

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

February 4, 2026

[Virtual Meeting via Zoom](#)

6:30 p.m.

- **Written Comments:** You can send comments on agenda items to mpo@cityofmadison.com.
- **Register for Public Comment:**
 - Register to speak at the meeting.
 - Register to answer questions.
 - Register in support or opposition of an agenda item (without speaking).
 - **Watch the Meeting:** If you would like to join the meeting as an observer, please visit <https://www.cityofmadison.com/clerk/meeting-schedule/watch-meetings-online>
 - **Listen to the Meeting by Phone:** You can call in to the **Greater Madison MPO** using the following number and meeting ID:
 - (833) 928-4609
 - Meeting ID: 849 6239 5907

If you need an interpreter, materials in alternate formats, or other accommodations to access this meeting, contact the Madison Planning Dept. at (608) 266-4635 or TTY/TEXTNET (866) 704-2318.

Please do so at least 72 hours prior to the meeting so that proper arrangements can be made.

Si usted necesita un interprete, materiales en un formato alternativo u otro tipo de acomodaciones para tener acceso a esta reunión, contacte al Departamento de Desarrollo Comunitario de la ciudad al (608) 266-4635 o TTY/TEXTNET (866) 704-2318.

Por favor contáctenos con al menos 72 horas de anticipación a la reunión, con el fin de hacer a tiempo, los arreglos necesarios.

Yog tias koj xav tau ib tug neeg txhais lus, xav tau cov ntaub ntawv ua lwm hom ntawv, los sis lwm yam kev pab kom koom tau rau lub rooj sib tham no, hu rau Madison Lub Tuam Tsev Xyuas Txog Kev Npaj, Lub Zej Zos thiab Kev Txhim Kho (Madison Planning, Community & Economic Development Dept.) ntawm (608) 266-4635 los sis TTY/TEXTNET (866) 704-2318.

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

如果您出席会议需要一名口译人员、不同格式的材料，或者其他的方便设施，请与 Madison Planning, Community & Economic Development Dept. 联系，电话是 (608) 266-4635 或 TTY/TEXTNET (866) 704-2318。
请在会议开始前至少 72 小时提出请求，以便我们做出安排。

AGENDA

- 1) Roll call and introductions
- 2) Approval of December 3, 2025 Meeting Minutes
- 3) Communications – numerous messages regarding the WisDOT Beltline study
- 4) Public Comment for Items *Not* on the Agenda

- 5) Public Hearing on Amendment to the 2025-2029 Transportation Improvement Program
 - a. Metro Transit's Section 5339(c) Low-No Emission grant (New)
 - b. WisDOT's Interstate 39/90/94 (Beltline Highway to North County Line) Reconstruction & Capacity Expansion Project (Revise funding and schedule)
 - c. WisDOT's USH 18/151 (West County Line to CTH PD) Corridor Study (Revise funding and schedule)
- 6) MPO 2026 Resolution No. 1 Approving Amendment No. 14 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
 - a. Addition of Annual Public Transit Agency Safety Plan Performance Measure Targets and Annual Transit Asset Management Plan Targets
- 7) MPO 2026 Resolution No. 2 Approving Amendment No. 15 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
Transit Projects:
 - a. Metro Transit's Section 5339(c) Low-No Emission grant (New, Implementation in 2026)
Ped/Bike Projects:
 - b. City of Madison's Capital City Trail (Buckeye Extension) Segments 5 and 6 (Revise schedule, project limits, and local funding)
Discretionary Program (FHWA Administered) Projects:
 - c. City of Sun Prairie's Safe Streets for All (SS4A) grant for Supplemental Vision Zero Planning and Demonstration Activities (New, Implementation starting in 2026)
- 8) MPO 2026 Resolution No. 3 Approving Amendment No. 16 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
WisDOT Projects:
 - a. Beltline Highway (USH 12/14/18/151) Seminole Highway to I-39/90 Resurfacing (New Illustrative Project, Construction in 2033)
 - b. Interstate 39/90 (USH 12/18 to Siggelkow Road) Resurfacing (New Illustrative Project, Construction in 2033)
 - c. USH 14 (CTH KP/Market Street in Cross Plains to CTH KP in Mazomanie) Resurfacing (New, Construction in 2033)
 - d. USH 18/151 (Beltline Highway to Fitchrona Road) Resurfacing (New Illustrative Project, Construction in 2033)
- 9) MPO 2026 Resolution No. 4 Approving Amendment No. 17 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
 - a. WisDOT's USH 18/151 (West County Line to CTH PD) Corridor Study (Revise funding and schedule)
- 10) MPO 2026 Resolution No. 5 Approving Amendment No. 18 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
 - a. WisDOT's Interstate 39/90/94 (Beltline Highway to North County Line) Reconstruction & Capacity Expansion Project (Revise funding and schedule)
- 11) Greater Madison MPO Municipal guidance on e-bike, e-moto, and other e-micromobility device regulation (for discussion only)

12) Announcements and Staff Reports

13) Adjournment

Next meeting: Wednesday March 4th, 2026, Virtual

DRAFT

**Greater Madison Metropolitan Planning Organization (MPO)
December 3, 2025, Meeting Minutes**

Virtual Meeting hosted via [Zoom](#)

Wood called the meeting to order at 6:33 p.m.

1. Roll Call and Introductions

Members present: Richelle Andrae, Liz Callin, John Duncan, Michelle Elias, Derek Field, MGR Govindarajan, Barbara Harrington-McKinney, Bill Jetzer, Christof Spieler, Doug Wood

Members absent/excused: Clement Abongwa (excused), Cassandra Benedict (excused), Adrienne Nienow (absent), Kristi Williams (excused)

MPO staff present: Alex Andros, David Kanning

Others present in an official capacity: Troy Klein, Briant Novinska-Lois

2. Approval of November 6, 2025, Meeting Minutes

Action: Jetzer moved, Elias seconded, to approve the November 6, 2025, meeting minutes. Motion carried.

3. Communications

- New York Times article on free bus program in Iowa City, Iowa, dated November 2025, shared by Alder and Board Member Jetzer for discussion
- City of Madison Transit Fare Options Analysis, dated June 2021, shared by staff for local context

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

None.

5. MPO 2025 Resolution No. 22 Approving Amendment No. 13 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Kanning presented a brief overview of the two projects included in Amendment No. 13:

- Electric Vehicle Charging Station at Kwik Trip, 4825 American Parkway, Madison (NEW; Wisconsin Electric Vehicle Infrastructure Funding; Implementation in 2025-2026)
- Electric Vehicle Charging Station at Pleasant Springs Travel Plaza, 2763 CTH N, Town of Pleasant Springs (NEW; Wisconsin Electric Vehicle Infrastructure Funding; Implementation in 2025-2026)

Kanning stated that the projects are federally funded through the Wisconsin Electric Vehicle Infrastructure (WEVI) program, which is administered by WisDOT. The projects were selected during program solicitation round 1.5 in Fall 2025. Staff recommends approval.

Action: Jetzer moved, Andrae seconded, to approve MPO 2025 Resolution No. 22 Approving Amendment No. 13 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County. Motion carried.

6. Announcements and Staff Reports

- All policy board members are asked to complete the MPO's [Federal Certification Review survey](#).

- Board members who work for the City of Madison are asked to complete their Statement of Interest Survey.
- Slides from a webinar hosted by the Capital Area Regional Planning Commission on the [New Dane County Population Projections](#) are now available online.
- There will not be a policy board meeting in January 2026.

7. Adjournment

Field moved to adjourn, Andrae seconded. Motion carried. The meeting adjourned at 6:49 p.m.

Next meeting: Wednesday, February 4, 2026, virtual



Public Comments on the Beltline Submitted to the Greater Madison MPO

This document is a compilation of emails received in the mpo email inbox regarding the WisDOT Beltline Expansion Project.

From: Josh Stirling <stirlingje11@gmail.com>
Sent: Wednesday, January 14, 2026 10:42 AM
To: mpo <mpo@cityofmadison.com>
Subject: Re: Response to the Beltline Expansion

Hi Sherry,

I greatly appreciate your response on this and outlining how to ensure my comments are heard at the WisDOT level. I have submitted my comments there.

I emailed the MPO directly, including my state representatives as I recognize that changes at this level, especially when WisDOT has a set agenda on this, can only be influenced so much by individual comments. State representatives and organizations like the Greater Madison Metropolitan Planning Organization have ample opportunity to provide constructive feedback and put pressure on WisDOT to change their existing plans at a significant level.

The city of Madison, additionally, is preparing for a level of opposition to the WisDOT plan expanding the beltline.

My ask to your organization is to work constructively with WisDOT to reconfigure their approach to long-term transportation planning in the greater Madison area. They have the money, we should have the vision. We cannot take the easy path out and simply expand the beltline, we need to incorporate more effective transportation systems that are dependable, frequent and accessible; both for now and as we plan out further housing development. Whether it's a rail line, expanded BRT, better bike infrastructure, or something else...we need improvement outside of cars.

Please let me know if there is a better way to work with your organization to ensure this message is received by your team at the Greater Madison MPO.

Best,

Josh Stirling

414-331-6299

161 Division St Madison WI 53704

From: Troy Thiel <troythiel14@gmail.com>

Sent: Wednesday, January 7, 2026 5:05 PM

To: mpo <mpo@cityofmadison.com>

Subject: Beltline redux proposal

lots of mistakes in the plan ...and impacts on neighboring homes/parks and businesses that aren't necessary..its wayyyy over..and poorly engineered west of the Midvale exit...limiting merging into one tight area just after clearing the Midvale intersection to get set up for the busy whitney way THREE Lane empty exit...but it's only one lane..and it's wayyyyyyyyyyyy too short to accomodate safely the many who need that exit..when it could be an open merge for a long time..like it is now..and works...meanwhile they overbuild the road to make builder profit more by having a flyover from the Midvale westbound entries...who will not be able to get off at the exit 1.5 miles down..which is dumb too...and the next exit isn't for 2 plus miles....Y'all at DOT gets an F on this one!

Troy Thiel Madison

From: Mike Tarby <miketarby16@gmail.com>

Sent: Wednesday, January 7, 2026 10:02 AM

To: Transportation Commission <TransportationCommis@cityofmadison.com>

Cc: mpo <mpo@cityofmadison.com>

Subject: TC Meeting 01/07/26, Item 4 - Beltline Expansion Would Worsen Madison

Cc'ing the Greater Madison MPO Policy Board

Hello Madison Transportation Commissioners,

The beltline, while an important component of our transportation ecosystem, has too long served as a reminder of a time when our approach to mobility failed to consider downstream effects to community residents. Highways were always meant to connect cities long-distance; when they live within our boundaries, [they instead](#):

- Carve up and divide our neighborhoods
- Introduce high-speed areas prone to collisions and traffic fatalities
- Demand intensive short term planning costs, and long term financial commitments
- Lower the value of adjacent land
- Weaken access to and support of local businesses
- Reinforce infrastructure development based on top-down priorities

Rather than focusing on opportunities to re-connect the areas severed by our local highway, we have prioritized Level of Service and have taken steps to reduce congestion, founded on outdated thinking and unreliable traffic volume modeling. WisDOT- as an entity which has proven itself to be unresponsive to resident needs- will undoubtedly suggest that we must widen the beltline, expand flex lanes, and generally do more to promote car-centric transportation. They'll use traffic projections which have **no feedback loop to determine their accuracy** (as their own employees have confessed), and which **assume that travel habits will never change**, when we continue to see steadily increasing transit ridership, walking, and biking throughout the county. The notion that adding lanes will ease congestion fails to consider the long-term [induced demand](#), created by those very same lanes.

Supporting WisDOT's suggestions would demonstrate support of a saddening misuse of taxpayer funds. Instead, please consider urging the Department to invest in expanding our area's bike network, increasing transit coverage and frequency, and improving street safety.

I deeply appreciate your time and consideration.

All the best,

Mike Tarby

[he/him](#) | miketarby16@gmail.com

Co-Coordinator, [Strong Towns Madison](#)

Co-Chair, [MNA](#) Transportation & Safety, Preservation & Development

Resident Member, [City of Madison Housing Policy Committee](#)

From: Steve Arnold <steve.arnold@fitchburg.wi.us>
Sent: Tuesday, December 16, 2025 1:19 PM
To: mpo <mpo@cityofmadison.com>
Cc: steve.arnold@fitchburg.wi.us; Ross Kahler <Ross.Kahler@fitchburgwi.gov>
Subject: Beltline PEL study proposed preferred alternative

My comments to you and to WisDOT on their proposed alternative for environmental evaluation:

As the Chair of Fitchburg's Transportation & Transit Commission and former member of the Beltline PEL study advisory committee, I know your proposal well!

I support more crossings for local traffic and people walking and biking. Adding Beltline capacity by adding lanes, extending a flex lane, or increasing capacity of interchanges is a terrible idea and should be removed from the proposal, as requested by a Resolution passed by Fitchburg Common Council and signed by the Mayor. Capacity increases will not reduce congestion. Instead, it will induce more motor traffic until drivers' "budget" for delay is again met. Instead, improve the local transportation network, increase public transit service, and expand the network for safe and comfortable biking and walking.

If you proceed with your capacity expansion plans, well-informed citizens and local governments will fight your project at every stage!

Please ditch the capacity expansion and keep the good parts of the plan.

Thank you.

I ask that the MPO recommend *not* expanding Beltline capacity and *not* funding environmental studies that include Beltline capacity expansion.

--

Steve Arnold, Former Mayor
2530 Targhee Street, Fitchburg, Wisconsin 53711-5491 Telephone +1 608 239 3900

From: Joe and Karen Kral-Schoeneman <schoenkral@frontier.com>

Sent: Thursday, December 11, 2025 2:02 PM

To: mpo <mpo@cityofmadison.com>

Thanks for considering to stop the Madison West Beltline expansion.

You're welcome.

Joe Schoeneman

Oregon, WI. 53575

From: Gina Landucci <glanducci@icloud.com>
Sent: Thursday, December 11, 2025 4:37 PM
To: mpo <mpo@cityofmadison.com>
Cc: Gina Landucci <glanducci@icloud.com>
Subject: Opposed to the beltline expansion

I strongly feel the WisDOT needs to rethink the Beltline expansion. Adding more lanes will increase noise, pollution, and risk for pedestrians and bikers, but not reduce congestion. Instead, let's be innovative by focusing on how to move the most people around Madison, rather than just the most cars. Time and time again, making highways bigger just leads to the same level of congestion because it encourages more vehicle traffic. Instead, let's make Madison a leader in transportation design that benefits everyone.

Thanks for your thoughtful consideration, Gina

From: Josh Stirling <stirlingje11@gmail.com>

Sent: Thursday, December 11, 2025 1:45 PM

To: mpo <mpo@cityofmadison.com>

Cc: Sen.Roys@legis.wisconsin.gov; Rep.Hong@legis.wisconsin.gov

Subject: Response to the Beltline Expansion

Hello MPO (CC my state representatives),

I am sending you this email in response to the Beltline Expansion. I apologize for my shortness in the response I give below, but I am busy and it is tiring seeing solutions like these rolled out as positive contributions to Dane county. Especially as a long time resident. My comments below are exactly what I submitted to the Beltline Expansion feedback. If you have any questions or points of clarification please let me know.

Expansion is not the answer.

I could write for ages on this, but I'll leave a lot of the nuance to fantastic groups like Madison Strong Towns. I am in full support of their views and solutions.

I drive the beltline frequently. When I do not bike to work, I take it by car. If I could ride the bus to work, I would take that, but it's not possible. The traffic I am impacted by between John Nolen and Seminole Highway during rush hour is not significant enough to justify a full blown expansion. Compared to many other cities, our traffic problems are minor.

The cost for a project like this on day 1 is exorbitant. The ongoing costs will get worse and worse. When you factor in the impact it will make to our community, it should be obvious that we should be looking at other solid solutions.

Why are we doing this? Why are we looking at no other options? Why can't we expand regional transit? Why can't we encourage more efficient density for future developments?

Simply saying "How should we expand?" shows an inefficient use of our planning resources and unnecessarily expensive from a monetarily and community impact perspective.

I see this phrase used over and over in the Stand-Alone Strategies Screening: "The BRT strategy does not address enough root Beltline PEL objectives to preclude the need for Beltline improvements; therefore, it cannot satisfy root objectives as a Stand-Alone Strategy." You need to take a more holistic approach to this. When I read this paper, I read "we are doing this study so we can say we looked at alternatives". It's frustrating and demoralizing to see these options dismissed because they are "unviable" with current circumstances, especially as this plan is looking out to 2050. Build for future generations, not today's problems.

I greatly appreciate your time to read this, and again I apologize for the directness of the comments if they come off as sharp.

Best,

Josh Stirling

414-331-6299

161 Division St Madison WI 53704

From: Ella Christoph <ellachristoph@gmail.com>

Sent: Thursday, December 11, 2025 12:56 PM

To: mpo <mpo@cityofmadison.com>

Subject: Opposition to Expansion of the Beltline

To Whom It May Concern,

I am a resident of Madison writing to express my opposition to WisDOT's plans to expand the Beltline. These plans do not take into consideration the induced demand generated by expanding highways, which has been demonstrated across metropolitan areas nationwide.

My family chose to move to Madison for its career opportunities matched with urban access to nature and walk and bikeability with improved cost-of-living compared to similarly desirable metropolitan areas. Focusing on car accessibility at the expense of quality-of-life improvements like air quality and public transportation will not improve congestion in the long term and will reduce the quality of life for both current and future residents.

Instead of re-investing in a car-centric culture, Madison, Dane County and Wisconsin transportation and access should focus on high- and medium-density housing in the urban core and surrounding areas with robust public transportation networks, building the Amtrak station to connect us to Milwaukee, Chicago and Minneapolis, and continuing to strengthen safe bicycle and pedestrian transportation options. This approach will support Madison in continuing and growing as an economic hub with a high quality-of-life.

Thank you,

Ella Christoph

From: Christine Schwartz <lemonlimebutter@gmail.com>

Sent: Thursday, December 11, 2025 12:54 PM

To: mpo <mpo@cityofmadison.com>; Rep.Stubbs@legis.wisconsin.gov; Sen.Roys@legis.wisconsin.gov

Subject: Maintain current Beltline but include new bike and pedestrian connections

Dear All,

I am writing to express support for Strategy Package 1 (SP1) – but with the proposed bike and pedestrian connections. Expanding the freeway will just induce more driving and more traffic jams. Let's keep our quality of life. People love bike and pedestrian friendly places—that is what makes Madison wonderful. People also love places where it is easy to go places on public transit. Let's invest in those instead of encouraging our city to become more of a concrete jungle of traffic.

Sincerely,

Christine Schwartz

117 Van Deusen St.

From: Ted Callon <tedcallon@gmail.com>
Sent: Thursday, December 11, 2025 12:53 PM
To: mpo <mpo@cityofmadison.com>
Subject: Against Wis DOT's Plan to Expand the Beltline

Hi,

I was just made aware of WisDOT's plan to increase the number of lanes on the Beltline (and I-39/90/94) as a response to Madison's projected population growth.

This is an incredibly short-sighted solution to the population growth and could instead be solved in numerous ways that are better for Madison, Dane County, Wisconsin, and even the world:

- the money should instead be spent building bike paths connecting more areas to a safe bike network.
- Or for building more transit lines serving other parts of the Madison area.
- Or for finally building the train line that connects Madison to Milwaukee, Chicago, and Minneapolis.
- etc. etc.
- **There is no solution to car traffic, except viable alternatives to driving.**

I ask that you do everything in your power to have WisDOT maintain the existing roadway and instead focus on improving bike, pedestrian, and public transportation infrastructure.

Thank you,

Ted Callon

From: Michael Leiseca <mleiseca@gmail.com>
Sent: Wednesday, December 10, 2025 8:56 PM
To: mpo <mpo@cityofmadison.com>
Subject: No to Beltline expansion

Hi,

I'm writing in response to the WisDOT's proposal to expand the Beltline ([link](#)). I support maintaining the existing roadway – Strategy Package 1 (SP1) – but with the proposed bike and pedestrian connections. I oppose the DOT's "Preferred Strategy Package", as it will bring additional traffic to Madison, at a time when we should be seeking alternatives to driving.

This is inline with the MPO's "Congestion Management Process" [link](#):

Congestion Management Priorities and Strategies

The MPO has adopted the following hierarchy of congestion management priorities:

1. Strategies that eliminate vehicle trips through land use changes or other actions that reduce peak-period vehicle trips like flexible work hours or telecommuting.
2. Strategies that eliminate peak period vehicle trips by causing a mode change from auto to transit, cycle, or pedestrian mode.
3. Strategies that improve the operation of the existing roadway system, making it more efficient and safe for all users.
4. Strategies that add roadway capacity, primarily at bottlenecks or other strategic locations. Considered only when strategies outlined in priorities 1-3 above are not adequate to meet roadway needs and consistent with RTP recommendations.

Best,

Michael Leiseca

From: John Cramer <jjcramer@gmail.com>

Sent: Wednesday, December 10, 2025 8:05 PM

To: mpo <mpo@cityofmadison.com>

Subject: No beltline expansion

Please consider SP1 (maintain current) and include bicycle and pedestrian connections to that plan. Increasing highways only adds to noise, pollution, and even more cars. Speed and vehicular violence is out of control on Madison's Beltline. Do not make it bigger. Make more bike and pedestrian and even train (with bike carriers) transportation options. There are so many ways we can improve Madison and outlying communities with more greenspace and less concrete. Build spaces that attract people, like high-density living, with walkable and likeable access to jobs and schools and shopping. C'mon Madison... you can do better.

Thanks,

John

Middleton, WI

608-516-7549

MPO Agenda Cover Sheet

February 4, 2026

Item No. 5

Re:

Public Hearing on Amendment to the 2025-2029 Transportation Improvement Program (TIP)

Staff Comments on Item:

On January 20, the notice of the hearing and opportunity to comment on the TIP amendment was sent out to our contact list and the memo sent to chief elected officials was posted on the MPO website (see link to memo below).

The following projects were listed in the public hearing notice:

- Metro Transit's recently awarded Section 5339(c) Low-No Emission grant (New)
- WisDOT's Interstate 39/90/94 (Beltline Highway to North County Line) Reconstruction & Capacity Expansion Project (Revision)
- WisDOT's USH 18/151 (West County Line to CTH PD) Corridor Study (Revision)

Comments may be submitted until 4:30pm on Wednesday, February 4, the day of the MPO Board meeting. Staff will share any comments received at the meeting.

Materials Presented on Item:

1. [Memo providing notice of the public hearing on the amendment to the TIP](#)

Staff Recommendation/Rationale: N/A

MPO Agenda Cover Sheet

February 4, 2026

Item No. 6

Re:

MPO 2026 Resolution No. 1, Amendment No. 14 to the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County to update Attachment E to reflect the updated TAM and PTASP Performance Measure Targets adopted through MPO 2025 Resolutions 15 and 16, adopted on November 6, 2025

Staff Comments on Item:

The MPO is required to adopt Metro Transit's Transit Asset Management (TAM) Plan and Public Transit Safety Plan (PTASP) Performance Measure Targets and to incorporate them into the Transportation Improvement Program (TIP). Although the MPO adopted the targets in November 2025, staff have learned that this does not fulfill the requirement to incorporate them into the TIP. Accordingly, Attachment E: Analysis of Anticipated Effect of TIP Toward Achieving Federal Performance Measure Targets must be amended to incorporate the update Performance Measure Targets.

In discussion with FHWA and FTA staff during the MPO's Recertification Review, federal staff asked that Performance Measures be updated to include both baseline performance and a summary of performance trends. Those components have been added to the tables in Attachment E.

Materials Presented on Item:

1. MPO 2026 Resolution No. 1, Amendment No. 14 to the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County
2. Revised 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County Attachment E: Analysis of Anticipated Effect of TIP Toward Achieving Federal Performance Measure Targets

Staff Recommendation/Rationale: Staff recommends adoption

MPO 2026 Resolution No. 1

Amendment No. 14 to the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

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

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

WHEREAS, the MPO has established the annual performance targets related to Metro's Public Transit Agency Safety Plan (PTASP) through MPO 2025 Resolution 15, adopted on November 6, 2025; and

WHEREAS, the MPO has established the annual performance targets related to Metro's Transit Asset Management (TAM) Plan through MPO 2025 Resolution 16, adopted on November 6, 2025; and

WHEREAS, the performance management elements of the federal planning rules require a discussion in the TIP and long-range Regional Transportation Plan (RTP) as to the effect of programmed and planned investments toward achieving the performance targets; and

WHEREAS, the approved 2025-2029 TIP included the required analysis of the anticipated effect of the TIP toward achieving the federal performance measure targets in Attachment E, but the analysis needs to now be revised to include the new annual PTASP and TAM performance targets adopted by the MPO; and

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

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves an amendment to the *2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, revising Attachment E to the TIP to include the adopted annual targets for safety, identified in MPO 2025 Resolutions No. 15 and 16 and documented in Attachment 1.

February 4, 2026

Date Adopted

Doug Wood, Chair
Greater Madison MPO

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
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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	Increasing, meets target	Increasing, meets target	Increasing, exceeds target	Increasing, 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	Increasing,	Increasing,	Decreasing,	Decreasing,	Stable, meets target	NA

			meets target	meets target	meets target	meets target		
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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/IJA. 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.

Project Analysis

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 use 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 has 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.

MPO Agenda Cover Sheet

February 4, 2026

Item No. 7

Re:

MPO 2026 Resolution No. 2 Amending the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Staff Comments on Item:

This TIP amendment adds new 5339C and SS4A funded projects to the TIP and moves a TAP funded project out one calendar year to coincide with an adjacent Dane County-sponsored project.

Transit Capital Projects:

Madison Metro Transit has been awarded a s. 5339C Low-No Emissions grant for the purchase of hybrid buses, 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

Pedestrian/Bicycle Projects:

The City of Madison proposes to move the Capital City Trail (Buckeye Extension) Segments 5 and 6 project from CY 2026 to CY 2027, and to extend the western project limit from Wagon Trail to Vondron Rd, with increase in local cost. This re-alignment of the project eliminates the proposed new crossing of the railroad at Wagon Trail. This project has been selected for funding through the Transportation Alternatives (TA) program.

- Total Project Cost: \$2,580,000
- Federal Funding Percentage: 58.6%
- Federal Funding Amount: \$1,511,000

Discretionary Program (FHWA Administered) Projects:

The City of Sun Prairie has been awarded a Safe Streets for All (SS4A) grant for Supplemental Vision Zero Planning and Demonstration Activities. The project includes 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 four 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.

- Total Project Cost: \$255,000
- Federal Funding Percentage: 80%
- Federal Funding Amount: \$204,000

Materials Presented on Item:

1. MPO 2026 Resolution No. 2 with attachments.

Staff Recommendation/Rationale: Staff recommend approval.

MPO 2026 Resolution No. 2

Amendment No. 15 to the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

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

WHEREAS, the Greater Madison MPO adopted MPO 2024 Resolution No. 24 on November 6, 2024, approving Amendment No. 1; and

WHEREAS, the Greater Madison MPO adopted MPO 2024 Resolution No. 28 on December 4, 2024, approving Amendment No. 2; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 2 on February 5, 2025, approving Amendment No. 3; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 5 on March 5, 2025, approving Amendment No. 4; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 9 on May 7, 2025, approving Amendment No. 5; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 10 on June 4, 2025, approving Amendment No. 6; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 11 on August 6, 2025, approving Amendment No. 7; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 14 on September 3, 2025, approving Amendment No. 8; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 17 on November 6, 2025, approving Amendment No. 9; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 18 on November 6, 2025, approving Amendment No. 10; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 19 on November 6, 2025, approving Amendment No. 11; and

WHEREAS, the Greater Madison MPO adopted MPO 2026 Resolution No. 20 on November 6, 2025, approving Amendment No. 12; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 22 on December 3, 2025, approving Amendment No. 13; and

WHEREAS, the Greater Madison MPO adopted MPO 2026 Resolution No. 1 on February 4, 2026 approving Amendment No. 14; and

WHEREAS, the Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2025–2029 must be included in the effective

TIP; and

WHEREAS, an amendment is needed to add one new Transit Capital project and one new Discretionary Program project, and to revise one Pedestrian/Bicycle project;

WHEREAS, the TIP amendment will not affect the timing of any other programmed projects in the TIP and the TIP remains financially constrained as shown in the attached TIP financial table (Table B-2); and

WHEREAS, the MPO's public participation procedures for TIP amendments have been followed, including an official notice and comment period and holding a public hearing on February 4, 2026, for the Metro Transit Section 5339(c) Low-No Emission grant, which constitutes a major amendment, and listing the project on the board agenda; and

WHEREAS, the new projects are consistent with *Connect Greater Madison: Regional Transportation Plan 2050*, the long-range regional transportation plan for the Madison Metropolitan Planning Area as adopted on May 11, 2022, and amended in March 2025:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves Amendment No. 15 to the *2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project additions and changes as shown on the attached project listing table:

1. **ADD** Metro Transit's Section 5339(c) Low-No Emission grant to page 29 of the Transit Capital section.
2. **REVISE** City of Madison's Capital City Trail (Buckeye Extension) Segments 5 and 6 project on page 18 of the Pedestrian/Bicycle Projects section.
3. **ADD** City of Sun Prairie's Safe Streets for All (SS4A) grant for Supplemental Vision Zero Planning and Demonstration Activities project to page 56 of the Discretionary Funding Projects section.

February 4, 2026

Date Adopted

Doug Wood, Chair, Greater Madison MPO

PROJECT LISTINGS FOR AMENDMENT NO. 15 TO THE 2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM

February 4, 2026

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	
PEDESTRIAN/BICYCLE PROJECTS																							
CITY OF MADISON	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 . (0.24 0.73 mi.)	PE ROW CONST TOTAL																					Includes RR crossing at Wagon Trail
*							1,511	378	1,889	1,511	Continui	1,069	2,580										
(111-15-001) 111-23-018							1,511	378	1,889	1,511	TA	1,069	2,580										
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 UAFF 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 UAFF 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 UAFF grants
	40-ft. Low-Floor Buses diesel (up to 15/year) VW Settlement	RE/PE/Cap																					Anticipate future funding. Amount TBD
TR-26-01	40' Hybrid Buses (5339C Low-No)	Cap					16,618		2,932	19,550													FY2025 s. 5339C Low-No grant
TR-26-02	Maintenance Equipment, Tools and PPE for 40' hybrid buses (5339C)	Cap					340		85	425													FY2025 s. 5339C Low-No grant
TR-26-03	Workforce Development for 40' buses (5339C Low-No)	Cap					240		60	300													FY2025 s. 5339C Low-No grant
TR-26-04	Project Management, Buy America Audits & Technical Support (5339C)	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-No)	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-No)	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 UAFF grants
TR-24-016	Remodel, renovate bus maintenance facility (5337)	PE/Const																					Carryover & Future s. 5337 UAFF grants
TR-24-017	Remodel, renovate bus maintenance facility (5339)	PE/Const																					Carryover & Future s. 5339 UAFF grants
TR-24-018	Employee Education and Training	New/Repl																					Carryover & Future s. 5307 UAFF 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 UAFF 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	14,556		2,929	14,485	11,888		3,012	14,900	10,944		2,776	13,720	10,560		2,811	13,371	
			5307/				28,989		6,065	35,054					5307/				5307/				
			5337/		M		5337/		M		5337/		M		5337/		M		5337/		M		Update following city budget action.
			5339				5339				5339				5339				5339				
DISCRETIONARY PROGRAM (FHWA ADMINISTERED) PROJECTS																							
CITY OF SUN PRAIRIE	CITY OF SUN PRAIRIE SUPPLEMENTAL PLANNING AND DEMONSTRATION ACTIVITIES	PL					177		44	221			Continuing				Continuing						
	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.	CONST					27		7	34													
(111-26-02)		TOTAL					204		51	255													
							SS4A		SP														

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.

Table B-2
Summary of Federal Funds Programmed (\$000s) and Those Available in Year of Expenditure Dollars
in the Madison Metropolitan Planning Area

Amendment No. 15
2/4/26

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Federal Highway Administration	National Highway Performance Program	120,021	100,233	35,757	16,274	45,269	120,021	100,233	35,757	16,274	45,269
	Bridge Replacement and Rehabilitation	32,786	3,394	763	0	0	32,786	3,394	763	0	0
	Surface Transp. Block Grant Program - Madison Urban Area	4,888	10,013	10,395	11,139	10,239	4,888	10,013	10,395	11,139	10,239
	Surface Transp. Block Grant Program - State Flexibility	14,528	3,625	1,751	10,520	101,415	14,528	3,625	1,751	10,520	101,415
	Surface Transp. Block Grant Program - Transp. Alternatives	6,250	0	3,832	1,386	1,382	6,250	0	3,832	1,386	1,382
	Highway Safety Improvement Program	3,054	907	1,967	0	0	3,054	907	1,967	0	0
	Safe Streets and Roads for All (Madison projects will continue through 2029)	0	210	0	0	0	0	210	0	0	0
	Reconnecting Communities (Design for Madison's Perry Street Overpass will continue through 2026)	0	0	0	0	0	0	0	0	0	0
	Wisconsin Electric Vehicle Infrastructure Program	0	1,073	0	0	0	0	1,073	0	0	0
	Carbon Reduction Program	unknown	640	unknown	3,290	unknown	unknown	640	unknown	3,290	unknown
	Charging and Fueling Infrastructure (Dane County Project will continue through 2027)	0	0	0	0	0	0	0	0	0	0
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	17,048	20,870	21,780	21,934	22,146	17,048	20,870	21,780	21,934	22,146
	Sec. 5339 Bus & Bus Facilities	1,970	19,972	2,087	2,148	2,211	1,970	19,972	2,087	2,148	2,211
	Sec. 5337 State of Good Repair	1,350	1,390	1,483	981	1,010	1,350	1,390	1,483	981	1,010
	Sec. 5310 E/D Enhanced Mobility Program	656	395	0	0	0	656	498	716	518	528
	Sec. 5311 Rural Area Formula Program	3,504	1,520	1,565	1,611	1,658	3,504	1,520	1,565	1,611	1,658
	Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program	0	0	0	0	0	0	0	0	0	0
	Areas of Persistent Poverty	670	0	0	0	0	670	0	0	0	0
	CARES/ARPA	19,679	0	0	0	0	19,679	0	0	0	0

* Fifth year of funding (2029) is informational only.

** Funding shown in calendar year versus state fiscal year.

Note:

All state roadway projects using applicable funding sources (e.g., NHPP, STBG State Flexible, BR) are programmed through 2028. Local BR, STBG (BR), and STBG Rural projects are programmed through 2027. HSIP (other than annual small HES program) projects are programmed through 2027. Local STBG -Transp. Alternatives projects are programmed through 2029. Local STBG-Urban (Madison Urban Area) projects are programmed through 2029. Transit funding is not yet programmed and is based on needs and anticipated future funding levels (See also Table B-4 Metro Transit System Projected Expenses and Revenues). Programmed transit funding for 2024 excludes carryover projects for which the Federal funding is already obligated. Roadway and transit inflation rate @ 2.48% per year applied to expenses, except for the STBG-Urban program.

MPO Agenda Cover Sheet

February 4, 2026

Item No. 8

Re:

MPO 2026 Resolution No. 3 Approving Amendment No. 16 to the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Staff Comments on Item:

WisDOT is requesting a Minor TIP amendment to add the following project listings to the 2025-2029 TIP:

- Beltline Highway (USH 12/14/18/151) Seminole Highway to I-39/90 Resurfacing; New Illustrative Project, Construction in 2033
- Interstate 39/90 (USH 12/18 to Siggelkow Road) Resurfacing; New Illustrative Project, Construction in 2033
- USH 14 (CTH KP/Market Street in Cross Plains to CTH KP in Mazomanie Resurfacing; New, Design starting in 2026, Construction in 2033
- USH 18/151 (Beltline Highway to Fitchrona Road) Resurfacing; New Illustrative Project, Construction in 2033

Materials Presented on Item:

1. MPO 2026 Resolution No. 3 Approving TIP amendment (with attachments)

Staff Recommendation/Rationale: Staff recommend approval.

MPO 2026 Resolution No. 3

Amendment No. 16 to the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

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

WHEREAS, the Greater Madison MPO adopted MPO 2024 Resolution No. 24 on November 6, 2024, approving Amendment No. 1; and

WHEREAS, the Greater Madison MPO adopted MPO 2024 Resolution No. 28 on December 4, 2024, approving Amendment No. 2; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 2 on February 5, 2025, approving Amendment No. 3; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 5 on March 5, 2025, approving Amendment No. 4; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 9 on May 7, 2025, approving Amendment No. 5; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 10 on June 4, 2025, approving Amendment No. 6; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 11 on August 6, 2025, approving Amendment No. 7; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 14 on September 3, 2025, approving Amendment No. 8; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 17 on November 6, 2025, approving Amendment No. 9; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 18 on November 6, 2025, approving Amendment No. 10; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 19 on November 6, 2025, approving Amendment No. 11; and

WHEREAS, the Greater Madison MPO adopted MPO 2026 Resolution No. 20 on November 6, 2025, approving Amendment No. 12; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 22 on December 3, 2025, approving Amendment No. 13; and

WHEREAS, the Greater Madison MPO adopted MPO 2026 Resolution No. 1 on February 4, 2026 approving Amendment No. 14; and

WHEREAS, the Greater Madison MPO adopted MPO 2026 Resolution No. 2 on February 4, 2026 approving Amendment No. 15; and

WHEREAS, the Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2025–2029 must be included in the effective TIP; and

WHEREAS, an amendment is needed to add four state highway maintenance projects, sponsored by WisDOT; and

WHEREAS, the TIP amendment will not affect the timing of any other programmed projects in the TIP and the TIP remains financially constrained as shown in the attached TIP financial table (Table B-2); and

WHEREAS, the new projects are consistent with *Connect Greater Madison: Regional Transportation Plan 2050*, the long-range regional transportation plan for the Madison Metropolitan Planning Area as adopted on May 11, 2022, and amended in March 2025:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves Amendment No. 16 to the *2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project additions and changes as shown on the attached project listing table:

1. **ADD** WisDOT’s illustrative Beltline Highway (USH 12/14/18/151) Seminole Highway to I-39/90 Resurfacing project to page 33 of the Street/Roadway Projects section.
2. **ADD** WisDOT’s illustrative Interstate 39/90 (USH 12/18 to Siggelkow Road) Resurfacing project to page 34 of the Street/Roadway Projects section.
3. **ADD** WisDOT’s federally funded USH 14 (CTH KP/Market Street in Cross Plains to CTH KP in Mazomanie Resurfacing project to page 34 of the Street/Roadway Projects section.
4. **ADD** WisDOT’s USH 18/151 (Beltline Highway to Fitchrona Road) Resurfacing project to page 35 of the Street/Roadway Projects section.

February 4, 2026

Date Adopted

Doug Wood, Chair, Greater Madison MPO

**PROJECT LISTINGS FOR AMENDMENT NO. 16
TO THE 2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM**

2/4/26

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	
STREET/ROADWAY PROJECTS																							
WISDOT NEW *	Beltline Highway (USH 12/14/18/151) Seminole Highway to IH 39/90 Resurfacing (Mill and Overlay)	PE ROW CONST TOTAL																				1200-00-07, -77 Illustrative Project Project scheduled for 2033. Total project estimate is \$17,850,000	
WISDOT NEW *	IH 39/90 USH 12/18 to Siggelkow Rd Resurfacing	PE ROW CONST TOTAL																				1007-09-01, -71 Illustrative Project Project scheduel for 2033. Total project estimate is \$9,201,500.	
WISDOT NEW * 111-26-001	USH 14 CTH KP/Market Street (Cross Plains) to CTH KP (Mazomanie) Resurfacing (Mill and Overlay)	PE ROW CONST TOTAL		Continuing			348	87		435		Continuing			Continuing			Continuing				5310-01-06, -76 Construction scheduled for 2033	
							348	87		435													
							NHPP	WI															
WISDOT NEW *	USH 18/151 Beltline Highway to Fitchrona Rd Resurfacing	PE ROW CONST TOTAL																				1200-03-05, -75 Illustrative Project Project scheduel for 2033. Total project estimate is \$5,975,000.	

¹ Project programming shown in 2029 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.

Table B-2
Summary of Federal Funds Programmed (\$000s) and Those Available in Year of Expenditure Dollars
in the Madison Metropolitan Planning Area

Amendment No. 16
2/4/26

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Federal Highway Administration	National Highway Performance Program	120,021	100,591	35,757	16,274	45,269	120,021	100,591	35,757	16,274	45,269
	Bridge Replacement and Rehabilitation	32,786	3,394	763	0	0	32,786	3,394	763	0	0
	Surface Transp. Block Grant Program - Madison Urban Area	4,888	10,013	10,395	11,139	10,239	4,888	10,013	10,395	11,139	10,239
	Surface Transp. Block Grant Program - State Flexibility	14,528	3,625	1,751	10,520	101,415	14,528	3,625	1,751	10,520	101,415
	Surface Transp. Block Grant Program - Transp. Alternatives	6,250	0	3,832	1,386	1,382	6,250	0	3,832	1,386	1,382
	Highway Safety Improvement Program	3,054	907	1,967	0	0	3,054	907	1,967	0	0
	Safe Streets and Roads for All (Madison projects will continue through 2029)	0	210	0	0	0	0	210	0	0	0
	Reconnecting Communities (Design for Madison's Perry Street Overpass will continue through 2026)	0	0	0	0	0	0	0	0	0	0
	Wisconsin Electric Vehicle Infrastructure Program	0	1,073	0	0	0	0	1,073	0	0	0
	Carbon Reduction Program	unknown	640	unknown	3,290	unknown	unknown	640	unknown	3,290	unknown
	Charging and Fueling Infrastructure (Dane County Project will continue through 2027)	0	0	0	0	0	0	0	0	0	0
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	17,048	20,870	21,780	21,934	22,146	17,048	20,870	21,780	21,934	22,146
	Sec. 5339 Bus & Bus Facilities	1,970	19,972	2,087	2,148	2,211	1,970	19,972	2,087	2,148	2,211
	Sec. 5337 State of Good Repair	1,350	1,390	1,483	981	1,010	1,350	1,390	1,483	981	1,010
	Sec. 5310 E/D Enhanced Mobility Program	656	395	0	0	0	656	498	716	518	528
	Sec. 5311 Rural Area Formula Program	3,504	1,520	1,565	1,611	1,658	3,504	1,520	1,565	1,611	1,658
	Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program	0	0	0	0	0	0	0	0	0	0
	Areas of Persistent Poverty	670	0	0	0	0	670	0	0	0	0
	CARES/ARPA	19,679	0	0	0	0	19,679	0	0	0	0

* Fifth year of funding (2029) is informational only.

** Funding shown in calendar year versus state fiscal year.

Note:

All state roadway projects using applicable funding sources (e.g., NHPP, STBG State Flexible, BR) are programmed through 2028. Local BR, STBG (BR), and STBG Rural projects are programmed through 2027. HSIP (other than annual small HES program) projects are programmed through 2027. Local STBG -Transp. Alternatives projects are programmed through 2029. Local STBG-Urban (Madison Urban Area) projects are programmed through 2029. Transit funding is not yet programmed and is based on needs and anticipated future funding levels (See also Table B-4 Metro Transit System Projected Expenses and Revenues). Programmed transit funding for 2024 excludes carryover projects for which the Federal funding is already obligated. Roadway and transit inflation rate @ 2.48% per year applied to expenses, except for the STBG-Urban program.

MPO Agenda Cover Sheet

February 4, 2026

Item No. 9

Re:

MPO 2026 Resolution No. 4 Approving Amendment No. 17 to the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Staff Comments on Item:

WisDOT is requesting a major TIP Amendment to:

- Revise the schedule and cost/funding amounts for the previously approved USH 18/151 (West County Line to CTH PD) Corridor Study

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

The study is being amended to correct an error that WisDOT made in their financial system while preparing their original TIP amendment request in October. Unfortunately, the error was not caught prior to approval of the amendment in November. The purpose of this amendment is to correct the error, so that the funding amounts that were originally intended for the project are reflected in our TIP.

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.)

Technical Coordinating Committee:

The MPO Technical Coordinating Committee, at their meeting on January 28, recommended approval of the major TIP amendment. The review period began when the [memo providing notice of the public hearing](#) was emailed to the MPO contact list and posted to the MPO website on Tuesday, January 20.

Materials Presented on Item: <ol style="list-style-type: none">1. MPO 2026 Resolution No. 4 Approving TIP amendment (with attachments)
Staff Recommendation/Rationale: Staff recommend approval.

MPO 2026 Resolution No. 4

Amendment No. 17 to the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

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

WHEREAS, the Greater Madison MPO adopted MPO 2024 Resolution No. 24 on November 6, 2024, approving Amendment No. 1; and

WHEREAS, the Greater Madison MPO adopted MPO 2024 Resolution No. 28 on December 4, 2024, approving Amendment No. 2; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 2 on February 5, 2025, approving Amendment No. 3; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 5 on March 5, 2025, approving Amendment No. 4; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 9 on May 7, 2025, approving Amendment No. 5; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 10 on June 4, 2025, approving Amendment No. 6; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 11 on August 6, 2025, approving Amendment No. 7; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 14 on September 3, 2025, approving Amendment No. 8; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 17 on November 6, 2025, approving Amendment No. 9; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 18 on November 6, 2025, approving Amendment No. 10; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 19 on November 6, 2025, approving Amendment No. 11; and

WHEREAS, the Greater Madison MPO adopted MPO 2026 Resolution No. 20 on November 6, 2025, approving Amendment No. 12; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 22 on December 3, 2025, approving Amendment No. 13; and

WHEREAS, the Greater Madison MPO adopted MPO 2026 Resolution No. 1 on February 4, 2026 approving Amendment No. 14; and

WHEREAS, the Greater Madison MPO adopted MPO 2026 Resolution No. 2 on February 4, 2026 approving Amendment No. 15; and

WHEREAS, the Greater Madison MPO adopted MPO 2026 Resolution No. 3 on February 4, 2026 approving Amendment No. 16; and

WHEREAS, the Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2025–2029 must be included in the effective TIP; and

WHEREAS, the TIP amendment will not affect the timing of any other programmed projects in the TIP and the TIP remains financially constrained as shown in the attached TIP financial table (Table B-2); and

WHEREAS, the MPO’s public participation procedures for TIP amendments have been followed, including an official notice and comment period and holding a public hearing on February 4, 2026, for revisions to the previously approved USH 18/151 Corridor Study, which constitutes a major amendment, and listing the project on the board agenda; and

WHEREAS, the revised project is consistent with *Connect Greater Madison: Regional Transportation Plan 2050*, the long-range regional transportation plan for the Madison Metropolitan Planning Area as adopted on May 11, 2022, and amended in March 2025:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves Amendment No. 17 to the *2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project additions and changes as shown on the attached project listing table:

1. **REVISE** WisDOT’s federally funded USH 18/151 (West County Line to CTH PD) Corridor Study on page 35 of the Street/Roadway Projects section, removing funding from 2025, increasing funding in 2026, and reducing the total project cost.

February 4, 2026

Date Adopted

Doug Wood, Chair, Greater Madison MPO

2/4/26

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.

Table B-2
Summary of Federal Funds Programmed (\$000s) and Those Available in Year of Expenditure Dollars
in the Madison Metropolitan Planning Area

Amendment No. 17
2/4/26

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Federal Highway Administration	National Highway Performance Program	120,021	100,591	35,757	16,274	45,269	120,021	100,591	35,757	16,274	45,269
	Bridge Replacement and Rehabilitation	32,786	3,394	763	0	0	32,786	3,394	763	0	0
	Surface Transp. Block Grant Program - Madison Urban Area	4,888	10,013	10,395	11,139	10,239	4,888	10,013	10,395	11,139	10,239
	Surface Transp. Block Grant Program - State Flexibility	14,528	3,625	1,751	10,520	101,415	14,528	3,625	1,751	10,520	101,415
	Surface Transp. Block Grant Program - Transp. Alternatives	6,250	0	3,832	1,386	1,382	6,250	0	3,832	1,386	1,382
	Highway Safety Improvement Program	3,054	907	1,967	0	0	3,054	907	1,967	0	0
	Safe Streets and Roads for All (Madison projects will continue through 2029)	0	210	0	0	0	0	210	0	0	0
	Reconnecting Communities (Design for Madison's Perry Street Overpass will continue through 2026)	0	0	0	0	0	0	0	0	0	0
	Wisconsin Electric Vehicle Infrastructure Program	0	1,073	0	0	0	0	1,073	0	0	0
	Carbon Reduction Program	unknown	640	unknown	3,290	unknown	unknown	640	unknown	3,290	unknown
	Charging and Fueling Infrastructure (Dane County Project will continue through 2027)	0	0	0	0	0	0	0	0	0	0
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	17,048	20,870	21,780	21,934	22,146	17,048	20,870	21,780	21,934	22,146
	Sec. 5339 Bus & Bus Facilities	1,970	19,972	2,087	2,148	2,211	1,970	19,972	2,087	2,148	2,211
	Sec. 5337 State of Good Repair	1,350	1,390	1,483	981	1,010	1,350	1,390	1,483	981	1,010
	Sec. 5310 E/D Enhanced Mobility Program	656	395	0	0	0	656	498	716	518	528
	Sec. 5311 Rural Area Formula Program	3,504	1,520	1,565	1,611	1,658	3,504	1,520	1,565	1,611	1,658
	Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program	0	0	0	0	0	0	0	0	0	0
	Areas of Persistent Poverty	670	0	0	0	0	670	0	0	0	0
	CARES/ARPA	19,679	0	0	0	0	19,679	0	0	0	0

* Fifth year of funding (2029) is informational only.

** Funding shown in calendar year versus state fiscal year.

Note:

All state roadway projects using applicable funding sources (e.g., NHPP, STBG State Flexible, BR) are programmed through 2028. Local BR, STBG (BR), and STBG Rural projects are programmed through 2027. HSIP (other than annual small HES program) projects are programmed through 2027. Local STBG -Transp. Alternatives projects are programmed through 2029. Local STBG-Urban (Madison Urban Area) projects are programmed through 2029. Transit funding is not yet programmed and is based on needs and anticipated future funding levels (See also Table B-4 Metro Transit System Projected Expenses and Revenues). Programmed transit funding for 2024 excludes carryover projects for which the Federal funding is already obligated. Roadway and transit inflation rate @ 2.48% per year applied to expenses, except for the STBG-Urban program.

MPO Agenda Cover Sheet

February 4, 2026

Item No. 10

Re:

MPO 2026 Resolution No. 5 Approving Amendment No. 18 to the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Staff Comments on Item:

WisDOT is requesting a major TIP Amendment to:

- 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

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
- 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](#).

January 28 Technical Coordinating Committee Meeting:

Following staff's presentation, Tao questioned why WisDOT staff is proposing to change all federal funding to state funding (i.e., utilize state funding instead of federal funding for design, program control corridor tasks, and real estate acquisition for right-of-way (ROW)). Tao explained that he had concerns with the potential impact to local cost shares.

The MPO Technical Coordinating Committee recommended approval of the major TIP amendment. The recommendation occurred prior to discussion about why federal funding has been replaced with state funding.

Staff Recommendation:

WisDOT staff have not explained to MPO staff why this revision (i.e., replace all federal funding with state funding) is being proposed. MPO staff have concerns that this proposal was made before the workgroup that was formally created to learn about WisDOT's cost share policies had an opportunity to issue a report with recommendations. Additionally, if the amendment is approved, the City of Madison won't have an opportunity to request that a portion of the currently approved federal funding be applied towards the required local cost share. Although that request may not be congruent with WisDOT's current policies, the proposal to convert all federal funding to state funding would nullify the discussion. Staff recommend denial.

Materials Presented on Item:

1. MPO 2026 Resolution No. 5 Approving TIP amendment (with attachments)

Staff Recommendation/Rationale: Staff recommends denial.

MPO 2026 Resolution No. 5

Amendment No. 18 to the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

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

WHEREAS, the Greater Madison MPO adopted MPO 2024 Resolution No. 24 on November 6, 2024, approving Amendment No. 1; and

WHEREAS, the Greater Madison MPO adopted MPO 2024 Resolution No. 28 on December 4, 2024, approving Amendment No. 2; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 2 on February 5, 2025, approving Amendment No. 3; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 5 on March 5, 2025, approving Amendment No. 4; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 9 on May 7, 2025, approving Amendment No. 5; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 10 on June 4, 2025, approving Amendment No. 6; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 11 on August 6, 2025, approving Amendment No. 7; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 14 on September 3, 2025, approving Amendment No. 8; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 17 on November 6, 2025, approving Amendment No. 9; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 18 on November 6, 2025, approving Amendment No. 10; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 19 on November 6, 2025, approving Amendment No. 11; and

WHEREAS, the Greater Madison MPO adopted MPO 2026 Resolution No. 20 on November 6, 2025, approving Amendment No. 12; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 22 on December 3, 2025, approving Amendment No. 13; and

WHEREAS, the Greater Madison MPO adopted MPO 2026 Resolution No. 1 on February 4, 2026 approving Amendment No. 14; and

WHEREAS, the Greater Madison MPO adopted MPO 2026 Resolution No. 2 on February 4, 2026 approving Amendment No. 15; and

WHEREAS, the Greater Madison MPO adopted MPO 2026 Resolution No. 3 on February 4, 2026 approving Amendment No. 16; and

WHEREAS, the Greater Madison MPO adopted MPO 2026 Resolution No. 4 on February 4, 2026 approving Amendment No. 17; and

WHEREAS, the Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2025–2029 must be included in the effective TIP; and

WHEREAS, an amendment is needed to revise the federally funded Interstate 39/90/94 (Beltline Highway to North County Line) Reconstruction and Capacity Expansion project, sponsored by WisDOT; and

WHEREAS, the TIP amendment will not affect the timing of any other programmed projects in the TIP and the TIP remains financially constrained as shown in the attached TIP financial table (Table B-2); and

WHEREAS, the MPO’s public participation procedures for TIP amendments have been followed, including an official notice and comment period and holding a public hearing on February 4, 2026, for revisions to the previously approved Interstate 39/90/94 (Beltline Highway to North County Line) Reconstruction and Capacity Expansion project, which constitutes a major amendment, and listing the project on the board agenda; and

WHEREAS, the revised project is consistent with *Connect Greater Madison: Regional Transportation Plan 2050*, the long-range regional transportation plan for the Madison Metropolitan Planning Area as adopted on May 11, 2022, and amended in March 2025:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves Amendment No. 18 to the *2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project additions and changes as shown on the attached project listing table:

- **REVISE** WisDOT’s federally funded Interstate 39/90/94 (Beltline Highway to North County Line) Reconstruction and Capacity Expansion project on page 33 of the Street/Roadway Projects section, changing all federal funding to state funding, reducing right-of-way acquisition funding for the I-39/90/94 (Beltline Highway to North County Line) Program Control and Corridor Tasks project listing, moving 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, and moving right-of-way acquisition funding for the I-39/90/94 (S. Beltline to Hanson Road) project listing from 2026 to 2027.

February 4, 2026

Date Adopted

Doug Wood, Chair, Greater Madison MPO

**PROJECT LISTINGS FOR AMENDMENT NO. 18
TO THE 2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM**

2/4/26

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	
STREET/ROADWAY PROJECTS																							
WISDOT * X 111-25-011	INTERSTATE 39/90/94 S Beltline (USH 12/18) to North County Line Program Control and Corridor Tasks: Monitor progress of corridor through design, row acquisitions and construction. Includes reporting, information and technical support.	PE	76,600	8,600		85,000	Continuing				Continuing				Continuing				Continuing				1015-10-00 (Design) 1015-10-01 (Design) 1015-10-20 (Real Estate) 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					43,600	4,600		46,000	Continuing				Continuing				Continuing				
		CONST																					
		TOTAL	76,600	85,000		85,000	43,600			46,000													
			NHPP	WI			NHPP	WI															
* X 111-25-011	INTERSTATE 39/90/94 Hanson Road to North County Line 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	62,200	6,800		68,000	Continuing 58,000				Continuing				Continuing				Continuing				1012-30-00 (Design) 1012-30-20 (Real Estate) 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	4,100		11,000	Continuing				Continuing				Continuing				
		CONST																					
		TOTAL	62,200	6,800		68,000	9,900	4,100		14,400													
			NHPP	WI			NHPP	WI															
* 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-distributor 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	86,600	9,600		96,000	Continuing 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	6,000		50,000	Continuing 50,000				Continuing				Continuing				
		CONST																					
		TOTAL	86,600	9,600		96,000	45,000	6,000		50,000	50,000				50,000								
			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.

Table B-2
Summary of Federal Funds Programmed (\$000s) and Those Available in Year of Expenditure Dollars
in the Madison Metropolitan Planning Area

Amendment No. 18
2/4/26

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Federal Highway Administration	National Highway Performance Program	34,521	54,273	35,757	16,274	45,269	34,521	54,273	35,757	16,274	45,269
	Bridge Replacement and Rehabilitation	32,786	3,394	763	0	0	32,786	3,394	763	0	0
	Surface Transp. Block Grant Program - Madison Urban Area	4,888	10,013	10,395	11,139	10,239	4,888	10,013	10,395	11,139	10,239
	Surface Transp. Block Grant Program - State Flexibility	14,528	3,625	1,751	10,520	101,415	14,528	3,625	1,751	10,520	101,415
	Surface Transp. Block Grant Program - Transp. Alternatives	6,250	0	3,832	1,386	1,382	6,250	0	3,832	1,386	1,382
	Highway Safety Improvement Program	3,054	907	1,967	0	0	3,054	907	1,967	0	0
	Safe Streets and Roads for All (Madison projects will continue through 2029)	0	210	0	0	0	0	210	0	0	0
	Reconnecting Communities (Design for Madison's Perry Street Overpass will continue through 2026)	0	0	0	0	0	0	0	0	0	0
	Wisconsin Electric Vehicle Infrastructure Program	0	1,073	0	0	0	0	1,073	0	0	0
	Carbon Reduction Program	unknown	640	unknown	3,290	unknown	unknown	640	unknown	3,290	unknown
	Charging and Fueling Infrastructure (Dane County Project will continue through 2027)	0	0	0	0	0	0	0	0	0	0
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	17,048	20,870	21,780	21,934	22,146	17,048	20,870	21,780	21,934	22,146
	Sec. 5339 Bus & Bus Facilities	1,970	19,972	2,087	2,148	2,211	1,970	19,972	2,087	2,148	2,211
	Sec. 5337 State of Good Repair	1,350	1,390	1,483	981	1,010	1,350	1,390	1,483	981	1,010
	Sec. 5310 E/D Enhanced Mobility Program	656	395	0	0	0	656	498	716	518	528
	Sec. 5311 Rural Area Formula Program	3,504	1,520	1,565	1,611	1,658	3,504	1,520	1,565	1,611	1,658
	Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program	0	0	0	0	0	0	0	0	0	0
	Areas of Persistent Poverty	670	0	0	0	0	670	0	0	0	0
	CARES/ARPA	19,679	0	0	0	0	19,679	0	0	0	0

* Fifth year of funding (2029) is informational only.

** Funding shown in calendar year versus state fiscal year.

Note:

All state roadway projects using applicable funding sources (e.g., NHPP, STBG State Flexible, BR) are programmed through 2028. Local BR, STBG (BR), and STBG Rural projects are programmed through 2027. HSIP (other than annual small HES program) projects are programmed through 2027. Local STBG -Transp. Alternatives projects are programmed through 2029. Local STBG-Urban (Madison Urban Area) projects are programmed through 2029. Transit funding is not yet programmed and is based on needs and anticipated future funding levels (See also Table B-4 Metro Transit System Projected Expenses and Revenues). Programmed transit funding for 2024 excludes carryover projects for which the Federal funding is already obligated. Roadway and transit inflation rate @ 2.48% per year applied to expenses, except for the STBG-Urban program.

MPO Agenda Cover Sheet

February 4, 2026

Item No. 11

Re:

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

Staff Comments on Item:

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 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. During the 2025 Fall Forum, participants expressed that regional guidance on how to regulate the use of these devices to best protect public safety would be appreciated.

MPO staff worked with City of Madison Traffic Engineering, Department of Civil Rights, and Office of the City Attorney staff, as well as members of an ad-hoc statewide e-moto work group consisting of representatives of the Wisconsin Bike Fed, the City of Sun Prairie, the East-Central Wisconsin Regional Planning Commission, and UW-Madison TOPS Lab to develop and refine the draft guidance. The draft guidance was made available for public comment through the MPO web site, and was promoted through social media channels as well as being featured in a [Cap Times cover story](#). Public comments received regarding the draft guidance are attached.

This draft 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.

Technical Coordinating Committee:

At their meeting on January 28, The MPO Technical Coordinating Committee (TCC) deferred recommending that the Policy Board adopt the draft guidance in order to provide additional time for members to review the draft guidance.

Initial feedback from the TCC included suggestions to revise Figure 1 to make it easier to understand, including collapsing the three e-bike classification rows into a single row, and adding the state definitions of the classifications to the graphic itself.

Materials Presented on Item:

- 1) Draft Greater Madison MPO Municipal guidance on e-bike, e-moto, and other e-micromobility device regulation
- 2) Public comments received regarding the draft guidance (3)

Staff Recommendation/Rationale:

For discussion only. The Technical Coordinating Committee is expected to provide recommendations at their February 25, 2026 meeting. Following TCC recommendation, this item will be on the Policy Board's March 4, 2026 meeting agenda as an action item.

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 Association², People for Bikes³, and Ride Illinois⁴.

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.

Definitions⁷ & 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 law⁸, 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 device¹³ 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 bicycle¹⁵ 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 bicyclist¹⁶ 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.


Where to Ride & Roll				
	Sidewalks	Bike Lanes	Separated Paths	Roads
Bicycles	?	✓	✓	✓
Class 1 e-Bikes	✓ ^{*,**}	✓	✓ ^{**}	✓
Class 2 e-Bikes	✓ ^{*,**}	✓	✓ ^{**}	✓
Class 3 e-Bikes	✓ ^{*,**}	✓	✓ ^{**}	✓
Other e-Scooters & Micromobility Devices	?	?	?	✓
e-Motos (aka OCEVs)	✗	✗	✗	✗ ^{***}
✓ Permitted ? Determined after judicious discussion ✗ Not Permitted * Allowed if bicycles are permitted on sidewalks by local ordinance ** Local ordinance may restrict having the power unit in operation *** Only state-registered e-Motos operated by a Class M-licensed rider may be used on public roads. All others are limited to private property.				

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.

From: [Craig Weinhold](#)
To: [Lyman, Benjamin](#)
Cc: [Luecke, Kevin C](#); [Holloway, William](#)
Subject: Re: Ebike article
Date: Friday, January 23, 2026 12:15:54 PM
Attachments: [image001.png](#)
[image002.png](#)
[image004.png](#)
[image.png](#)

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Hi Ben,

Bike fatality data not in TOPS comes in the form of "single bike" crashes, or potentially bike/ped crashes or bike/bike crashes. It also includes bike/car crashes that weren't fatal when they were reported, but proved fatal in the weeks or months afterward. There's no way to get that data but from news and anecdotal reports from a geographic area. I focus on "greater Dane County" (places reachable by bike on day trips from Madison). So far, these are the documented deaths in the past decade:

- 5/13/2016 Annie Rubens (?) died while fitness riding down a steep hill on Enchanted Valley Rd.
- 9/8/2016 Cheri Marples (64) is officially reported as a class A injury (BM201J5), but [she died nine months after the crash from her injuries](#).
- 4/30/2020 Hans Reich (75) died in a low-speed, single bike crash on Library Mall at University Ave. It's unclear what happened, but it sounds like he was riding through a crosswalk but missed the ramp, instead hitting a curb. There were no witnesses, no news reports. I know this through family connections.
- 8/16/2023 Kou Xiong (34) died on County DL near Devil's Lake. His bike apparently had a mechanical issue while he was descending a hill.
- 6/16/2024 Leif Mogensen (52) was found dead near his bike at the corner of Garfield and Adams. The police have an active investigation. It's still unclear if a vehicle was involved or not.

There are almost certainly more, but these are the ones I know of. Since TOPS reports 13 bike fatalities in the same geographic area in the past decade, one could conclude that the actual number of bike fatalities is about 40% (5 / 13) higher than the number of fatalities reported in TOPS. Or one could say that about 25% (5 / 18) of bike fatalities aren't reported. Those aren't scientific numbers, but they're big enough to know that the underreporting is significant.

Getting more e-bike detail on the DT-4000's would help. I've been waiting nine months on a FOIA request to get a picture of the e-bike in the 2024 Lien Rd crash, which is reported as "Aventon". That helps identify it as an e-bike because that's all Aventon makes. But if it said "Trek" there, I'd have no idea. Ideally, they'd record the make, model, and serial number, just like the VIN they collect from cars. Even better they'd add a new field "e-bike". And best of all if they'd say "Out-of-class e-bike" or "1250W e-moto" something like that (ha!)

Vehicle			
02	02	License Plate Number	Plate Type
		Vehicle Identification Number	Make
		Color	Body Style
		Initial Contact Point	
		12 - FRONT	

Best,

-Craig

On Fri, Jan 23, 2026 at 9:19 AM Lyman, Benjamin <BLyman@cityofmadison.com> wrote:

Good morning, Craig-

It's been a busy week and I was finally able to read through your email, thank you for your input. I can see why you think that our draft guidance may cause more confusion than not, but it is something that we have received requests for from multiple area communities – some of which have been discussing adopting outright bans on e-bikes in response to e-motos – so it is important to help our communities adopt consistent and reasonable restrictions. This guidance is designed for policy makers and staff, not for the general public.

I am working with a statewide group of bicycle advocates, planners, industry members, and law enforcement to develop, among other things, the type of marketing and information materials for the public that you suggest.

I'm curious about your statement that you've included "the single-bike crashes that aren't reported" in your counts. The MPO contracted with the UW – Madison TOPS Lab to investigate under-reported crashes and after a year of digging, they were unable to find reliable sources for this information. What sources have you uncovered for this information?

Thank you for all of your work and attention to bicycling issues.

Have a great day, and stay warm!

Ben

Ben Lyman (he|they)

TRANSPORTATION PLANNER

ph: (608) 243-0182

email: blyman@cityofmadison.com

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From: Craig Weinhold <cweinhold@gmail.com>
Sent: Wednesday, January 21, 2026 4:31 PM
To: wbriggs@captimes.com; Lyman, Benjamin <BLyman@cityofmadison.com>
Cc: Luecke, Kevin C <KLuecke@cityofmadison.com>
Subject: Ebike article

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Will, thank YOU for the excellent, locally-sourced article on e-bikes and e-motos.

Ben, thank YOU for your work. I'm going to discuss the content with other members of [Madison Bikes](#) and will get you feedback.

(cc'd Kevin of the City of Madison, too)

I'm a bike and transportation advocate and I've been following the rise of e-bikes and emotos for some time. Below are some information and factoids that you may find useful.

BATTLE

The E-bike battle is won and lost at the shopping cart, which is largely Amazon these days. Amazon does nothing to inform people of local and state laws. E-bike laws are already unnecessarily complicated, and the new term "e-motos", while necessary for policy-makers, is only going to make the consumer's job more difficult. E.g., the draft MPO guidelines are going to create more confusion and headaches than they solve.

It would help if Madison or MGO or someone with a marketing department developed materials that encouraged people to buy sensible e-bikes. It could be sent out in village newsletters and posted in social media sites and maybe communities would require it to be posted in local bike stores.

For example, "class" is essentially meaningless today. People For Bikes never trademarked the term (like Bluetooth and USB orgs did), which means there are no standards from the bike manufacturer's perspective. Many advertise "class-2/3 selectable" which is a joke -- those are e-motos.

If I was doing marketing, I'd focus on the THROTTLE. It's the simplest and easiest thing for a shopper to recognize, and you don't need to know a bit about classes or wattage or anything to know how a throttle changes the riding experience.

E-bikes *without* throttles provide an experience like bicycling and are compatible with the design speed of bike paths and trails. In Wisconsin, they are legal everywhere regular bikes can be ridden, including state trails, city paths, and bike lanes. If someone is shopping for a new e-bike, they can never go wrong with a pedal-only e-bike.

Unfortunately, the vast majority of e-bikes sold today have throttles and the vast majority of consumers want them. Of these, a few reputable brands have models that are locked in as class-2 e-bikes, but these are rare. The vast majority of throttled e-bikes have software settings or easy hacks to unlock the throttle's top speed. It doesn't matter if the bike looks "normal" or if it looks like a dirt-bike; they're both a few clicks away from being illegal e-motos.

FEDERAL

The Consumer Product Safety Commission regulates bicycle manufacturing. They have nearly 1000 words of rules about bicycle reflectors. Over 500 words on handlebars. On e-bikes? They have 50 words.

The USA e-bike regulatory framework is an example of self-regulation gone bad. It was 100% led by the industry (People For Bikes). Wisconsin was one of the first states where class-3 is allowed on all paths by default. The dozen states that came before us only allowed class-3 on paths adjacent to roadways. That change coincided with when People for Bikes was taken over by a more aggressive set of manufacturers.

The Federal CPSC was exploring changes over the past two years, which might hopefully lead to a nationwide e-bike standard. I believe it's all on hold now, but should pick up again in coming years.

LOCAL MISBEHAVIOR

Here are two local videos of misbehavior in action

- https://drive.google.com/file/d/15i4ZgGuhW3mSVwz3NEMIWi7bALdDSKvy/view?usp=drive_link

classless e-bikes terrorizing lakeshore path (from this [youtube](#)). As terrorizing as it looks, their speedometer never reads higher than 22 (if you watch the whole youtube, they have

multiple POV shots that show this).

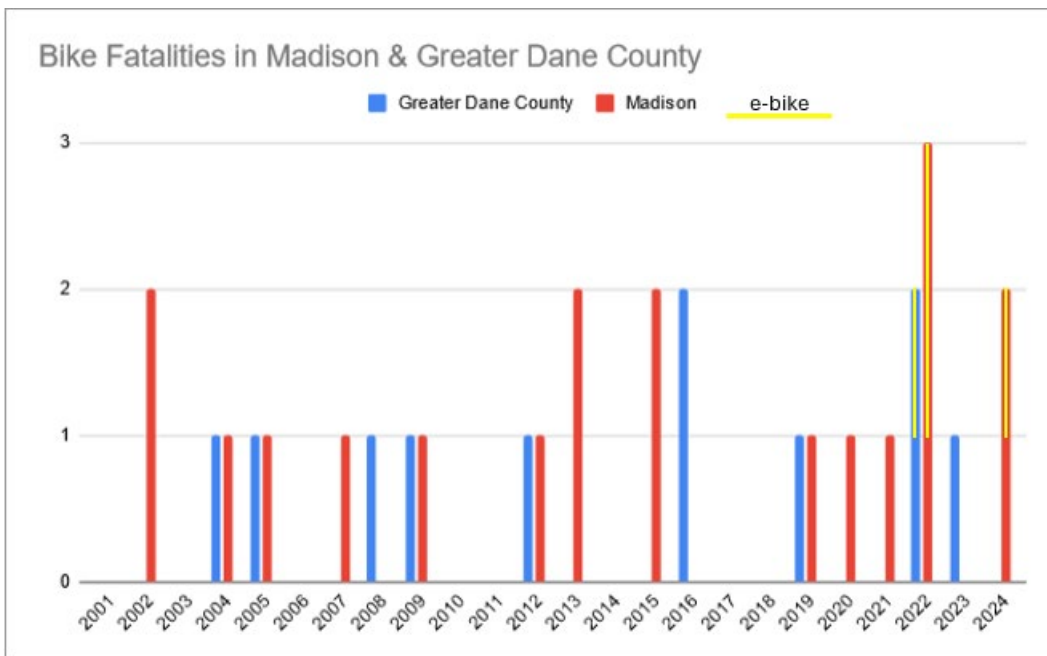
- https://drive.google.com/file/d/1KfCOvfc1yqDCHikFza9dfXQSfj3HfyOk/view?usp=drive_link

e-moto wheelies on McKee Rd. Pretty sure the pair behind it are these guys, who also harassed a middle school mountain bike team's practice last fall:



FATALITIES

I was alarmed by three area e-bike fatalities in the summer of 2022. Prior to then, we didn't have a single e-bike fatality. I'd been tracking bike-related fatalities for some time, both the ones in WisDOT crash data and the single-bike crashes that aren't reported. Here is an infographic:



Here are details on the four deceased e-bikers:

- Taylor Dunnn (23), 6/7/2022, rear-ended by a drunk driver in the dark, in the left lane of Mineral Point Rd. His Ancheer Mini E-Bike was little more than a toy scooter with 12" wheels that could be swallowed by a pothole. He had been commuting from lowest-income housing on S. Park St (the old Mayflower Motel) to his early morning baking job at the far west side Kwik Trip, He had bought the ~\$500 e-bike to save money on bus fare. If you ever need an economic angle to transportation and biking, his is a great case study. The driver was arrested for drunk driving so everyone explains the crash as the result of drunk driving. It wasn't. If it wasn't a drunk driver that day, it would have been a sober driver the next.



Here's a photo of the same type of "e-bike"



(look at that and imagine it in the left lane of Mineral Point Rd in the dark...)

- Dave Curto (65), 7/14/2022, up on highway 78 by Sauk City. His bike was a Pedego e-bike with [a twist-throttle](#). That's something of a novelty; thumb throttles are far more common. The report was that he'd lost control of the e-bike in a manner that sounds just like "whiskey throttle" on motorcycles. The driver was not cited.
- William Cummings (71), 8/1/2022, crushed by a box truck on Cottage Grove Rd. His Mercedes Benz e-bike was a class-3 without a throttle. He was an experienced bicyclist. The truck driver was not cited.
- Joseph Solomon (35), 3/15/2024, ran into the backside of a utility van on Lien Rd. He had been riding on the sidewalk and entered the road through a stop sign, hitting the van that was already turning. The driver of the van didn't even know he'd been hit and was justly [found not guilty](#) of any responsibility. Mr. Solomon has prior motorcycle infractions.

Dunn, Curto, and Solomon were all new to bicycling and on throttle-powered e-bikes.

-Craig

From: [Mark Baker](#)
To: [Lyman, Benjamin](#)
Subject: Please find a better way to communicate the following....
Date: Friday, January 23, 2026 1:07:46 PM

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Ben,

As an avid biker and one who has ridden Madison bike paths regularly before moving to Spring Green, I know what you're trying to address, but there has to be a better way.

The recent captimes closing paragraph (below) reminded me of the divisiveness in the early days of Ironman Wisconsin. There was significant animosity about riders "taking over the road". It was always labeled those "spandex clad" riders.


Let's not create another division between pedestrians, runners, and cyclists. There are responsible trail users and irresponsible trail users. If you're walking your dog with headphones in and pushing a stroller - that is dangerous. If you're riding a bike 20+ mph weaving in and out of people, that is dangerous. Riding 25 mph on a flat straight away when there aren't users is safe.

Please find a better way to make the same point.

Regards,

Mark Baker
Mark@baker15.com

they see as the pitfalls of harsher restrictions elsewhere.

“We can’t afford to sit idly by while communities simply ban them ... where they’ve just reacted to e-motos and just said, ‘You’re done. No e-bikes, no e-scooters, nothing, not allowed,’” Lyman said. “That might solve one problem, but does it really solve the problem? And you’re still gonna have those triathletes in spandex who are going really fast on their regular bikes.” 

From: [Nicholas Davies](#)
To: [Lyman, Benjamin](#)
Cc: [Holloway, William](#)
Subject: Re: FW: Suggestion on "MPO Municipal guidance on e-bike, e-moto, and other emicromobility device regulation"
Date: Monday, January 26, 2026 9:06:22 PM

Hi Benjamin,

I first came across the 25 mph requirement on this car dealer website for such compact/electric imports:

<https://electricimportmotors.com/>

The dealer's recommendation to their customers is to register the vehicle as a "low speed vehicle" (LSV for short, or the electric kind can also be referred to as Neighborhood Electric Vehicles). The regulations for those may vary from state to state, but WisDOT does have a version of this, described here:

<https://wisconsin.gov/Pages/dmv/vehicles/title-plates/nev.aspx>

It looks like municipalities can decide whether to allow LSVs on their 30-35 mph roads, but the vehicle itself is required to have a top speed in the 20-25 mph range, so on a 30-35 mph road, they would have to operate well below the speed limit.

If I recall correctly, there might have been one example of this a couple years ago, with a short-range taxi service in downtown Madison operating some kind of novel electric vehicle that needed Transportation Commission approval to use John Nolen Dr.

But at a 25 mph speed limit, an LSV would be able to keep pace with traffic going the limit, the driver would not need to stop and look up the municipality's specific rules, which would make for a much simpler and less stressful driving experience vs. trying to make it work on 30-35 mph roads.

Thanks for looking to understand this further. I'm learning too. Let me know if there's anything else I can do to help!

-Nick

On Mon, Jan 26, 2026 at 11:06 AM Lyman, Benjamin <BLyman@cityofmadison.com> wrote:

Good morning, Nick-

Thank you for your comment and suggestion. I am reaching out to clarify what you are suggesting, as it doesn't mesh with what I'm aware of regarding Kei cars. I am not aware of an import exception for vehicles that are limited to 25 mph speeds, but I do know that Kei cars cannot be imported to the US unless they are at least 25 years old. I also see that modern Kei cars are capable of speeds of over 80 mph, so these are definitely not the low-speed vehicles that you describe. Is there some other classification of vehicles that you meant to describe, beyond the Kei designation?

Thank you for any clarification you can provide.

Have a great day,
Ben

Ben Lyman (he|they)

TRANSPORTATION PLANNER

ph: (608) 243-0182

email: blyman@cityofmadison.com

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From: Nicholas Davies <nbdavies@gmail.com>

Sent: Sunday, January 25, 2026 12:53 PM

To: mpo <mpo@cityofmadison.com>

Subject: Suggestion on "MPO Municipal guidance on e-bike, e-moto, and other emicromobility device regulation"

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Dear Technical Coordinating Committee,

I appreciate you all taking on "MPO Municipal guidance on e-bike..." and overall, I approve of this document and its set of recommendations.

There is one additional recommendation that I think it would be valuable to add:

When streets have speed limits of 25 mph max, this makes them more safe and accessible to the modes/devices that this guidance document is about. But the 25 mph threshold is also crucial for imported vehicles:

The auto markets overseas are largely more affordable, more electrified, and more compact. Here in the US, import restrictions, high costs, lagging environmental regulations,

and regulatory loopholes have created a domestic market that skews towards vehicles that are larger, more expensive, and biased towards fossil fuels. This is leading to vehicles on our roads being deadlier for non-drivers, more pollutant, more destructive to the roads themselves, and more economically burdensome, whether or not consumers want any of this.

In the long term, our slanted, protectionist market needs to be fixed at the federal level. But there is an existing loophole that allows foreign-made vehicles to be imported if they can be speed-limited at 25 mph. Making more of our roads 25 mph is something that we can do locally, and in a shorter timeframe, and by doing so, we can enlarge the zones in which these imported cars can be driven. In an urban environment that's dense with destinations, 25 mph can get you anywhere you need to go, and it can be a good option for people who need to haul equipment (like UW's use of Kei trucks), or people with mobility limitations.

From a safety perspective, vehicles that are speed-limited to 25 mph pose much less threat to anyone, and literally cannot be operated at reckless speeds. From a Vision Zero perspective, and reducing the most common categories of crime in our communities, these speed-limited imports are another category of vehicle worth some consideration.

Thank you,

Nick Davies

3717 Richard St