Appendix B

Exhibits and Attachments

City of Madison

Advancing Safety and Emergency Operations Through a Regional Connected Vehicle Corridor

Table B-1. Project Alignment with the ATTAIN Program

Technologies	Implemented/Addressed by Application
1. Advanced traveler information systems	Yes
2. Advanced transportation management technologies	Yes
3. Advanced transportation technologies to improve emergency evacuation and response by Federal, State, and local authorities	Yes
4. Infrastructure maintenance, monitoring, and condition assessment	Yes
5. Advanced public transportation systems	Yes
6. Transportation system performance data collection, analysis, and dissemination systems	Yes
7. Advanced safety systems, including V2V and V2I communications, technologies associated with automated vehicles, and other collision avoidance technologies, including systems using cellular technology	Yes
8. Integration of intelligent transportation systems with the Smart Grid and other energy distribution and charging systems	No
9. Integrated corridor management systems	Yes
10. Advanced parking reservation or variable pricing system or system to assist trucks in locating available truck parking	No
11. Electronic pricing, toll collection, and payment systems	No
12. Technology that enhances high occupancy vehicle toll lanes, cordon pricing, or congestion pricing	No
13. Integration of transportation service payment systems	No
14. Advanced mobility and access technologies, such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals	No
15. Retrofitting DSRC technology deployed as part of an existing pilot program to C–V2X technology, subject to the condition that the retrofitted technology operates only within the existing spectrum allocations for connected vehicle systems	Yes

16. Advanced transportation technologies, in accordance with the research areas described in section 6503 of Title 49	Yes
Program Goals	**Implemented/Addressed by Application**
1. Reduction in the number and severity of traffic crashes and an increase in driver, passenger, and pedestrian safety;	Yes
2. Delivery of economic benefits by reducing delays, improving system performance and throughput, and providing for the efficient and reliable movement of people, goods, and services;	Yes
3. Demonstration, quantification, and evaluation of the impact of these advanced technologies, strategies, and applications towards improved safety, efficiency, equity, and sustainable movement of people and goods;	Yes
4. Improvement in the mobility of people and goods;	Yes
5. Improvement in the durability and extension of the life of transportation infrastructure;	Yes
6. Reduced costs and improved return on investments, including through the enhanced use of existing transportation capacity;	Yes
7. Protection of the environment and delivery of environmental benefits that alleviate congestion and streamline traffic flow;	Yes
8. Measurement and improvement of the operational performance of the applicable transportation networks;	Yes
9. Collection, dissemination, and use of real-time transportation-related information including, but not limited to, work zone, weather, transit, and paratransit, to improve mobility, reduce congestion, and provide for more efficient and accessible, and integrated transportation, including access to safe, reliable, and affordable connections to employment, education, healthcare, freight facilities, and other services;	Yes
10. Facilitating account-based payments for transportation access and services and integrating payment systems across modes;	No

11. Monitoring transportation assets to improve infrastructure management, reduce maintenance costs, prioritize investment decisions, and ensure a state of good repair;	Yes
12. Accelerated deployment of V2V, V2I, vehicle-to-pedestrian, and technologies associated with automated vehicle applications and other advanced technologies;	Yes
13. Integration of advanced technologies into transportation system management and operations;	Yes
14. Reproducibility of successful systems and services for technology and knowledge transfer to other locations facing similar challenges;	Yes
15. Incentivizing travelers— (I) to share trips during periods in which travel demand exceeds system capacity; or (II) to shift trips to periods in which travel demand does not exceed system capacity.	No
Administration's Priorities	**Implemented/Addressed by Application**
1. Safety	Yes
2. Climate Change and Sustainability	Yes
3. Equity	Yes
4. Workforce Development, Job Quality, and Wealth Creation	Yes
DOT Focus Areas	**Implemented/Addressed by Application**
1. State of Good Repair	Yes
2. Integration of intelligent transportation systems with the Smart Grid and other energy distribution and charging systems	No
3. Advanced public transportation systems	Yes
4. Freight (or Port) Community Systems	No
5. ROUTES Initiative	No
6. Complete Trip Program	No
7. Data Availability	Yes