



TSDAC Meeting

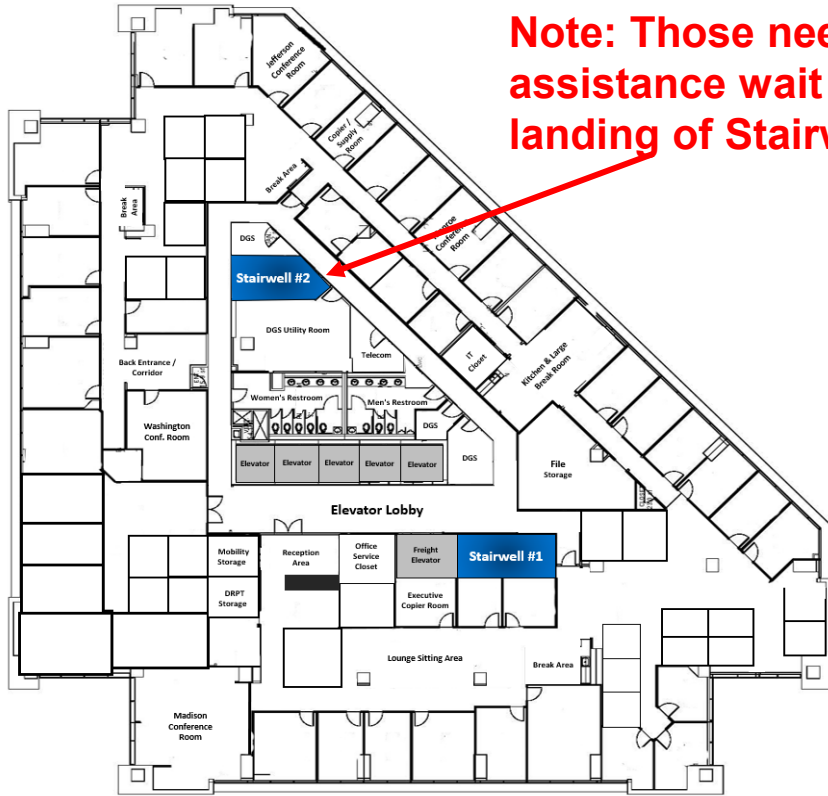
July 7, 2026



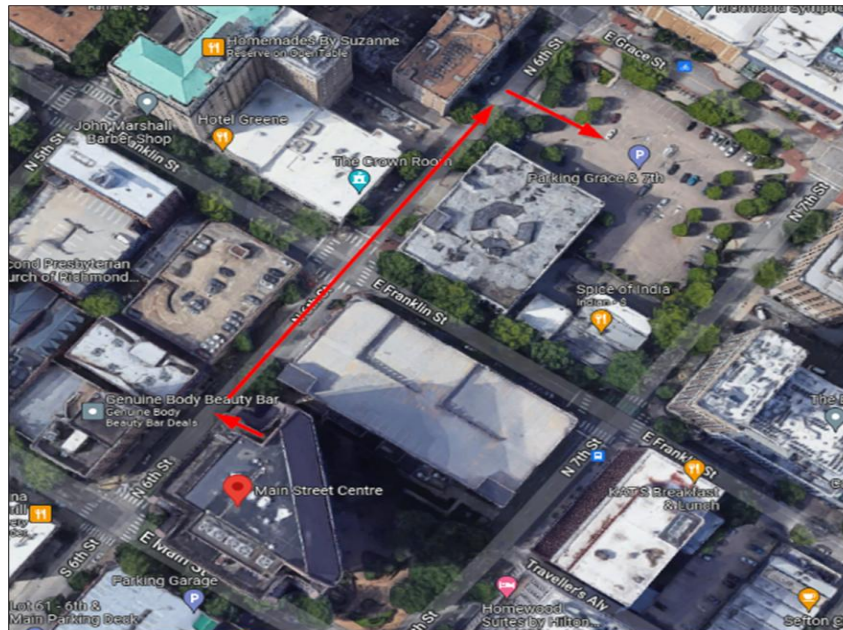
Today's Agenda

- Welcome and Introductions (Chair)
- Safety Briefing
- Approval of Minutes from the May 12, 2026 and June 2, 2026 Meetings
- Comments from DRPT Deputy Director
- TSDAC Action Item Summary
- Public Comments (3 mins per speaker)
- Recap from June Stakeholders Workshop and Review TSDAC Schedule
- Final MERIT Operating Policy Recommendations
- Final TRIP Policy Recommendations
- Next Steps

DRPT Safety Briefing (600 East Main Street, 21st Floor)



Assemble at 6th & Grace Street



AED & First Aid Kit



AEDs – outside Madison conference room and in Main Kitchen
First Aid Kit – Located in kitchen areas.

Fire Extinguishers & Alarms



Fire Extinguishers – Located in the Kitchen, and near Stairwells.

Security & Active Shooter



If you See something, Say something
Flee. Hide. Fight.

Remote Participation



Be aware of phishing emails and scams.
Know your medical emergency and evacuation strategies.

In Case of Evacuation

Approval of the Minutes from May 12, 2026 and June 2, 2026

Comments from the DRPT Deputy Director

TSDAC Action Item Summary

#	Policy Recommendations – MERIT Operating
1a	Cohorts will be defined as Rural, Small Urban, and Large Urban. The list of agencies by cohort will be revisited every 3 years or following a decennial census, whichever comes first.
1b	Total MERIT Operating revenues will be apportioned as follows: Rural (7%), Small Urban (12%), Large Urban (81%). These apportionment percentages will be reviewed at least every 3 years.
2a	Use a three (3) year average dataset for operating costs, vehicle revenue miles (VRM), vehicle revenue hours (VRH), and ridership in the Sizing Metric.
2b	Sizing Metric Weights for Rural Cohort: 50% Operating Cost, 20% Ridership, 15% Revenue Miles, 15% Revenue Hours
2c	Sizing Metric Weights for Small Urban Cohort: 45% Operating Cost, 25% Ridership, 15% Revenue Miles, 15% Revenue Hours
2d	Sizing Metric Weights for Large Urban Cohort: 40% Operating Cost, 30% Ridership, 15% Revenue Miles, 15% Revenue Hours
3a	Cohorting the Performance Fund revenues using the same distribution percentages as defined in Policy Decision #1b
3b	Allow agencies who hit their 30% cap in the Sizing Metric to be eligible for Performance funding
3c	Utilize Cost per Hour, Cost per Mile, and Cost per Passenger as the performance metrics for the Rural cohort. Utilize a 60 th percentile target for each metric to determine which agencies will receive Performance funding.
3d	Utilize Passengers per Hour, Passengers per Mile, and Passenger Miles Travelled per Mile as the performance metrics for the Small Urban cohort. Utilize a 60 th percentile target for each metric to determine which agencies will receive Performance funding.
3e	Utilize Passengers per Hour, Passengers per Mile, Passenger Miles Travelled per Hour, and Passenger Miles Travelled per Mile as the performance metrics for the Large Urban cohort. Utilize a 60 th percentile target for each metric to determine which agencies will receive Performance funding.
3f	DRPT recommends setting performance targets in policy, to be reviewed by TSDAC and DRPT at least every three years.
3g	DRPT will run the MERIT operating formula to identify potential significant anomalies. If significant anomalies are identified, DRPT will work with the agency that experienced that anomaly to better understand the underlying data and need for Stability funding. The DRPT Director will have the discretion to provide Stability funding and will report the use of such funding to TSDAC, stakeholders, and the CTB.

TSDAC Action Item Summary

#	Policy Recommendations – Transit Ridership Incentive Program (TRIP)
1	Expanded eligibility to all local governments + tribes with federal or state recognition
2	Regional Connectivity - definitions and program guidance
3	Zero and Reduced Fare – definitions and program guidance
4	Enhanced Mobility Innovation – definitions and program guidance
5	Passenger Amenities and Safety – retain eligible project types and program guidance

Public Comments (3 mins per speaker)

Recap from June Stakeholders Workshop and Review TSDAC Schedule

Feedback from June Stakeholders Workshop

71 participants representing 32 transit agencies

DRPT received a handful of clarifying questions:

- Questions about TRIP definitions (regional significance, transit nexus, etc.)
- Questions about the math behind the performance allocations
- Question about how the formula will address Small Urban agencies that do not currently collect or report PMT data
- Question about cohort designations by agency

TSDAC Timeline and Schedule



MERIT Operating

- Finalize Capital Policy Recommendations
- Introduce Cohort Concept

- Finalize Cohorts
- Introduce Sizing Metric Concept

- FY27 Draft SYIP Review
- Finalize Sizing Metric
- Introduce Performance & Stability Fund Concept

- Finalize Performance & Stability Fund

- Finalize MERIT Operating Policy Recommendations
- Begin CTB briefings for MERIT Operating Policy Changes

Transit Ridership Incentive Program (TRIP)

- Review Current TRIP Policy and Legislative Changes

- Introduce Proposed TRIP Policy Changes and Definitions

- Refine Proposed TRIP Policy Changes

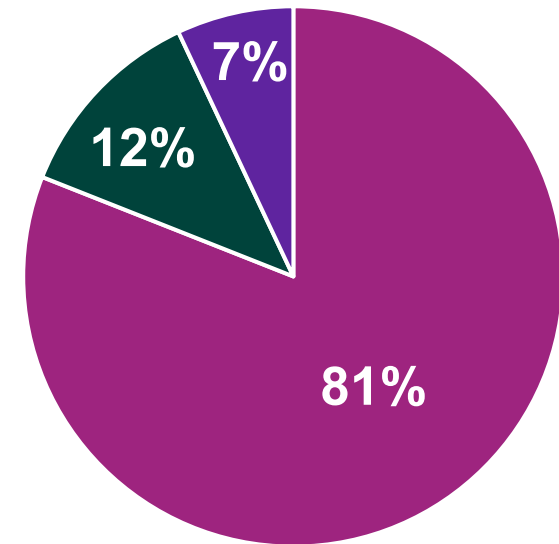
- Finalize TRIP Policy Recommendations
- Begin CTB briefings for TRIP Policy Changes

Final MERIT Operating Policy Recommendations

MERIT Operating Policy Recommendations

#	Policy Recommendations – MERIT Operating
1a	Consistent with Federal guidelines, cohorts will be defined by three different area types: Rural, Small Urban, and Large Urban. The list of agencies within each cohort will be revisited every 3 years or following a decennial census, whichever comes first.
1b	Total MERIT Operating revenues will be apportioned as follows: Rural (7%), Small Urban (12%), Large Urban (81%). These apportionment percentages will be reviewed at least every 3 years.

MERIT Operating Revenue Distribution by Cohort



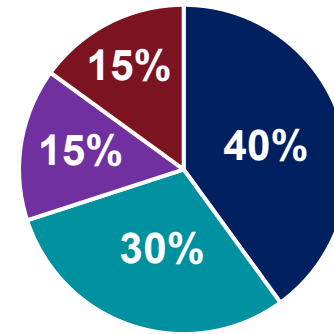
■ Large Urban ■ Small Urban ■ Rural

MERIT Operating Policy Recommendations

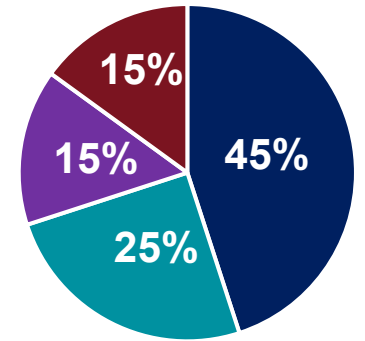
#	Policy Recommendations – MERIT Operating
2a	Use a three (3) year average dataset for operating costs, vehicle revenue miles (VRM), vehicle revenue hours (VRH), and ridership in the Sizing Metric.
2b	Sizing Metric Weights for Rural Cohort: 50% Operating Cost, 20% Ridership, 15% Revenue Miles, 15% Revenue Hours
2c	Sizing Metric Weights for Small Urban Cohort: 45% Operating Cost, 25% Ridership, 15% Revenue Miles, 15% Revenue Hours
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Sizing Metric Weights by Cohort

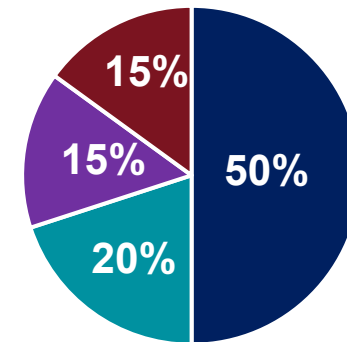
Large Urban



Small Urban



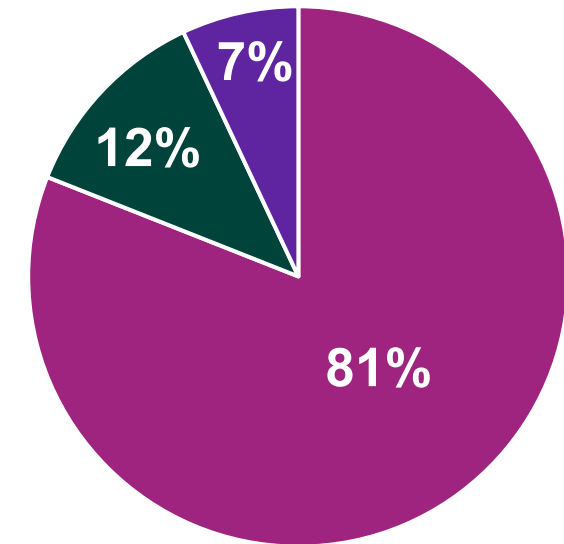
Rural



MERIT Operating Policy Recommendations

#	Policy Recommendations – MERIT Operating
3a	Cohorting the Performance Fund revenues using the same distribution percentages as defined in Policy Decision #1b. In the Performance Fund, agency performance will be evaluated against peers within the same cohort.
3b	Allow agencies who hit their 30% cap in the Sizing Metric to be eligible for Performance funding

Performance Fund Revenue
Distribution by Cohort



■ Large Urban ■ Small Urban ■ Rural

MERIT Operating Policy Recommendations

#	Policy Recommendations – MERIT Operating
3c	Evaluate agency performance using Cost Efficiency and Cost Effectiveness performance metrics for the Rural cohort as defined by Cost per Hour, Cost per Mile, and Cost per Passenger.
3d	Evaluate agency performance using Productivity and Service Utilization performance metrics for the Small Urban cohort as defined by Passengers per Hour, Passengers per Mile, and Passenger Miles Travelled per Mile.
3e	Evaluate agency performance using Productivity and Service Utilization performance metrics for the Large Urban cohort as defined by Passengers per Hour, Passengers per Mile, Passenger Miles Travelled per Hour, and Passenger Miles Travelled per Mile.

For all three cohorts, a 60th percentile target will be applied for each performance metric to determine which agencies will receive Performance funding.

MERIT Operating Policy Recommendations

#	Policy Recommendations – MERIT Operating
3f	DRPT recommends setting performance targets in policy, to be reviewed by TSDAC and DRPT at least every three years.
3g	DRPT will run the MERIT operating formula to identify potential significant anomalies. If significant anomalies are identified, DRPT will work with the agency that experienced that anomaly to better understand the underlying data and need for Stability funding. The DRPT Director will have the discretion to provide Stability funding and will report the use of such funding to TSDAC, stakeholders, and the CTB.

TSDAC Action

Motion to support DRPT's recommendations regarding changes to the MERIT Operating allocation formula and the related policy framework.

Final TRIP Policy Recommendations

TRIP - Eligible Recipients

- Recipients of MERIT – Operating Assistance
- Metropolitan Planning Organizations
- Planning District Commissions
- Other statewide or regional bodies
 - Ex. Regional Transportation Authorities, Area Agencies on Aging, etc.

DRPT Recommendation #1

- Add local governments and tribes with federal or state recognition.
- Projects must have a nexus with public transportation.

TRIP Regional Connectivity

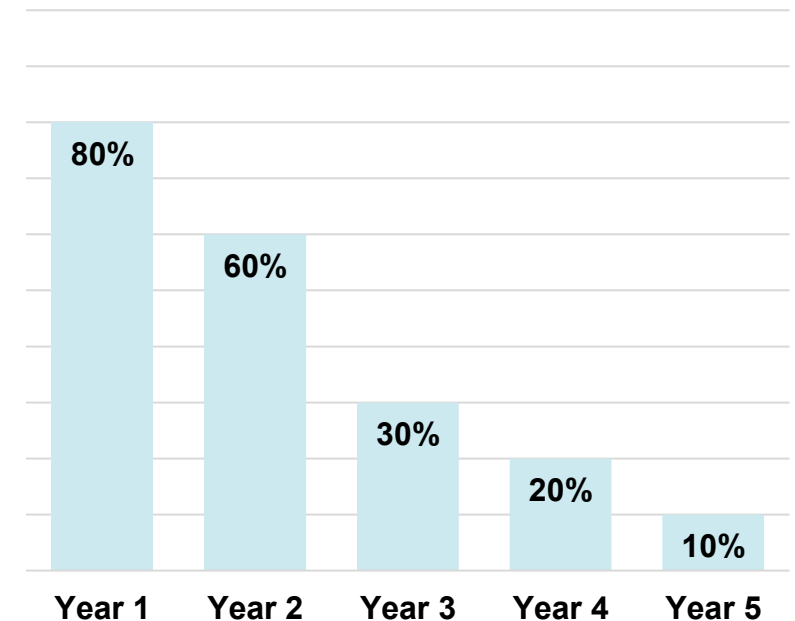
DRPT Recommendation #2

Routes of regional significance are public transit services that address regional travel needs as described in a regional plan or study.

Eligible projects are those that identify, establish, or improve routes of regional significance, including:

- i. Capital projects such as the establishment of bus-only lanes, implementation of integrated fare collection, or enhanced passenger amenities.
- ii. Operating projects such as enhancements to service frequencies, expansions of areas served, or extensions of service hours.

Maximum Operating Award (FY27 Grant Application Manual)



TRIP Zero and Reduced Fare

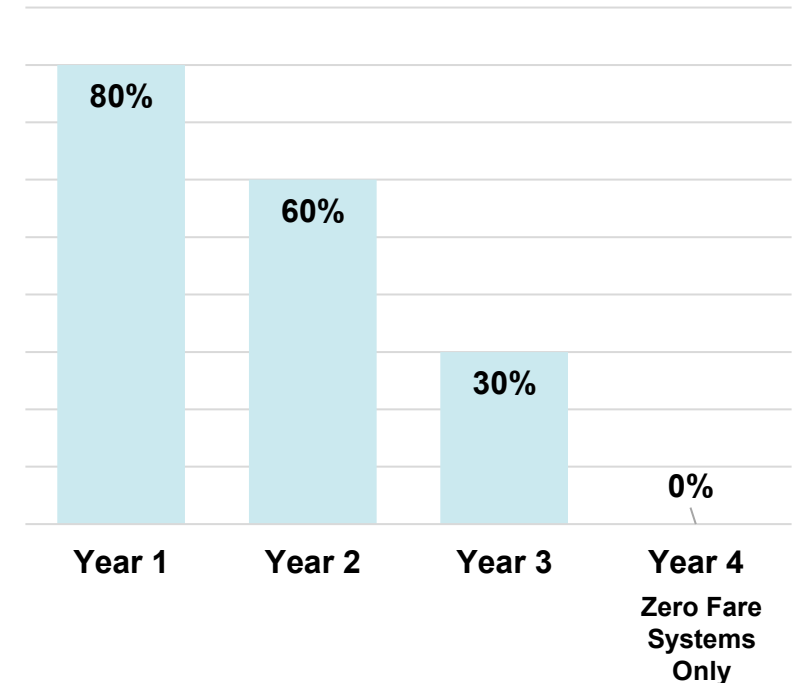
DRPT Recommendation #3

Eligible projects include:

- i. the provision of subsidized or fully free passes to low-income or other transit-dependent populations
- ii. the elimination of fares on high-capacity corridors, establishing 'zero fare zones' (net fares, less the cost of fare collection)
- iii. deployment of an entirely zero fare system (net fare, less the cost of fare collection)
- iv. fare policy planning

Maximum Award (FY27 Grant Application Manual)

No proposed change to stepdown.



TRIP Enhanced Mobility Innovation

DRPT Recommendation #4

Innovative approaches test a proof of concept for new technologies.

Micromobility includes small, lightweight human-powered or electric vehicles operated at low speeds.

Specialized Transportation is a restricted-eligibility transportation service for targeted populations including older adults and people with disabilities. Includes ADA paratransit.

Eligible projects include innovative approaches to:

- i. improving first- and last-mile connections to public transportation with micromobility. (ex. fare integration with bikeshares)
- ii. specialized transportation that support the mobility of older adults, people with disabilities, or other groups with special transportation needs.
- iii. coordinating specialized transportation with public transportation (ex. regional mobility hubs)

Maximum State Award

Up to 2 years of funding for up to 80% of eligible expenses.

TRIP Passenger Amenities and Safety

DRPT Recommendation #5

Eligible projects include:

- i. the improvement or addition of bus stops
- ii. the improvement of other bus passenger facilities
- iii. bus stop or passenger facility planning
- iv. public safety equipment, planning, or programming.

Maximum State Award

(FY27 Grant Application Manual)

Capital under \$3 million	68%
Capital over \$3 million	50%
Planning Projects	50%

Summary of DRPT Policy Recommendations

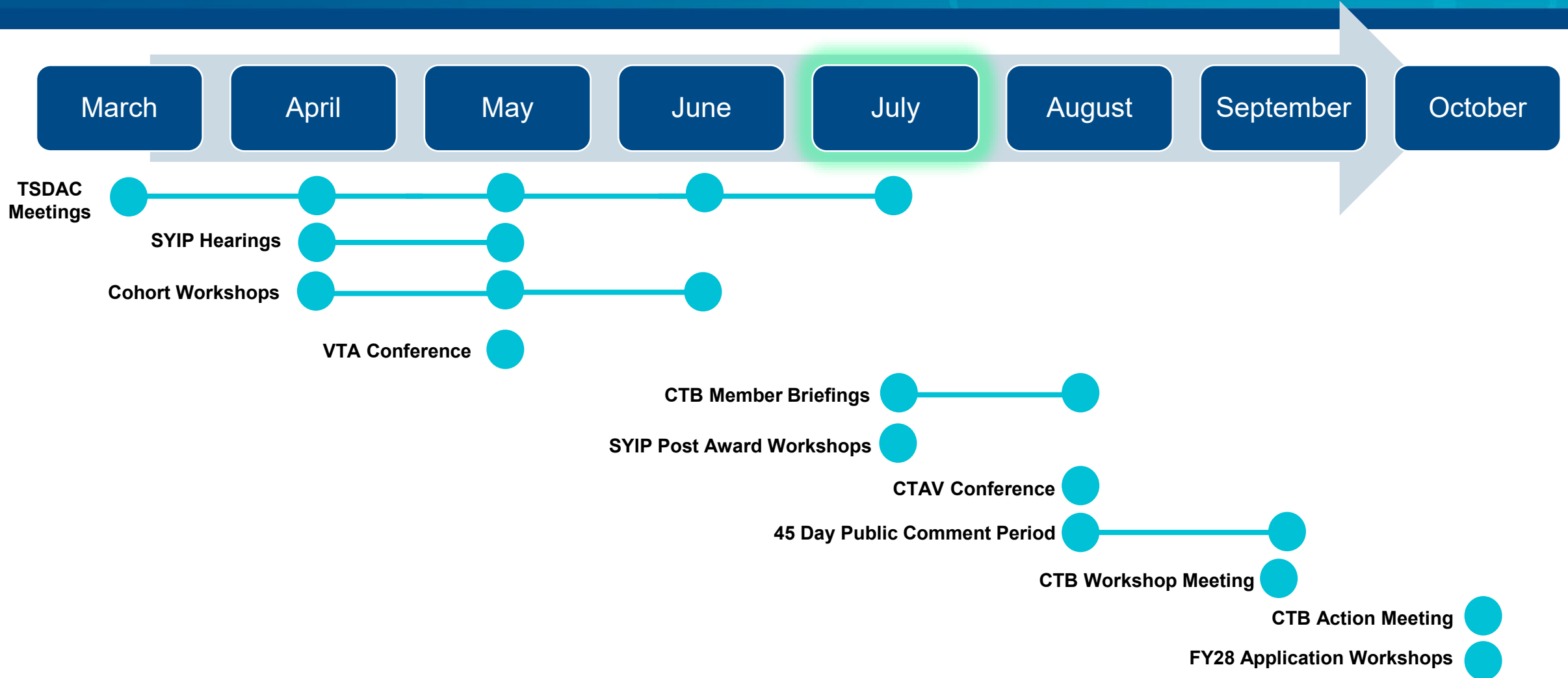
#	TRIP Policy Recommendations	Program Framework For inclusion in FY28 grant cycle
1	Eligible Recipients	• Add local governments • Add tribes with federal or state recognition
2	Regional Connectivity	• Urban and rural provider eligibility • Define regional significance • Revise projects to capital/operating
3	Zero and Reduced Fare	• Add transit-dependent populations
4	Enhanced Mobility Innovation	• Define new terms • Describe types of eligible projects
5	Passenger Amenities and Safety	• Combine amenity and safety categories • Remove training programs

TSDAC Action

Motion to support DRPT's recommendations regarding changes to TRIP and the related policy framework.

Next Steps

Outreach Schedule



Next Steps

Action Items for DRPT:

- Draft written CTB policies for the TRIP, MERIT Capital, and MERIT Operating Programs consistent with the recommendations shared with TSDAC
- Brief CTB members on the policy changes for these three programs
- Post the policies for Public Comment between August 3rd and September 18th
- Present the draft policies at the September 15th CTB Workshop
- Seek action on the draft policies at the October 15th CTB Action Meeting



Adjourn