Meeting of the
Greater Madison MPO Technical Coordinating Committee

January 28, 2026 *Virtual Meeting* *1:00 p.m.*

This meeting is being held virtually.

1. **Written Comments:** You can send comments on agenda items to mpo@cityofmadison.com.
2. **Register for Public Comment:**
   - Register to speak at the meeting.
   - Register to answer questions.
   - Register in support or opposition of an agenda item (without speaking)

   If you want to speak at this meeting, you must register. You can register at https://www.cityofmadison.com/MeetingRegistration. When you register, you will be sent an email with the information you will need to join the virtual meeting.
3. **Watch the Meeting**: If you would like to join the meeting as an observer, please visit https://www.cityofmadison.com/clerk/meeting-schedule/watch-meetings-online
4. **Listen to the Meeting by Phone:** You can call in to the meeting using the following number and meeting ID:
   (877) 853-5257 (toll free)
   Meeting ID: 827 4030 9328
   Passcode: 939100

AGENDA

1. Roll Call and Introductions
2. Approval of October 22nd, 2025, Meeting Minutes
3. Committee Member Reports
4. Recommendation on Amendment to 2025-2029 TIP
   - A major amendment consisting of the following:
     - New Madison Metro Transit Project Listings
     - Interstate 39/90/94 (Beltline Highway to North County Line) Reconstruction and Capacity Expansion Project
     - USH 18/151 (West County Line to CTH PD) Corridor Study
   - Three minor amendments:
     - Modifications to Attachment E: Analysis of Anticipated Effect of TIP Toward Achieving Federal Performance Measure Targets
     - Safe Streets for All (SS4A) grant for Sun Prairie
     - Scope and schedule changes to the Glacial Drumlin-Capital City Connector Path project
5. Recommendation on Adoption of Draft E-Mobility Guidance
6. Staff Reports
   - Public Participation Plan for the 2050 Regional Transportation Plan Update
7. Next Scheduled Meeting Date
   - Wednesday, February 25th
8. Adjournment

Greater Madison MPO

Technical Coordinating Committee

Meeting Minutes

July 23, 2025 *Virtual Meeting via Zoom (Part 1, Part 2)* ***1:00 p.m.***

1. Roll Call & Introductions

Members present: Blau (arrived during item #4), Bruun, Grady, Husen, Igl, Jancke, John, Kahler, Nordberg, O'Loughlin, Petykowski, Salmon, Schmid, Schreiber, Sivertson, Sobota (for Mountford), Tao, Violante

Members absent: Clark, Gorman, Handschke, Munz-Pritchard, Streigl

MPO Staff present: Andros, Holloway, Kanning, Lyman

Other present in official capacity: Bryan Manning (City of Verona), Jason Valerius (CARPC)

2. Approval of July 23, 2025, Meeting Minutes

John moved, Igl seconded, to approve the July 23, 2025, meeting minutes. Motion carried.

3. Committee Member Reports

- City of Madison (Tao):
    - The John Nolen Drive construction project began last week, and the road is down to one lane in each direction. Our staff is closely watching the situation. We saw congestion move from place to place as people have adjusted and this morning traffic is looking pretty good.
    - We have started a test on the Williamson Street corridor to determine whether we should remove the peak-hour travel lanes on the corridor. We will be discussing this issue with the Transportation Commission in November, at which point they may decide to make the change permanent.
- City of Madison (Petykowski):
    - We are working on the STBG-U-funded Mineral Point Road project. We'll have PS & E completed this fall and are planning on construction next year.
    - Our TAP-funded Badger-Rusk project is now underway and should be completed this fall.
    - We are working on designs for our upcoming STBG-U and TAP projects following the Mineral Point Road project, we'll be trying to get phases 5 and 6 of the Capital City Path project let next summer.
    - West Towne Path phase 2a (High Point Rd to Zor Shrine Pl) is now complete and open.
- City of Fitchburg (Kahler):
    - We are starting design work on the CTH MM bike and pedestrian underpass project. We'll be doing a lot of coordination with the County on that.

- City of Sun Prairie (Salmon):
    - We completed an STBG-U project successfully this year on St. Albert the Great Dr and Thompson Rd. That project included a couple of raised crosswalks, the first we had done in the city. We did some before and after speed studies and saw a substantial (~25% reduction in 50th percentile) speed reduction.
    - We also have a couple of future year STBG-U projects coming up on O'Keefe Ave and a second portion of St. Albert the Great Dr. We just signed a contract with our design consultant and are beginning preliminary design for that work. The O'Keefe project will be converting a 4-lane road into a 2-lane with a bike-bus lane in both directions and then we'll be adding bike lanes on St. Albert the Great.
    - We included funding for temporary traffic calming materials (rubber curbs, speed tables, traffic circles, etc.) in our budget for next year. We are planning to use those to test out new designs prior to our scheduled reconstruction projects so residents can experience some of those new designs before they go in permanently.
    - We will be doing a partial reconstruction of Main Street in downtown Sun Prairie. We'll be getting rid of parking on one side and moving the curbs in to create an additional 10 feet of sidewalk space. We will be funding that work locally.

4. Recommendation on Amendment to 2025-2029 TIP

- 18/151 Corridor Study
    - Kanning described two WisDOT projects involving US 18/151, a freeway conversion study for the portion of the highway between Dodgeville and CTH G, about ten miles of which lies inside the MPO area, and the US 18/151 Verona Bypass Expansion Study, which covers a seven-mile segment between CTH PD and CTH G.
    - The studies require major TIP amendments due to their costs exceeding $7 million.
    - MPO staff recommended approval.

Kahler motioned, John seconded, to recommend approval of the 18/151 corridor study projects. Motion carried.

- STBG-Urban Project Listings
    - Kanning outlined the available funding for STBG-U projects, described the project applications received by the MPO, and detailed the projects recommended for funding by MPO staff.
    - Schmid and Bruun both advocated for the inclusion of the joint Dane County-City of Monona CTH BW project.
    - Schmid suggested reducing the cost share for all of the other projects to enable funding for the CTH BW project.
    - Salmon noted that if the cost share for Sun Prairie's project dropped below 50%, it would be difficult to get it approved by the city council. Kahler agreed, saying that a cost share below 50% might make Fitchburg reconsider its proposed project as well.
    - Bruun said that it is likely that Monona would have to phase the project.

- Kanning said that if the CTH BW project were divided into two phases, it is likely that one phase could be funded at 40-50% with the remaining $3.75M if the other projects were funded at 50%.
- The committee discussed whether including a recommendation for a phased approach would limit flexibility if the County decided against phasing the project. Andros said that, since the Dane County Highway Commissioner (Abongwa) sits on the MPO Policy Board, which will need to approve the TCC's recommendations, he will be able to share his perspective on it with the rest of the Board when they make their decision.

Bruun moved, Kahler seconded, to reduce funding to all staff-recommended projects to 50% and to direct remaining funding to the CTH BW project, that may be constructed in phases at the County's discretion. Motion carried.

- TAP Project Listings
  - Lyman detailed the projects that applied for TAP funding and MPO staff's suggested project prioritization.

Salmon moved, Kahler seconded, to recommend approval of TAP funding for the projects recommended by MPO staff. Motion carried.

5. MPO Urban Area Functional Classification Adjustments

- Kanning summarized the 20 proposed changes to roadway functional classifications in the MPO area.
  - Schmid voiced concerns over several roadways where proposed functional classifications are reductions from current functional classifications.
  - Salmon asked about why Learning Pl was shifting from local to collector, since it is only used to provide school access. Kanning said that that change was shown in error and that the functional classification of Learning Place is not changing.
  - Schreiber said that the roadway functional class changes did not need to be approved at this meeting.

Bruun moved, Violante seconded, to table the committee's consideration of the proposed functional class changes until the next meeting. Motion carried.

6. New Equity Priority Areas

Holloway described the origins and uses of the MPO's Tier 1 and Tier 2 Environmental Justice Priority Areas, detailed the MPO's work with the City of Madison Data Team in the development of a new updated methodology for identifying priority areas, and the subset of those zones that the MPO plans to use to assess the distribution of the transportation system's costs and benefits going forward.

7. Chair and Vice Chair Elections for 2026

Bruun was elected as Chair and Petykowski was elected as Vice Chair for 2026.

8. Staff Reports

- Regional coordination regarding path-RR crossing decisions by the Office of the Commissioner of Railroads (OCR)

Holloway described the MPO's work with the Dane County, the City of Madison, and other partners investigating recent OCR denials of proposed at-grade railroad crossings for non-motorized paths and efforts to improve the success of local and county governments seeking OCR approval for these types of projects in the future.

Bruun mentioned that he would like to have the topic of railroad crossings for both roads and paths on the agenda for a future TCC meeting. He thought it would be helpful to hear about how communities have navigated the challenge of obtaining OCR approvals for their projects and to discuss potential strategies for future planned projects that could require OCR approval.

- Active Transportation Plan update

Lyman described the survey and online comment map data collected as part of the MPO's Active Transportation Plan and offered to send the data to any MPO communities that want it. Bruun asked Lyman to send him the relevant GIS data.

9. Next Scheduled Meeting Date

- The next meeting is scheduled for November 19th.

10. Adjournment

Bruun moved, Tao seconded, to adjourn. The meeting was adjourned at 3:04 p.m.

Memorandum

TO: All Mayors, Village Presidents, and Town Chairs in the MPO Planning Area and Dane County Executive (Sent Via Email)

FROM: Alexandra Andros, MPO Director & Transportation Manager

DATE: January 20, 2026

RE: Notice of Public Hearing on Proposed Amendment to the 2025–2029 Transportation Improvement Program (TIP)

This memorandum provides notice of a proposed amendment to the Greater Madison MPO's 2025-2029 TIP for the Madison Metropolitan Area & Dane County.

The amendment would revise/add the following projects:

WisDOT-Sponsored Projects:

- Revise the schedule and cost/funding amounts for the previously approved Interstate 39/90/94 (Beltline Highway to North County Line) Reconstruction and Capacity Expansion project
- Revise the schedule and cost/funding amounts for the previously approved USH 18/151 (West County Line to CTH PD) Corridor Study

Metro Transit-Sponsored Projects:

- Add Hybrid Bus Purchases, Maintenance Equipment, and Workforce Development project listings sponsored by Madison Metro Transit and funded through a FY2025 s. 5339(c) Low-No Emission grant

WisDOT-Sponsored Projects:

Interstate 39/90/94 (Beltline Highway to North County Line) Reconstruction and Capacity Expansion Project

On September 3, 2025, the MPO Policy Board approved a request by WisDOT, following a public hearing held on August 6, 2025, to add the Interstate 39/90/94 (Beltline Highway to North County Line) Reconstruction and Capacity Expansion Project to the 2025–2029 TIP so that design work, real estate acquisition, and program control tasks could begin in 2025 for the portion of the project located in the MPO Planning Area.

WisDOT is proposing the following revisions to the approval:

- Utilize state funding instead of federal funding for design, program control corridor tasks, and right-of-way (ROW) acquisition

GREATER MADISON mpo

ph: 608.266.4336
greatermadisonmpo.org

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

- Reduce ROW acquisition cost/funding by $10.775 million in 2026 for the I-39/90/94 (S. Beltline to North County Line) Program Control and Corridor Tasks project listing
- Move design funding for the I-39/90/94 (S. Beltline to Hanson Road) and I-39/90/94 (Hanson Road to North County Line) project listings from 2025 to 2026
- Move ROW funding for the I-39/90/94 (S. Beltline to Hanson Road) project listing from 2026 to 2027

See the attached project listings table for detailed information on project cost and funding changes. For additional background on the previously approved project, refer to pages 27–33 of the September 3, 2025 Policy Board Meeting Packet.

USH 18/151 (West County Line to CTH PD) Corridor Study

On November 6, 2025, the MPO Policy Board approved a request by WisDOT, following a public hearing, to add the USH 18/151 (West County Line to CTH PD) Corridor Study to the TIP. The study will investigate potential freeway conversion west of CTH G and potential capacity expansion east of CTH G. Fiscal constraint is being addressed at the state level.

WisDOT is proposing the following revisions to the approval:

- Remove federal and state funding amounts in 2025
- Increase federal and state funding amounts in 2026

With these changes, the total project cost would be reduced from $26.88 million to $15.66 million. See the attached project listings table for detailed cost and funding changes.

For additional information on the previously approved project, please refer to the memorandum dated October 20, 2025. (Note: That memorandum identifies two project listings for the corridor study. These were combined into one listing at the November 6, 2025 Policy Board meeting prior to approval.)

Metro Transit-Sponsored Projects:

Madison Metro Transit has been awarded a s. 5339(c) Low-No Emission grant for hybrid bus purchases, maintenance equipment, workforce development, project management, and Buy America audits and support.

- Total Project Cost: $20,569,000
- Federal Funding Percentage: 84.8%
- Federal Funding Amount: $17,432,700

This constitutes official project notification to permit an opportunity to review and comment upon federally funded grant awards to Metro Transit. The MPO's public involvement process associated with development of the TIP is used by the City of Madison (Metro Transit) to satisfy the public participation requirements for development of the Program of Projects required under the Federal Transit Administration's Section 5307 Urbanized Area Formula Grant Program.

Public Hearing

The public hearing on the proposed amendment will provide an opportunity for oral comments.

Public Hearing
Wednesday, February 4, 2026 at 6:30 p.m.
MPO Policy Board Meeting (hosted virtually via Zoom)
[Note: See the meeting agenda when posted on the MPO Policy Board webpage for instructions on how to register to speak.]

Written comments or concerns regarding the amendment to the 2025-2029 TIP must be submitted in writing by **4:30 p.m. on Wednesday, February 4**. Comments may be emailed to mpo@cityofmadison.com or mailed to: Greater Madison MPO, 100 State Street #400, Madison, WI 53703.

The MPO anticipates taking action on the TIP amendment following the public hearing. However, action may be delayed if the Board receives substantive comments or concerns prior to or during the hearing.

Cc (via email):

MPO Policy Board and CC List
MPO Technical Committee and CC List
Administrators/Clerks in the MPO Area
WisDOT Central and SW Region Staff Contacts
FHWA Contacts
FTA Contacts

PROJECT LISTINGS FOR MAJOR AMENDMENT
TO THE 2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM

1/20/26

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2025 Fed	State	Local	Total	Jan.-Dec. 2026 Fed	State	Local	Total	Jan.-Dec. 2027 Fed	State	Local	Total	Jan.-Dec. 2028 Fed	State	Local	Total	Jan.-Dec. 2029 Fed	State	Local	Total	Comments
TRANSIT CAPITAL																							
CITY OF MADISON	**METRO TRANSIT CAPITAL PROJECTS**																						
	40-ft. Low-Floor Buses electric and charging equipment 5307	New/Repl	7,600		1,900	9,500	7,920		1,980	9,900	8,190		2,048	10,238	7,730		1,933	9,663	7,730		1,933	9,663	Future s. 5307 UAFP grants
	40-ft. Low-Floor Buses electric (up to 15/year) 5337	New/Repl	1,350		338	1,688	1,350		338	1,688	1,400		350	1,750	900		225	1,125	900		225	1,125	Future s. 5337 UAFP grants
*	40-ft. Low-Floor Buses electric (up to 15/year) 5339	New/Repl	1,930		482	2,412	1,930		482	2,412	1,930		482	2,412	1,930		482	2,412	1,930		482	2,412	Future s. 5339 UAFP grants
	40-ft. Low-Floor Buses diesel (up to 15/year) VW Settlement	RE/PE/Cap																					Anticipate future funding. Amount TBD
TR-26-	40' Hybrid Buses (5339C Low-No)	Cap					16,618		2,932	19,550													FY2025 s. 5339C Low-No grant
TR-26-	Maintenance Equipment, Tools and PPE for 40' hybrid buses (5339	Cap					340		85	425													FY2025 s. 5339C Low-No grant
TR-26-	Workforce Development for 40' buses (5339C Low-No)	Cap					240		60	300													FY2025 s. 5339C Low-No grant
	Project Management, Buy America Audits & Technical Support (53	Cap					235		59	294													FY2025 s. 5339C Low-No grant
~~TR-24-010~~	~~60' Articulated Buses (5339C Low-No)~~	~~Cap~~																					~~FY2023 s. 5339C Low-No grant~~
~~TR-24-011~~	~~Maintenance Equipment for 60' articulated buses (5339C Low-No)~~	~~Cap~~																					~~FY2023 s. 5339C Low-No grant~~
~~TR-24-012~~	~~Workforce Development for 60' buses & solar panels (5339C Low-~~	~~Cap~~																					~~FY2023 s. 5339C Low-No grant~~
~~TR-24-013~~	~~E-Bus Project Management & Technical Support (5339C Low-No)~~	~~Cap~~																					~~FY2023 s. 5339C Low-No grant~~
TR-24-014	Remodel, renovate existing bus maintenance facility (5339C Low-N	PE/Const			40	40			40	40			40	40			40	40			40	40	FY2023 s. 5339C Low-No grant & GF-GO borrowing
TR-24-015	Remodel, renovate bus maintenance facility (5307)	PE/Const																					Carryover & Future s. 5307 UAFP grants
TR-24-016	Remodel, renovate bus maintenance facility (5337)	PE/Const																					Carryover & Future s. 5337 UAFP grants
TR-24-017	Remodel, renovate bus maintenance facility (5339)	PE/Const																					Carryover & Future s. 5339 UAFP grants
TR-24-018	Employee Education and Training	New/Repl																					Carryover & Future s. 5307 UAFP grants
TR-24-019	Maintenance Equipment	New/Repl	276		69	345	180		45	225	368		92	460	224		56	280			65	65	s. 5307 & GF- GO borrowing
TR-24-020	Support Vehicles	New/Repl	72		18	90	176		44	220					160		40	200			66	66	s. 5307 & GF- GO borrowing
	Facility/Infrastructure Enhancements	New/Repl			1,000	1,000																	GF- GO borrowing
TR-25-006	Route B End of Line Charging	Cap	3,100																				Future s. 5307 UAFP grants
	Route service planning	PL			Continuing																		Seeking Route Planning Restoration Program grants. 5307 (ARPA)
	Articulated bus safety equipment for VRU protection	New/Repl																					Seeking federal earmark funding
	Regional Transit Planning	PL			800	800			Continuing														Seeking s. 5304 Statewide Planning grant
		TOTAL	14,328		4,647	18,975	~~11,556~~ 28,989		~~2,929~~ 6,065	~~14,485~~ 35,054	11,888		3,012	14,900	10,944		2,776	13,720	10,560		2,811	13,371	
			5307/ 5337/ 5339		M		5307/ 5337/ 5339		M		5307/ 5337/ 5339		M		5307/ 5337/ 5339		M		5307/ 5337/ 5339		M		Update following city budget action.
STREET/ROADWAY PROJECTS																							
WISDOT	**INTERSTATE 39/90/94**																						1015-10-00 (Design)
	S Beltline (USH 12/18) to North County Line																						1015-10-01 (Design)
	Program Control and Corridor Tasks:																						1015-10-20 (Real Estate)
	Monitor progress of corridor through design, row acquisitions and construction. Includes reporting, information and technical support.	PE	~~76,500~~	~~8,500~~ 85,000		85,000		Continuing				Continuing				Continuing				Continuing			North limit of project is Dees Road in Juneau County. Fiscal constraint being handled at state level. Construction anticipated to start in MPO Planning Area after 2029. Total project cost (Madison to Wisconsin Dells) is $3.67B. Approximately $2.1B of that amount attributed to project IDs completely or partially within the Madison Metropolitan Area
*		ROW					~~13,500~~	~~1,500~~ 4,225		~~15,000~~ 4,225		Continuing				Continuing				Continuing			
X		CONST																					
111-25-011		TOTAL	~~76,500~~	85,000		85,000	~~13500~~			~~15,000~~ 4,225													
			~~NHPP~~	~~WI~~			~~NHPP~~	~~WI~~															
	INTERSTATE 39/90/94																						1012-30-00 (Design)
	Hanson Road to North County Line																						1012-30-20 (Real Estate)
	Reconstruction and Expansion from 6 to 8 lanes with associated reconstruction of bridges and interchanges. Includes new auxiliary lanes from Hanson Road to STH 19 and new Hoepker Road Interchange.	PE	~~52,200~~	~~5,800~~		~~58,000~~		~~Continuing~~ 58,000		58,000		Continuing				Continuing				Continuing			North limit of project is Richards Road in Columbia County. Fiscal constraint being handled at state level. Construction anticipated to start in MPO Planning Area after 2029. Total project cost (Madison to Wisconsin Dells) is $3.67B. Approximately $2.1B of that amount attributed to project IDs completely or partially within the Madison Metropolitan Area
*		ROW					~~9,900~~	~~1,100~~ 11,000		11,000		Continuing				Continuing				Continuing			
X		CONST																					
111-25-011		TOTAL	~~52,200~~	~~5,800~~		~~58,000~~	~~9,900~~	~~1,100~~ 69,000		~~11,100~~ 69,000													
			~~NHPP~~	~~WI~~			~~NHPP~~	~~WI~~															

[1] Project programming shown in 2029 is for informational purposes only.
(x) = Major project with capacity expansion. (*) = MPO action required.
Proj. Desc. shading denotes those projects programmed for Federal funding.
NOTE: Funds Key page 9.

PROJECT LISTINGS FOR MAJOR AMENDMENT
TO THE 2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2025 Fed	State	Local	Total	Jan.-Dec. 2026 Fed	State	Local	Total	Jan.-Dec. 2027 Fed	State	Local	Total	Jan.-Dec. 2028 Fed	State	Local	Total	Jan.-Dec. 2029 Fed	State	Local	Total	Comments
STREET/ROADWAY PROJECTS																							
WISDOT * **X** **111-25-011**	**INTERSTATE 39/90/94** S Beltline (USH 12/18) to Hanson Road Reconstruction and Expansion from 6 to 8 lanes with associated reconstruction of bridges and interchanges. Includes new auxiliary/collector-distributer lanes; new Milwaukee Street Interchange, reconstruction of STH 30/I-94 from USH 51 to new Milwaukee Street Interchange, and reconstruction of USH 151 from I-39/90/94 to Reiner Road/Grand Avenue.	PE	~~85,500~~	~~9,500~~		~~95,000~~		~~Continuing~~ 95,000		95,000	Continuing				Continuing				Continuing				1012-20-00 (Design) 1012-20-20 (Real Estate) Construction anticipated to start in MPO Planning Area after 2029. Total project cost (Madison to Wisconsin Dells) is $3.67B. Approximately $2.1B of that amount attributed to project IDs completely or partially within the Madison Metropolitan Area
		ROW					~~45,000~~	~~5,000~~		~~50,000~~		~~Continuing~~ 50,000		50,000								
		CONST																				
		TOTAL	~~85,500~~	~~9,500~~		~~95,000~~	~~45,000~~	~~5,000~~ 95,000		~~50,000~~ 95,000		50,000		50,000								
			~~NHPP~~	~~WI~~			~~NHPP~~	WI														
111-25-016	**USH 18/151** West County Line to CTH PD Corridor Study	PE	~~12,880~~	~~3,220~~		~~16,100~~	~~8,624~~ 12,528	~~2,156~~ 3,132		~~10,780~~ 15,660	Continuing				Continuing				Continuing				1200-07-01, ~~-02~~ Design for the 18/151 Corridor Study. West study limit is USH 18/151 in Town of Dodgeville (Iowa County). The study will investigate potential freeway conversion west of CTH G as well as potential capacity expansion east of CTH G. Fiscal Constraint being handled at state level.
		ROW																				
		CONST																				
		TOTAL	~~12,880~~	~~3,220~~		~~16,100~~	~~8,624~~ 12,528	~~2,156~~ 3,132		~~10,780~~ 15,660												
			~~NHPP~~	~~WI~~			NHPP	WI														

[1] Project programming shown in 2029 is for informational purposes only.
(x) = Major project with capacity expansion. (*) = MPO action required.
Proj. Desc. shading denotes those projects programmed for Federal funding.
NOTE: Funds Key page 9.

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

Introduction

Performance-Based Planning and Programming

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

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

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

The Greater Madison MPO (Metropolitan Planning Organization), the MPO for the Madison Metropolitan Area, has made significant progress in the transition to performance-based planning and programming. The MPO has tracked transportation system performance measures for many years and included its first official list of measures in its 2035 Regional Transportation Plan (RTP) Update adopted in 2012. The MPO also developed a list of congestion and reliability measures in its Congestion Management Process (CMP) adopted in 2011, and tracked those for which data was readily available. That CMP has now been replaced by an updated one with a scaled back list of measures that was included as part of the *Connect Greater Madison*: 2050 Regional Transportation Plan, adopted in May 2022. The *Connect Greater Madison* Plan maintains the same core six goals from the previous RTP, which are consistent with the national goals above, and a revised set of performance measures tied to these goals. Based on both quantitative and qualitative analyses, the multi-modal set of recommended transportation facility and service investments in the *Connect Greater Madison* Plan were selected based on

these goals and measures. These performance measures will also be used to track progress in achieving the goals over time. See Appendix B: System Performance Report in the plan.

The MPO began publishing an annual Performance Measures report in 2016 for 2015 baseline data to gauge progress in achieving the RTP goals and fulfill federal performance management requirements. A link to the 2020 report for 2019 data is at https://www.greatermadisonmpo.org/trends/documents/2019PMR_FinalWeb.pdf. The report for 2019 incorporates the federal measures along with numerous other regional measures tied to RTP 2050 goals. Due to the impacts of the COVID-19 pandemic in 2020, the MPO collected and reported required data for the federal performance measures, but did not produce a Performance Measures Report for 2020. The MPO transitioned to publishing an online interactive performance measures dashboard in 2023.

The MPO revised its set of project scoring criteria for the Surface Transportation Block Grant (STBG) – Urban program in 2023 (see Appendix A of the TIP) and for the Transportation Alternatives Program (TAP) in 2021 for use in evaluating and prioritizing projects for funding the MPO receives from those federal programs. Both sets of criteria rely heavily on quantitative scoring guidelines that are tied to RTP goals.

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

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

Performance of the Interstate System	Percentage of the Person-Miles Traveled on the Interstate that are Reliable
Performance of the NHS Excluding the Interstate	Percentage of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable
FHWA National Highway Freight Program (NHFP)	
Freight Movement on the Interstate System	Truck Travel Time Reliability Index
FTA Section 53 Funding (5307, 5310, 5311, 5337, 5339)	
Transit Asset Management (TAM)	Percentage of Revenue Vehicles Exceeding Useful Life
	Percentage of Non-Revenue Service Vehicles Exceeding Useful Life
	Percentage of Facilities Exceeding the Transit Economic Requirements Model (TERM) Scale
	Percentage of Track Segments Having Performance Restrictions
Public Transportation Agency Safety Program (PTASP)	Major Events
	Total Collisions
	Pedestrian Collisions
	Vehicular Collisions
	Object Collisions
	Fatalities
	Transit Worker Fatalities
	Injuries
	Transit Worker Injuries
	Assaults on Transit Workers
	System Reliability

All PTASP Targets are reported as integers as well as by Vehicle Revenue Mile.

Setting Targets for Performance Measures

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

Given the limited amount of historical data for most of the measures, impact of COVID-19 on travel and uncertainty in what trends the data may show moving forward, and the limited amount of funding the MPO controls, the Greater Madison MPO has elected to support the

state/transit agency targets for these measures, and to plan and program projects to contribute towards meeting these targets. The MPO adopted WisDOT's 2025 safety targets on November 6, 2024, through Greater Madison MPO 2024 Resolution No. 23. The MPO adopted WisDOT's 2023 and 2025 targets for interstate pavement condition, non-interstate NHS pavement condition, bridge condition, Interstate Reliability, non-interstate NHS reliability, and freight reliability measures through Greater Madison MPO 2023 Resolution No. 4. While the MPO supports the state targets, the MPO reports annually the Madison Metropolitan Area or Dane County data for all of the federal measures and the prior year performance and overall trend as part of its annual Performance Measures monitoring process.

The MPO intends to continue to support the Metro Transit targets for transit asset management (TAM) and for the Public Transportation Agency Safety Plan (PTASP) since Metro is the agency with expertise to best manage its assets in light of funding challenges and addressing safety. The MPO adopted the 2023 TAM and PTASP targets in November 2022 through Greater Madison MPO 2022 Resolution No. 13 and again by 2024 Resolution No. 3 in April 2024. 2024 PTASP and TAM targets were adopted in November 2025 by MPO 2025 Resolutions No. 15 and 16, respectively; the MPO will continue to adopt updated targets after Metro updates theirs.

Linkage of Investments to Performance Measures

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

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

Federal Performance Measures and TIP Analysis

Safety

[No changes to this section]

Bridge Condition

[No changes to this section]

Pavement Condition

[No changes to this section]

Travel Time Reliability and Freight Movement

[No changes to this section]

Transit Asset Management

Performance Measures and Conditions Data

Metro Transit completed and certified its initial Transit Asset Management (TAM) Plan in December 2018. The plan is considered a "living document" with reviews and revisions planned on an annual basis. The initial plan incorporated Metro's initial 2019 TAM performance measure targets for the applicable measures, which relate to the different assets, including equipment (non-revenue vehicles), rolling stock (revenue vehicles), and facilities. 2020 TAM targets were adopted in 2019 in TPB Resolution 163, 2021 targets were adopted in MPO 2020 Resolution No. 5, and 2022 targets were adopted in MPO 2021 Resolution No. 12. The MPO adopted the 2023 TAM targets in November 2022 through Greater Madison MPO 2022 Resolution No. 13, 2024 Resolution No. 3 in April 2024, and 2025 Resolution No. 16 in November 2025 and will continue to adopt updated targets after Metro updates theirs. 2025 TAM targets will remain unchanged from 2024 targets.

The table below shows the 2025 Metro/ MPO targets, 2024 performance, and 2020 baseline conditions for Metro Transit for the three TAM performance measures related to buses, non-revenue service vehicles, and facilities, which for purposes of the TAM plan are Metro's bus maintenance facilities at 1 South Ingersoll (formerly 1101 E. Washington Avenue) and 3829/3901 Hanson Road.

Performance Measure	Baseline (2020)	Performance (2024)	Target (2025)	Trend
Percentage of Rolling Stock (Buses) that Have Met or Exceeded their Useful Life	14%	14%	11%	Stable, does not meet target
Percentage of Non-Revenue Service Vehicles that Have Met or Exceeded their Useful Life	55%	63%	38%	Away from target, does not meet target
Percentage of Facilities with a Condition Rating Below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale.	100%	0%	0%	Stable, meets target
TERM rating for Ingersoll Street facility	2.0	3.7	4.0	Toward target, does not meet target

TERM rating for Hanson Road facility	3.8 (2022)	4.1	4.0	Toward target, meets/exceeds target

For buses, a 2024 target was set of having 11% of Metro's inventory exceed the useful life benchmark (ULB) of 14 years. As of December 2024, 19% of Metro's 40-foot bus fleet exceeded the ULB, and 0% of the 60-foot bus fleet exceeded the ULB. Metro uses 14 years as the ULB rather than the federal minimum of 12 years because Metro uses the oldest buses for school and other peak period only service and as reserves, thus limiting the number of miles on buses as they age. ULB performance improved from 2020-'21 because fleet transition to include new 60' articulated buses involves disposing of five additional 40' buses each year. The bus replacement plan calls for the annual replacement of 15 buses based on age and condition. With BRT and the Route Redesign projects, a fleet analysis was conducted, and Metro will require fewer 40' buses in the future so the inventory reduction process continued in 2023 with the disposal of 23 buses. The new bus delivery was delayed until 2024, so even with these disposals, the performance measure target was not met. Bus disposal proceeded in 2025 and the TAM performance of Metro's rolling stock will change dramatically as older buses are removed from the fleet in 2025 and 2026.

In 2022, Metro lengthened the ULB for non-revenue trucks from eight years to ten based on historic use and longevity of this vehicle type. Although two new vehicles were purchased in 2022, they were not delivered that year, and Metro did not meet their 38% of vehicles beyond their ULB target in 2022. Based on a 2023 inventory analysis, there will be at least two non-revenue vehicles replaced annually, which will aid in complying with the performance targets. The replacement of non-revenue vehicles occurred in 2023 with the addition of 16 vehicles and due to late deliveries, the four vehicles scheduled for disposal in 2023 were delayed until early 2024.

For TAM performance measure purposes, Metro's maintenance facilities are located at 1 South Ingersoll (formerly 1101 East Washington Avenue) and at 3829/3901 Hanson Road. Metro has adopted a TAM target of a TERM rating of 4, with 0% of facilities rated under 3. Facility TAM targets did not change in 2023, but the addition of the new Hanson Road facility and continued upgrades at the Ingersoll facility (formerly East Washington) improved performance to a TERM rating of 3.7 for the Ingersoll facility and of 4.1 for the Hanson Road facility in 2024.

Project Analysis

Metro Transit has programmed funds to continue adhering to its current bus replacement schedule of 15 buses per year. If Metro had been able to maintain this schedule, the percentage of buses at or past their ULB would have met or dropped below the 11% target by 2021; however, Metro was not able to add new electric buses as scheduled in 2020 and retained a bus scheduled for disposal to use in the interim. Increasing the fleet size by retaining a vehicle past its ULB negatively affected this performance measure in 2020 and exacerbated the measure in 2021 as the entire fleet aged, but the 2022 bus replacement brought this measure under the 11% target to 8%. The fleet transition plan for BRT and the Network Redesign will result in reducing the number of older 40' buses, and replace them with 60' articulated buses, which will

further reduce the percentage of the fleet beyond their ULB once older buses have been disposed of.

Metro's replacement plan for service vehicles is more flexible with funding allocated each year and a decision made annually on which vehicles to replace based on age, repair history, and any anticipated major repairs. It is less certain whether Metro will be able to meet its performance target for service vehicles based on the funding currently programmed. Due to the combined need to make facility repairs and the unexpected costs associated with the COVID-19 pandemic, these purchases have not taken place since 2020.

Metro's maintenance facility at 1 South Ingersoll (formerly 1101 E. Washington Avenue) has been in need of major renovation. It was operated over capacity, having been designed to serve 140 buses, but servicing as many as 220 buses in 2021. The facility had had no significant upgrades since it was built 40 years ago, until renovations began in 2018. Investment in the facility was delayed for years in anticipation of a relocation, but a full relocation of the facility is no longer being considered. Facility and functional issues included: inadequate ventilation, heating, and cooling; an open-air wash line creating air quality problems; needed upgrades to emergency egress lighting; confined number of work bays and poor space layout; and right-turn vs. desired left-turn circulation for buses.

A facility renovation plan was developed with the assistance of an engineering firm, Mead & Hunt, with improvements to be implemented in four phases starting in 2019 through 2025. Roof repairs were already made. Because of the need to use its federal formula funding for buses and capital maintenance, the facility renovation was 100% locally funded.

Implementation of the programmed facility renovation plan has allowed the facility to meet the federal performance measure target. An inventory and condition assessment completed in 2022 reflects the impact of ongoing repairs and upgrades on meeting the facility TAM performance target, with the TERM rating increasing from 1.0 to 2.0 in 2019, to 2.5 in 2020, to 3.6 in 2022, and 3.7 in 2023 and 2024.

Public Transportation Agency Safety Plan

Performance Measures and Conditions Data

Metro Transit completed and certified its initial Public Transportation Agency Safety Plan (PTASP) in July 2020. The plan is considered a "living document" with reviews and revisions planned on an annual basis. The initial plan incorporated Metro's initial 2020 PTASP performance measure targets for the applicable measures. The MPO adopted the same 2020 targets that Metro adopted in TPB Resolution No. 163, which remained unchanged in 2021, adopted in MPO 2020 Resolution No. 5. Metro updated its PTASP performance measure targets for 2022 in MPO 2021 Resolution No. 12. The MPO adopted the 2023 PTASP targets in November 2022 through Greater Madison MPO 2022 Resolution No. 13, 2023 targets with the 2023-2027 TIP in October 2022 by 2022 Resolution No. 8, 2024 targets in November 2025 by 2025 Resolution No. 15, and will continue to adopt updated targets after Metro updates theirs.

The Metro/MPO Safety Performance Targets for 2022 included reductions in the Bus Transit targets for Injuries and Safety Events, as well as modifying the way the System Reliability/State of Good Repair measurement is reported to improve consistency with other measures. The 2025 targets are shown in the table below, with actual 2024 performance. 2025 PTASP targets are updated to include IIJA-required changes to PTASP targets. The new performance measures are: Collision Rate, Pedestrian Collision Rate, Vehicular Collision Rate, Transit Worker Fatality Rate, Transit Worker Injury Rate, Assaults on Transit Workers, and Rate of Assaults on Transit Workers. These additions are consistent with the Bipartisan Infrastructure Law's increased focus on bus collisions and transit worker safety. Targets for these new measures must be based on the three-year rolling average for each of these measures; since 2023 was the first year in which this information was collected, targets could not be set until data became available for 2024 and 2025. Additionally, BRT has its own targets, as a separate mode of transit in addition to Bus Transit and Paratransit.

Transit Safety Performance Targets 2024 – Actual vs Target								
Mode of Service	**Fatalities** (total)	**Fatalities** (per 100,000 VRM)	**Injuries** (total)	**Injuries** (per 100,000 VRM)	**Safety Events** (total)	**Safety Events** (per 100,000 VRM)	**System Reliability/ State of Good Repair** (per 100,000 VRM)	**Major Events** (total)
Bus Transit Baseline (2022)	0	0	6	.12	293	5.77	6.05	NA
Bus Transit Actual	0	0	8	.18	471	10.66	2.08	2
Bus Transit Targets	0	0	10	.23	300	6.79	4	0
Bus Trends	Stable, meets target	Stable, meets target	Increa-sing, meets target	Increa-sing, meets target	Increa-sing, exceeds target	Increa-sing, exceeds target	Decreasing, meets target	NA
Paratransit Baseline (2022)	0	0	0	0	8	.97	0	NA
Paratransit Actual	0	0	1	.15	3	.35	0	0
Paratransit Targets	0	0	1	.15	20	3.07	1.82	0
Paratransit Trends	Stable, meets target	Stable, meets target	Increa-sing,	Increa-sing,	Decrea-sing,	Decrea-sing,	Stable, meets target	NA

			meets target	meets target	meets target	meets target		

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

In addition to updating safety-related performance measure targets, Metro's 2022 PTASP Annual Review addressed new requirements included in the BIL/IIJA. As a result of these new requirements, Metro's safety planning team, management team and the Teamsters Union Local No. 695 created a new safety committee composed of frontline employees and management. The new team is responsible for identifying, recommending, and analyzing the effectiveness of risk-based mitigations or strategies to reduce consequences identified in the agencies' safety risk assessment.

Metro's safety coordinator developed safety training for Maintenance employees which includes the required topic of de-escalation. Metro already has a comprehensive new hire and refresher staff training program for its bus operators. De-escalation training was added to this program in November of 2021.

The FTA has updated the National Public Transportation Safety Plan to provide additional information on how agencies can meet the new requirement for safety performance targets. However, performance targets for a risk reduction program are required to be based on three-year rolling averages, so targets could not be set until 2024 data became available.

Due to supply change issues and problems with the new 2022 fleet, Metro had a large number of newer buses that had to sit waiting for parts and repairs, therefore they were running older buses on main routes at times, which contributed to the higher number of break downs that caused service interruptions. Metro added fifteen new buses to its fleet in 2022 and retired fifteen older buses. Continued fleet replacement in 2023 and 2024—in which 62 new buses were received—has reduced the System Reliability/State of Good Repair measure below the target. Although disposal of older vehicles has been delayed, it is anticipated that 2025 and 2026 will see further improvements due older vehicles being retired from the fleet.

<u>Project Analysis</u>
Safety-related projects in the Transit Capital and Transit Operating categories include preventative maintenance of transit vehicles, which is fundamental to meeting the System Reliability target, and facility renovations at Metro's maintenance facility at 1 South Ingersoll (formerly 1101 E. Washington Avenue), which has been in need of major renovation. For many years, it operated over capacity, having been designed to serve 140 buses but servicing as many as 220 buses in recent years. Until 2019, the facility had no significant upgrades since it was built 40 years previously. Investment in the facility was delayed for years in anticipation of a relocation. Prior to recent upgrades, facility and functional issues included: inadequate ventilation, heating, and cooling; an open-air wash line creating air quality problems; needed upgrades to emergency egress lighting; confined number of work bays and poor space layout; and right-turn vs. desired left-turn circulation for buses.

A facility renovation plan was developed with the assistance of an engineering firm, Mead & Hunt, with improvements to be implemented in 6 phases starting in 2019 through 2024. Because of the need to uses its federal formula funding for buses and capital maintenance, the facility renovation was 100% locally funded. Metro determined that final phases needed to be delayed due to funding needed to implement the planned east-west BRT route and other needs. Implementation of the programmed facility renovation plan improved safety for Metro staff and will help Metro continue to meet or exceed the performance targets for Fatalities, Safety Events, and System Reliability; the performance targets for Injuries relate to riders of vehicles in service, and will not be impacted by safety improvements at the maintenance facility.

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

The 3B phase includes the operations unit areas. The biggest impact will be new driver amenities, including a break room that is the proper size to accommodate all drivers, quiet spaces and rooms to rest, kitchen amenities, and new furniture. Well-rested drivers are safe drivers. The current environment for them is sub-optimal. Operations will have a larger dispatch office and supervisor amenities to improve their working environment. This will have positive impacts to service delivery and safety. A more organized and properly sized workspace will enable supervisors to work with a lower rate of error. If an operations supervisor makes a mistake, it often has an impact on service delivery. For example, when a supervisor takes a sick call from a driver but forgets to assign the work to a standby driver. That bus doesn't run or is heavily delayed which as a domino effect on the system with passenger overloads, potential safety issues with passengers or students waiting outdoors for a longer period of time, etc. A better work environment will reduce the likelihood of this type of mistake.

The federal 5307/5337/5339-funded annual bus purchases in this TIP will help reduce the age of the Metro transit revenue vehicle fleet and should result in a lower number of System Reliability/State of Good Repair incidents.

PROJECT LISTINGS FOR AMENDMENT NO. 14 TO THE 2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM

ENTER DATE

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2025 Fed	State	Local	Total	Jan.-Dec. 2026 Fed	State	Local	Total	Jan.-Dec. 2027 Fed	State	Local	Total	Jan.-Dec. 2028 Fed	State	Local	Total	Jan.-Dec. 2029 Fed	State	Local	Total	Comments
PEDESTRIAN/BICYCLE PROJECTS																							
CITY OF MADISON * **(111-15-001)** **111-23-018**	**CAPITAL CITY TRAIL (Buckeye Extension)** Segments 5 and 6. ~~Wagon Trail~~ Vondron Road to I-39/90 Construct new multi-use path ~~with rail crossing~~. (~~0.21~~ 0.73 mi.)	PE ROW CONST TOTAL					~~1,511~~ ~~1,511~~ ~~TA~~		~~378~~ ~~378~~ ~~M~~	~~1,889~~ ~~1,889~~	1,511 1,511 TA	~~Continui~~	1,069 1,069 M	2,580 2,580									~~Includes RR crossing at Wagon Trail~~
DISCRETIONARY PROGRAM (FHWA ADMINISTERED) PROJECTS																							
CITY OF SUN PRAIRIE *	**CITY OF SUN PRAIRIE SUPPLEMENTAL PLANNING AND DEMONSTRATION ACTIVITIES** Demonstration activities, a city traffic study and model, and a Vision Zero public education campaign for the City's Vision Zero Safety Action Plan. Deliverables include 4 quick-build demonstration projects with before-and-after evaluation, a citywide traffic model to analyze the high-injury network, and outreach materials to inform updates to the Action Plan.	PL CONST TOTAL					177 27 204 SS4A		44 7 51 SP	221 34 255	Continuing				Continuing								
STREET/ROADWAY PROJECTS																							

[1] Project programming shown in 2027 is for informational purposes only.
(x) = Major project with capacity expansion. (*) = MPO action required. Shading denotes those projects programmed for Federal funding.
NOTE: Funds Key page 9.

PROJECT LISTINGS FOR AMENDMENT NO. 14 TO THE 2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM

ENTER DATE

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Jan.-Dec. 2028				Jan.-Dec. 2029				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	

[1] Project programming shown in 2027 is for informational purposes only.
(x) = Major project with capacity expansion. (*) = MPO action required. Shading denotes those projects programmed for Federal funding.
NOTE: Funds Key page 9.

Greater Madison MPO Municipal guidance on e-bike, e-moto, and other e-micromobility device regulation

DRAFT January 20, 2026

This guidance is intended to foster the development of consistent local ordinances across jurisdictions, with the purpose of encouraging municipalities to support the use of new mobility modes while protecting public safety.[1] Adopting consistent regulations of micromobility devices across municipal and state borders is supported by numerous national and state-specific organizations, including the Governor's Highway Safety Association[2], People for Bikes[3], and Ride Illinois[4].

With improvements in battery technology, e-bikes, e-motos, e-scooters, and other micromobility devices have exploded in popularity, and are now common sights in both urban areas and small towns. These devices provide inexpensive, accessible mobility options, and have become popular with people who are unable to drive, unable to afford a motor vehicle, or are looking for a more efficient and enjoyable way to move about in their communities.

The Greater Madison MPO recognizes that the development and adoption of these technologies has outpaced their definition and regulation by state and federal lawmakers and regulators, and that many communities are struggling to address safety concerns resulting from their proliferation. This guidance offers municipalities a consistent set of definitions and expectations to assist with developing appropriate, regionally consistent regulations governing how and where these devices may be legally used.

The Greater Madison MPO discourages outright bans on legal (low-speed) e-bikes, e-scooters, and other micromobility devices. These devices fill an important niche in the transportation landscape and improve mobility options for many lower-income and/or disabled people, as well as the public in general. The Greater Madison MPO encourages municipalities and the State of Wisconsin to integrate these types of low-speed devices into their transportation networks, policies, and regulations.

Due to a variety of factors, particularly the high-speed capabilities of some of these types of devices relative to their non-motorized counterparts, many communities are considering new regulations on the use of micromobility devices, with some adopting outright bans on micromobility devices. Before taking such drastic action, there are several questions communities should ask themselves to better define the problem:

- Are concerns focused on school children riding too fast, people riding on sidewalks or something else?
- Are problems related to poor etiquette or a failure to follow the rules of the road?
- Are these devices being used by non-drivers to commute or run errands, or are they purely recreational?
- Are people with disabilities or mobility impairments using them as mobility devices?

Any proposed ordinance or law that restricts community mobility must be publicly vetted to ensure that elected officials are aware of and have carefully considered public opinion on the proposed restrictions to ensure that such restrictions do not violate federal civil rights law and meet the needs of the community.

---

[1] Based on Ride Illinois' guidance at https://rideillinois.org/safety/municipal-guidance/, revised to match Wisconsin statutes

[2] https://www.ghsa.org/sites/default/files/2025-09/GHSA_Policies_Priorities_2025.pdf Section G.4

[3] https://www.peopleforbikes.org/news/solutions-to-the-e-moto-problem

[4] https://rideillinois.org/safety/municipal-guidance/

The Problem

Electrically powered personal mobility devices have proliferated in recent years, and many communities are experiencing public concern and pushback against them. Unfortunately, the explosive growth in the use of these devices has exceeded the capacity of national, state, and local governments to adopt definitions and regulations regarding their use. As a result, many communities have adopted, or are considering, outright bans on such devices rather than grappling with the differences between available devices and how they can be safely managed. In Wisconsin, as in many states, many available micromobility devices do not fit into the classes identified in state law. One of the key issues is that many device types are defined by their maximum speed. This is a problem because devices that look nearly identical may have very different top speeds, with some exceeding the maximum speed for that device type as defined in statute. These vehicles essentially do not exist under law.[5]

Whether shopping online or at brick-and-mortar retailers, buyers are often confronted with a variety of similar looking options with no clear way of discerning their different standings under state law. Some may qualify as street-legal e-micromobility devices. Others may be undefined in state law and therefore be illegal to operate on public roads. Others may be classified as motorcycles under state law, subjecting riders to licensing and insurance requirements, such as with e-bikes that do not fit in one of the three defined classes.[6] These un-defined or "out-of-class" electric vehicles are the subject of this guide and its recommendations.

It is worth noting that under Wisconsin Statute, many important pedestrian protections already exist such as Wis Stat 346.804 (text below). While many pedestrians may not feel safe walking with higher-speed users on the same facility, there is a significant question of whether speed restrictions would have much effect on path behavior. Police agencies often do not have the resources to enforce such restrictions. Studies by the City of Madison Traffic Engineering Division have shown that very few bike path users exceed 20 MPH, with only a small portion doing so, even in downhill straightaway conditions.

Signage reminding device users to maintain reasonable speeds, yield to pedestrians, and provide space when passing as required by 346.28(1) may be more effective than passing restrictions that are difficult to enforce.

Definitions[7] & Statutes

Unless cited otherwise, definitions and statutes appear as published on www.Wisconsin.gov/statutes on the date of drafting. Text in italics is a summary of the relevant portions of the adopted text, not a direct quote of adopted text.

"Bicycle" means every vehicle propelled by feet or hands acting upon pedals or cranks and having wheels any 2 of which are not less than 14 inches in diameter.

"Bicycle lane" means that portion of a roadway set aside by the governing body of any city, town, village, or county for the exclusive use of bicycles, electric scooters, electric personal assistive mobility devices, or other modes of travel where permitted under s. 349.23 (2) (a), and so designated by appropriate signs and pavement markings.

[5] For example, an e-scooter which does not have a seat and is therefore not a motorcycle, but which is capable of speeds exceeding 20 mph under electric power alone.

[6] For example, an e-bike that has had its software cracked and which can now exceed design specifications, or commercially available bike-like e-vehicles that may not even have pedals.

[7] WS 340.01 Vehicles - General Provisions, Words and phrases defined.

"Bicycle way" means any path or sidewalk or portion thereof designated for the use of bicycles, electric scooters, and electric personal assistive mobility devices by the governing body of any city, town, village, or county.

Under Wisconsin law[8], there are three classes of electric bikes (e-bikes):
"Electric bicycle" means a bicycle that is equipped with fully operative pedals for propulsion by human power and an electric motor of 750 watts or less and that meets the requirements of any of the following classifications:

(a) Class 1 electric bicycle is an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.
(b) Class 2 electric bicycle is an electric bicycle that may be powered solely by the motor and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.
(c) Class 3 electric bicycle is an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour.

Authority to regulate the operation of the power unit of electric bicycles.
The governing body of a municipality or county may by ordinance prohibit the operation, with the power unit in operation, of electric bicycles on bikeways, as defined under s. 84.60 (1) (a), under its jurisdiction.[9]

"Electric personal assistive mobility device" means a self-balancing, 2-nontandem-wheeled device that is designed to transport only one person and that has an electric propulsion system that limits the maximum speed of the device to 15 miles per hour or less.

Electric personal assistive mobility devices on roadways and sidewalks.
(a)

1. Except as otherwise prohibited in this chapter, a person may operate an electric personal assistive mobility device upon any roadway or sidewalk that is under the jurisdiction of the department.
2. Except as provided in s. 349.236 (1) (c), the department may by rule prohibit electric personal assistive mobility devices upon any roadway under its jurisdiction for which the speed limit is more than 25 miles per hour, and may by rule prohibit such devices upon any sidewalk under its jurisdiction. This subdivision does not apply upon any sidewalk at a permanent or temporarily established driveway.
(b) A person may operate an electric personal assistive mobility device upon any roadway under the jurisdiction of a local authority, subject to any prohibitions specified by municipal ordinance enacted under s. 349.236.[10]

"Electric scooter" (e-scooter) means a device weighing less than 100 pounds that has handlebars and an electric motor, is powered solely by the electric motor and human power, and has a maximum speed of not more than 20 miles per hour on a paved level surface when powered solely by the electric motor. "Electric scooter" does not include an electric personal assistive mobility device, motorcycle, motor bicycle, electric bicycle, or moped.

Electric scooters on roadways, sidewalks, bicycle lanes, and bicycle ways.

(a) Except as otherwise prohibited in this chapter, a person may operate an electric scooter upon any roadway, sidewalk, bicycle lane, or bicycle way that is under the jurisdiction of the department or that is open to operation of bicycles.
(b) A person may operate an electric scooter upon any roadway, sidewalk, bicycle lane, or bicycle way under the jurisdiction of a local authority, subject to any restrictions or prohibitions specified by municipal ordinance enacted under s. 349.237.

---

[8] 2019 Wisconsin Act 34 https://docs.legis.wisconsin.gov/2019/related/acts/34
[9] Wisconsin Statutes 349.18(4)
[10] Wisconsin Statutes 349.18

(c) No person may operate an electric scooter upon any roadway, sidewalk, bicycle lane, or bicycle way at a speed in excess of 15 miles per hour.[11]

Authority to regulate electric scooters.
The governing body of any municipality or county may, by ordinance, regulate the rental and operation of electric scooters in a manner consistent with the regulation of bicycles in the municipality or county, except that the governing body of any municipality or county may do any of following:

(1) Restrict or prohibit the operation of electric scooters on any roadway under its jurisdiction having a speed limit of more than 25 miles per hour.
(2) Restrict or prohibit the operation of electric scooters on any sidewalk or bicycle way under its jurisdiction.
(3) Establish requirements for and limitations on the parking of electric scooters on roadways, sidewalks, bicycle lanes, or bicycle ways under its jurisdiction.
(4) Restrict or prohibit the short-term commercial rental of electric scooters to the general public.[12]

"In-line skates" means skates with wheels arranged singly in a tandem line rather than in pairs.

"Moped" means any of the following motor vehicles capable of speeds of not more than 30 miles per hour with a 150-pound rider on a dry, level, hard surface with no wind, excluding a tractor, a power source as an integral part of the vehicle and a seat for the operator:

1. A bicycle-type vehicle with fully operative pedals for propulsion by human power and an engine certified by the manufacturer at not more than 130 cubic centimeters or an equivalent power unit.
2. A motorcycle with an automatic transmission and an engine certified by the manufacturer at not more than 50 cubic centimeters or an equivalent power unit.

"Moped" does not include a motor bicycle or electric bicycle.

"Motor bicycle" means a bicycle to which a power unit that is not an integral part of the vehicle has been added to permit the vehicle to travel at a speed of not more than 30 miles per hour with a 150-pound rider on a dry, level, hard surface with no wind and having a seat for the operator. "Motor bicycle" does not include an electric bicycle.

"Motorcycle" means a motor vehicle originally manufactured with motive power, a seat or saddle requiring the rider to sit astride, not more than 3 wheels in contact with the ground, steering controlled by handlebars, and acceleration and braking controlled with handlebar and foot controls and that is capable of speeds in excess of 30 miles per hour.

"Motor vehicle" means a vehicle, including a combination of 2 or more vehicles or an articulated vehicle, which is self-propelled, except a vehicle operated exclusively on a rail. "Motor vehicle" includes, without limitation, a commercial motor vehicle or a vehicle which is propelled by electric power obtained from overhead trolley wires but not operated on rails. A snowmobile, an all-terrain vehicle, a utility terrain vehicle, an electric scooter, and an electric personal assistive mobility device[13] shall be considered motor vehicles only for purposes made specifically applicable by statute. "Motor vehicle" does not include an electric bicycle.

"Other power-driven mobility device" (OPDMD) means any mobility device powered by batteries, fuel, or other engine that is used by individuals with mobility disabilities for the purpose of locomotion, including golf cars, electronic personal assistance mobility devices such as the Segway® PT, or any mobility device designed to operate in areas without defined pedestrian routes, but that is not a wheelchair. When an OPDMD is being used by a

[11] Wisconsin Statutes 346.94(18s)
[12] Wisconsin Statutes 349.237
[13] Where electric scooters and electric personal assistive mobility devices are treated differently ("purposes made specifically applicable statute") includes local authority to regulate e-scooters but not electric personal assistive devices (349.237).

person with a mobility disability, different rules apply under the ADA than when it is being used by a person without a disability.[14]

"Pedestrian" means any person afoot or any person in a wheelchair, either manually or mechanically propelled, or other low-powered, mechanically propelled vehicle designed specifically for use by a physically disabled person, or a person using an OPDMD, but does not include any person using an electric scooter, an electric personal assistive mobility device.

"Play vehicle":

(a) Means a coaster, skateboard, roller skates, sled, toboggan, unicycle or toy vehicle upon which a person may ride.

(b) Does not include in-line skates or electric scooters.

"Vehicle" means every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, except railroad trains. A snowmobile, an all-terrain vehicle, a personal delivery device, an electric scooter, and an electric personal assistive mobility device shall not be considered a vehicle except for purposes made specifically applicable by statute.

346.78 Play vehicles not to be used on roadway. *Prohibits the use of play vehicles in roadways except where crossing in a crosswalk.*

346.79 Special rules applicable to bicycles. Whenever a bicycle is operated upon a highway, bicycle lane or bicycle way the following rules apply: …

(5) No person may ride a moped or motor bicycle with the power unit in operation upon a bicycle way.

346.80 Riding bicycle, electric scooter, or electric personal assistive mobility device on roadway. *Specifies circumstances under which riders may ride two abreast, where in travel lanes they should ride, and allows prohibitions against riding on designated streets and highways.*

346.803 Riding bicycle, electric scooter, or electric personal assistive mobility device on bicycle way. *Specifies requirements such as giving audible warning when passing, obeying traffic signals and signs, and yielding to other users.*

346.804 Riding bicycle on sidewalk. When local authorities under s. 346.94 (1) permit bicycles on the sidewalk, every person operating a bicycle[15] upon a sidewalk shall yield the right-of-way to any pedestrian and shall exercise due care and give an audible signal when passing a bicycle, electric scooter, or electric personal assistive mobility device rider or a pedestrian proceeding in the same direction.

346.805 Riding electric scooter or electric personal assistive mobility device on sidewalk. Except as provided in ss. 346.94 (18) (a) 2. and (18s), 349.236 (1) (b), and 349.237, a person may operate an electric scooter or an electric personal assistive mobility device upon any sidewalk. Every person operating an electric scooter or an electric personal assistive mobility device upon a sidewalk shall yield the right-of-way to any pedestrian or bicyclist[16] and shall exercise due care and give an audible signal when passing a bicycle or other electric scooter or electric personal assistive mobility device or a pedestrian proceeding in the same direction.

346.806 Special rules applicable to electric bicycles.

[14] ADA Title II and Title III rule effective March 15, 2011. https://www.ada.gov/resources/opdmds/
[15] Including e-bikes
[16] Including e-bicyclists

(1) Except as otherwise expressly provided, an electric bicycle and an operator of an electric bicycle shall be afforded all the same rights and privileges, and be subject to the same duties, provided in chs. 340 to 351 as a bicycle or an operator of a bicycle. An electric bicycle shall be considered a vehicle to the same extent as a bicycle.

Recommended Definitions & Restrictions

"E-moto" means any type of device with an electric motor greater than 750 Watts, capable of speeds greater than 20 mph without pedal assist, or otherwise beyond the definition of a Class 1, 2, or 3 electric bicycle (e-bike) or micromobility device. These devices are not legal e-bikes or e-scooters and should not be advertised, sold, offered for sale, or labeled as e-bikes or e-scooters. Only such devices with a Vehicle Identification Number (VIN) can be registered and insured for street use, and a Class M (motorcycle) license is required to operate them. The majority of such devices do not have a VIN and cannot be registered and may only be used on private property. These devices are also known as "Out-of-Class Electric Vehicles" (OCEVs).

"Micromobility device" includes a broad range of lightweight vehicles that serve as personal mobility device and have a top assisted speed of 20 mph. These devices are designed to accommodate a single rider but may be equipped with after-market child carriers. These devices include e-skateboards, e-unicycles, and other such devices regardless of the number of wheels, with a motor no greater than 750 Watts and having a top speed of 20 mph.

The regulation of the use of these devices should be incorporated into statutes and ordinances regulating other vehicles and mobility devices. Figure 1 shows where each type of vehicle should be allowed or prohibited, as well as instances which should be carefully considered by elected officials prior to adopting regulations for their community.

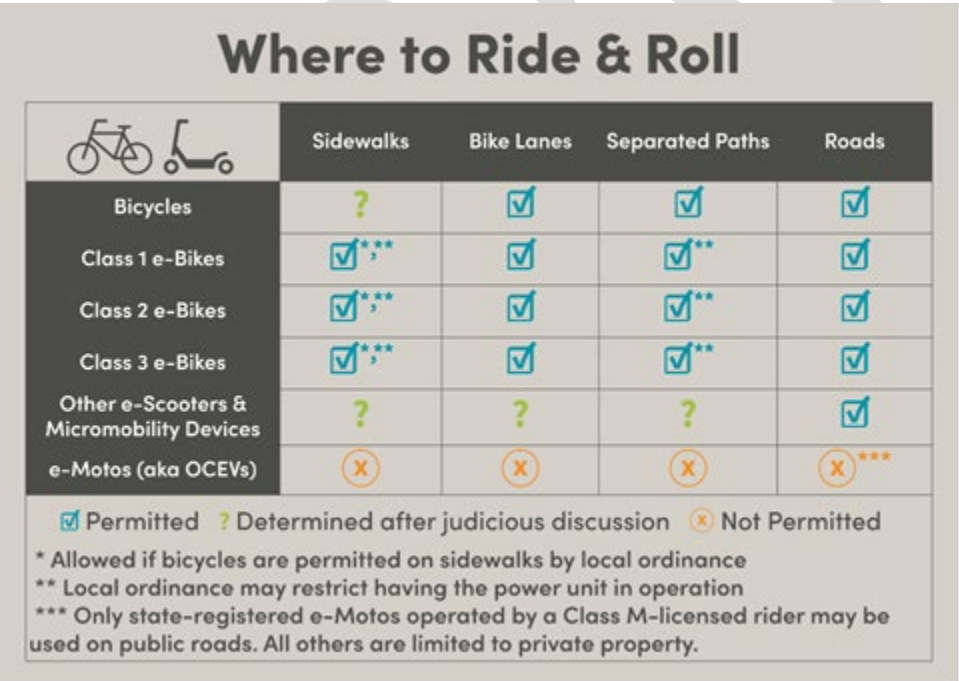

Figure 1. Where to Ride & Roll

When developing a state law or municipal ordinance, the Greater Madison MPO encourages elected officials to consider the impact of the proposed law on:

- Low-income individuals and families.
- Individuals, including youth and seniors, with limited mobility.

- Individuals, including youth and seniors, who can't drive or don't own or have access to a motor vehicle.
- Pedestrian safety, including people with disabilities.

Additional notes and recommendations:

- A driver's license is not required to operate legal classes of e-bikes, e-scooters, and micromobility devices.
- A class M driver's license is required to operate e-motos that have been registered as motor vehicles; e-motos that have not been registered as motor vehicles may only be ridden on private property.
- Pedestrian right of way should continue to be strengthened, so that rules are clear that any person riding a human-powered bicycle, e-bike, e-scooter, or micromobility device upon a sidewalk, shared-use path, or trail must yield the right of way to pedestrians and users of electric personal assistive mobility devices.
- Rather than attempting to set speed limits on various paths that can create additional confusion and conflict between laws, rules should continue to be promulgated that indicate that no person shall operate a human-powered bicycle, e-bike, e-scooter, or micromobility device at a speed greater than is reasonable and prudent under existing conditions.
- Modifications to e-bikes, e-scooters, or micromobility devices to change the manufacturer's speed capability should be prohibited.
- Helmet use by individuals riding bicycles, e-bikes, e-scooters, and micromobility devices is strongly encouraged, but should not be required. Helmets significantly reduce the risk of head injuries if a crash occurs.
- E-bikes, e-scooters, and micromobility devices must be equipped with a functioning white front headlight and rear reflector or red taillight during nighttime use.
- Adopting bans on the operation of e-bike power units on bikeways under Wisconsin Statutes 349.18(4)9a) is not recommended.
- If trail or path speed limits are set, they should be set no lower than at 20 mph.
- Personal responsibility is essential, regardless of facility or type of device being used, speed limit, or conditions.
- Education-focused efforts are preferred over punitive measures. Fines for minor violations should be modest, to avoid creating financial hardship.

Recommended State Restrictions

- No person shall sell any e-bike, e-scooter, or micromobility device designed to be easily modifiable to an e-moto. This includes any dongles, apps, or other means of reprogramming or removing speed or power limitations on the device.
- No person shall sell any "crossover" devices such as e-motos with pedals and one or more settings limiting speeds to 20 mph or less and other settings with higher speed limits. These vehicles may only be ridden on private property, unless they are registered as motor vehicles. They may not be ridden in any bike lane, on sidewalks, or upon any off-street path or trail.
- False advertising of e-motos as "street legal" electric bicycles should be prohibited, and retailers of e-motos should be required to disclose to buyers the legal status of the device and where it may legally be operated.
- E-motos should be required to meet applicable motor vehicle (on-road) or consumer product (off-road), electrical, and battery safety standards.

MPO 2026 Resolution No. X
Adopting Greater Madison MPO Municipal guidance on e-bike, e-moto, and other e-micromobility device regulation

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 proliferation of e-bikes, e-scooters, and other e-mobility devices has outpaced the state or federal governments' regulation of such devices; and

WHEREAS, significant increases in injuries and even fatalities have corresponded with the increased use of e-motos capable of higher speeds; and

WHEREAS, some members of the public and some elected officials have expressed concern about the safety of e-mobility devices and proposed to ban or otherwise restrict their use; and

WHEREAS, staff of area MPO partner communities have requested guidance on reasonable and effective regulation of e-mobility devices that do not fit within any current legally-defined category of device; and

WHEREAS, legally defined, lower-speed micromobility devices play an important role in local and regional transportation systems, including providing mobility options for people with disabilities, lower-income households, and non-drivers; and

WHEREAS, in cooperation with staff of area communities and the Wisconsin Bike Fed, Greater Madison MPO staff have drafted recommended guidance for the definition and regulation of e-motos that do not fit within any existing classification of e-mobility devices in Wisconsin statutes:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO Policy Board adopts the Greater Madison MPO Municipal guidance on e-bike, e-moto, and other e-micromobility device regulation.

_____ _____

Date Adopted Doug Wood, Chair, Greater Madison MPO