

**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION
AGENDA**

**JANUARY 10, 2023
2:00 P.M.**

**CONFERENCE ROOM 5
212 RIVER DR., WAUSAU, WI**

Members: John Robinson – Chair, George Peterson – Vice Chair, Allan Opall, Betty Hoenisch, Steve Hagman, Katie Rosenberg, Tim Buttke, Matt Lee Baer, Milton Olson, Chris Voll, Mark Maloney, Brent Jacobson, Kregg Hoehn, Ken Wickham

Persons wishing to attend the meeting by phone may call into the telephone conference beginning **five (5) minutes prior to the start time indicated above using the following number:**

**PHONE NUMBER: 1-408-418-9388
ACCESS CODE: 965 620 244**

Please Note: If you are prompted to provide an “Attendee Identification Number” enter the # sign. No other number is required to participate in the telephone conference.

When you enter the telephone conference, PLEASE PUT YOUR PHONE ON MUTE!

AGENDA ITEMS:

1. CALL TO ORDER
2. PUBLIC COMMENT
3. APPROVE MINUTES OF THE NOVEMBER 29, 2022 COMMISSION MEETING

POLICY DISCUSSION AND POSSIBLE ACTION:

4. 2022-2025 TRANSPORTATION IMPROVEMENT PLAN (TIP) AMENDMENT
5. NEXT MEETING DATE – FEBRUARY 14, 2023
6. ADJOURN.

Any person planning to attend this meeting who needs some type of special accommodation in order to participate should call the County Clerk’s Office at 715-261-1500 one business day before the meeting.

SIGNED _____
PRESIDING OFFICER OR DESIGNEE



EMAILED TO: Courthouse, Daily Herald, TPP Printing, City Pages
Midwest Radio Group, Marshfield News

EMAILED BY: BI
EMAIL DATE/TIME: 11:40am 01/04/2023
RE-EMAIL:

NOTICE POSTED AT COURTHOUSE:

By: _____
Date: _____



MARATHON COUNTY METROPOLITAN PLANNING COMMISSION MEETING
Minutes
November 29, 2022

Meeting Attendance: John Robinson – Chair, George Peterson – Vice-chair, Jeff Gates (for Jacobson), Jared Grande (for Opall), Dave Meurett (for Wickham), Milt Olson, Brenda Iczkowski, Dave Mack, Mark Thuot (for Hoehn), Darryl Landeau, Brad Lenz, Katie Rosenberg, Greg Seubert, Jim Kuehn, Ryan VanDeWalle, Chris Voll, Jeff Pritchard, Tim Buttke, Tom Mullaly (for Hoenisch), Lance Mueller, William Harris, Jordan Kelbley

1. Call to Order
In the presence of a quorum, with the agenda being properly signed and posted, the meeting was called to order by Chairperson Robinson at 2:00 p.m. at the Large Conference Room, 210 River Drive, Wausau and virtually via WebEx.
2. Public Comment – No public present.
3. Approve Minutes October 18, 2022, Commission meeting
Action: MOTION / SECOND BY BUTTKE/ROSENBERG TO APPROVE THE OCTOBER 18, 2022, MINUTES. MOTION CARRIED BY VOICE VOTE, NO DISSENT.
4. Introduction of Lance Mueller, Transportation Planner
Discussion: Lance Mueller, the new Transportation Planner, gave a brief background of himself, his skillsets, and knowledge.
Action: NONE AT THIS TIME.
Follow Through: For Informational purposes only.
5. 2022-2025 Transportation Improvement Plan (TIP) Approval
Discussion: Included in the packet is a link to the final 2022-2025 TIP for the commission to review. A couple changes have been made to the document. WisDOT has made a few changes to Table 1 of the projects with the dollar amounts, the couple of maps have been created and added to the plan and on Table 4, number 62, the project was included for completion of 2022 but needs to be removed from Table 4 and moved to Table 1 for a completion of 2024.
Action: MOTION / SECOND BY GATES/BUTTKE TO ADOPT RESOLUTION #10-22 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE WAUSAU METROPOLITAN AREA AND INCORPORATING THE CHANGES THAT WERE DISCUSSED DELETING PROJECT 62 ON TABLE 4. MOTION CARRIED BY VOICE VOTE, NO DISSENT.
Follow Through: Staff will send the 2023 Unified Planning Work Program to WisDOT and FHWA.
6. 2022 Transit Development Program (TDP) Issues Outside the City of Wausau
Discussion: Mack shared in the packet is a summary of the transit issues outside the City of Wausau that he and Laura Brown, RLS & Associates created. Four key points were reviewed along with Cost being a large factor that were discussed. The four key points were: Shopping and Employment; Older Adults; Health and Wellness; and Low Income and Poverty.
Action: NONE AT THIS TIME.
Follow Through: Staff will begin working with the Wausau Transit Commission and area communities on implementation of the plan.

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

7. Public Water Work Group Update

Discussion: Mack shared with the commission all the communities that have agreed to be part of the Public Water Work Group which include 10 entities: Marathon County; Cities of Wausau, Schofield, Mosinee; the Villages of Maine, Weston, Kronenwetter, Rothschild; the Wausau Waterworks; and Rib Mountain sewage district. Robinson added the WDNR is seeking comments for the Safe Water Implantation Plan that is out for public comment right now.

Action: NONE AT THIS TIME.

Follow Through: Staff will continue to update the commission.

8. Next Meeting Date: January 10, 2022 at 2:00pm, in Room 5, 212 River Drive, Wausau, WI, 54403

9. Adjourn

Action: There being no further business to come before the members, **MOTION / SECOND BY BUTTKE/ROSENBERG TO ADJOURN THE MEETING OF THE MARATHON COUNTY METROPOLITAN PLANNING COMMISSION AT 3:11 PM. MOTION CARRIES.**

Submitted by:

Dave Mack, MPO Director

Marathon County Conservation, Planning and Zoning

DM: BI

**AMENDMENT
TO THE
2023-2026
TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)
FOR THE
MARATHON COUNTY METROPOLITAN PLANNING
COMMISSION/WAUSAU AREA METROPOLITAN
PLANNING ORGANIZATION (MPO)**

JANUARY 10, 2023

**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION
RESOLUTION # 1-23**

**RESOLUTION ADOPTING THE AMENDMENT TO THE
2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE WAUSAU METROPOLITAN AREA**

WHEREAS, the Marathon County Metropolitan Planning Commission was designated the Metropolitan Planning Organization for the Wausau Urbanized Area; and

WHEREAS, in compliance with Metropolitan Transportation Planning Regulations by the U.S. Department of Transportation, the Marathon County Metropolitan Planning Commission has developed a four-year transportation improvement program (TIP) for the Wausau Metropolitan Area; and

WHEREAS, the Transportation Improvement Program identifies transit, pedestrian/bicycle, and highway improvement projects and programs consistent with current transportation plans;

NOW, THEREFORE, BE IT RESOLVED, that the Marathon County Metropolitan Planning Commission endorses the *Long Range Transportation Plan for the Wausau Metropolitan Area* and the *Transit Development Program for the Wausau Area Transit System*, which will be continually updated and maintained as part of the urban transportation planning process;

BE IT FURTHER RESOLVED, that the Marathon County Metropolitan Planning Commission adopts the Wisconsin State PM2 and PM3 Performance Measures for 2022-2025, the Public Transit Agency Safety Plan (PTASP) Performance Measures for Metro Ride in 2023, the Center for Independent Living Mobility Manager and Operating Assistance and the identified projects in the *attached 2023-2026 TIP Amendment Tables 1 and 2* as part of the amendment to the 2023-2026 Transportation Improvement Program for the Wausau Metropolitan Area; and

BE IT FURTHER RESOLVED, in accordance with 23 CFR 450.336, the Wausau Metropolitan Planning Organization for the Wausau, WI urbanized area hereby certifies that the metropolitan transportation planning process is addressing the 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. In non-attainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21:
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 11101(e) of the Infrastructure Investment and Jobs Act (Pub. Law No. 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises (DBEs) in the US DOT funded projects. the DBE program ensures equal opportunity in transportation contracting markets, and in the statute, Congress established a national goal that 10% of federal funding to to certified DBE firms;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. 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. Programs and activities funded with federal dollars are prohibited from discrimination based on disability;
8. 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;
9. Section 324 of title 23, U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

BE IT FURTHER RESOLVED that the Marathon County Metropolitan Planning Commission certifies that the Transportation Improvement Program contains only projects that are consistent with the transportation plan for the urban area and recommends that this document be submitted to the appropriate federal and state agencies for approval.

Dated this _____ day of January 2023.

John Robinson, Commission Chairman

David Mack, MPO Director, Marathon County
Metro Planning Commission Secretary

TABLE 2
Assessment of Available Funding for the 2023-2026 Transportation Improvement Program
Amended January 10, 2023

Funding Source		Programmed Expenditures				Estimated Available Funding			
Agency	Program	2023	2024	2025	2026	2023	2024	2025	2026
Federal Highway	NHPP	\$90,711	\$5,897,884	\$19,310,875	\$9,062,109	\$90,711	\$5,897,884	\$19,310,875	\$9,062,109
Administration	STBG	\$0	\$3,583,463	\$3,847,224	\$0	\$0	\$3,583,463	\$3,847,224	\$0
	BR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	IM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TAP	\$697,545	\$0	\$0	\$0	\$697,545	\$0	\$0	\$0
	CRP	\$264,960	\$0	\$0	\$0	\$264,960	\$0	\$0	\$0
	HSIP	\$180,000	\$3,366,865	\$180,000	\$180,000	\$180,000	\$3,366,865	\$180,000	\$180,000
	OCR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals		\$1,233,216	\$12,848,212	\$23,338,099	\$9,242,109	\$1,233,216	\$12,848,212	\$23,338,099	\$9,242,109
Totals	Inflated by 2.0% Annually	\$1,233,216	\$13,071,771	\$24,150,265	\$9,724,547	\$1,233,216	\$13,071,771	\$24,150,265	\$9,724,547

Federal Transit Administration	Section 5307 -- Wausau Urbanized Area	\$1,918,213	\$1,753,678	\$1,418,551	\$1,461,107	\$1,918,213	\$1,753,678	\$1,418,551	\$1,461,107
	Section 5304	\$24,000	\$0	\$0	\$0	\$24,000	\$0	\$0	\$0
	Section 5339	\$0	\$3,570,424	\$0	\$2,834,955	\$0	\$3,570,424	\$0	\$2,834,955
	Section 5307 - Other	\$105,422	\$107,530	\$109,681	\$111,875	\$105,422	\$107,530	\$109,681	\$111,875
	Section 5310	\$506,025	\$0	\$0	\$0	\$506,025	\$0	\$0	\$0
Totals		\$2,553,660	\$5,431,632	\$1,528,232	\$4,407,937	\$2,553,660	\$5,431,632	\$1,528,232	\$4,407,937
Totals	Inflated by 2.0% Annually	\$2,553,660	\$5,526,142	\$1,581,414	\$4,638,031	\$2,553,660	\$5,526,142	\$1,581,414	\$4,638,031



Wisconsin Department of Transportation
 Office of the Secretary
 4822 Madison Yards Way, S903
 Madison, WI 53705

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December 16, 2022

To: Wisconsin Metropolitan Planning Organizations

**Subject: 2022-2025 Performance Period Targets for the National Performance Management Measures
 Second Performance Rule (PM2) – 23 CFR Part 490**

Pursuant to the regulations promulgated by the U.S. Department of Transportation Federal Highway Administration, the Wisconsin Department of Transportation (WisDOT) has established statewide targets for the federal performance measures intended to assess pavement and bridge conditions on the National Highway System (NHS). The 2023 and 2025 NHS pavement condition targets are identified in Exhibit A. The 2023 and 2025 NHS bridge condition targets are identified in Exhibit B.

The FHWA pavement rating metrics of “good”, “fair”, and “poor” allow national comparisons of NHS condition, using data all states can reasonably collect. WisDOT understands the utility a simplified measure provides for broad national comparisons.

WisDOT uses the Pavement Condition Index (PCI) method to assess state highway conditions. PCI is an American Society of Testing and Materials standard (ASTM D6433) that has been widely accepted and used by transportation agencies since its development in the 1970s. PCI is a comprehensive pavement condition measure that involves the identification and measurement of unique distress types for developing accurate condition ratings. PCI provides key information about the causative factors creating the distresses defining pavement condition, and that information is essential to the development of cost-effective improvement plans.

Exhibit A

Wisconsin Department of Transportation NHS Pavement Condition Targets	Baseline	2-Year Targets (2023)	4-Year Targets (2025)
Interstate – Percentage pavements in “Good” condition	65.9%	>60.0%	>60.0%
Interstate – Percentage pavements in “Poor” condition	0.3%	<4.0%	<4.0%
Non-Interstate NHS – Percentage pavements in “Good” condition	36.3%	> 30.0%	> 30.0%
Non-Interstate NHS – Percentage pavements in “Poor” condition	4.2%	< 10.0%	< 10.0%

Exhibit B

Wisconsin Department of Transportation NHS Bridge Condition Targets	Baseline	2-Year Targets (2023)	4-Year Targets (2025)
Percentage of NHS Bridges Classified as in Good Condition	51.3%	>49.0%	> 48.0%
Percentage of NHS Bridges Classified as in Poor Condition	2.6%	<3.0%	< 3.0%



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December 16, 2022

To: Wisconsin Metropolitan Planning Organizations

**Subject: 2022-2025 Performance Period Targets for the National Performance Management Measures
Third Performance Rule (PM3) – 23 CFR Part 490**

Pursuant to the regulations promulgated by the U.S. Department of Transportation Federal Highway Administration, the Wisconsin Department of Transportation (WisDOT) has established statewide targets for the federal performance measures intended to assess performance of the National Highway System, freight movement on the Interstate System and Congestion Mitigation and Air Quality (CMAQ) Improvement Program. WisDOT and the Southeastern Wisconsin Regional Planning Commission (SEWRPC) collectively agreed to unified targets for the Peak Hour Excessive Delay (PHED) measure and the Non-Single Occupancy Vehicles (Non-SOV) measure for the Milwaukee urbanized area. The 2023 and 2025 targets for the six performance measures are identified in Exhibit A.

Comments for FHWA on the PM3 Rule Calculations

While the reliability measures may be useful for describing reliability of individual urban areas or individual states, these measures are not practical to use for inter-state comparisons. The following reliability metric calculations use the “normal” or 50th percentile travel time in the denominator. Comparisons should not be drawn between states with greater prevalence of recurring congestion with “normal” travel times that are significantly higher than free-flow travel times, and states with “normal” travel times that are close to the posted or free-flow speed.

The reliability measures are based on the following metrics:

- **Travel Reliability Metric:** *Level of Travel Time Reliability (LOTTR) = $\frac{80th\ percentile\ travel\ time}{50th\ percentile\ travel\ time}$*
- **Freight Reliability Metric:** *Truck Travel Time Reliability (TTTR) = $\frac{95th\ percentile\ travel\ time}{50th\ percentile\ travel\ time}$*

These reliability metrics do not allow for meaningful comparison between states because urbanized areas with higher levels of recurring congestion may have 50th percentile travel times well above the free-flow travel times, while other urbanized areas with lower levels of recurring congestion have 50th percentile speeds that are closer to the free-flow travel times. For example, it is difficult to compare two 10-mile freeway corridors with a posted speed of 60 mph, when one route has an 80th and 50th percentile travel times of 20 minutes (30 mph) and 10 minutes (60 mph) respectively, while the other route with higher levels of recurring congestion has 80th and 50th percentile travel times of 30 minutes (20 mph) and 15 minutes (40 mph) respectively. While the reliability measures show that these two routes have the same reliability index, the route with the lower 50th percentile travel time has significantly better traffic flow and throughput. For these reasons, these reliability measures should not be used to make simple comparisons between states.

Exhibit A

Wisconsin Department of Transportation Targets	Baseline	2-Year Targets (2023)	4-Year Targets (2025)
Travel Reliability 1) Percent of person-miles traveled that are reliable on the Interstate 2) Percent of person-miles traveled that are reliable on the Non-Interstate NHS	96.4% 93.9%	92.5% 91.0%	93.0% 89.5%
Freight Reliability 3) Truck Travel Time Reliability Index on the Interstate	1.20	1.30	1.30
Peak Hour Excessive Delay 4) Annual Hours of Peak Hour Excessive Delay per Capita in the Milwaukee Urbanized Area	5.7 Hours per capita	8.6 Hours per capita	8.4 Hours per capita
Non-Single Occupancy Vehicles 5) Percent of Non-SOV Travel in the Milwaukee Urbanized Area	21.6%	20.5%	20.5%
Emission Reductions 6) Total Emissions Reductions in nonattainment or maintenance areas for: <ul style="list-style-type: none"> • PM2.5 • NOx • VOC 	8.276 kg 75.659 kg 18.941 kg	3.962 kg 22.767 kg 8.848 kg	8.100 kg 78.915 kg 18.318 kg

Public Transit Agency Safety Plan - Metro Ride

Background

The Moving Ahead for Progress in the 21st Century (MAP-21) Act grants the Federal Transit Administration (FTA) the authority to establish and enforce a comprehensive regulatory framework to oversee the safety of public transportation throughout the United States. As a component of this safety oversight framework, MAP-21 requires certain recipients of FTA Chapter 53 funding to develop and implement a Public Transportation Agency Safety Plan (PTASP).

In addition to greater safety oversight responsibilities, MAP-21’s grant of expanded regulatory authority puts FTA in a position to provide guidance to transit agencies that strengthens the use of safety data to support management decisions, improves the commitment of transit leadership to safety, and fosters a culture of safety that promotes awareness and responsiveness to safety risks. The framework to this approach is called a safety management system (SMS), which moves the transit industry towards a more holistic, performance-based approach to safety. The SMS framework has been adopted by FTA in its National Public Transportation Safety Plan (“national safety plan”).

The PTASP for Metro Ride supports and is consistent with an SMS approach to safety risk management. SMS is an integrated collection of policies, processes, and behaviors meant to ensure a formalized, proactive, and data-driven approach to safety risk management. The aim of an SMS is to increase the safety performance of transit systems by proactively identifying, assessing, and controlling safety risks. The approach is meant to be flexible and scalable, so that transit agencies of all types and sizes can efficiently meet the basic requirements of MAP-21. This PTASP addresses all applicable requirements and standards as set forth in the FTA’s Public Transportation Safety Program and the National Public Transportation Safety Plan.

1. Safety Performance Targets

Targets are based on review of the previous 5 years of Metro Rides safety performance data

Mode of Transit Service	Vehicle Miles (VM)	Fatalities (total)	Fatalities (per 100k VM)	Injuries (total)	Injuries (per 100k VM)	Safety Events (total)	Safety Events (per 100k VM)	System Reliability (VM/Failure)
Fixed-Route Bus	390,594	0	0	0	0	24	6	17,752
Mode of Transit Service	Vehicle Miles (VM)	Fatalities (total)	Fatalities (per 10k VM)	Injuries (total)	Injuries (per 10k VM)	Safety Events (total)	Safety Events (per 10k VM)	System Reliability (VM/Failure)
Paratransit	18,242	0	0	0	0	0	0.44	18,242

Safety Performance Target Coordination		
Metro Ride’s Accountable Executive will share the ASP, including safety performance targets, with the Wausau Metropolitan Planning Organization (MPO) each year, after formal adoption by the Transit Commission. Metro Ride’s Accountable Executive will also provide a copy of our formally adopted plan to the Wisconsin Department of Transportation (WisDOT). Metro Ride personnel will be available to coordinate with WisDOT and the MPO in the selection safety performance targets upon request.		
Targets Transmitted to the State of Wisconsin	State Entity Name	Date Targets Transmitted
	WisDOT, Bureau of Transit	12/16/2022
Targets Transmitted to the Metropolitan Planning Organization (MPO)	Name of Metropolitan Planning Organization	Date Targets Transmitted
	Wausau MPO	12/16/2022

2. Safety Management Policy

Safety Management Policy Statement

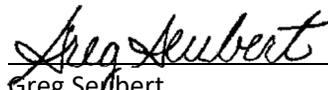
Safety is Metro Ride’s first priority. Metro Ride is committed to implementing, developing, and improving strategies, management systems, and processes to ensure that all our activities uphold the highest level of safety performance and meet required safety standards.

We will develop and embed a safety culture in all our activities – to recognize the importance and value of effective safety management and acknowledge at all times that safety is paramount.

We will clearly explain for all staff their accountabilities and responsibilities for the development and operation of our safety management system (SMS).

For passengers and employees, we will minimize the safety risk associated with transit service to as low as reasonably practicable and we will work to comply with and, wherever possible, exceed legislative and regulatory requirements and standards. We also will work to ensure that all employees are provided with adequate and appropriate safety information and training, are competent in safety matters, and are only allocated tasks commensurate with their skills.

We have established safety performance targets to help us measure the overall effectiveness of our processes and ensure we meet our safety objectives. We will issue quarterly reports to the entire organization documenting how well we met our safety performance targets and describing the safety risk mitigations we implemented to reduce safety risk.



 Greg Seibert
 Transit Director and Accountable Executive

Wausau CY2023 Section 5310 Specialized Transit Projects

Subrecipient	Counties Served	Project Type	Project Detail	Award	Local Match	MPO
Center for Independent Living -	Adams, Ashland, Barron, Bayfield, Buffalo, Burnett, Chippewa, Clark, Crawford, Douglas, Dunn, Eau Claire, Florence, Forest, Grant, Iowa, Iron, Jackson, Juneau, La Crosse, Lafayette, Langlade, Lincoln, Marathon, Monroe, Oneida, Pepin, Pierce, Polk, Portage, Price, Richland, Rusk, Sauk, Sawyer, St. Croix, Taylor, Trempealeau, Vernon, Vilas, Washburn, Wood	<i>Mobility Management</i>	<i>Call-center; mobility management</i>	\$ 105,791	\$ 26,448	Eau Claire - Chippewa Falls
		<i>Operating Assistance</i>	<i>Volunteer Drivers; Travel Coordination</i>	\$ 400,234	\$ 400,234	

The Center has grown geographically to one of the largest volunteer driver and voucher program in the nation. The program currently staffs, 1 full time Transportation Director/Regional Mobility Manager, 1 full time Transportation Program Coordinator, 1 Transportation Program Assistant, 5 full time Transportation Specialist who do dispatching and information and referral in a 41 county service area in North Western and Central Wisconsin. The Center's transportation programs operate 7 days a week 24 hours a day. (Which would include weekends and holidays) These hours insure that all riders get their unmet needs taken care of when other programs are closed. The Center has found that the riders need flexible transportation options and provides these services to meet their ever-changing needs. The Center can also provide rides that cross state lines and boundaries that other programs cannot. Since 2009 we have increased our geographically service area by 95%. In 2019 our volunteer driver program and voucher program provided 30,061 rides to 4180 riders. The volunteer drivers logged 1,388,160 miles, gave more than 51,001.9 volunteer hours of service to help transport the elderly, and disabled in our service areas.