Reporting on Grant Activities

Each applicant selected for LCTM Grant Program grant funding must submit, at least annually, progress reports and Federal Financial Reports (SF-425) to monitor progress and ensure accountability and financial transparency in the LCTM Grant Program.

ii. Performance and Program Evaluation

As a condition of grant award, grant recipients may be required to participate in an evaluation undertaken by FHWA or another Agency or partner. The evaluation may take different forms

such as an implementation assessment across grant recipients, an impact and/or outcomes analysis of all or selected sites within or across grant recipients, or a benefit/cost analysis or assessment of return on investment. FHWA may require applicants to collect data elements to aid the evaluation and/or use information available through other reporting. As a part of the evaluation, as a condition of award, grant recipients must agree to:

- 1) make records available to the evaluation contractor or FHWA staff;
- 2) provide access to program records, and any other relevant documents to calculate costs and benefits;
- 3) in the case of an impact analysis, facilitate the access to relevant information as requested;
- 4) access to right-of-way to contractor or FHWA staff for long-term data and observation collection; and
- 5) follow evaluation procedures as specified by the evaluation contractor or FHWA staff.

Recipients and subrecipients are also encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure their progress towards meeting an Agency priority goal(s). Title I of the Foundations for Evidence-Based Policymaking Act of 2018 (Evidence Act), Pub. L. No. 115-435 (2019) urges Federal awarding agencies and Federal assistance recipients and subrecipients to use program evaluation as a critical tool to learn, to improve equitable delivery, and to elevate program service and delivery across the program lifecycle. Evaluation means “an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency.” 5 U.S.C. 311. Credible program evaluation activities are implemented with relevance and utility, rigor, independence and objectivity, transparency, and ethics (OMB Circular A-11, Part 6 Section 290).

For grant recipients receiving an award, evaluation costs are allowable costs (either as direct or indirect), unless prohibited by statute or regulation, and such costs may include the personnel and equipment needed for data infrastructure and expertise in data analysis, performance, and evaluation. (2 CFR Part 200).

iii. LCTM Project Specific Reporting Requirements

Recipients must develop IPRs, which documents a process for how the recipient plans to implement the LCTM activities and shall submit the report as an Attachment to an SF-425 when completed. Use of LCTM funds for the development of IPR(s) is allowable. Recipients must receive approval of the IPR(s) before obligating LCTM funding for construction. The IPR (s) shall contain, at a minimum:

- A. Document how the recipient will meet conformance with EPA ID, including the use of Environmental Product Declarations described by EPA and the meeting of EPA-established process to determine thresholds for “substantially lower levels of embodied GHG”;
- B. Document material(s) that will be considered for inclusion in construction projects and describe how the engineering performance of eligible materials will be assessed.
- C. Document how the recipient will approve EPDs of materials eligible for use on construction projects;

- D. Identify list of eligible construction projects; and
- E. Describe methodology for calculating the incremental or incentive amounts for construction projects.

Additional detail on the minimum required contents within an IPR is provided in appendix A of this NOFO.

The recipient may choose to develop multiple IPRs to meet the requirements above for different processes or activities undertaken with LCTM funds.

On at least an annual basis, recipients shall submit an SF-425 that includes an attachment that details progress on the outcomes listed in their application and IPR(s) and performance indicators that include measurable goals or targets. Recipients shall report, in the attachment to the SF-425, the following to FHWA:

- Major activities conducted, deliverables accomplished, and milestones achieved during the period of performance and how they address their IPR(s);
- Number of EPDs collected;
- Supplier information as provided from the EPD;
- Location of construction projects;
- Materials construction quantities (Sq yds, cubic yards, tons, etc.) meeting the definition of substantially lower embodied carbon; and
- How, and if, the recipient has addressed Administration Priorities listed in Section A.3: Administration Priorities and Departmental Strategic Plan Goals.

Recipients are encouraged to include reporting that can be used to inform future programs or policies that might include environmental performance in an open and transparent format, e.g., a public-facing research report.

FHWA reserves the right to request additional information, if deemed needed, to better understand the status of the outcomes listed in their application and IPR(s). FHWA may use major deliverables developed by Recipients as an opportunity to illustrate the impact of the LCTM Program and to determine whether program outcomes have been achieved. FHWA anticipates developing technical assistance resources and building on identified best practices to support program outcomes beyond the life of the LCTM Program. Examples of such technical assistance activities may include best practice case studies and videos, and hosting workshops, Webinars, and peer exchanges.

iv. Reporting of Matters Related to Recipient Integrity and Performance

If the total value of a selected applicant's currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10 million for any period of time during the period of performance of this Federal award, then the applicant during that period of time must maintain the currency of information reported to the SAM that is made available in the designated integrity and performance system (currently FAPIIS) about civil, criminal, or administrative proceedings described in paragraph 2 of this award term and condition. This is a statutory requirement under section 872 of Public Law 110-417, as amended (41 U.S.C. 2313). As required by section 3010 of Public Law 111-212, all information posted in

the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

v. Other

FHWA reserves the right to request additional information, if deemed needed, to better understand the status of the project. The successful applicant will provide additional financial reporting beyond the annual reporting, if such statements are necessary to address FHWA's Stewardship and Oversight responsibility of the funds. The successful applicant also agrees to allow periodic project inspections and FHWA will provide notice for such inspections.

SECTION G – FEDERAL AWARDING AGENCY CONTACTS

For questions concerning this NOFO and the LCTM Program, please contact:

Veronica Jacobson
Agreement Officer
Office of Acquisition and Grants Management
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Ave., SE.
Washington, DC 20590
Email: FHWALowCarbonMaterials@dot.gov
Phone: (720) 963-3020

Alternate:

Hector R. Santamaria
Agreement Officer/Team Leader
Office of Acquisition and Grants Management
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Ave., SE.
Washington, DC 20590
Email: FHWALowCarbonMaterials@dot.gov
Phone: (202) 493-2402

Alternate:

A TDD is available for individuals who are deaf or hard of hearing at (202) 366-3993.

Office hours are from 7:30 a.m. to 4:00 p.m., Eastern Time, Monday through Friday, except Federal holidays.

SECTION H – OTHER INFORMATION

1. Protection of Confidential Business Information.

All information submitted as part of or in support of any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the applicant submits information that the applicant considers to be a trade secret or confidential commercial or financial information, the applicant must provide that information in a separate document, which the applicant may cross-reference from the application narrative or other portions of the application. For the separate document containing confidential information, the applicant must do the following: (1) State on the cover of that document that it “Contains Confidential Business Information (CBI)”; (2) mark each page that contains confidential information with “CBI”; (3) highlight or otherwise denote the confidential content on each page; and (4) at the end of the document, explain how disclosure of the confidential information would cause substantial competitive harm. DOT will protect confidential information complying with these requirements to the extent required under applicable law. If FHWA receives a Freedom of Information Act (FOIA) request for the information that the applicant has marked in accordance with this section, FHWA will follow the procedures described in its FOIA regulations at 49 CFR 7.29. Only information that is in the separate document, marked in accordance with this section, and ultimately determined to be confidential under § 7.29 will be exempt from disclosure under FOIA.

2. Publication/Sharing of Application Information.

Following the completion of the selection process and announcement of awards, FHWA may publish a list of all applications received along with the names of the applicant organizations and funding amounts requested. Except for the information properly marked as described in Section H.1., FHWA may make application narratives publicly available or share application information within DOT or with other Federal agencies if FHWA determines that sharing is relevant to the respective program's objectives.

3. FHWA Feedback on Applications

Debriefs by FHWA are available to applicants not selected for an award to receive information about the evaluation of their application.

APPENDIX A. SUPPLEMENTARY INFORMATION FOR IPR CONTENT

Implementation Process Reports (IPR) document processes necessary for identifying, selecting, specifying, and using low-carbon materials for construction projects receiving FHWA Low-Carbon Transportation Materials Program funding. Recipients must submit IPRs for FHWA approval before FHWA issues authorization to proceed or obligates LCTM funds for a construction project. Approval is based on a recipient's conformance with the LCTM Program requirements. FHWA approval of an IPR represents FHWA determination that the process conforms to program requirements but does not represent endorsement by FHWA of a particular process or procedure or reflect an evaluation of the quality or merit of a process or procedure. The following list of information and processes constitutes the minimum requirements of the LCTM Program.

1. Process to ensure conformance with [EPA ID](#).
 - Documented procedures for identifying benchmarks for each material/product using one of the following acceptable approaches:
 - Option 1: Reference threshold(s) as indicated on the [FHWA Website](#).
 - Option 2: Agency determined local or regional thresholds following accepted International Organization for Standard (ISO) 21678. Procedures shall include the disclosure of the Global Warming Potential (GWP) as defined in the relevant Product Category Rule and methodology for determining percentiles and averages, the source(s) used for each material/product, and the parameters (including performance specification) used to set the GWP thresholds.
 - Documented procedures for qualifying materials/products for the LCTM Program including:
 - Process for collecting and using EPDs.
 - Process for collecting Energy Star Performance Score, if applicable.
 - Process for selecting materials/products using the threshold values.
 - Process to document and approve the use of materials/products if using better than average threshold values to qualify materials/products, including defining the cover area for project's location (i.e., vicinity/region).
2. Documented process for evaluating engineering performance of materials including:
 - Process for assessing if existing engineering specifications allow the use of LCTM eligible materials/products.
 - If recipient will develop new materials specifications or special provisions to implement the LCTM Program, description of additional activities such as, but not limited to: mixture design approval, laboratory testing, test equipment required, field test strips, and monitoring in-service performance.
3. Documented process for EPD acceptance including:
 - Process for requiring a supplier declaration of conformity that the EPD submitted corresponds to the materials to be supplied to the construction project.
 - Process for verifying that EPDs are facility-and material/product-specific cradle-to-gate Type III (third-party verified), published in accordance with relevant PCR, and within its period of validity.
4. List of construction projects.

- Recipient shall provide the project title and description of construction projects that will incorporate LCTM materials/products. If available, the Federal-Aid ID number should also be provided.
5. Documented methodology for budget.
- Recipient shall describe how the incremental or incentive amount will be determined for construction projects using LCTM funding.

Depending on factors such as the goals of LCTM implementation, organizational structure, and number and types of materials/products considered for eligibility, recipients may choose to develop more than one IPR to meet the minimum requirements. Individual IPRs can be submitted for approval as they are developed by the recipient. To demonstrate conformance with the LCTM Program requirements, recipients may submit final documents, such as technical specifications, directives, or standard operating procedures, OR detailed plans describing the processes.