

Meeting of the
Greater Madison MPO (Metropolitan Planning Organization) Policy Board
Location: Virtual meeting via Zoon

September 3, 2025

[Virtual Meeting via Zoom](#) (live link)

6:30 p.m.

1. **Written Comments:** You can send comments on agenda items to mpo@cityofmadison.com.
2. **Register for Public Comment:**
 - Register to speak at the meeting.
 - Register to answer questions.
 - Register in support or opposition of an agenda item (without speaking).
 - **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:
 - (877) 853-5257
 - Meeting ID: 883 5767 9923

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.

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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 August 6, 2025, Meeting Minutes
3. Communications - none
4. Public Comment (for items *not* on MPO Agenda)
5. MPO 2025 Resolution No. 12 Support for a Week Without Driving (5 minutes)

6. Introduction of the Transportation Systems Management and Operations Plan (TSMO) project (10 minutes)
7. Preliminary award of Section 5310 (Enhanced Mobility of Senior & Individuals with Disabilities) Program 2026 Funding (5 minutes)
8. MPO 2025 Resolution No. 13 Approving Creation of a Project Funding Workgroup (5 minutes)
9. MPO 2025 Resolution No. 14 Approving Amendment No. 8 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
 - Interstate 39/90/94 (Beltline Highway to North County Line) Reconstruction and Capacity Expansion project (NEW; Design, Real Estate, and Program Control & Corridor Tasks starting in 2025)
10. Presentation on 2023-2024 Traffic Safety Snapshot and Dane County Traffic Safety Commission Initiative (10 minutes).
11. Review and approval of the DRAFT Greater Madison MPO 2026 Unified Planning Work Program (UPWP) (5 Min)
12. Announcements and Staff Reports
 - Capital Area Regional Planning Commission (CARPC)/MPO Fall Forum in October (tentative date is Friday 10/17). Please share your ideas related to challenges where transportation infrastructure crosses municipal boundaries.
 - The Regional Data Group (CARPC, MPO, UW) has completed population projection for Dane County.
 - RoundTrip Smart Trips Challenge! <https://roundtripgreatermadison.org/#/>
13. Adjournment

Next meeting: Wednesday October 1st, 2025, Virtual

DRAFT

Greater Madison Metropolitan Planning Organization (MPO) August 6, 2025, Meeting Minutes

Virtual Meeting hosted via [Zoom](#)

Wood called the meeting to order at 6:30 p.m.

1. Roll Call and Introductions

Members present: Richelle Andrae, Cassandra Benedict, Liz Callin, John Duncan, Michelle Elias, Derek Field, Bill Jetzer, Adrienne Nienow, Christof Spieler, Kristi Williams, Doug Wood

Members absent/excused: Clement Abongwa (absent), MGR Govindarajan (absent), Barbara Harrington-McKinney (absent)

MPO staff present: Alex Andros, Julia Healy, David Kanning, Dan Seidensticker, Kayla Haas

Others present in an official capacity: Jenny Kobryn (WisDOT)

2. Approval of June 4, 2025, Meeting Minutes

Action: Williams moved, Benedict seconded, to approve the June 4, 2025, meeting minutes. Motion carried.

3. Communications

- a. WisDOT TIP Amendment approval letter (letter dated 7/7/2025)
- b. Update on *Charge Up Dane County* Program message (7/29/2025 email message)

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

- Harald Kliem's requested comment for items not on agenda (7/1/2025 email message)
- Kayla Haas described the MPO's support for regional planning of the annual Week Without Driving

5. Public Hearing on Amendment to the 2025-2029 Transportation Improvement Program

- Add Interstate 39/90/94 (Beltline Highway to North County Line) Reconstruction and Capacity Expansion project to the 2025-2029 Transportation Improvement Program

Andros noted that one comment had been received in opposition to the TIP amendment.

6. MPO 2025 Resolution No. 11 Approving Amendment No. 7 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

- Glacial Drumlin Trail Project (I-39/90 to Buckeye Road) sponsored by Dane County (Increase STBG-Urban funding; Const. in 2027)
- Southdale Bike Path (McCoy Road to Englehart Drive) CRP Project, sponsored by the City of Fitchburg (NEW; Const. in 2028)
- CTH V Path (River Road to N. Main Street) CRP Project, sponsored by the Village of DeForest (NEW, Const. in 2028)
- Interstate 39/90/94 (Beltline Highway to North County Line) Reconstruction and Capacity Expansion project (NEW; Design, Real Estate, and Program Control & Corridor Tasks starting in 2025)
- STH 78 (West Village of Mount Horeb Limits to STH 92) Pavement Replacement Project (NEW, Design in 2025)
- Curb Management Plan CRP Project, sponsored by the City of Madison (NEW;

Implementation in 2026)

- LED StreetLight Conversion CRP Project, sponsored by the City of Middleton (NEW; Implementation in 2026)
- Fire Engine Emissions Mitigation CRP Project, sponsored by the City of Sun Prairie (NEW; Implementation in 2026)
- Vinburn Road (N. Towne Road to Railroad, East of Main Street) Reconstruction Project sponsored by the Village of DeForest (Increase STBG-Urban funding, Const. in 2027)
- Bailey Road (Forward Drive to Grove Street/CTH N) STBG-Urban Reconstruction Project sponsored by the Town of Sun Prairie (Remove project scheduled for 2027)

Kanning described the major TIP amendment project, the Interstate 39/90/94 Reconstruction and Capacity Expansion project. He also clarified that the meeting packet includes a revised project listing with additional project details; these details were included in the public notice of the major TIP amendment but were not in the original draft project listings. Other projects in the TIP amendment are minor TIP amendments, and Kanning described each of these.

Field asked about final design decisions for the Interstate project in regards to the roadway section; Kobryn clarified that the full modernization option was selected over the flex lane option. Callin mentioned the WisDOT funding policy for local components of projects, and how that policy is affected by federal funding for the project. The City of Madison has submitted comments on this in the past and those comments were included in the FEIS for the project. WisDOT's policy is to exclude federal funds from the calculation of local share, and the City of Madison has taken the position that those federal funds should be applied to the local share not just the state share of the project.

Jetzer pointed out that no motion had been made and that discussion without a motion was not appropriate.

Callin moved to approve the TIP amendment with the condition that local municipal participation in project components requiring a local contribution per WisDOT policy be calculated based on the non-federal share of the cost for new crossings and facilities. Jetzer seconded.

Wood asked what the impact of that condition would be on the project. Ellias stated that it would go against WisDOT's policies. She clarified that in the case of expanding an existing two-lane overpass to a four-lane overpass at the City's request, replacement of the existing overpass would be fully funded by WisDOT and USDOT; the City's 50% local match requirement is a result of their request to double the size of the overpass.

Wood asked Andros what the effect of this proposed condition would be on the MPO's approval of the project, and if it would just be a mark of protest or if it would have ramifications. Andros stated that she would have to look into it to give an exact answer, but that she has seen instances where projects are excluded from the TIP as a formal protest. She offered to look into it and come back with a more detailed answer if the Board postponed action on the amendment. Wood asked if there was a particular deadline by which this TIP amendment needs to be approved. Ellias stated that without an approved TIP amendment, the project cannot be put into the STIP and cannot be assigned IDs that allow design work to commence. Kobryn stated that WisDOT and the City of Madison are currently working on cost share agreements for this project and that they work together closely to develop those agreements; this amendment would not preclude those discussions.

Jetzer asked if Callin could provide an idea of the scope of this issue. Callin replied that it would only affect new facilities that would otherwise be eligible for federal funding, but are precluded from receiving federal funding by WisDOT policy. Ellias stated that historically, some projects have had federal funding identified until they went to let, when all federal funding was removed, and that in such cases the proposed condition would be null and void. Spieler suggested that for projects with no federal funding, this condition would not

change anything. Elias stated that changing a statewide policy, or allowing an exemption for one project, would be very problematic. Callin stated that she feels it would be appropriate for the MPO Policy Board to request an amendment to the statewide funding policy for this project, and that is what her motion requests. Spieler reiterated that this position has been recorded in the City's comments to WisDOT on the project many times. Jetzer posed the example of a \$100 project of which WisDOT and the locality are both to pay \$50, and that any federal funds for the project are only being applied to the WisDOT portion of the funding, not to the local share. Callin stated that that was how she understood the policy. Elias stated that she didn't quite agree with that interpretation, and posed the Hoepker Rd. Interchange as an example: the replacement of the existing two-lane overpass and all new on- and off-ramps would be entirely paid for by WisDOT and federal funds; only the two new overpass lanes requested by the City of Madison result in any local funds being required for the project, of which Madison would be required to pay 50%. Kobryn stated that in its entirety, this is an \$8 billion project, and the state budget includes funding for it to begin, and that pushing the schedule out could affect the project in larger ways. Wood asked when construction is planned to begin. Kobryn stated that construction of the north portion of the project is scheduled to begin in 2029. Wood asked for clarification that a one-month delay would affect construction four years from now, and Kobryn replied that it would have larger ramifications than people might expect.

Field offered an amended motion to postpone action on the major TIP amendment project until the next meeting. Andrae seconded. Field clarified that he wants to have a better understanding of what needs to be approved for the larger project, and what is a question of local contribution that can be further refined.

Jetzer stated that he is uncomfortable having one resolution with multiple carbon-reduction projects and a single project that will increase emissions, and that he would prefer them to be considered separately. Field clarified that his motion is only to defer action on the I-39/90/94 major TIP amendment and not the other projects that require minor TIP amendments.

Elias stated that very few portions of the project require local cost share, largest among them being the Hoepker Rd interchange. Kobryn confirmed that aside from a few sidewalks and other small components, no other parts of the project require local cost share.

Action: Motion to refer action on the major TIP amendment for the I-39/90/94 projects to the next meeting carried.

Jetzer moved, Field seconded, to approve the minor TIP amendment projects. Motion carried.

7. Presentation: Primer on MPOs (Part 2) – history, funding, & UPWP

Andros presented.

8. Presentation: Tour of new Story Map

Healy presented.

9. Discussion of Potential Future MPO Work Program Planning Activities

Andros described major 2026 work program activities.

10. Announcements and Staff Reports

- TSMO Plan consultant on board and planning process will soon be underway
- Smart Growth America ranked our Complete Streets Policy #11 best new CS Policy in the nation for 2023-2024! <https://www.smartgrowthamerica.org/signature-reports/best-complete-streets-rankings/>
- Federal funding update
- Active Transportation Plan updates
- Progress on OCR and rail crossings

- Report from Capital Area Regional Planning Commission (CARPC)

11. Adjournment

Andrae moved to adjourn, Williams seconded. Motion carried. The meeting adjourned at 7:57 p.m.

Next meeting: Wednesday, September 3rd, 2025

MPO Agenda Cover Sheet

September 3, 2025

Item No. 5

Re:

MPO 2025 Resolution No. 12 Recognizing September 29 - October 5, 2025, as Week Without Driving in the Madison Metropolitan Area

Staff Comments on Item:

Week Without Driving is a nationwide challenge that invites community members, elected officials, transportation planners, and policymakers, to go one week—or even just one day or one trip—without driving their personal vehicle. The goal is to give people, especially those who design or influence our transportation system, an opportunity to experience firsthand the barriers faced by nondrivers, including older adults, youth, low-income individuals, people with disabilities, and those who cannot afford a car or gas. The challenge highlights how limited access to safe, convenient, and affordable transportation can affect people’s ability to meet daily needs and fully participate in civic life.

Supporting this initiative aligns with the Greater Madison MPO’s mission to advance collaborative planning and funding for a sustainable, equitable regional transportation system. It also reinforces the goals of the MPO’s RoundTrip program, which promotes carpooling and other car-free travel options.

Materials Presented on Item:

1. MPO 2025 Resolution No. 12

Staff Recommendation/Rationale: Staff recommends approval.

MPO 2025 Resolution No. 12

Recognizing September 29 - October 5, 2025, as Week Without Driving in the Madison Metropolitan Area

WHEREAS, *Week Without Driving* is a national challenge to increase awareness and understanding among leaders and the public about how the lack of convenient, safe, and affordable transportation options can affect people's ability to meet basic needs and engage in civic life; and

WHEREAS, the Greater Madison MPO is the designated MPO for the Madison, Wisconsin Metropolitan Area, responsible for performing cooperative regional transportation planning and programming; and

WHEREAS, a primary responsibility of the MPO is to prepare and approve a long-range regional transportation plan that identifies how the region intends to invest in the transportation system to accommodate current travel demands and future growth, in accordance with the Infrastructure Investment & Jobs Act (IIJA), also known as the Bipartisan Infrastructure Bill (23 U.S.C. 104, 134), and implement U.S. Department of Transportation (DOT) regulations (23 C.F.R. 450); and

WHEREAS, the Greater Madison MPO's *Connect Greater Madison 2050 Regional Transportation Plan* promotes a regional transportation system that leads to livable communities, safe travel, prosperity, environmental sustainability, and equity for all within the region; and

WHEREAS, the *Connect Greater Madison 2050 Regional Transportation Plan* also supports the Capital Area Regional Planning Commission's 2050 Regional Development Framework, which promotes development patterns that reduce motor vehicle travel and support walking, biking and transit; and

WHEREAS, the MPO works to reduce barriers to non-drivers by assisting Dane County with specialized transportation planning and coordination services, operating the RoundTrip transportation options program, administering the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, adopting a Regional Safety Action Plan, and providing other planning, programming, and technical assistance services; and

WHEREAS, the MPO recognizes that transportation is an essential need that is fundamental to equitable access to employment, community, recreation, and essential services such as healthcare and food; and

WHEREAS, an estimated 30 percent of Wisconsinites and 30-40 percent of the Dane County population of all ages are non-drivers, including aging adults, youth, students, low-income individuals, people with physical, mental or intellectual/developmental disabilities, and those who prefer not to drive; and

WHEREAS, an estimated 13,353 households in Dane County do not have access to a vehicle; and

WHEREAS, the U.S. Bureau of Transportation Statistics estimated the average cost of owning and operating an automobile in 2024 to be \$12,296, and show that this cost has steadily increased since 2017; and

WHEREAS, the U.S. Environmental Protection Agency and the Dane County Climate Action Plan estimate that transportation is responsible for 29% of greenhouse gas emissions in the U.S. and Dane County, making transportation an important environmental justice and sustainability concern; and

WHEREAS, walking, rolling, bicycling, and public transportation help communities thrive socially and economically, ease traffic congestion, benefit health, and promote a cleaner environment; and

WHEREAS, attempting to go one week without driving is an effective way to experience common barriers faced by non-drivers in our community, and to understand ways we can improve our transportation system to better meet the needs of all residents and visitors in the Madison Metropolitan Area;

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO recognizes September 29-October 5, 2025, as Week Without Driving, and encourages decision makers and residents in the Madison Metropolitan Area to join in this special observance by taking the Week Without Driving Challenge and prioritizing non-driving options to get to work, school, errands, and social activities, in an effort to understand the effects of transportation barriers on non-drivers in our community.

Date Adopted

Doug Wood, Chair, Greater Madison MPO Policy Board

MPO Agenda Cover Sheet
September 3, 2025

Item No. 6

Re:

Introduction of the Transportation Systems Management & Operations (TSMO) Plan

Staff Comments on Item:

Scott Lee, P.W., Project Manager from Itiris, Inc. will give a brief introduction of the plan

Materials Presented on Item:

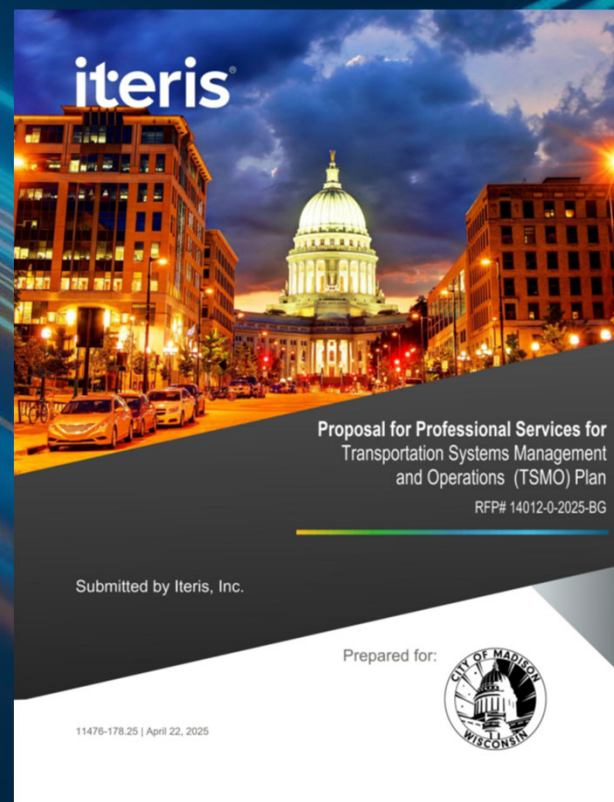
1. Presentation slides

Staff Recommendation/Rationale: For information purposes only.

Madison Transportation Systems Management and Operations (TSMO) Plan Project Introduction

September 3rd, 2025

Madison MPO Policy Board



Scott Lee, P.E.

Vice President of ITS and Emerging Technologies

slee@iteris.com

Overview

1. Introduction
2. Project Goals
3. Scope Overview
4. Schedule Overview
5. Next Steps

What is TSMO and What Does a TSMO Plan Do?

- Per USDOT: TSMO is a set of strategies that focus on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed. The goal here is to get the most performance out of the transportation facilities we already have. This requires knowledge, skills, and techniques to administer comprehensive solutions that can be quickly implemented at relatively low cost. This may enable transportation agencies to "stretch" their funding to benefit more areas and customers. TSMO also helps agencies balance supply and demand and provide flexible solutions to match changing conditions.

Provide a Framework to:

- ✓ Optimize Existing Infrastructure
- ✓ Improve System Reliability & Safety
- ✓ Integrate Operations into Planning & Investment
- ✓ Promote Multi-Agency Collaboration
- ✓ Support Data-Driven & Performance-Based Decisions
- ✓ Enable Emerging Technologies & Innovation

Commitment to Greater Madison's Vision

Greater Madison MPO Mission and Vision

MISSION

Lead the collaborative planning and funding of a sustainable, equitable transportation system for the greater Madison region.

VISION

A sustainable, equitable regional transportation system that connects people, places, and opportunities to achieve an exceptional quality of life for all.

The Connect Greater Madison 2050 Regional Transportation Plan Goals



GOAL 1: LIVABLE COMMUNITIES

Create connected livable places linked to jobs, services, education, retail, and recreation through a multi-modal transportation system that supports compact development patterns, increasing the viability of walking, bicycling, and public transit.



GOAL 2: SAFETY

Ensure that the transportation system enables all people to get to where they need to go safely with an emphasis on enhanced protection for vulnerable roadway users through use of a safe systems approach, thereby helping to achieve the long-term goal of eliminating fatal and serious traffic injuries.



GOAL 3: PROSPERITY

Build and maintain a transportation system that provides people with affordable access to jobs, enables the efficient movement of goods and services within the region and beyond, and supports and attracts diverse residents and businesses, creating a shared prosperity that provides economic opportunities for all.



GOAL 5: ENVIRONMENTAL SUSTAINABILITY

Minimize transportation-related greenhouse gas emissions that contribute to global climate change; avoid, minimize, and mitigate the environmental impacts of the transportation system on the natural environment and historic and cultural resources; and design and maintain a transportation system that is resilient in the face of climate change.



GOAL 4: EQUITY

Provide convenient, affordable transportation options that enable all people, regardless of age, ability, race, ethnicity, or income, to access jobs, services, and other destinations to meet their daily needs; engage traditionally underrepresented groups; and ensure that the benefits of the regional transportation system are fairly distributed, taking into consideration current inequities resulting from past decisions, and that environmental justice populations are not disproportionately impacted.

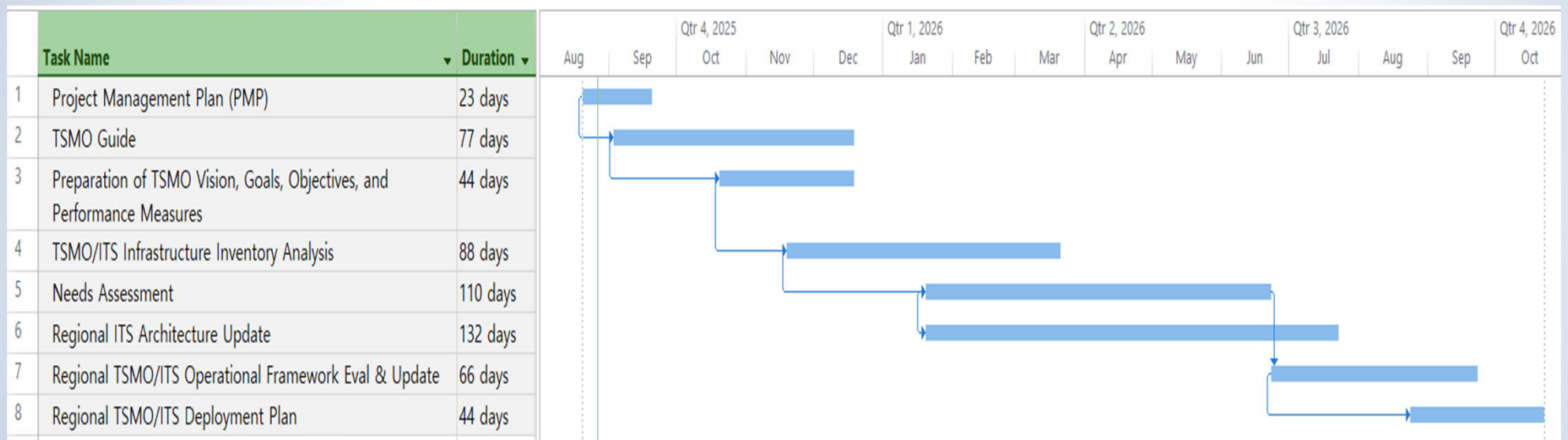


GOAL 6: SYSTEM PERFORMANCE

Maximize the investment made in the existing transportation system by maintaining it in a state of good repair and harnessing technological advances; promote compact development and travel demand management to minimize the need for new roadway lane-miles and maximize mobility options; and manage the system to maximize efficiency and reliability.

Project Management and TSMO Visioning	Task Highlights
<i>Task 1: Project Management Plan (PMP)</i>	Project Structure - Madison and the Iteris Team
<i>Task 2: TSMO Guide</i>	Benefits, Best Practices, Deployment Guidance and Funding Source
<i>Task 3: Preparation of TSMO Vision, Goals, Objectives, and Performance Measures</i>	Goals driven strategic criteria for project selections, technologies and deployment approaches. Methods to measure performance.
Inventory and Analysis	
<i>Task 4: TSMO/ITS Infrastructure Inventory Analysis</i>	Transportation Assets Via GIS, Excel and other documentation. Communications Network High Level
<i>Task 5: Needs Assessment</i>	Needs Matrix defining functional needs and various parameters for ITS and TSMO solution development. Needs Reference document that highlights best practices, standards, and cost-benefit reference documentation.
<i>Task 6: Regional ITS Architecture Update</i>	Regional ITS Architecture Workshop Notes, updated RAD-IT Architecture Report, RAD-IT file, and output views/files.
Framework and Deployment Plan	
<i>Task 7: Regional TSMO/ITS Operational Framework Evaluation and Update</i>	An Operational Framework provides clarification of "who" is involved with each project and implementation highlighting the roles and responsibilities. This includes dependencies and inter-relationships among stakeholders.
<i>Task 8: Regional TSMO/ITS Deployment Plan</i>	TSMO/ITS deployment plan that establishes programmatic objectives and strategy deployments across short-term (less than 5 years), medium-term (5-10 years), and long-term (10+ years) time horizons. Recommendations in this plan include traceability to the goals and needs defined in Task 3 for the stakeholders.

Schedule



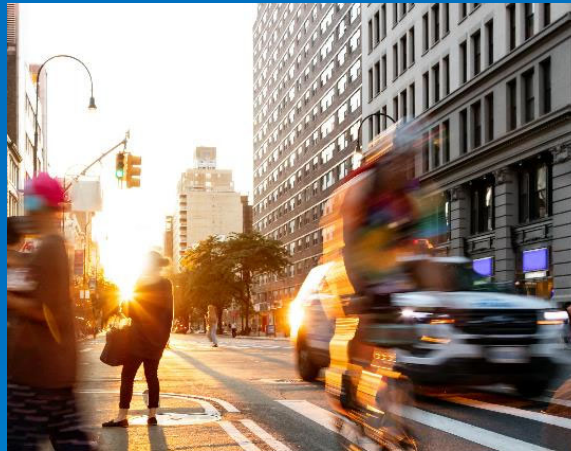
Open Discussion and Next Steps



Scott Lee, P.E.
Project Manager
slee@iteris.com



Inventory



TSMO Guide And Vision



Establish Project Flow

MPO Agenda Cover Sheet

September 3, 2025

Item No. 7

Re:

Preliminary award of Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities)
Program 2026 Funding

Staff Comments on Item:

The MPO received applications for section 5310 funding from Dane County, Metro Transit, and NewBridge Madison. The total amount of federal funding requested (\$359,471) was less than the Madison Urban Area's annual apportionment (\$497,793), so competitive scoring and project selection was not required.

The recommended awards are shown in the DRAFT 2026 Section 5310 Program of Projects for the Madison Urbanized Area, and projects are described in an attached document.

Following preliminary approval, projects awarded funding will be included in a future TIP amendment for formal approval.

Materials Presented on Item:

1. DRAFT 2026 Section 5310 Program of Projects for the Madison Urbanized Area
2. Greater Madison MPO Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) Program Descriptions of Projects Applying for 2026 Funding and Funding Recommendations

Staff Recommendation/Rationale: Staff recommends approval.

DRAFT 2026 Section 5310 Program of Projects for the Madison Urbanized Area										
Subrecipient	Service Area	Service Area Urban/Rural	Sub Type ¹	Project Type	Project Description/ALI	FTA Amount	Local Amount	Total Amount	Coordination Plan Page	Project Type ²
<u>Category A Projects</u> - Certified as having met federal requirements and approved for funding.										
City of Madison - Metro Transit	Madison Area	Urban	DR	Capital	Patatransit Eligibility & Mobility Coordinatior (Traditional)	\$156,640	\$39,160	\$195,800	31-32	14f
Dane County DHS	Dane County	Urban/Rural	LG	Capital	One-Call Center (Mobility Management)(Traditional)	\$158,000	\$39,500	\$197,500	31	14f
NewBridge Madison	Madison Area	Urban	PNP	Operating	Driver salary, benefits, and operations (Non-Traditional)	\$44,831	\$44,832	\$89,663	31	15d
City of Madison - Metro Transit			DR		Grant Administration	\$35,947		\$35,947		12
Total						\$395,418	\$123,492	\$518,910		
<u>Category B Projects</u> - Pending federal requirements and/or pending approval for funding.										
Total						\$0	\$0	\$0		

¹ DR - Direct Recipient, PNP - Private Non-Profit, LG - Local Government, PO - Private Operator receiving indirect funds

² Project type defined in FTA C 9070.1H:

12 - Administration expenses

14a - Rolling stock and related activities (meeting the 55% requirement)

14b - Passenger facilities (meeting the 55% requirement)

14c - Support facilities and equipment (meeting the 55% requirement)

14d - Lease of equipment (meeting the 55% requirement)

14e - Acquisition of transportation services under a contract, lease, or other arrangement, including user-side subsidies (meeting the 55% requirement)

14f - Support for mobility management and coordination programs (meeting the 55% requirement)

15a - Public transportation projects (capital and operating) planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities

15b - Public transportation projects that exceed the requirements of the ADA

15c - Public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on ADA complementary paratransit service

15d - Alternatives to public transportation that assist seniors and individuals with disabilities with transportation

All projects are within Dane County, Madison, WI; Wisconsin Congressional District 2; and consistent with the 2024 Coordinated Public Transit-Human Services Transportation Plan for Dane County.

Greater Madison MPO

Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) Program Descriptions of Projects Applying for 2026 Funding and Funding Recommendations

Subrecipient:	Madison Metro
Project:	Paratransit Eligibility & Mobility Coordinator [Mobility Management Project] (Traditional)
Requested FTA Amount:	\$156,640
Recommended FTA Amount:	\$156,640

Metro's Mobility Management Project consists of the continued funding of the Paratransit program including the Paratransit Eligibility & Mobility Coordinators (PE/MC). The activities include: paratransit application processing and conduct In-Person Assessments (IPA) to determine ADA paratransit eligibility; provide Transit Orientation (TO) to paratransit applicants and others interested in using fixed route services; refer candidates for Travel Training (TT) to Dane County's mobility training program and monitor results, and; identify Confirmed Accessible Stops (CAS) at frequent paratransit destinations.

Typical activities of the PE/MC also include: maintain and update client physical and electronic files; document and process visitor eligibility for visitors to Madison and assist with Metro documentation for visitors to other communities; update knowledge on community and transportation resources; continue to work toward completion of Mobility Manager certification; provide information and assistance by phone, email, mail and during eligibility assessments, and; assist with research, resolution and documentation regarding customer feedback.

Staff recommends that this project be fully funded.

Subrecipient:	Dane County Department of Human Services
Project:	One-Call Center, Mobility Training, and Bus Buddy Program [Mobility Management Project] (Traditional)
Requested FTA Amount:	\$158,000
Recommended FTA Amount:	\$158,000

The Dane County Mobility Management Project consists of the Dane County Transportation Call Center (CC) and the RSVP Bus Buddy travel training program (BB). The CC is a transportation resource center staffed by a Mobility Manager. It is a single point-of-entry to transportation information in Dane County and provides information on all modes of available transportation including public transit, human services programs, vehicle acquisition and repair loans, ride sharing and other programs. Personalized services include identification of transportation availability; options counseling; introduction and referral to public transit; individual and group ride services, assessment and eligibility determination to authorize rides for specialized transportation and related programs; enrollment in travel training programs and follow up assistance in maintaining mobility. The service is free and open to everyone. BB is available to train passengers how to use Metro Transit. Bus Buddy program participants receive accompanied training to familiarize them with mainline transit. Both individualized and group BB training is available. Training is provided by volunteers.

Staff recommends that this project be fully funded.

Subrecipient:	NewBridge Madison
Project:	Driver Salaries and Benefits, and Other Costs [Operating] (Non-Traditional)
Requested FTA Amount:	\$44,831
Recommended FTA Amount:	\$44,831

The purpose of this project is to provide free transportation, using our accessible 14 passenger bus to NewBridge Madison programs for low-income older adults in the Madison Metropolitan area. Our agency provides services for 4,500 older adults, aged 60+, in Madison and the surrounding area. 85% are low-income and depend upon regular access to transportation. Recent surveys of older adults, conducted by Madison and Dane County, identified lack of transportation as one of the top unmet needs. A desire for more activities was also one of the top needs identified, especially among Black and Hispanic individuals.

Many older adults suffer from chronic health issues, lack of exercise and social isolation. Those with physical limitations, cognitive issues and lower incomes can't use or afford the local transit system. Due to a significant budget cut in 2025, the number of activities provided by NewBridge has been

significantly reduced. We now provide 12+ weekly activities for Black and Hispanic older adults to engage them in the community. Attendance ranges from 8-60 participants. The cost to provide rides for participants living in rural communities from other transportation companies is very expensive. NewBridge received \$37,000 from other funders to provide transportation in 2025 and will spend that by the end of August. This project provides funding to cover staff costs, gas, insurance and other related expenses. Having a bus helps stretch our limited funding farther, is more efficient and allows us to transport more older adults to the weekly activities they desperately need.

Staff recommends that this project be fully funded.

MPO Agenda Cover Sheet

September 3, 2025

Item No. 8

Re:

MPO 2025 Resolution No. 13 Approving Creation of a State Transportation Project Funding Workgroup
(5 minutes)

Staff Comments on Item:

State-led projects are built using a combination of federal, state and local funding. Municipalities enter into State-Municipal Funding Agreements (SFMAs) with WisDOT to share costs of state-led transportation projects. WisDOT follows a local participation, a.k.a. cost share, policy for state transportation projects. How this process works is often unclear or misunderstood and can have negative budgeting impacts on local governments. The Work Group will work with WisDOT and municipalities to understand the state policy, how it interacts with federal eligibility and MPO processes and goals.

Materials Presented on Item:

1. Memo from City of Madison Local Participation (Cost Share) Policy Memo

Staff Recommendation/Rationale:

Staff recommends approval

MPO 2025 Resolution No. 13

Creating a Cost Share Policy Workgroup

WHEREAS, the municipalities in the MPO Planning Area regularly enter into State-Municipal Funding Agreements (SMFAs) with WisDOT to share costs of state-led transportation projects; and

WHEREAS, this cost share is implemented under WisDOT's Local Participation Policy, also known as the Cost Share Policy; and

WHEREAS, under this policy, municipalities pay a percentage of the cost of a project element that was requested by a municipality or proposed by WisDOT; and

WHEREAS, such project elements can include new intersections, widened segments of intersecting local streets, parking, sidewalks, service roads, bikeways, and landscaping; and

WHEREAS, this topic is important to municipalities in the MPO Planning Area because the local participation funding must come from already constrained local capital improvement program (CIP) budgets or from new assessments on property owners;

WHEREAS, this topic was discussed by the Policy Board on August 6, 2025, during the process for incorporating the I-39/90/94 Reconstruction and Capacity Expansion Project into the *2025-2029 Transportation Improvement Program for the Madison Metropolitan Area and Dane County*; and

WHEREAS, at their meeting on August 6, 2025, the Policy Board expressed a strong desire to learn more about WisDOT's Cost Share Policy and its application;

WHEREAS, Liz Callin, Vice Chair of the Policy Board and City of Madison Principal Transportation Planner, in her memo dated August 28, 2025, summarized questions regarding WisDOT's current Cost Share Policy for state transportation projects, highlighted implications for municipalities, and suggested a potential Workgroup to better understand the policy:

NOW THEREFORE BE IT RESOLVED, that a "MPO Member Cost Share Policy Workgroup" be established to provide a report detailing WisDOT's cost share policies on state-led transportation projects, and to develop recommendations based on the report findings;

NOW THEREFORE BE IT FURTHER RESOLVED, that the MPO Chair will appoint up to five members from the MPO Policy Board and/or Technical Coordinating Committee, representing communities in the MPO Planning Area that are impacted by WisDOT's current Cost Share Policy to be part of the Work Group;

NOW THEREFORE BE IT FINALLY RESOLVED, that the Workgroup will produce said report within six months of the initial Workgroup meeting and the report will be reviewed at a future meeting of the MPO Policy Board.

September 3, 2025

Date Adopted

Doug Wood, Chair, Greater Madison MPO

Local Participation (Cost Share) Policy Memo

August 28, 2025

To: MPO Policy Board

From: Liz Callin, Vice Chair of the Board and City of Madison Principal Transportation Planner

Subject: WisDOT/Municipal Cost Share Policy for State Transportation Projects

Purpose

This memo summarizes questions regarding WisDOT's current local participation (or "cost share") policy for state transportation projects, highlights implications for municipalities, and outlines potential ideas for how the MPO Policy Board might consider future movement to address these issues.

Background

The City of Madison and other municipalities regularly enter into State-Municipal Funding Agreements (SFMAs) with WisDOT to share costs of state-led transportation projects. This cost share is done under WisDOT's Local Participation Policy, also known as the Cost Share Policy.

To the best of our understanding, this works as follows:

Under this policy, municipalities pay a percentage of the cost of a project element that was requested by a municipality or that WisDOT requests participation in. Such project elements can include new intersections, widened segments of intersecting local streets, parking, sidewalks, service roads, bikeways, and landscaping.

The percentage is calculated according to the type of project element. It can also be adjusted if WisDOT believes the elements offer benefit to the state highway system.

The local participation can vary from 10% to 100%. This is calculated based on the total project cost, including all funding sources. However, many of these elements are eligible for federal funding, which may cover up to 80% or 90% of a project. WisDOT does not set aside project-specific federal funding; instead, it receives federal allocations and distributes them across projects across all parts of the state, with allocations often shifting before a project goes to construction. Thus, the local participation may exceed the local share required for federal funding; a city may be required to pay for 50% of an element for which the federal government could pay 90%.

This topic is important to municipalities like Madison because the local participation must come from already constrained local CIP budgets or from new assessments on property owners.

Municipalities may have to forgo other projects to budget for their share of highway-related projects. Municipalities must also explain to their residents and taxpayers why these funds are being spent.

This topic was brought forward during the process for incorporating the I-39/90/94 Expansion and Reconstruction Project into the TIP on August 6, 2025; however, the cost share policy applies to any state-led project that has local participation.

Key Questions

After two productive meetings with WisDOT, City of Madison staff still has questions about the policy and its application. These answers may also be of interest to other MPO members, who may also be working with WisDOT on projects that involve cost share.

- **Policy goals:** What is the intended outcome of this policy?
- **Overall magnitude:** What percentage of WisDOT's construction budget within the MPO comes from local participation?
- **The definition of local benefit:** How does WisDOT determine local vs. systemwide benefit for both which elements require local share and what the local share will be? Are new connections assumed to be of local benefit while existing connections are assumed to be of systemwide benefit?
- **The burden on local budgets:** Are local governments (with their limited revenue sources) paying for 50% or more of elements that are otherwise eligible for 80–100% federal funding?
- **Transparency of federal funding:** Federal funds are blended with state contributions, leaving municipalities unclear on how much of a project is federally funded versus charged to local cost share. What information does WisDOT provide on this, on how is it reflected in the MPO's TIP?
- **Consideration of projects that restore connectivity:** If a project element restores a connection that would have existed if the highway were not there (like a local street or a bike path), how is that considered in cost share?
- **Definition of "necessary" elements:** How does WisDOT determine what is "necessary" as part of a highway projects, and therefore fully funded as part of the base project? How does that definition consider all modes, including pedestrians, bicycles, and transit?

Ideas to Move Forward

The MPO Policy Board may wish to consider the following approaches to get more clarity:

1. Establish a Working Group of MPO members to Better Understand the Cost Share Policy

- Task the group to work with WisDOT and municipalities to understand the policy, how it interacts with federal eligibility and MPO processes and goals.
- Report back to the policy board to share ideas and set up further discussion.

2. Request an Analysis from MPO Staff in Coordination with WisDOT Staff

- Examine how federal eligibility is currently applied across projects.
- Better understand processes for determining eligibility for funding.
- Develop next steps based on the results of that analysis as a Policy Board.

3. Have a City – WisDOT Discussion Continue Outside of Policy Board

MPO Agenda Cover Sheet

September 3, 2025

Item No. 9

Re:

MPO 2025 Resolution No. 14 Approving Amendment No. 8 to the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Staff Comments on Item:**Interstate 39/90/94 (Beltline Highway to North County Line) Reconstruction and Capacity Expansion Project**

WisDOT is requesting a major TIP amendment 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 acquisitions, and program control tasks can begin this year for the portion of the project located in the MPO Planning Area. The costs associated with each activity are identified in the attached project listings worksheet.

The MPO Policy Board, at their meeting on August 16, conducted a public hearing for the request. No members of the public spoke, but one City of Madison resident registered in opposition to the major TIP amendment. Staff did not receive any other comments during the review period, which began when the [memo providing notice of the public hearing](#) was emailed to the MPO contact list and posted to the MPO website on July 16.

Following the public hearing and staff's presentation, the board referred action on the major TIP amendment to the September board meeting due to concerns with how WisDOT calculates local cost share. Additional details are provided in the August 6, 2025 draft Policy Board minutes.

Project Background:

- The State Transportation Projects Commission (TPC) recommended enumeration of the I-39/90/94 (Beltline Highway to USH 12/STH 16 in Wisconsin Dells) Reconstruction and Capacity Expansion Project at their meeting on December 9, 2024.
- In March 2025, the Greater Madison MPO Policy Board adopted MPO 2025 Resolution No. 4, adding the I-39/90/94 (Beltline Highway to North County Line) Reconstruction and Capacity Expansion Project to the Fiscally Constrained 2050 Regional Transportation Plan.
- Funding for the I-39/90/94 Project (Beltline Highway to USH 12/STH 16 in Wisconsin Dells) was formerly enumerated with the recent adoption of the 2025-2027 Biennial State Budget.

Anticipated Construction Schedule:

- The Interstate Project will potentially be constructed in six sequences, as shown on the attached map. Sequence 2, the Madison South segment, extends from STH 30 to USH 51, with construction starting in 2030. Section 5, the Madison North segment, extends from STH 30 to the Beltline, with construction starting in 2038. Section 6 extends from USH 51 to the Wisconsin River in Columbia County. Construction of that segment is anticipated in 2044. The other sections of the project are located in Juneau and Sauk Counties.

The MPO Technical Coordinating Committee, at their meeting on July 23, recommended approval of the TIP amendment.

Materials Presented on Item:

1. MPO 2025 Resolution No. 14 Approving TIP amendment (with attachments)

Staff Recommendation/Rationale: Staff recommends approval.

MPO 2025 Resolution No. 14

Amendment No. 8 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 Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2025–2028 must be included in the effective TIP; and

WHEREAS, an amendment is needed to add 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 revised 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 August 6, 2025, for the Interstate 39/90/94 reconstruction and capacity expansion project, which constitutes a major amendment, and listing the project on the board agenda; and

WHEREAS, the new 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. 8 to the *2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project addition as shown on the attached project listing table:

1. **ADD** WisDOT's Interstate 39/90/94 (Beltline Highway to North County Line) Reconstruction and Capacity Expansion project to page 33 of the Streets/Roadway Projects section.

September 3, 2025

Date Adopted

Doug Wood, Chair, Greater Madison MPO

PROJECT LISTINGS FOR AMENDMENT NO. 8 TO THE 2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM

9/3/25

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 * 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 ROW CONST TOTAL	76,500	8,500		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
			76,500	8,500		85,000	13500	1,500		15,000													
NEW * 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 ROW CONST TOTAL	52,200	5,800		58,000				Continuing				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
			52,200	5,800		58,000	9,900	1,100		11,000													
NEW * 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 ROW CONST TOTAL	85,500	9,500		95,000				Continuing				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
			85,500	9,500		95,000	45,000	5,000		50,000													

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. 8
9/3/25

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	14,283	3,625	0	3,228	101,415	14,283	3,625	0	3,228	101,415
	Surface Transp. Block Grant Program - Transp. Alternatives	6,682	1,555	1,774	1,386	0	6,682	1,555	1,774	1,386	0
	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	0	0	0	0	0	0	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	0	0	0	0	0	0	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	2,028	2,087	2,148	2,211	1,970	2,028	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	0	0	0	0	656	489	499	509	519
	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.

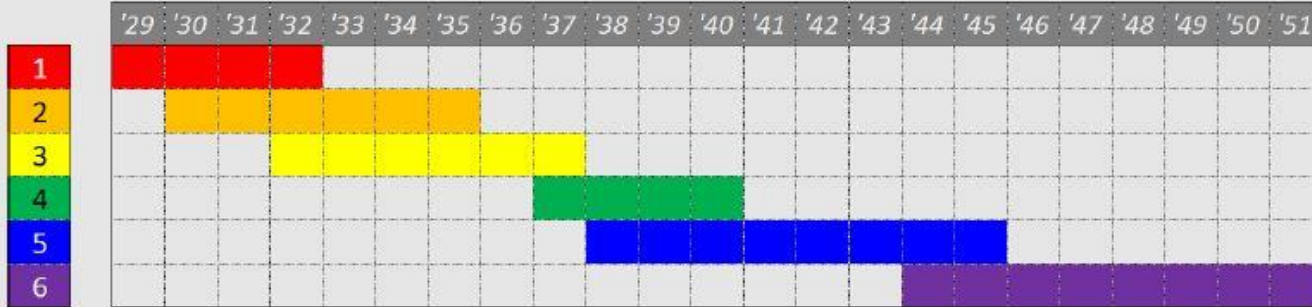
Note:

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.

Potential Sequencing

- Focusing on biggest needs first & maximizing asset life
- High level potential sequencing:

1. Wisconsin Dells area
2. Madison north area
3. Portage to Wisconsin Dells
4. I-39 I-90/94 split
5. Madison south area
6. Madison to Portage



*Assumes \$250M/SFY to I-39/90/94 Project



MPO Agenda Cover Sheet

September 3, 2025

Item No. 10

Re:

Presentation on 2024 Traffic Safety Snapshot, the Dane County Traffic Safety Commission Initiative, and updated safety statistics

Staff Comments on Item:

Each year, thousands of Wisconsin residents are injured and killed in traffic crashes. To prevent these tragedies, in 1971 the legislature created traffic safety commissions (TSC) in every county. These commissions are intended to bring local and state expertise to minimize the incidence and severity of traffic crashes. The Dane County TSC meets quarterly to review the fatal and injury crashes that occurred in the county and discuss traffic safety issues. The Dane County TSC is made up of representatives from local law enforcement, engineering, public health and community advocates, representing a diverse range of expertise to address the complexity of traffic safety. MPO staff assists the TSC by providing data analysis support.

The attached presentation provides an overview of crashes that occurred in Dane County in 2024 with additional information on factors influencing these crashes.

Materials Presented on Item:

1. Presentation slides

Staff Recommendation/Rationale:

For information and discussion purposes only.



GREATER MADISON
mpo

2024 ANNUAL TRAFFIC SAFETY SNAPSHOT

FOR DANE COUNTY

DATA SOURCE



Wisconsin Traffic Operations and
Safety Laboratory (TOPS Lab)

The WisTransPortal System



Crash Exclusions:

- Deer Crashes
- Parking Lot
- Private Property

Source: <https://transportal.cee.wisc.edu/>

Source: <https://transportal.cee.wisc.edu/partners/community-maps/>

ABBREVIATIONS

KABCO

1996 to Present			WI Instruction Manual for Motor Vehicle Accident Report Form 1998
K – Fatal Injury	K	K: Any injury received in a traffic accident which results in death within 30 days of the accident.	38 - Severity
A – Incapacitating Injury	A	A: Any injury other than a fatal injury which prevents the injured person from walking, driving, or from performing other activities which he/she performed before the accident.	38 - Severity
B – Non-incapacitating Injury	B	B: Any injury, other than fatal or incapacitating, which is evident at the scene. Evidence of injury may include known symptoms an injury which are not directly observable.	38 - Severity
C – Possible Injury	C	C: Any injury which is not observable or evident at the scene but is claimed by the individual or suspected by the law enforcement officer.	38 - Severity
N – No Apparent Injury	O	N: Mark the "N" bubble when there is no apparent injury to the operator.	38 - Severity

Source: <https://highways.dot.gov/media/20141>

2024 OVERVIEW

Total
Crashes

7177

Total
Fatalities

38

Serious
Injuries

177

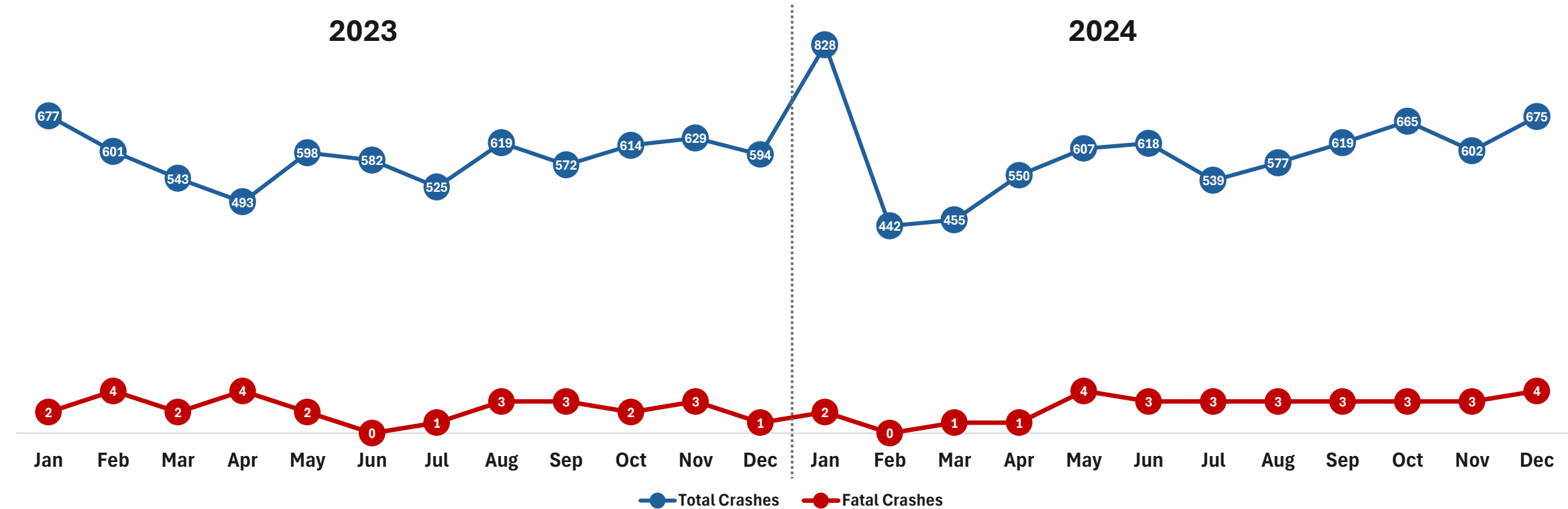
Minor or Suspected
Injuries

1953

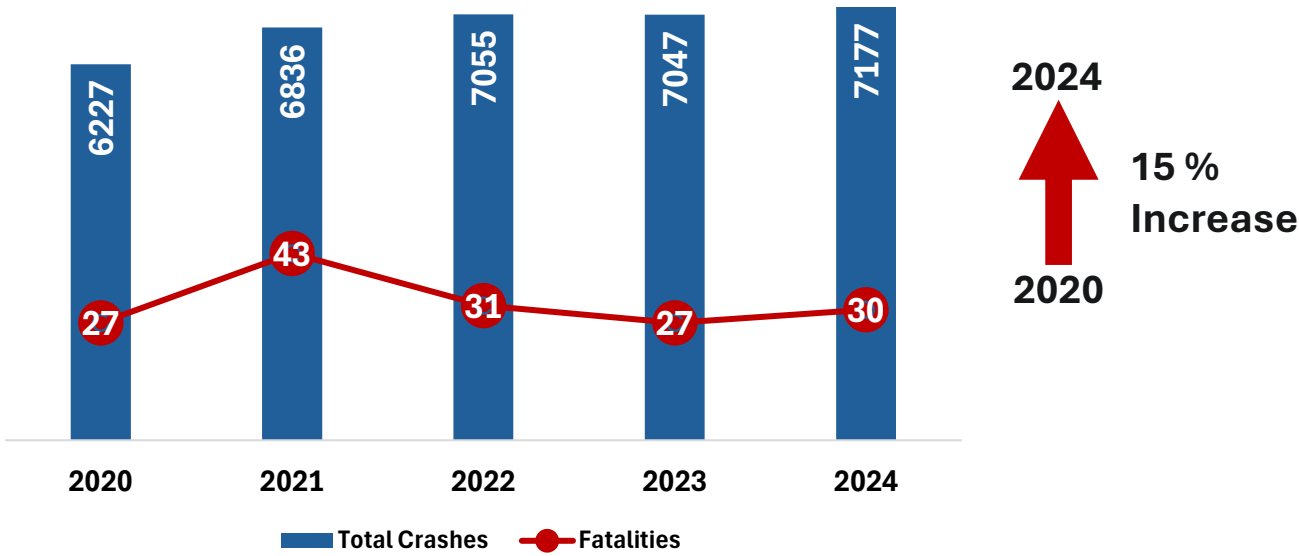
Total Uninjured
involved in a crash

13973

Total Crashes and Fatalities by month (2023 – 2024)



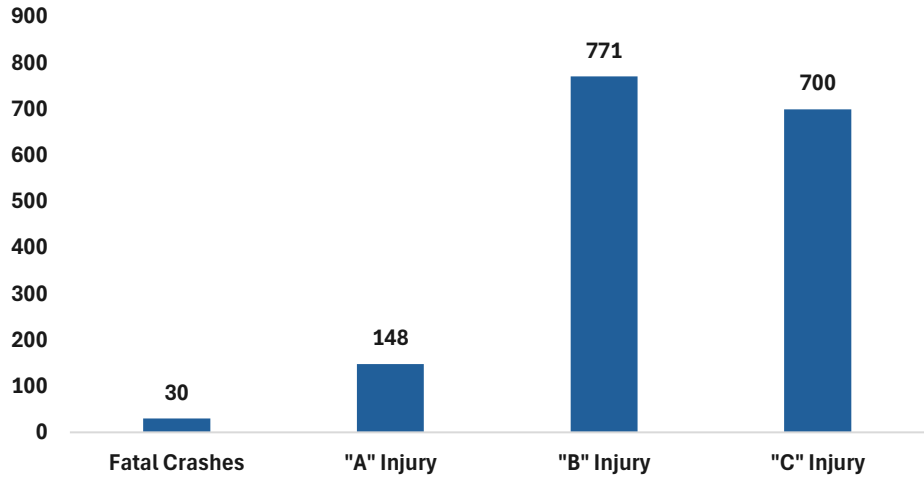
Total Crashes and Fatalities (2020 – 2024)



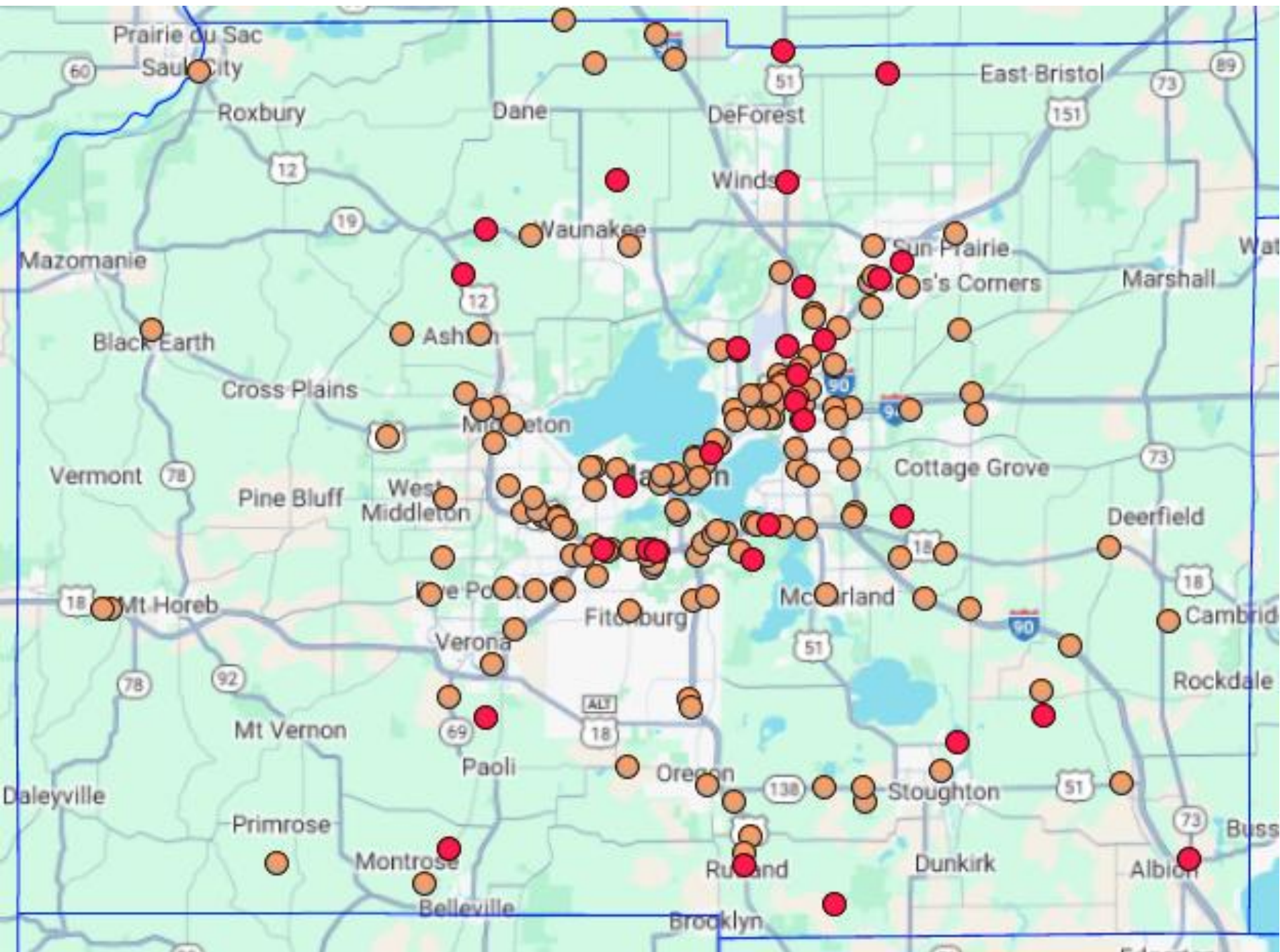
2020 has the lowest number of overall crashes in the last 5 years.

2021 was the deadliest year on Dane County Roads since 2007 with 43 Fatalities.

Crashes by Injury Severity (2024)



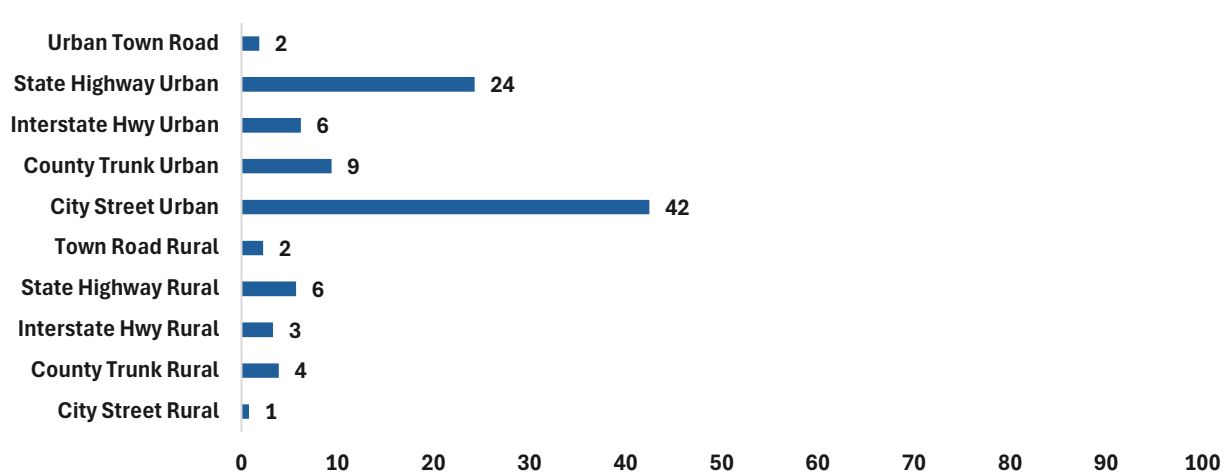
Dane County Fatal Crashes and Serious Injuries Map for 2024



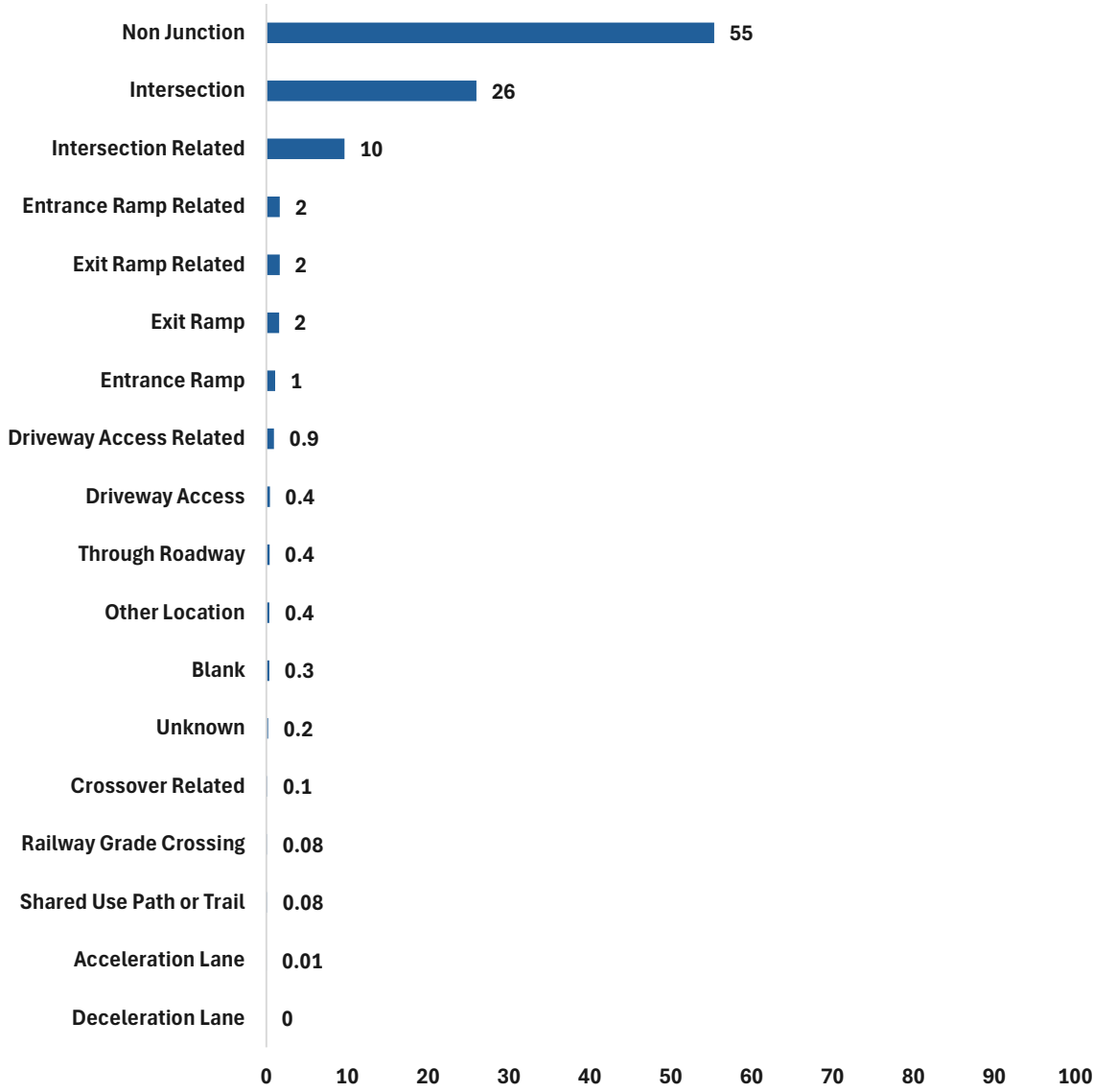
- Fatal Crashes
- Serious Injury

Crash Location

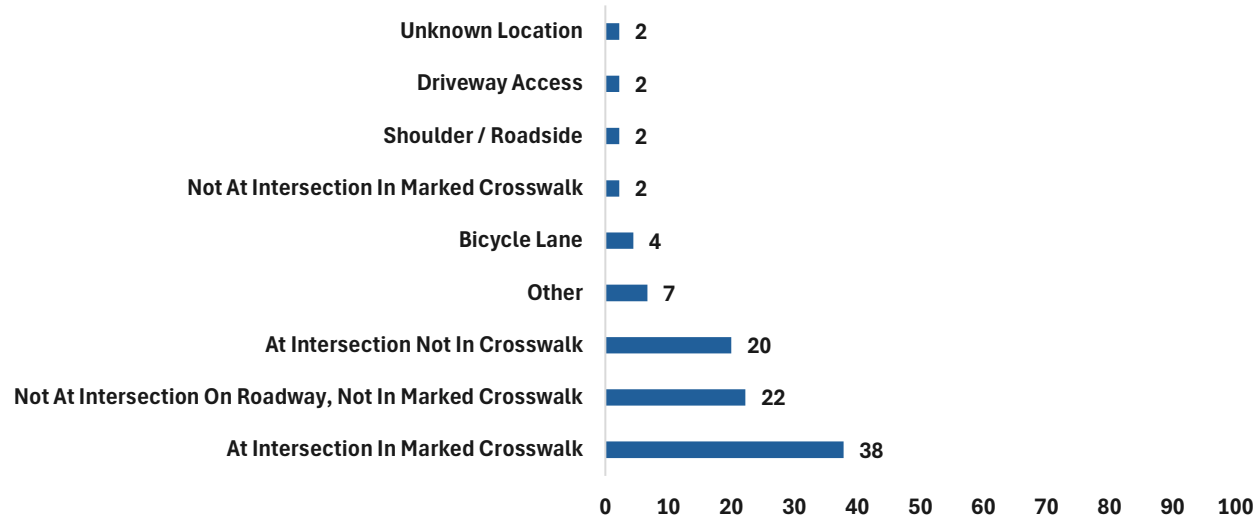
Share of crash location by Highway Class (2024)



Share of crashes by location of first harmful event (2024)

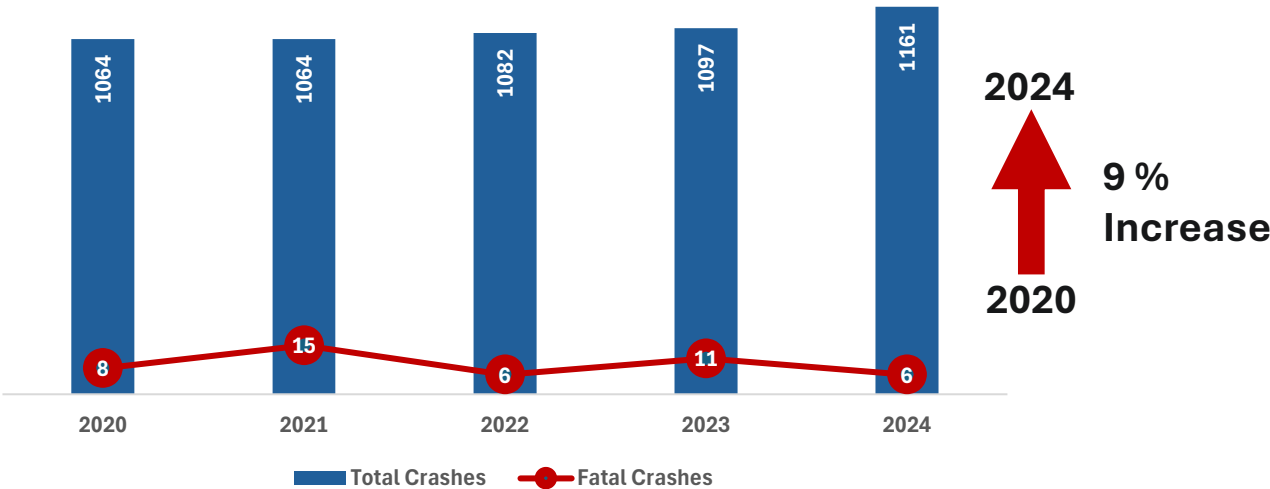


Share of Non Motorist crash locations (2024)

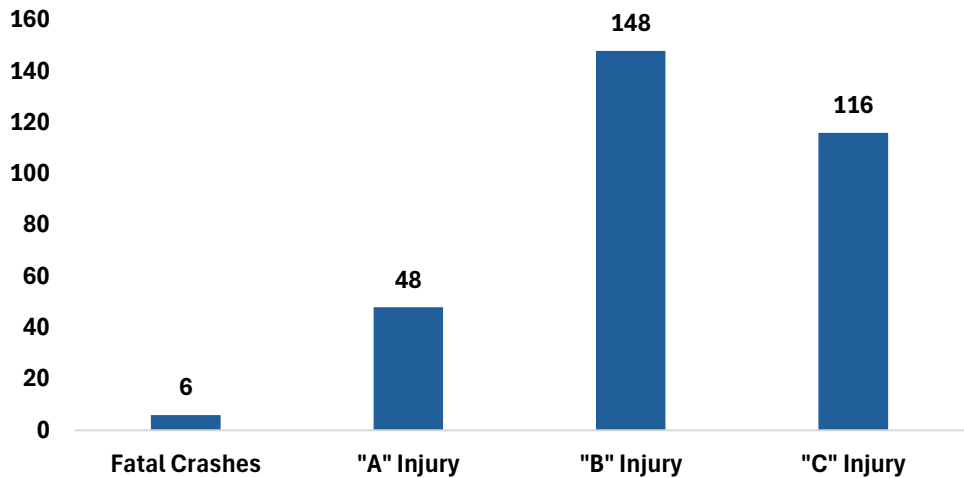


SPEED

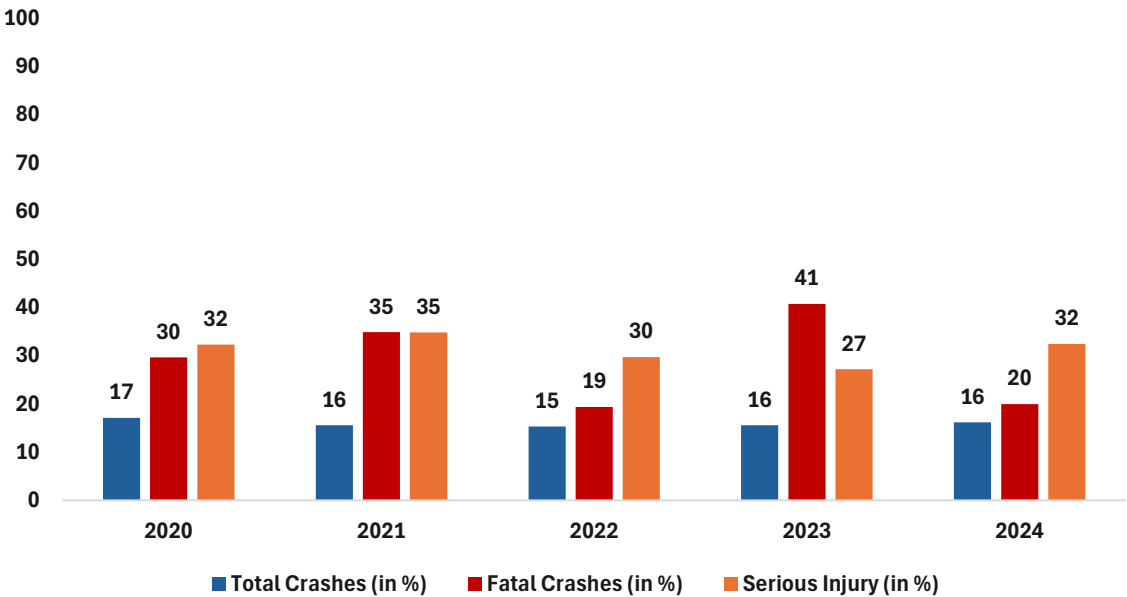
Annual Crashes and Fatalities due to Speed being a factor



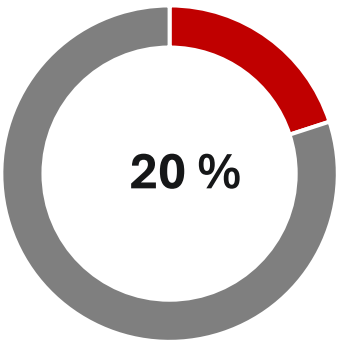
Speed being a factor: Injury Severity (2024)



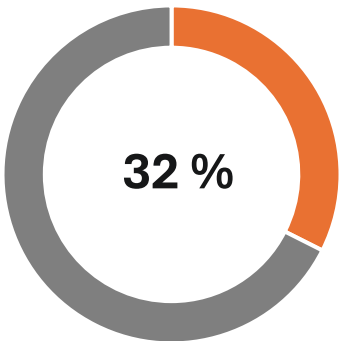
Share of crashes where Speed was a factor (2020 -2024)



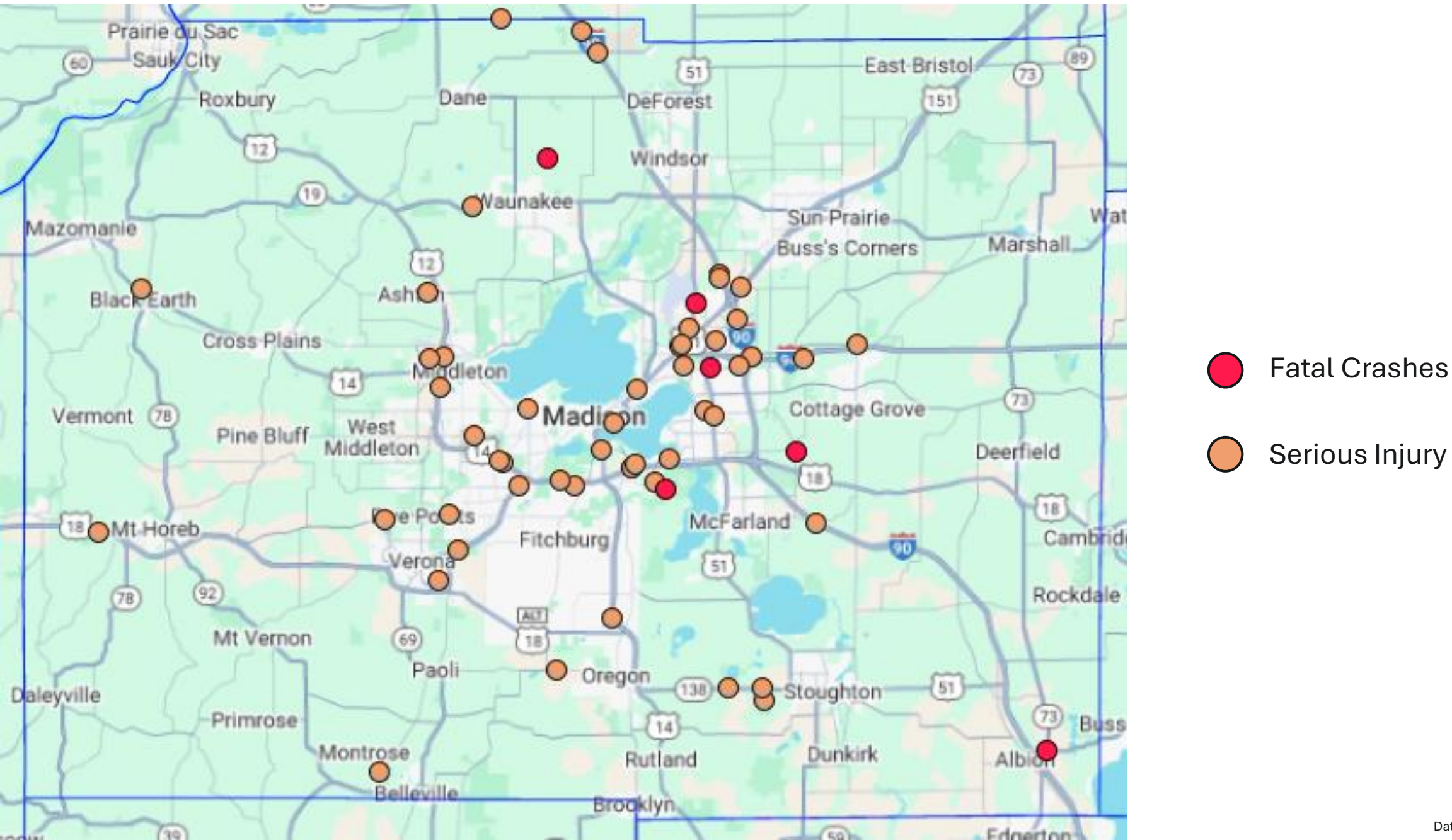
Crashes involving Speed as a factor that led to Fatality (2024)



Crashes involving Speed as a factor that led to Serious Injury (2024)

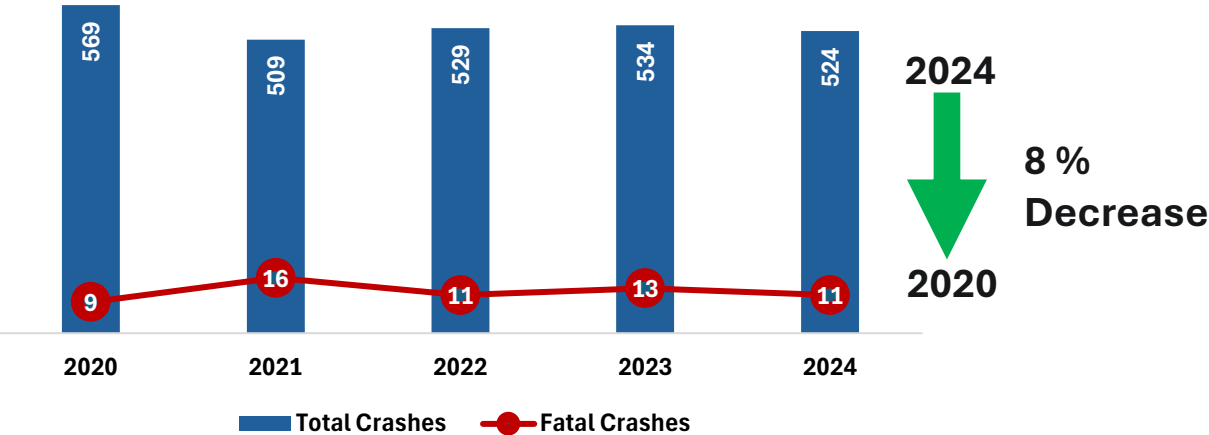


Dane County Speed related Fatal Crashes and Serious Injuries Map for 2024

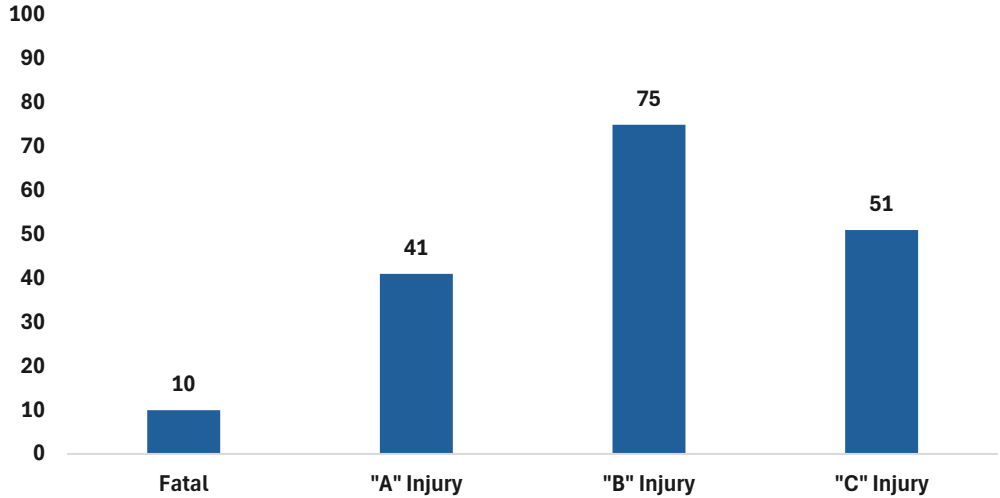


IMPAIRED DRIVING

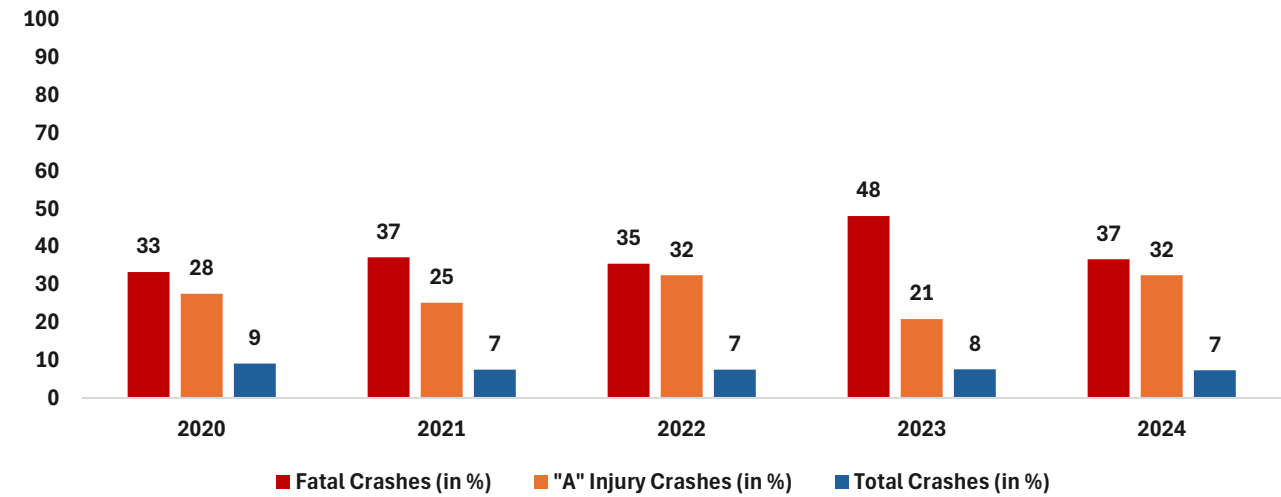
Annual Crashes and Fatalities due to Impaired Driving



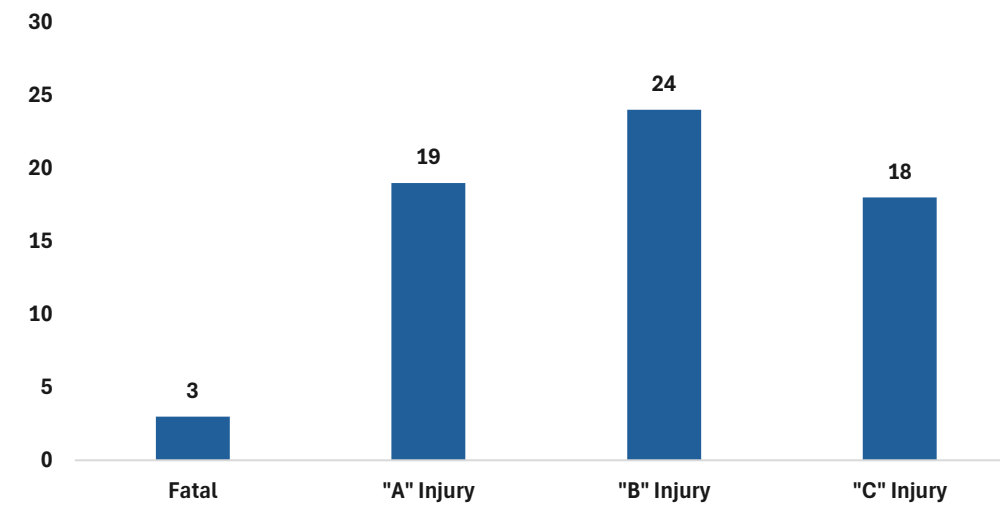
Alcohol Impaired Driving by Injury Severity (2024)



Share of Crashes where Impaired Driving was a factor (2020 – 2024)

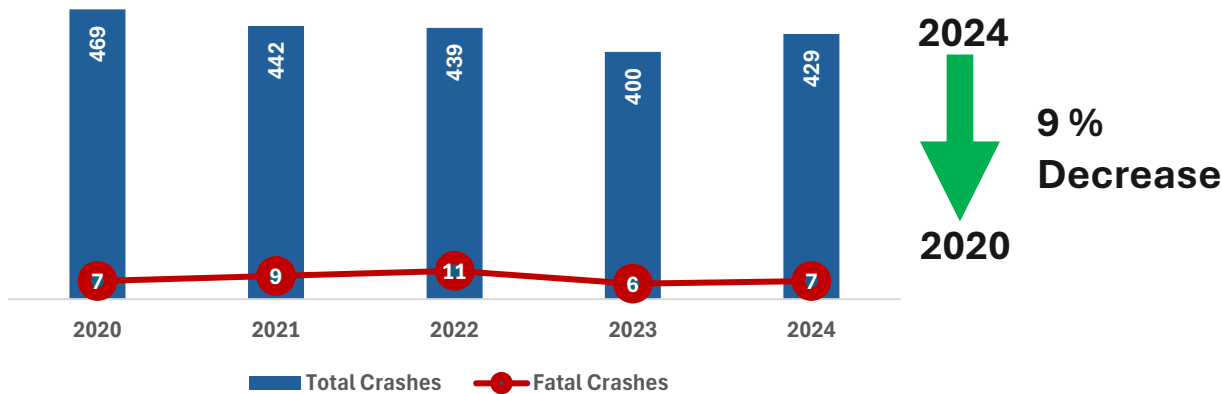


Drug Impaired Driving by Injury Severity (2024)

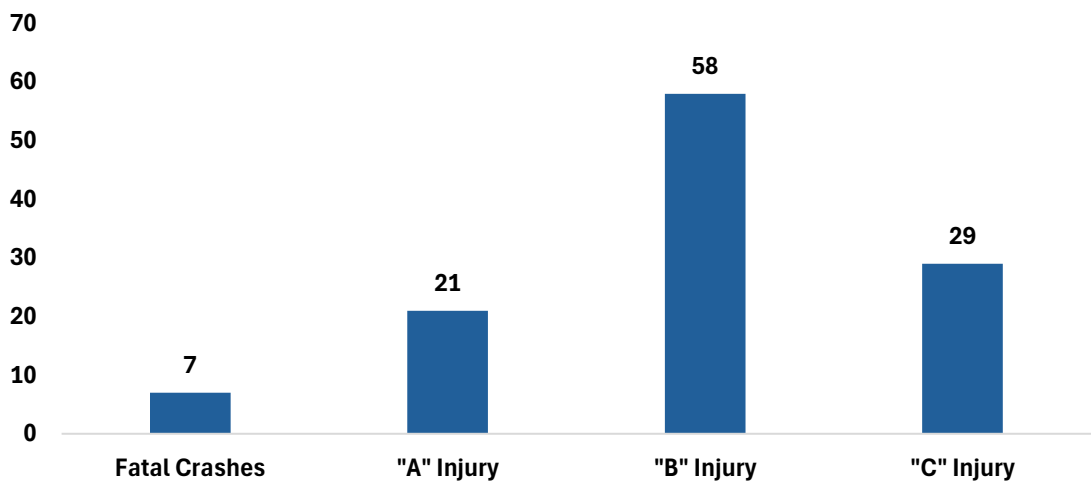


Safety Equipment

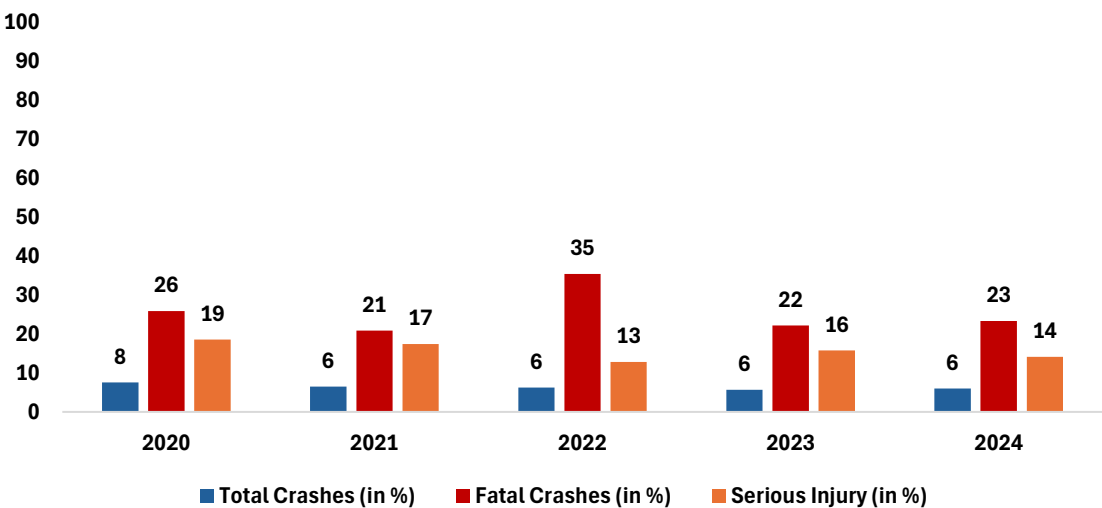
Annual Crashes and Fatalities involving Safety Equipment being unused



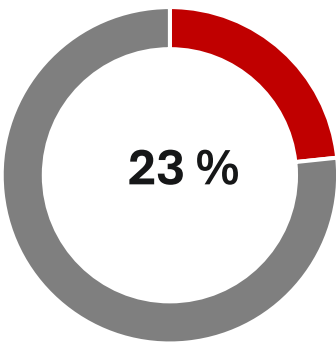
Safety Equipment being Unused: Injury Severity (2024)



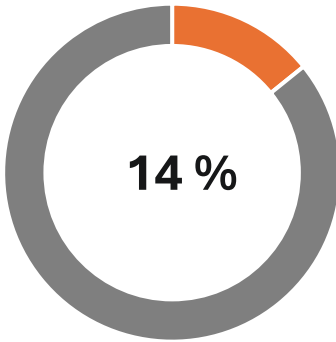
Share of Crashes where Safety Equipment being unused was a factor (2020 – 2024)



Crashes involving Safety Equipment being unused as a factor that led to Fatality (2024)

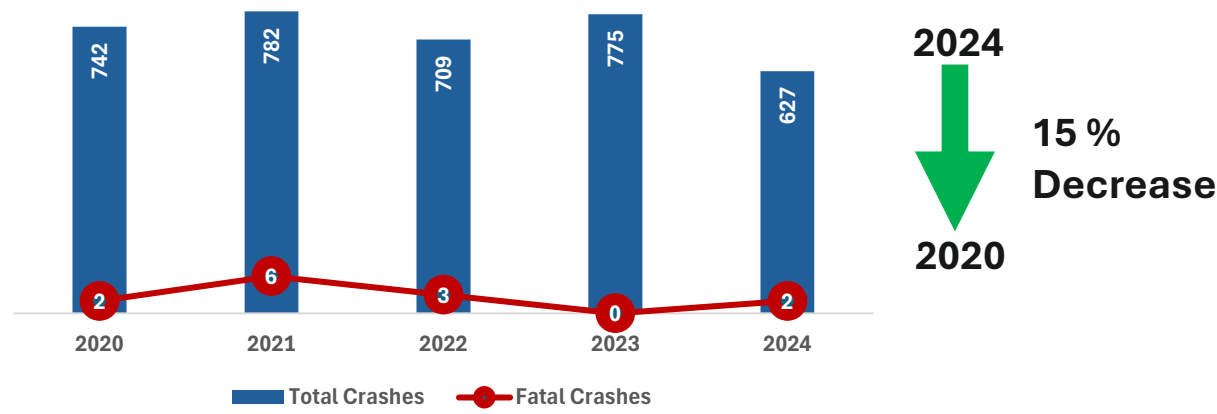


Crashes involving Safety Equipment being unused as a factor that led to Serious Injury (2024)

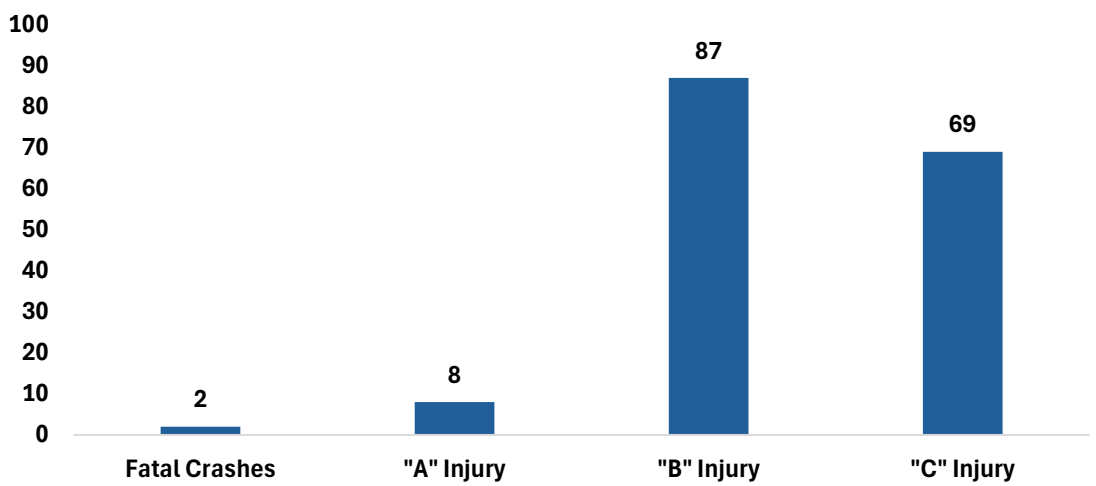


DISTRACTED DRIVING

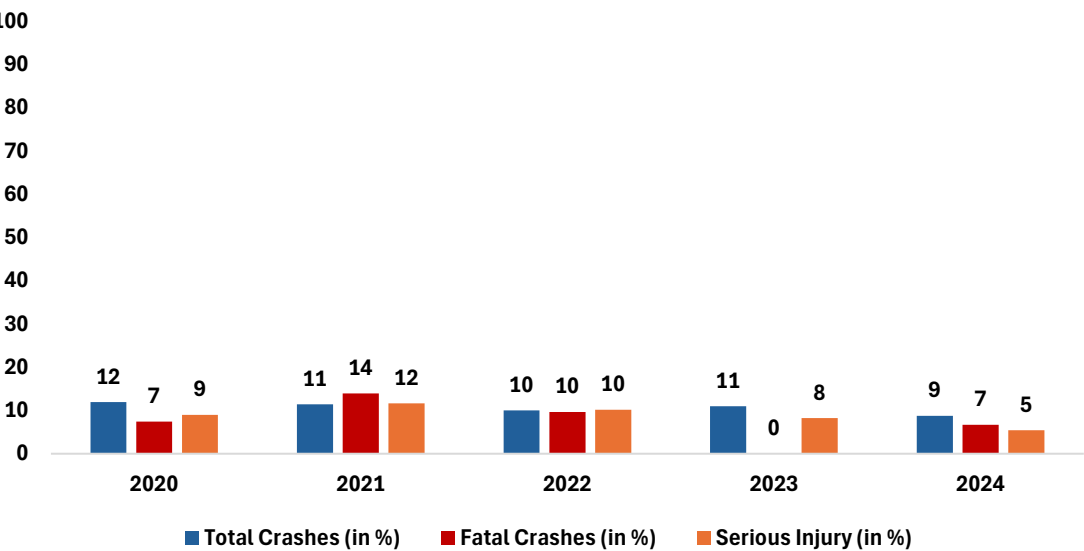
Annual Crashes and Fatalities involving Distracted Driving



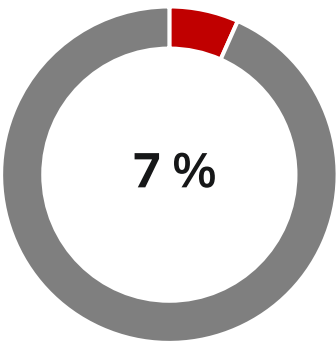
Distracted Driving: Injury Severity (2024)



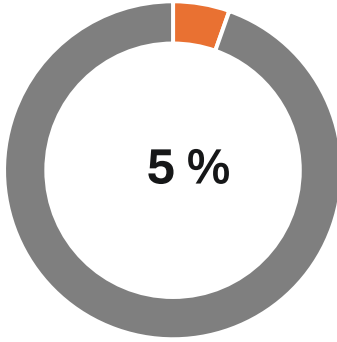
Share of Crashes where Distracted Driving was a factor (2020 – 2024)



Crashes involving Distracted Driving as a factor that led to Fatality (2024)

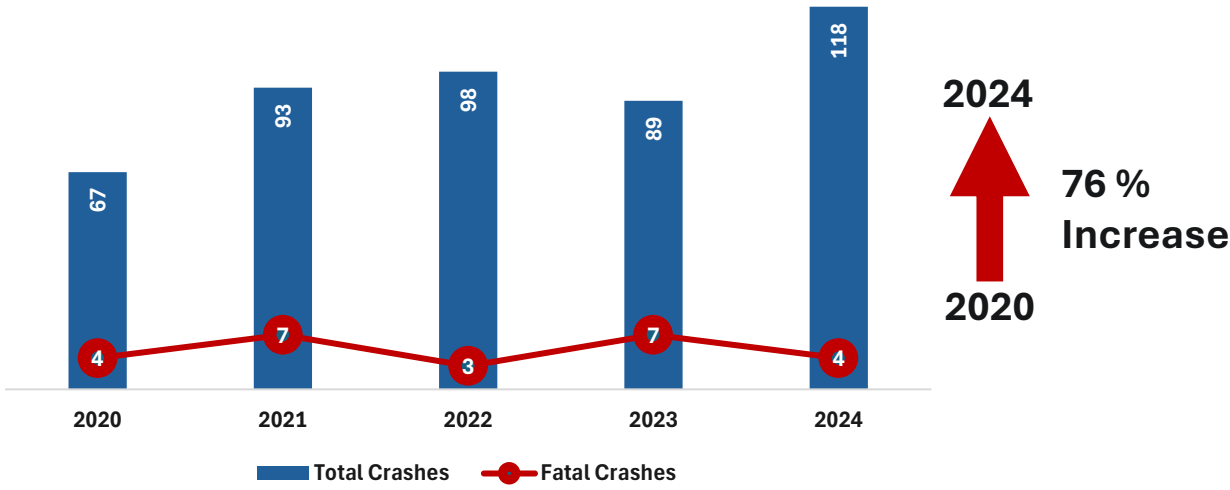


Crashes involving Distracted Driving as a factor that led to Serious Injury (2024)

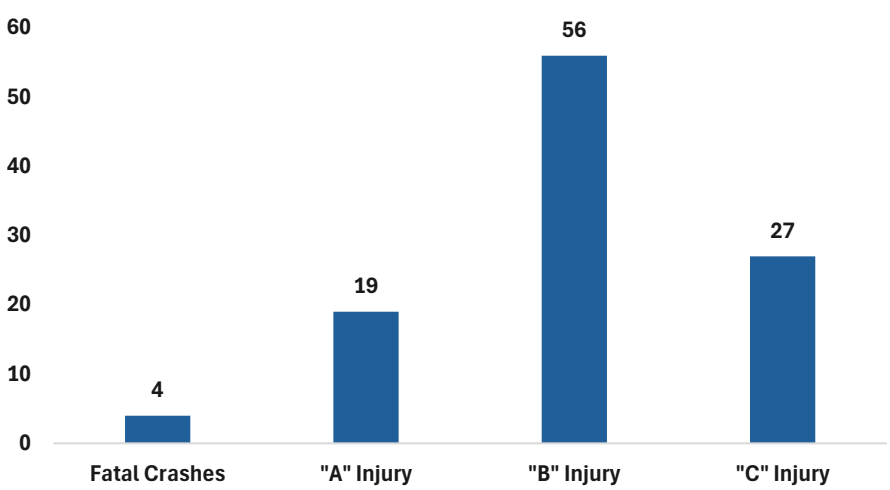


PEDESTRIAN

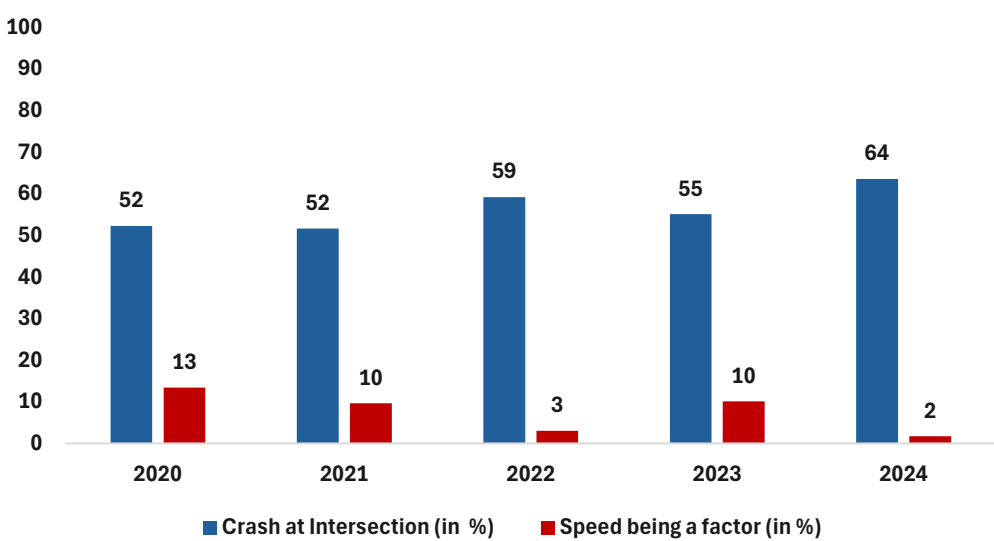
Annual Crashes and Fatalities involving Pedestrians



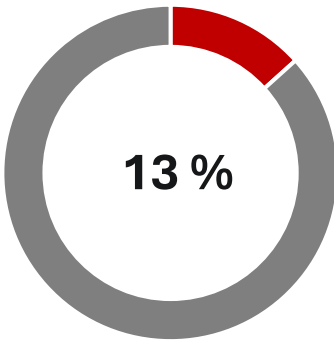
Pedestrian Crashes by Injury Severity (2024)



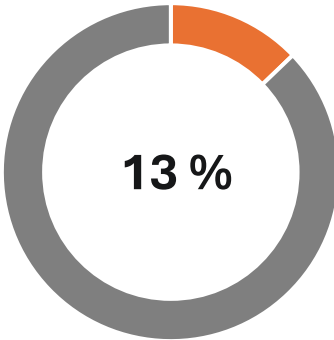
Share of pedestrian crashes at Intersection or due to speed being a factor (2020 -2024)



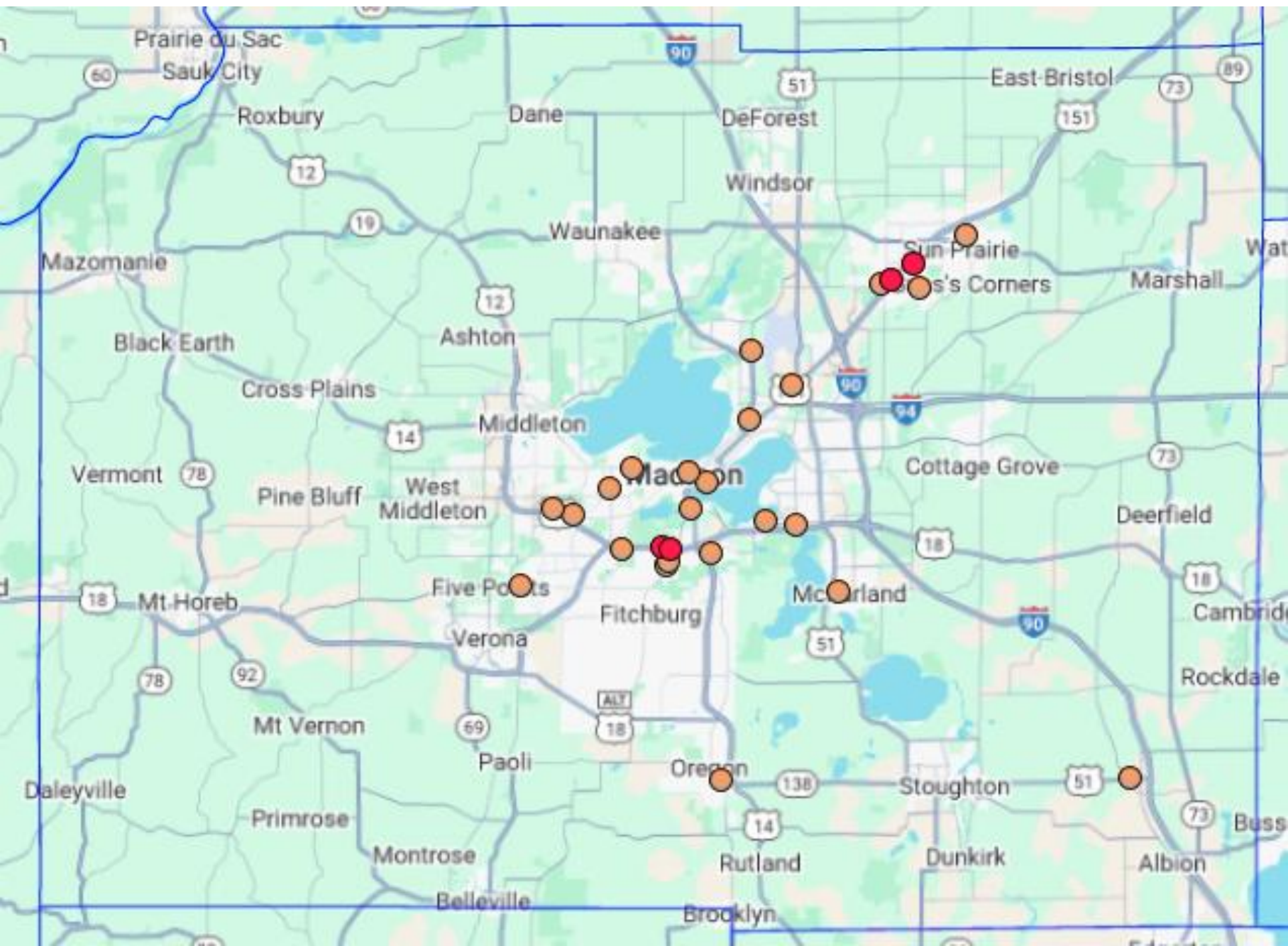
Crashes involving pedestrians that led to Fatality (2024)



Crashes involving pedestrians that led to Serious Injury (2024)



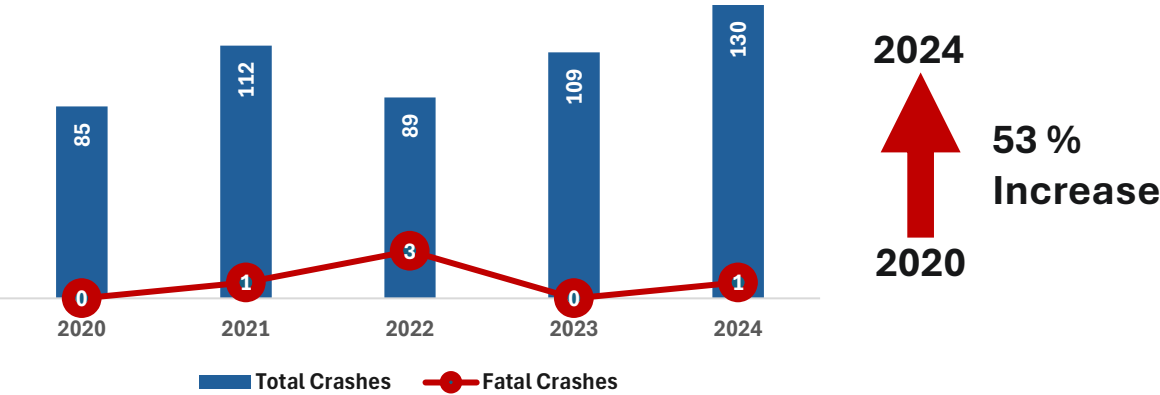
Dane County Pedestrian related Fatal Crashes and Serious Injuries Map for 2024



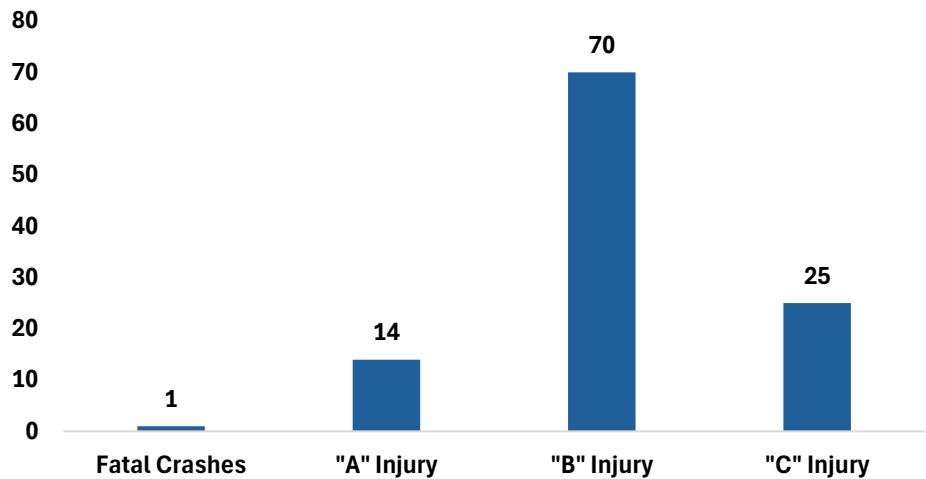
- Fatal Crashes
- Serious Injury

BICYCLE

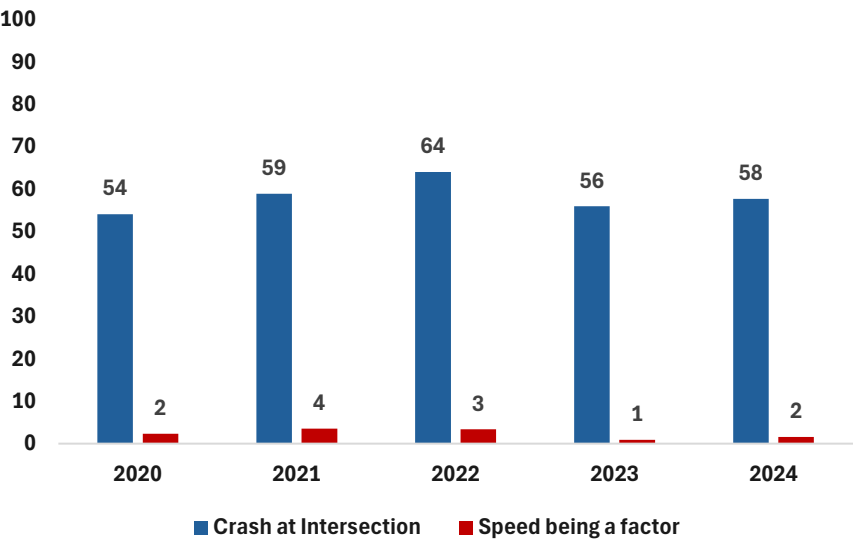
Annual Crashes and Fatalities involving people on bicycles



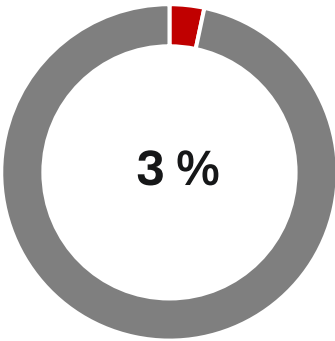
Bicycle crashes by Injury Severity (2024)



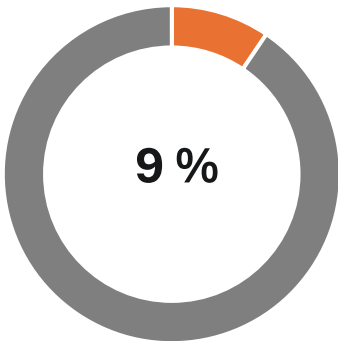
Share of bicycle crashes at Intersection or due to speed being a factor (2020 – 2024)



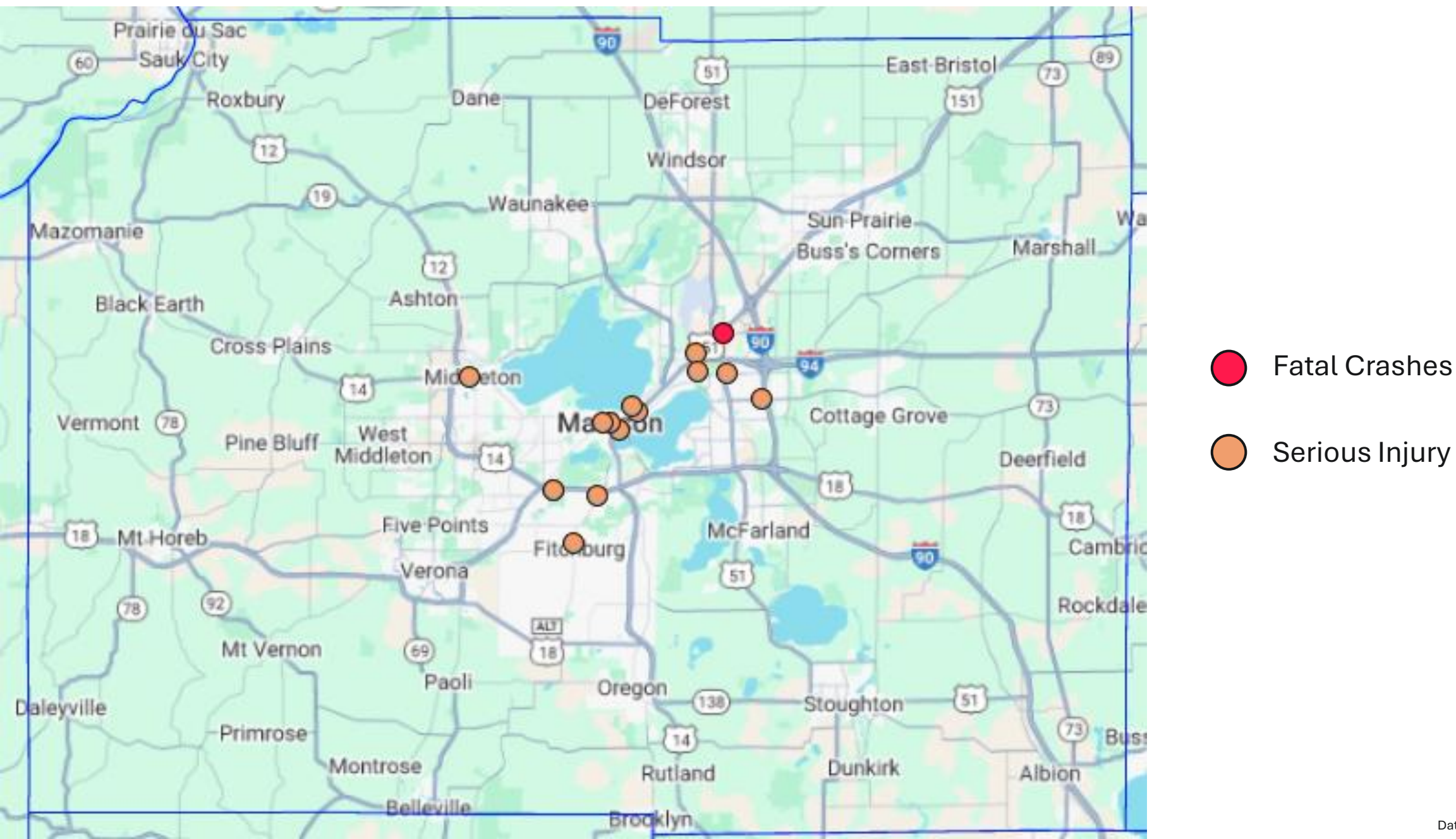
Crashes involving people on bicycles that led to Fatality (2024)



Crashes involving people on bicycles that led to Serious Injury (2024)

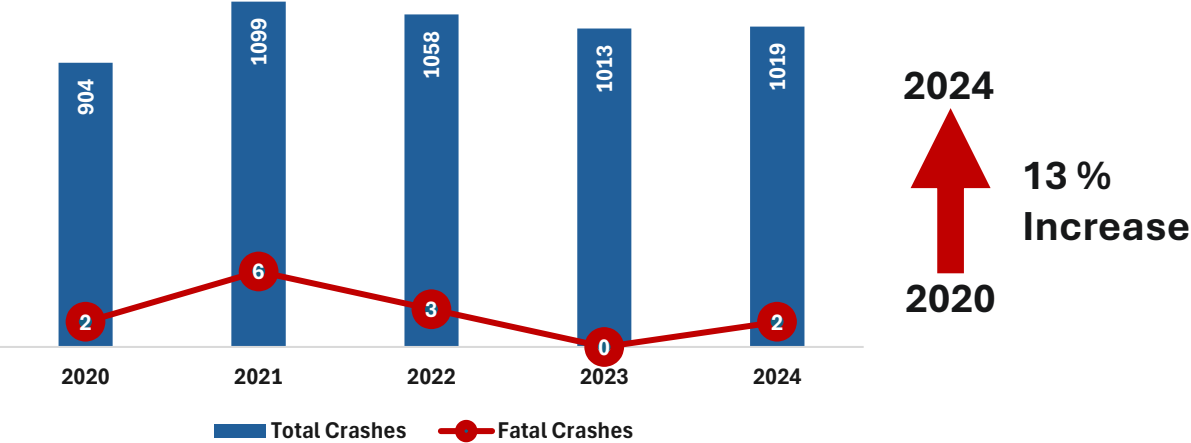


Dane County Bike related Fatal Crashes and Serious Injuries Map for 2024

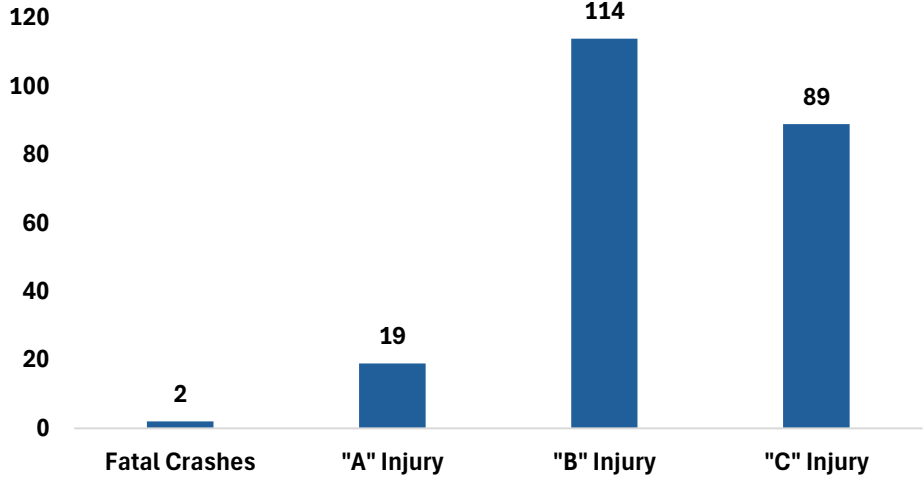


TEEN DRIVERS (Age 13 - 19)

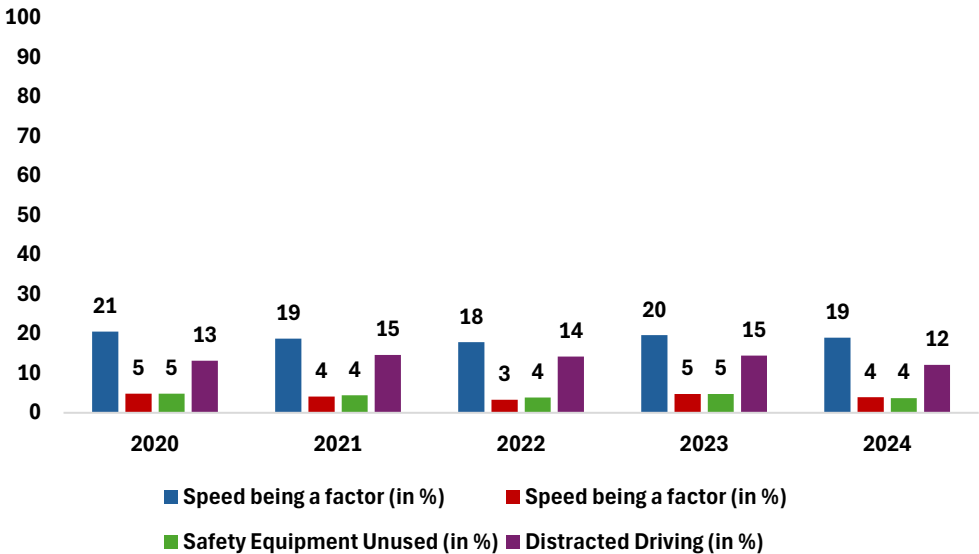
Annual Crashes and Fatalities involving Teen Drivers



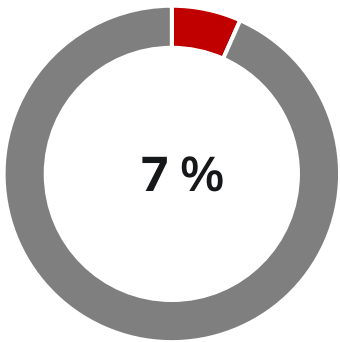
Teen Driver Crashes by Injury Severity (2024)



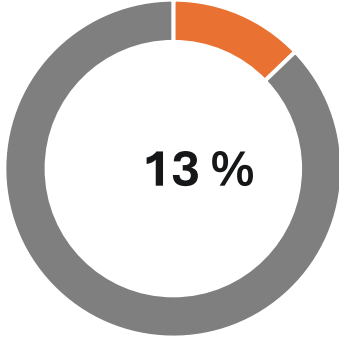
Share of factors contributing to crashes among teen drivers (2020 – 2024)



Crashes involving Teen Drivers that led to Fatality (2024)



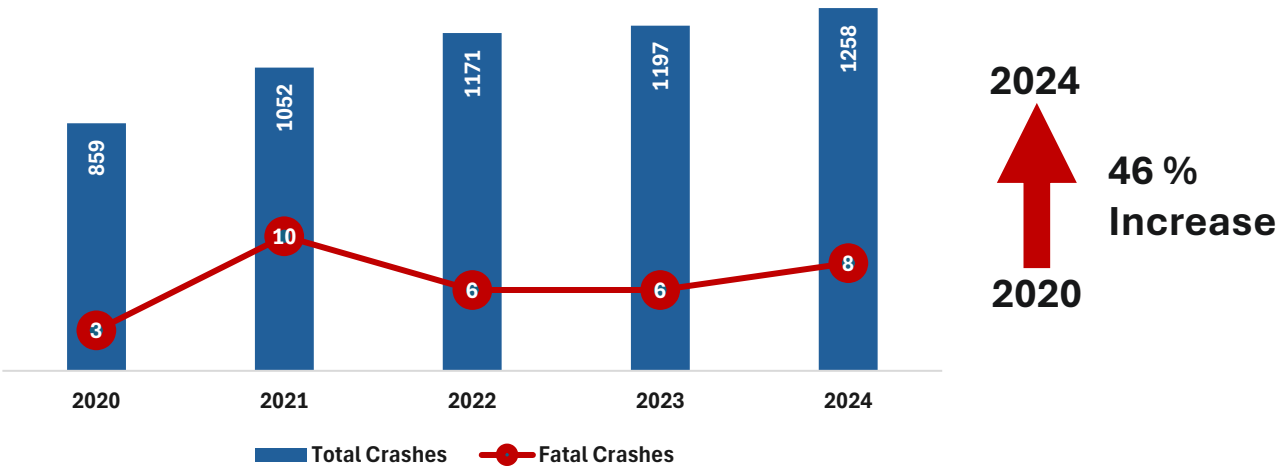
Crashes involving Teen Drivers that led to Serious Injury (2024)



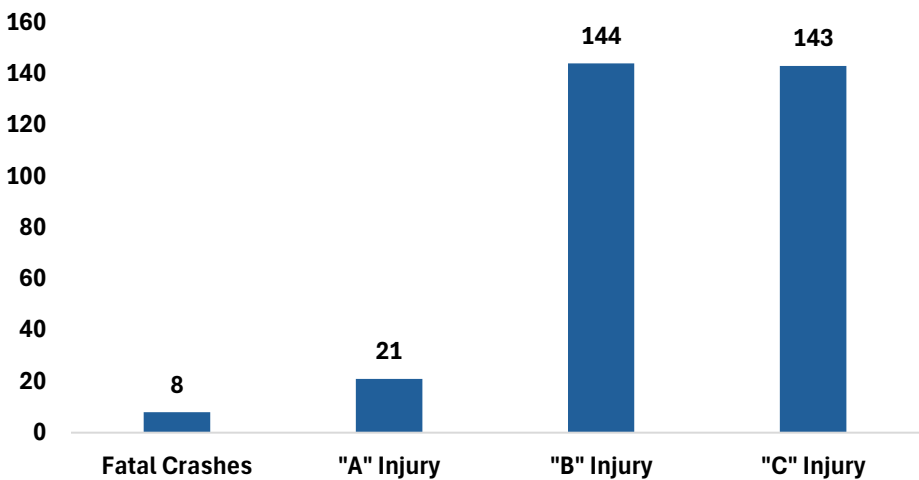
Teen Drivers make up **14%** of drivers involved in a crash in 2024.

OLDER DRIVERS (Age 65 & Above)

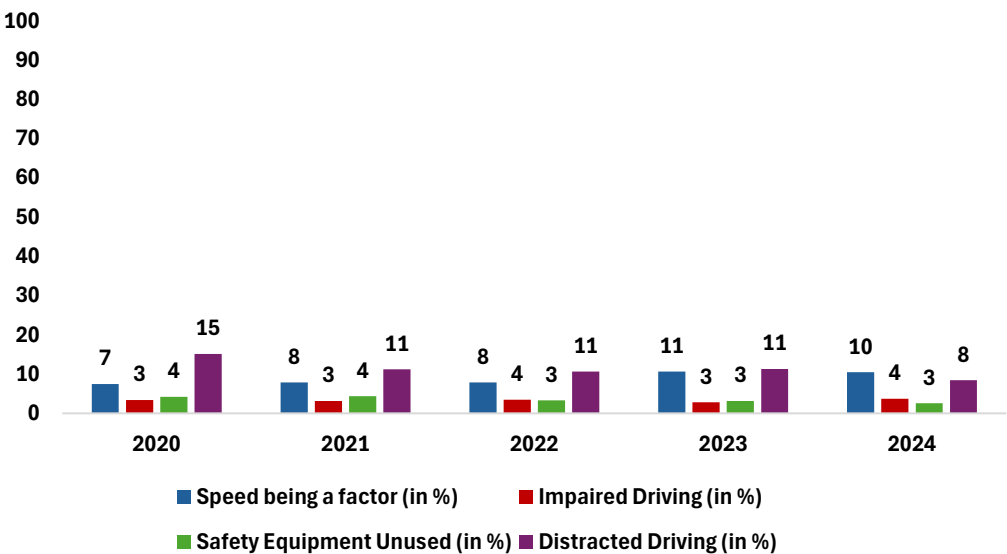
Annual Crashes and Fatalities involving Older Drivers



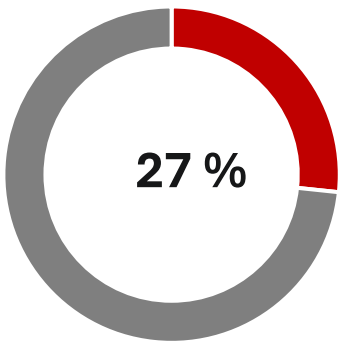
Older Driver Crashes by Injury Severity (2024)



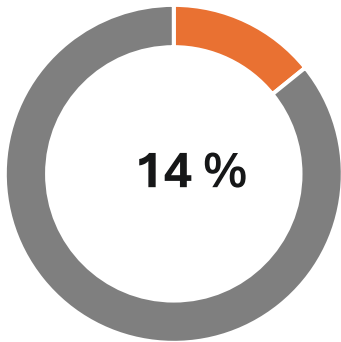
Share of factors contributing to crashes among Older Drivers (2020 – 2024)



Crashes involving Older Drivers that led to Fatality (2024)



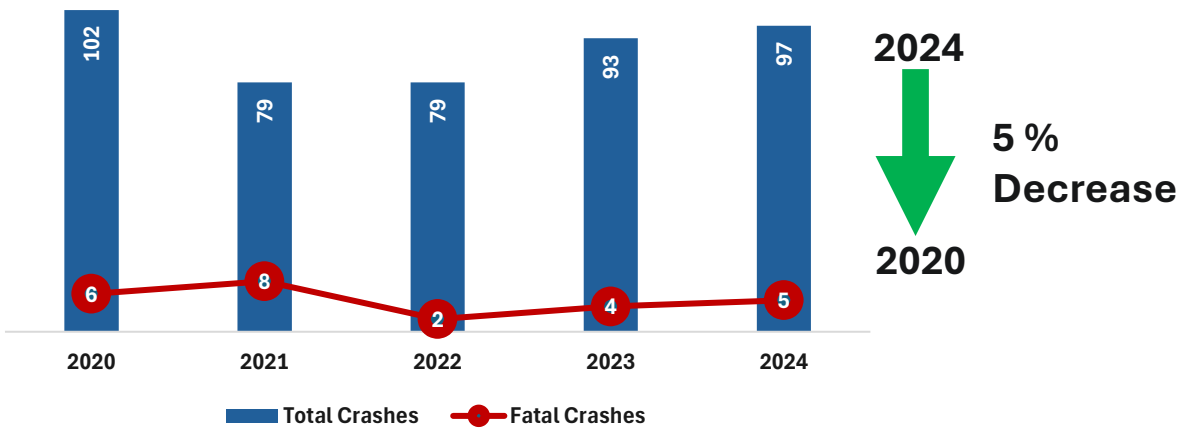
Crashes involving Older Drivers that led to Serious Injury (2024)



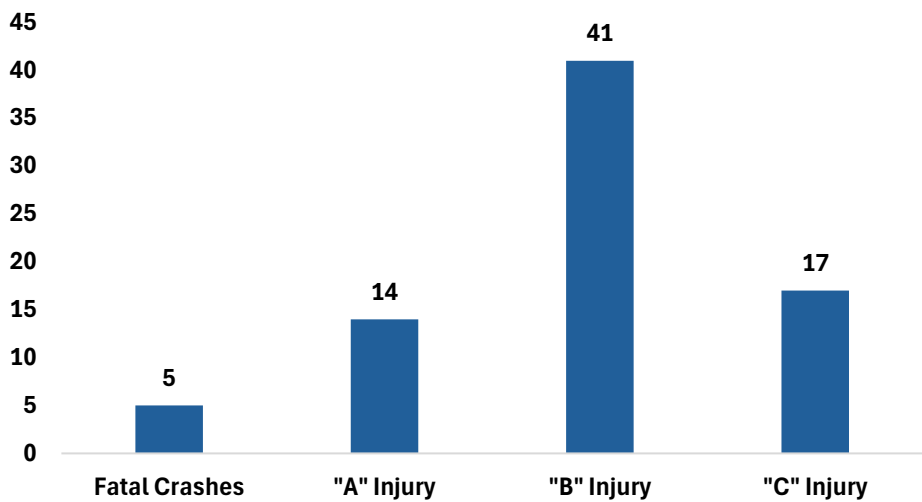
Older Drivers make up **18%** of drivers involved in a crash in 2024.

MOTORCYCLE

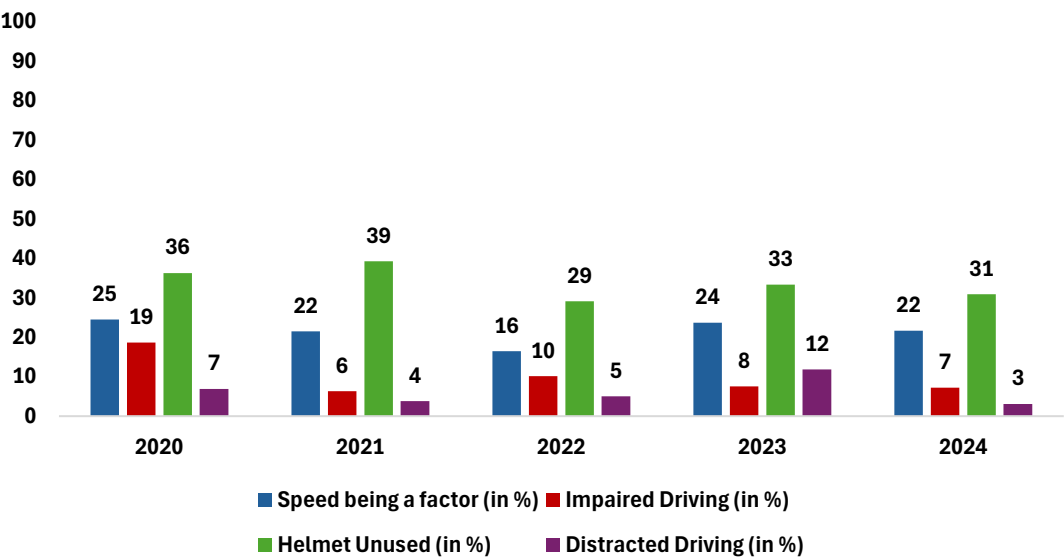
Annual Crashes and Fatalities involving Motorcycle



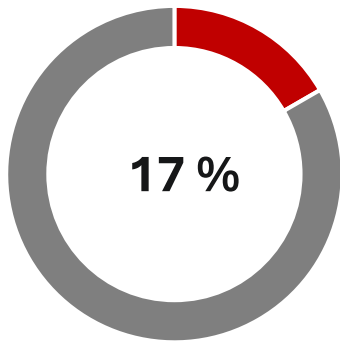
Motorcycle crashes by Injury Severity (2024)



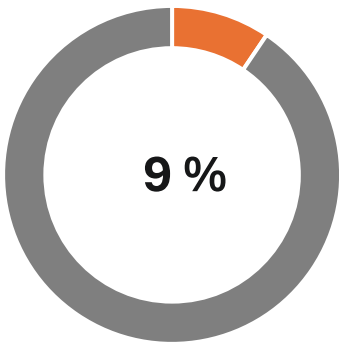
Share of factors contributing to crashes among Motorcyclists (2020 – 2024)



Crashes involving Motorcycle that led to Fatality (2024)



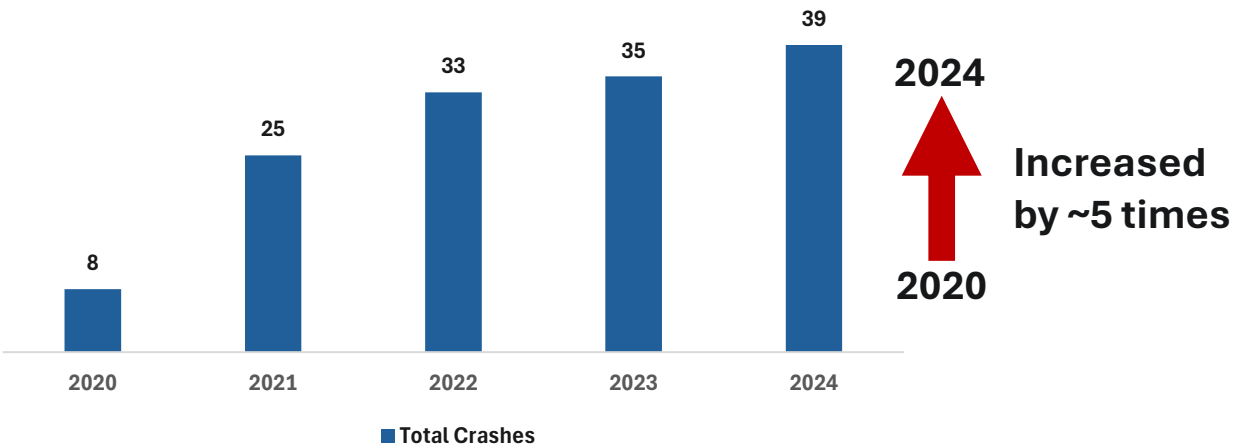
Crashes involving Motorcycle that led to Serious Injury (2024)



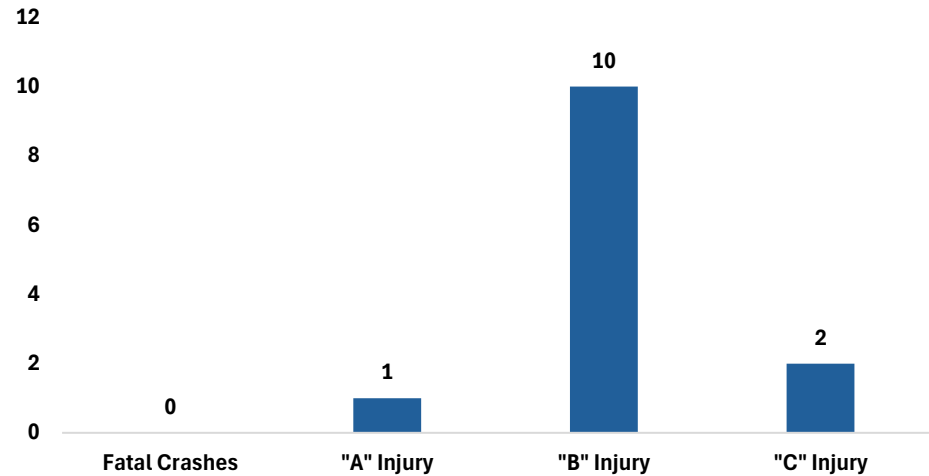
41% of the motorcycle crashes occurred at an intersection in 2024.

SCHOOL ZONE

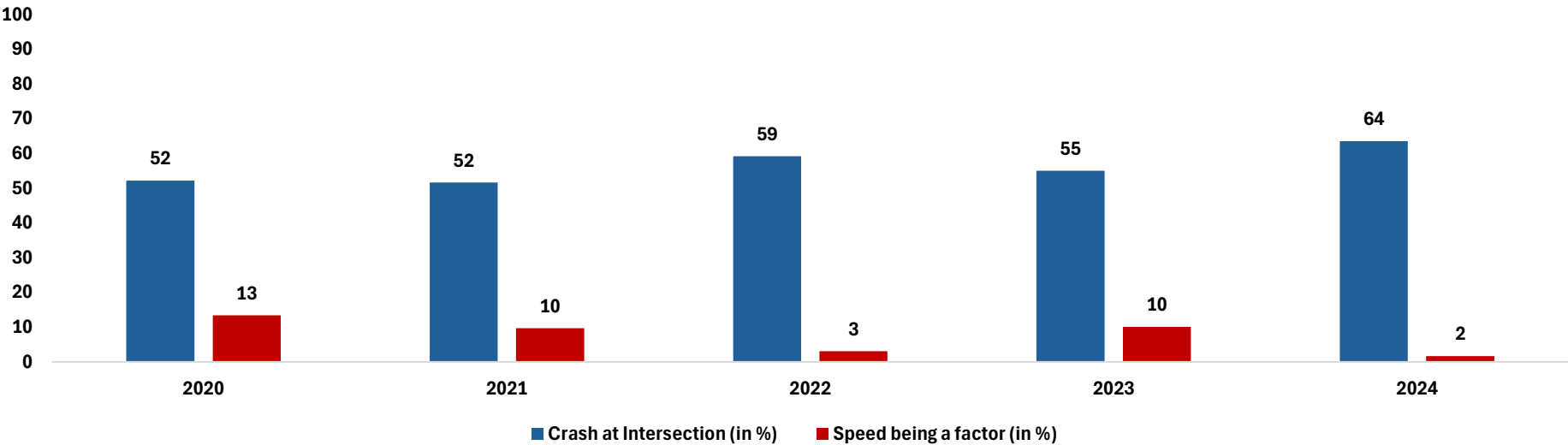
Annual Crashes within School Zones



School Zone Crashes: Injury Severity (2024)



Share of crashes that occurred at intersection or due to speed being a factor (2020 – 2024)



MPO Agenda Cover Sheet

September 3, 2025

Item No. 11

Re:

Review and Approval of Draft 2026 Unified Planning Work Program (UPWP)

Staff Comments on Item:

Federal formula funds increased by 2.1%. This is lower than the previous year's increase by 0.8%. These funds are made up of planning funds (PL funds) and Safe and Accessible Transportation Options (SATO) funds. SATO differs from PL by percentage of local/state/federal match. At this point 60% of our communities have paid MPO dues for 2026. Reminder letters will go out soon.

Paid	Cities of Madison, Middleton, Monona, Stoughton and Sun Prairie; Villages of DeForest, Maple Bluff, McFarland, Shorewood Hills, Waunakee and Windsor; Towns of Blooming Grove, Cottage Grove and Westport; and Dane County.
Partial payment	Village of Cottage Grove
No payment	Cities of Verona and Fitchburg; Villages of Cross Plains and Oregon; Towns of Bristol, Burke, Dunn, Middleton and Sun Prairie.

Our key project for 2026 is the update of the Regional Transportation Plan (RTP), *Connect Greater Madison 2050*. Work on the Transportation Systems Management and Operations (TSMO) Plan will continue, as well as conducting grant administration and coordination for the Regional SS4A grant. The remaining work elements reflect our standard ongoing work products and services. The Policy Board approved draft 2026 UPWP is due to the WisDOT Bureau of Planning by September 12th.

Materials Presented on Item:

1. DRAFT 2026 UPWP

Staff Recommendation/Rationale: Staff recommends approval.



GREATER MADISON
mpo

DRAFT 2026
**UNIFIED PLANNING WORK
PROGRAM (UPWP)**

Greater Madison Metropolitan Planning Organization (MPO)

2026 Unified Planning Work Program

August 2025

Prepared by staff of Greater Madison MPO

100 State Street, Suite 400
Madison, WI 53703

Contact:

Alexandra Andros, Greater Madison MPO Director & Planning Manager

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Greater Madison Metropolitan Planning Organization

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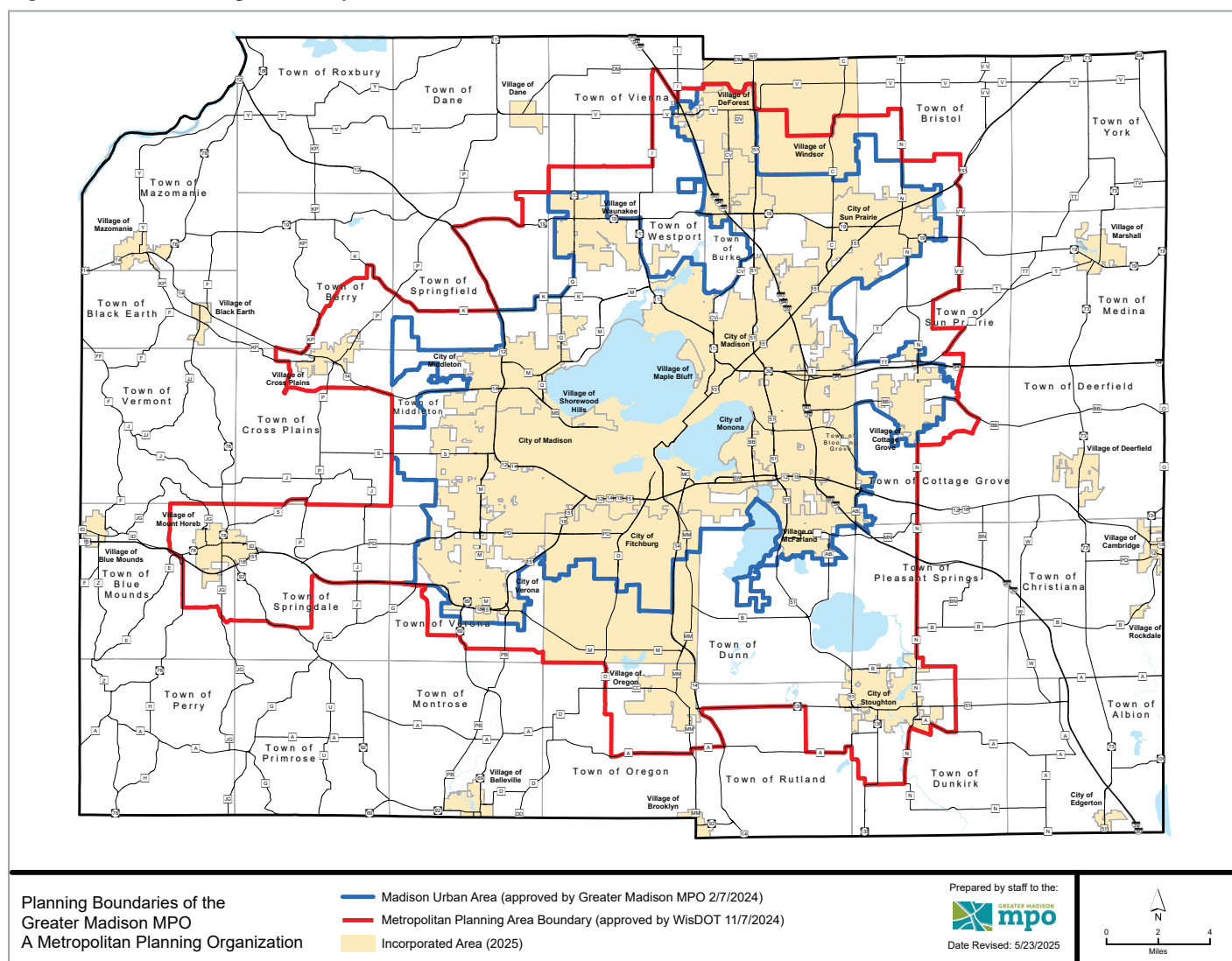
The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code, and by the Wisconsin Department of Transportation (WisDOT).

The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation or WisDOT.

Reserved for Resolution

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a public involvement plan that establishes goals and methods for community participation in transportation planning and programming. The Greater Madison MPO's [current Public Participation Plan](#) is available on the agency's website.

The 2026 UPWP was developed with input from local municipalities, Metro Transit and other transit providers, WisDOT, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the MPO's Technical Coordinating Committee (TCC), Policy Board, and other engagement opportunities consistent with the MPO's Public Participation Plan. The MPO also convenes technical advisory committees, ad hoc groups, and citizen committees as needed to guide planning activities.

MPOs are required to certify that the metropolitan transportation planning process complies with all applicable federal requirements. [Appendix D](#) of this UPWP includes the Greater Madison MPO's self-certification summary, which lists the plans and activities that meet the nine required elements. A self-certification statement is also included in the MPO Policy Board's resolution adopting the UPWP.

As a subrecipient of FTA and FHWA funds administered by WisDOT, the Greater Madison MPO is required to comply with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and all related regulations and statutes. In addition, the MPO is required to comply with Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted Programs of the U.S. Department of Transportation (USDOT). The purpose of these laws and regulations is to assure that no person or groups of persons shall, on the grounds of race, color, and national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered by the MPO, regardless of whether those programs and activities are federally funded or not. The Greater Madison MPO adopted its [Title VI Non-Discrimination Program/Language Assistance Plan](#) in November 2023.

Detailed 2026 Work Activities

Work Element 2100: Transportation Administration/Service

Objective: Manage the transportation planning program and process on a continual basis, including program development, administration, and reporting, and staffing the MPO board and technical committee, and other advisory committees.

Work Activities for 2026

- Work activities for 2026 will continue functions required to develop and manage the MPO's work program and budget as well as staff oversight and development. This includes office and staff management, staff meetings and trainings, tracking time spent on work elements, quarterly reporting, accounting and invoicing, contracts with consultants, and computer software/hardware support. It also includes ensuring compliance with federal planning, Title VI, and other rules. A strategic planning exercise was held this past summer that encouraged staff to review the agency mission, long-term goals, strategies and projects. Strategic planning work will continue into 2026.
- Staffing support will continue to be provided to the MPO policy board and technical committees, and other committees such as Dane County Specialized Transportation Commission. This includes overseeing the annual MPO policy board appointment process, updating the technical committee roster as staff changes, and providing orientation for new board and technical committee members.
- Conduct the Greater Madison MPO Federal Certification Review process.
- Continue participation in MPO Directors meetings to discuss planning, policy, finance, and technical issues and concerns associated with implementation of federal transportation legislation, including performance management process requirements, TIP process, financial planning, travel modeling, and other issues. Staff will also continue annual Work Program and mid-year review meetings with WisDOT and US DOT.
- Continue to participate in Association of Metropolitan Planning Organizations (AMPO) meetings, work groups, committees, and conferences to learn about best practices from other MPOs.
- Continue to participate in other transportation research and leadership roles, including those of the Transportation Research Board (TRB), the University of Texas at Arlington's Center for Transportation Equity, Decisions and Dollars (CTEDD)(of which the University of Wisconsin – Madison is a consortium member), and other organizations.

Products: Work program, progress reports, and periodic analysis papers.

Work Element 2150: Public Participation Activities

Objective: Implement the MPO's Public Participation Plan to notify and engage with the public and stakeholders in the regional transportation planning and programming process.

2025 Work Highlights:

- Public participation activities for the Active Transportation Plan for Dane County included MPO staff tabling at 10 community events during the summer of 2025. Events were selected to provide broad coverage across the region and connect with a wide range of residents. Locations and themes were chosen strategically to reach people who might not otherwise complete surveys or attend public meetings. To further boost awareness and encourage survey participation, the MPO launched a multi-channel promotional campaign. Outreach efforts included printed flyers (available in both Spanish and English), a press release, a morning show appearance on Channel 3000, targeted social media ads, and yard signs placed in high-visibility locations throughout the region.

- Our team launched a [redesigned, user-friendly website](#) in 2025. The new site emphasizes plain language, accessibility, and mobile responsiveness to make it easier for the public to find and understand MPO plans, projects, and data.
- The MPO continued distributing quarterly [e-newsletters](#) to a growing list of over 1,500 subscribers. Each edition features timely updates on major projects and planning initiatives, upcoming public engagement opportunities, and partner resources.
- The MPO launched a new LinkedIn account to connect with employers, partners, and community members. Staff also continued to grow the MPO's Facebook following, using the platform to promote events and boost awareness of programs and planning efforts.
- Coordinated media events and outreach, issuing over 10 press releases and securing more than 25 media mentions throughout the year.
- In 2025, CARPC and the MPO co-hosted a special in-person networking event on cross-jurisdictional roads, featuring presentations from staff and community partners. We also co-hosted a series of regional Community Conversation events in support of Week Without Driving.
- MPO staff supported local communities in adopting resolutions and proclamations for Week Without Driving and convened a regional group of community partners.

'Week Without Driving' Media Event with Community Representatives & Disability Rights Advocates



Work Activities for 2026

- The MPO will continue to notify and engage with community members and stakeholders in the transportation planning and programming process by providing information on MPO planning efforts, data, and visualizations, and soliciting input via the MPO website, social media, e-news, media outreach, public informational meetings, and presentations to communities and organizations. Staff will continue to coordinate outreach efforts with CARPC through bi-weekly joint Communications & Outreach Workgroup meetings. The MPO will continue to maintain and update its contacts list and participate in special community and organizational events that offer opportunities to educate the public about the MPO and our work.
- Staff will provide information and seek to engage with local officials and land use and transportation committees, businesses, and organizations. Significant committees include the City of Madison's Transportation Commission, other local transportation or transit committees, Dane County Transportation Committee and Traffic Safety Commission, and the DMI Transportation Committee. Staff will also participate in and provide MPO

updates and presentations at Dane County Cities & Villages Association and Dane County Towns Association meetings.

- The MPO and CARPC will continue to offer virtual learning opportunities, as projects and timely topics emerge. Additional in-person meetings may be organized throughout the year, targeting local officials and highlighting MPO and CARPC planning activities, local best practices, and success stories related to land use and transportation planning.
- Staff will continue to implement the [Public Participation Plan](#) and annually evaluate the effectiveness of engagement efforts. Staff will also continue to implement recommendations of the Title VI Program/LEP related to engaging populations with potential for economic development and mobility, as well as marketing strategies and tactics identified during the rebranding.
- Develop and distribute publications, including informational flyers, quarterly e-newsletters, and the MPO's 2026 Annual Report.

Products: Public Participation Plan, presentations, and fact sheets, press releases and media coverage, e-newsletters, social media posts, presentations and events, and webinars.

Work Element 2200: Long-Range Transportation Planning

Objective: Develop and maintain a long-range Regional Transportation Plan (RTP) as part of the continuing, comprehensive transportation planning process in accordance with federal rules. Refine the plan through special studies and the adoption of sub-elements of the RTP. Track progress in achieving plan goals through transportation performance management, including adoption of performance measure targets and monitoring progress in meeting them.

2025 Work Highlights:

- Worked with CARPC on developing a new 2050 population forecast for Dane County.
- An interim update to the regional travel forecast model was completed that removed most of the land use inputs that were derived from Urban Footprint, since CARPC and the City of Madison no longer have access to the Urban Footprint scenario planning platform.
- MPO staff are continuing to plan for and coordinate with WisDOT staff on the next set of improvements to the regional travel model. A minor update is underway in preparation for the upcoming 2050 RTP update. This minor update will include updated 2050 household and employment forecasts and an updated 2050 roadway, transit, and active transportation network. A more significant update to the model will run concurrently with the minor update. MPO staff are working to develop an RFP that will be issued in the 4th quarter of 2025 to update, recalibrate, and enhance the regional travel model using 2024-'25 household travel survey data, 2024 origin/destination data, 2024 Metro Transit On-Board Survey data, new 2024 base-year and 2050 horizon year household and employment data, and other traffic count and speed data as necessary. Staff will not be able to use this version of the model for the upcoming RTP update because the new household travel survey data will not be available until spring or summer 2026.
- Processed a major amendment to the RTP that added the I-39/90/94 (Beltline to North County Line) and Stoughton Road (STH 30 to I-39/90/94) corridor projects in March 2025, and concurrently processed a major amendment to the TIP to add the Stoughton Road (STH 30 to I-39/90/94) reconstruction and intersection improvements project. Processed a major amendment to the TIP to add the I-39/90/94 (Beltline to North County Line) reconstruction and capacity expansion project in August 2025. Design work for both the Interstate and Stoughton Road projects will start in 2025.

Work Activities for 2026

- Complete work on the [Connect Greater Madison: 2050 Regional Transportation Plan](#) update, building on initial planning efforts completed in 2025.

- Work with CARPC and City of Madison Planning staff to make any needed updates to the population, household, and employment forecasts, growth scenario, and TAZ level 2050 data as part of corridor studies or project level traffic forecasts.
- In 2026, work will include analyzing existing travel patterns and system performance, identifying short-term improvement needs, and evaluating future needs based on projected growth. Staff will also use the travel model to assess the potential impacts of emerging trends such as autonomous vehicles, shared mobility, and remote work. Key tasks include documenting analyses, refining facility recommendations, developing additional strategies, completing financial analyses, and finalizing the RTP report.
- Begin work to implement the planning related recommendations in the RTP update such as special studies and assistance to local municipalities with their efforts to implement the plan.
- Continue tracking and analyzing performance measures associated with RTP goals. Continue to coordinate with WisDOT and Metro Transit in establishment of the state and MPO performance targets for the federal measures. Continue to make refinements to the performance measures as needed based on available data and tools.
- Continue implementing the planning-related recommendations in the [Connect Greater Madison: 2050 Regional Transportation Plan](#), including leading or assisting with special studies and supporting local municipalities in their planning initiatives.
- Continue implementation of minor and major updates to the regional travel model. The major update will not be completed in time for the next RTP update because the NHTS results will not be ready until spring or summer 2026. The updated model will support work on WisDOT major corridor studies, the upcoming RTP update, and other planning work.
- Make refinements to the model inputs and networks as needed in conjunction with work on travel forecasts and for the next regional travel model update
- Continue working with WisDOT to update the regional roadway functional classification system.
- Assist WisDOT as needed with efforts to implement the [Connect 2050 Policy Plan](#), including the development of technical analysis papers related to different modes to support the policy plan. Also assist WisDOT with development of the [Active Transportation Plan 2050](#), and assist with other potential planning efforts, such as a Travel Demand Management (TDM) initiative.
- Assist WisDOT as needed to implement the [Wisconsin Rail Plan 2050](#), and monitor implementation of the plan and the [Wisconsin State Freight Plan](#).
- Provide transportation data and analyses to support the preparation of the transportation-related elements of local comprehensive plans and transportation studies, and provide comments on these plans.
- Continue efforts to incorporate the planning rules and procedures from any new federal transportation bill into ongoing planning efforts and programs.

Products: Working papers and reports, maps and other visualizations, travel model files, and traffic forecasts.

Work Element 2250: Safe & Accessible Transportation Options & Complete Streets

Objective: Continue to work towards the MPO's goals identified in the Regional Safety Action Plan and safety-related goals in the RTP. Plan and program bicycle and pedestrian improvements to the regional transportation system, including adoption of the regional Active Transportation Plan developed in 2025. Refine the active transportation component of the RTP and prioritize projects through special studies and track progress in achieving related goals through performance management. Also, develop the data needed for these planning activities, including maintenance of current bicycle and pedestrian facility geodatabases and networks.

2025 Work Highlights: The MPO maintains up-to-date pedestrian and bicycle facility geodatabases and networks, including a bicycle level of traffic stress network. The pedestrian facility geodatabase and network includes data on sidewalks, crosswalks, and curb ramps. The networks were updated in late 2024 and throughout 2025 based on

high-resolution orthophotography gathered in early 2024. Staff have also been researching and testing different methods of acquiring data about bike and pedestrian features as part of our effort of continuous improvement.

MPO staff have been working steadily to develop the Active Transportation Plan (ATP) for Dane County. This has involved data analysis, outreach to partner agencies, and extensive public engagement activities, including attending 15 community events throughout the MPO area, to inform the public about the plan and solicit their input through an online survey and interactive commenting map.

MPO Staff at Event Encouraging Community Members to Complete the ATP Survey



The MPO contracted with outside consultants for the preparation of several plan components:

- The UW TOPS Lab completed two projects to support the development of the plan: a report on modeling shared path volumes and a report on estimating bicycle and pedestrian crash under-reporting.
- Toole Design also completed two projects for the plan: recommendations for adjustments to the MPO's Level of Traffic Stress (LTS) methodology for rating roadways for bicyclist comfort and recommendations for survey questions for the MPO to use in its public survey.
- Ecopia is delivering geospatial path, sidewalk, and curb cut data gleaned from orthographic imagery that will be used to refine the MPO's datasets.

The MPO completed a full redesign of the [Dane County Bicycle Map](#) that includes both the map and educational content surrounding the map, and printed and distributed over 10,000 copies in 2025.

The MPO continued to implement the Regional Comprehensive Safety Action Plan and update communities on the status of the Safe Streets for All (SS4A) regional grant.

Work Activities for 2026

- Continue to provide staffing support to the Dane County Traffic Safety Commission (TSC), lead preparation of annual safety trends report for the commission, and participate in the TSC emphasis area workgroups (impaired driving, risky driving behavior, and pedestrian safety) to pilot infrastructure and behavioral countermeasures in Dane County.
- Adopt a regional Active Transportation Plan, which will update the Bicycle Transportation Plan and include pedestrian considerations as well.

- Continue exploring the development of a working group with community planning staff to coordinate on safety projects and initiatives.
- Provide assistance to local governments as needed in implementing the Active Transportation Plan and bicycle and pedestrian related RTP recommendations, including data collection and analysis, providing recommendations on best practices, prioritizing projects based on gaps and barriers, and building community support. This includes the ongoing project to assist the Village of Oregon in developing multimodal transportation recommendations.
- Provide assistance to communities with ADA transition planning, including identification of gaps and barriers in the accessible pedestrian network and the development of improvement prioritization metrics.
- Continue to maintain the bicycle facility, bicycle level of traffic stress, and pedestrian facility geodatabases and networks, and update them based on information from local staff on projects completed in 2025. Update the combined pedestrian, bicycle, and transit network for conducting accessibility analyses.
- Continue to implement the [MPO Complete Streets Policy](#).
- Continue to implement the [Regional Comprehensive Safety Action Plan](#), including administering the SS4A grant if awarded.

Products: Active Transportation Plan, working papers and reports, maps and other visualizations, geodatabase and network files, and ArcGIS online applications.

Work Element 2300: Data Collection Activities

Objective: Monitor and analyze area travel characteristics and patterns and land use development, socioeconomic data and other factors affecting travel, as well as natural, physical, and environmental features and issues.

2025 Work Highlights: MPO staff, working with Metro Transit staff, hired a consultant to conduct an onboard passenger transit survey in spring 2024 (see also Work Element 2500). This survey collected information about transit trips and about riders, and will inform Title VI-related decision making, such as service adjustments and potentially impacted populations. Survey responses were analyzed and geocoded in late 2024 and the first half of 2025, with [a report on survey results](#) published in July 2025, and will continue to be analyzed and incorporated into the regional travel model in 2026.

MPO staff migrated over 30 public-facing ArcGIS Online applications and web maps from deprecated Esri platforms to new platforms.

Work Activities for 2026

- Continue to collect and analyze data for the MPO's transportation performance management process and reporting. Continue to update transportation network geodatabases needed for this data and maintain the online dashboard. Staff will continue to explore potential changes or better alternative measures for some goals as new tools and data become available.
- Collect and analyze data for the Congestion Management Process (CMP) and other planning efforts such as Transit Development Plan (TDP) updates. This includes traffic and incident data on the Beltline and Interstate system and other major arterials, travel speeds and other traffic operations data, VMT, bicycle and pedestrian count and travel data, Metro Transit boarding and passenger loading, and bus on-time performance data. It also includes data for the analysis of the impact of congestion mitigation projects in particular corridors. TDP-related data/maps include low-wage jobs and transit access to them, as well as various demographic data.
- Continue to collect and analyze American Community Survey (ACS) and other Census data, employment data, and data collected as part of WisDOT major corridor studies for ongoing planning work. This includes new 2020 Census data and mapping. This also includes Data Axel (formerly InfoUSA) employment data and destinations data. Begin review and refinement of new base year employment database for the next travel model update.

- Continue to utilize the StreetLight Data analytics platform or a similar platform to obtain data to support MPO and local planning projects. Continue to participate in periodic trainings and meetings sponsored by StreetLight and continue to hold meetings of the StreetLight Data users group to provide peer learning on the platform.
- Continue to maintain and update the MPO's [online transportation performance measures data dashboard](#). The dashboard provides information across a wide variety of measures detailing performance in the areas of traffic congestion and reliability, mode choice, vehicle-miles traveled (VMT), transit system performance, roadway and bridge condition, and road safety.
- Continue to work with CARPC and local planners to track new land use plans and developments, and obtain other information to be used to assist in preparing and making project-level adjustments to the TAZ level household and employment forecasts that serve as the key input to the regional travel model.
- Continue other work to implement the MPO's Strategic Work Plan for improving its planning analysis tools and the data to support them. This includes maintenance of geodatabases such as street centerlines, bicycle and pedestrian facilities, and transit routes. It also includes research on new software such as ArcGIS Image Analyst. Also, continue development of enterprise GIS data stores, and ArcGIS Online maps and applications from these databases.

Products: GIS databases and networks, maps, applications, and data for transportation working papers and reports, and annual Transportation System Performance Measures reporting.

Work Element 2400: Transportation System Management (TSM) Planning & Technology

Objective: Monitor transportation system performance and plan and program improvements to improve system efficiency, reliability, and safety with an emphasis on the use of technology and lower cost strategies. Also, plan for electric vehicle (EV) infrastructure and promote other strategies for accelerating the transition to EVs.

2025 Work Highlights: The MPO was notified in August 2024 that a Charging and Fueling Infrastructure grant application submitted by Dane County on behalf of a coalition that included the MPO was selected for funding. The grant application relied on maps, data, and analysis included in the MPO's [Dane County Electric Vehicle Charging Infrastructure Plan](#), as well as other contributions from MPO staff. The grant will provide \$13.2 million in funding for public outreach, planning, site selection, infrastructure purchase and installation, and maintenance activities to increase EV charging accessibility.

MPO staff worked with staff from the Dane County Office of Energy & Climate Change (OECC) to develop assessment criteria for prospective EV charging station hosts and are currently assisting OECC in scoring applications.

The MPO is currently finalizing a contract with Iteris, Inc. for the preparation of a Regional Transportation Systems Management and Operations (TSMO) Plan, to be initiated in 2025 and completed in 2026. The TSMO plan will supersede the MPO's 2016 Regional Intelligent Transportation Systems (ITS) Plan and will complement the MPO's Congestion Management Process (CMP).

Work Activities for 2026

- Continue to implement the Dane County Electric Vehicle Charging Infrastructure Plan, providing coordinating support for public and private market sector partners in implementing policies and strategies from the plan, monitoring the transition to EVs in the Madison Metropolitan Area, and preparing annual updates for MPO communities.
- Engage City of Madison Traffic Engineering and other agency partners to oversee and direct Iteris's development of the TSMO Plan.
- Continue to implement the Congestion Management Process and monitor CMP performance measures, including the impact of congestion mitigation projects implemented.

- Continue to provide data and other support for the City of Madison and City of Sun Prairie Vision Zero initiatives, including Madison's implementation of SS4A grant projects and planning initiatives.
- Monitor and assist WisDOT as needed with special corridor studies to manage access and address safety and traffic operations along state highway corridors and at interchange areas.
- Assist Dane County in the implementation of the Charging and Fueling Infrastructure Grant.

Other activities in 2026 include WisDOT and City of Madison Traffic Engineering activities related to traffic operations and management (including traffic signal coordination/timing), intersection improvements, pedestrian and bicycle facility improvements, and safety improvements.

Products: Regional Transportation Systems Management and Operations (TSMO) Plan and other technical and working paper reports and maps.

Work Element 2500: Short-Range Transit & Specialized Transportation Planning

Objective: Plan and program improvements to the public transit system and specialized transportation services designed to meet the needs of older adults and persons with disabilities.

2025 Work Highlights: Regular updates to the five-year [Transit Development Plan \(TDP\) for the Madison Urban Area](#) were completed through 2013. Due to staff capacity and other planning efforts such as the Transit Network Redesign (2020) and the implementation of east-west Bus Rapid Transit (2024), the TDP was not updated again until 2024. The TDP typically includes service improvement recommendations and identifies capital facility needs, and makes other recommendations on strategies to improve the effectiveness and efficiency of the transit system. Due to staff capacity at Metro, no recommendations were adopted with the 2024 Transit Development Plan; MPO and Metro staff worked with service partners and other stakeholders to develop recommendations based on the updated TDP in 2025. With increased staff capacity following East-West BRT implementation, Metro has taken responsibility for leading the development of these recommendations, with MPO staff playing a supporting role in this effort. Metro Transit makes regular route service improvements based on the TDP recommendations, and MPO staff assists with that.

Metro Transit on-board passenger surveys have been conducted every five years or so. MPO staff led the on-board survey completed in 2015, which was used to calibrate the mode choice/transit components of the regional travel model and provide information for transit service planning and to assist Metro with its Title VI compliance activities. MPO staff led another on-board survey in 2024; the MPO's [report on survey findings](#) was published in July 2025.

The Coordinated Public Transit-Human Services Transportation Plan for Dane County identifies transportation needs for the elderly, persons with disabilities, and low-income persons and makes recommendations for service improvements and coordination of the different services. The MPO—working closely with Metro and Dane County Human Services (DCHS) staff—prepares comprehensive plan updates, most recently in 2024. MPO staff has periodically provided assistance to DCHS staff with service planning efforts and assisted DCHS staff in selecting transportation providers for competitively bid group elderly and disabled transportation services. In 2025, the MPO updated its [Section 5310 Program Management and Recipient Coordination Plan](#) to account for the adoption of the [2024 Coordinated Public Transit – Human Services Transportation Plan](#) and updates to FTA Circulars guiding the administration of the Section 5310 Program.

Work Activities for 2026

- Continue to analyze the 2024 onboard passenger survey results (see also Work Element 2300).
- Assist and support the Village of Oregon in identifying transit needs and working with the Ad Hoc Transportation Committee, village staff, and their consultant to identify and plan desired services. Also assist other suburban

communities as needed in planning and applying for funding for shared-ride taxi, vanpool, on-demand transit, or other transit service.

- Support Metro Transit efforts as needed to identify important transit priority improvements and implement recommendations of the bus stop improvement study.
- Continue to assist Metro Transit in processing and analyzing passenger boarding and alighting, passenger loading, and on-time performance data for use in transit service planning, Title VI compliance, and performance monitoring.
- Continue to implement the [Program Management & Recipient Coordination Plan](#) for the Section 5310 (Enhanced Transportation for Seniors and Persons with Disabilities) Program, with the MPO selecting projects and preparing the Program of Projects, and Metro administering the projects funded.
- Continue to provide assistance to Metro Transit and Dane County Department of Human Services (DCHS) staff in implementing the [2024-2028 Coordinated Public Transit-Human Services Transportation Plan](#).
- Monitor construction and use of a new intercity bus terminal built in conjunction with the reconstruction of the Lake Street garage. Also monitor and assist as needed with a consultant-led study sponsored by the City of Madison to evaluate station options, programming and budgeting, and other actions needed for bringing passenger rail service to Madison as proposed in Amtrak's Connect U.S. plan.
- Continue planning assistance to DCHS staff and coordination efforts to improve specialized transportation services, as needed. This includes collecting and analyzing ACS and other data for use in service planning.
- Assist the Dane County Specialized Transportation Coordinator in working with local governments, senior centers, and other service agencies to improve the efficiency of rural elderly group transportation service, as needed.
- Assist DCHS staff in selecting transportation providers for competitively bid services, as needed.
- Support Metro and City of Madison efforts to plan for regional transit service, including participation in a proposed Regional Transit Plan for which Metro is seeking WisDOT Section 5304 funding. Support the development and implementation of a Regional Transit Authority if allowed by state law.
- Support Metro and other public transit providers in planning, design, construction, and operations through coordination, outreach, and other means as needed, including projects funded through federal and state programs including sections 5303, 5304, 5305, 5307, 5310, 5311, 5312, 5314, 5324, 5337, 5339, 20005, earmarks, Accelerating Innovative Mobility, Advanced Driver Assistance Systems, All Stations Accessibility Program, Areas of Persistent Poverty, BUILD, Carbon Reduction Program, Enhancing Mobility Innovation, CMAQ, Innovative Coordinated Access and Mobility, Integrated Mobility Innovation, LoNo-CAP, Mobility, Access & Transportation Insecurity, Reconnecting Communities, Safety Research and Demonstration, Standards Development, Transit Worker and Rider Safety, Transportation Alternatives, STBG-U, 85.20, 85.21, and WETAP.

Other 2026 specialized transportation planning activities include continued administration by Metro Transit of its paratransit service; MPO monitoring of Metro in meeting ADA requirements throughout the service area; continued efforts by DCHS to provide transportation services for older adults and people with disabilities throughout the county; and continued support from WisDOT and DCHS in the form of grants and assistance programs.

Note: In addition to FTA Planning funds, Work Element 2500 is also supported by a small amount of Dane County funding for specialized transportation planning and coordination.

Products: Transit Development Plan, Coordinated Plan, and other plan reports, studies, and working papers.

Work Element 2600: Transportation Improvement Program (TIP)

Objective: Program anticipated transportation improvements needed for the metropolitan area and outer portions of the county for all modes over a five-year period with annual or biennial updating. Provide for coordination of

implementation efforts where needed. Develop criteria for selection of projects with MPO suballocated funding and assist WisDOT in managing implementation of the projects.

2025 Work Highlights: Project evaluation criteria for the new Carbon Reduction were developed in 2023 and updated in June 2024. A draft MOU with WisDOT and FHWA regarding the programming of suballocated funds under the STBG Urban, TAP, and Carbon Reduction programs was developed in 2023. In October 2024, the 2025-2029 Transportation Improvement Program was adopted, including the revised 2025-2029 priority project listings for STBG-Urban funding for the Madison urban area (Figure 8). MPO staff worked with EcoInteractive to develop an eTIP platform that contains 2025-2029 TIP projects.

A new solicitation for STBG-U, TAP, and Section 5310 Program projects occurred in late spring, with applications due in early August. Staff will implement the draft MOU with WisDOT and FHWA regarding the programming of suballocated funds under the STBG Urban, TAP, and Carbon Reduction programs.

Work Activities for 2026

- Year 2026 activities continue the annual updating of the TIP in accordance with federal requirements, with assistance from the interagency TIP staff committee and implementing agencies. This includes an analysis to document how TIP projects will help achieve federal performance measure targets. The 2026 update to the TIP includes the annual solicitation of applications under the Section 5310 program. The TIP also includes coordination of complex inter-jurisdictional projects, including recommendations of the Regional Transportation Plan. The TIP update with the update to the FTA Program of Transit Projects includes opportunities for review and participation by the public as well as private transportation providers.
- Work will continue with WisDOT SW Region staff to monitor and manage the approved STBG – Urban, TAP, and Carbon Reduction Program projects to ensure projects remain on schedule, and if necessary, make adjustments to the program. Staff will also continue working with Metro Transit to implement the Program Management Plan for the Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) Program.
- Staff will continue working with EcoInteractive to refine its eTIP platform, providing training and support for community project sponsors, and update it to include 2027-2031 projects.

Other 2026 activities include participation by WisDOT and local staff on TIP committee, implementing agency initiation of anticipated projects and priorities, and participation in project implementation coordination.

Products: TIP update report and working paper reports as needed. An interactive eTIP platform containing all projects in the TIP

Work Element 2700: Roadway Transit Corridor and Special Area Studies

Objective: To undertake planning of roadway and transit corridor and special area studies that provide for detailing and refinement of the long-range Regional Transportation Plan (RTP).

2025 Work Highlights: Ongoing WisDOT major corridor studies for which the MPO has provided assistance include the Stoughton Road Studies, Beltline Planning & Environmental Linkages Study, and [Interstate 39/90/94 \(Beltline in Madison to USH 12/STH 16 in Wisconsin Dells\) Study](#). MPO staff processed a major amendment to the RTP that added the I-39/90/94 (Beltline to North County Line) and Stoughton Road (STH 30 to I-39/90/94) corridor projects in March 2025, and concurrently processed a major amendment to the TIP to add the Stoughton Road (STH 30 to I-39/90/94) reconstruction and intersection improvements project. Staff processed a major amendment to the TIP to add the I-39/90/94 (Beltline to North County Line) reconstruction and capacity expansion project in August 2025. Design work for future mainline and interchange/intersection improvements will begin this year for both the Interstate and Stoughton Road projects.

MPO staff worked with consultants on the new time-of-day regional travel model and improvements to the calibration of auto speeds in the model, later improvements to the peak period model calibration, year 2050 growth forecasts to be used for travel forecasts for the EIS studies, and analysis of multi-modal transportation improvements in the Stoughton Road and Beltline corridors.

MPO staff continued to support Madison's planning efforts for North-South BRT throughout 2025, including adopting an amendment to the RTP to update the Locally Preferred Alternative for North-South BRT and a TIP amendment for a locally-funded charging station at the northern end of the route.

Staff provides traffic forecasts for projects on local roadways and assists WisDOT staff as needed on forecasts for state highway projects.

MPO staff coordinate with local planning staff in the development of comprehensive area and other local plans. In 2025, notable plans that MPO staff assisted with or provided comments on included the City of Madison's South-east and Southwest Area Plans and the Village of Waunakee Comprehensive Plan.

Work Activities for 2026

- Continue to provide data and other support for interagency staff team working with consultant to complete detailed design for the Bus Rapid Transit (BRT) project in the north-south corridor.
- Provide transportation planning assistance as needed (e.g., travel forecasts) for large-scale developments, neighborhood and comprehensive plans, and corridor plans. This includes assistance as needed to City of Madison Planning staff in completing area plans.
- Continue preparation of small area or project-level traffic forecasts for Dane County, the City of Madison, and other units of government upon request.
- Continue to provide travel model and data support and planning/technical review assistance on major WisDOT-sponsored Alternatives Analysis/EIS type studies. This includes participation on technical advisory committees and progress and special meetings to address specific issues, such as consideration of multi-modal transportation improvements in the corridors. The currently ongoing studies include the [USH 51 \(Stoughton Road\) South Study](#) (Voges Road to STH 30), [Beltline \(USH 14 to CTH N\) Study](#), and [Interstate 39/90/94 \(Beltline in Madison to USH 12/STH 16\) EIS Study](#). New studies include the [Dodgeville to Verona Freeway Conversion Study \(USH 151 in Dodgeville to CTH G\)](#) and the Verona Bypass/Expansion Study (CTH G to CTH PD).
- Provide assistance as needed to City of Madison Planning and Transportation staff with follow-up planning activities to implement study recommendations from the city's [Madison in Motion Transportation Plan](#).
- Monitor and provide assistance as needed to WisDOT with corridor preservation studies focused on access management, safety, and traffic operations.
- Continue to monitor and coordinate efforts among private and public groups concerned with rail corridors and their use, such as the old Union Pacific line from the City of Madison to Evansville and the Wisconsin River Rail Transit Commission's efforts to continue rail service in the Prairie du Chien-Madison-Fox Lake corridor.
- Assist the City of Madison and WisDOT in planning for future Amtrak passenger rail service, upon request.
- Assist local units of government with other inter-jurisdictional land use/transportation planning issues and/or projects, as needed, and with local comprehensive plans or studies.

Additional 2026 work activities by City of Madison staff include supporting the planning and design phase of the North-South BRT corridor project, follow-up planning efforts from the Madison in Motion Transportation Master Plan, and other corridor planning efforts.

Products: WisDOT study reports, other reports, and working papers.

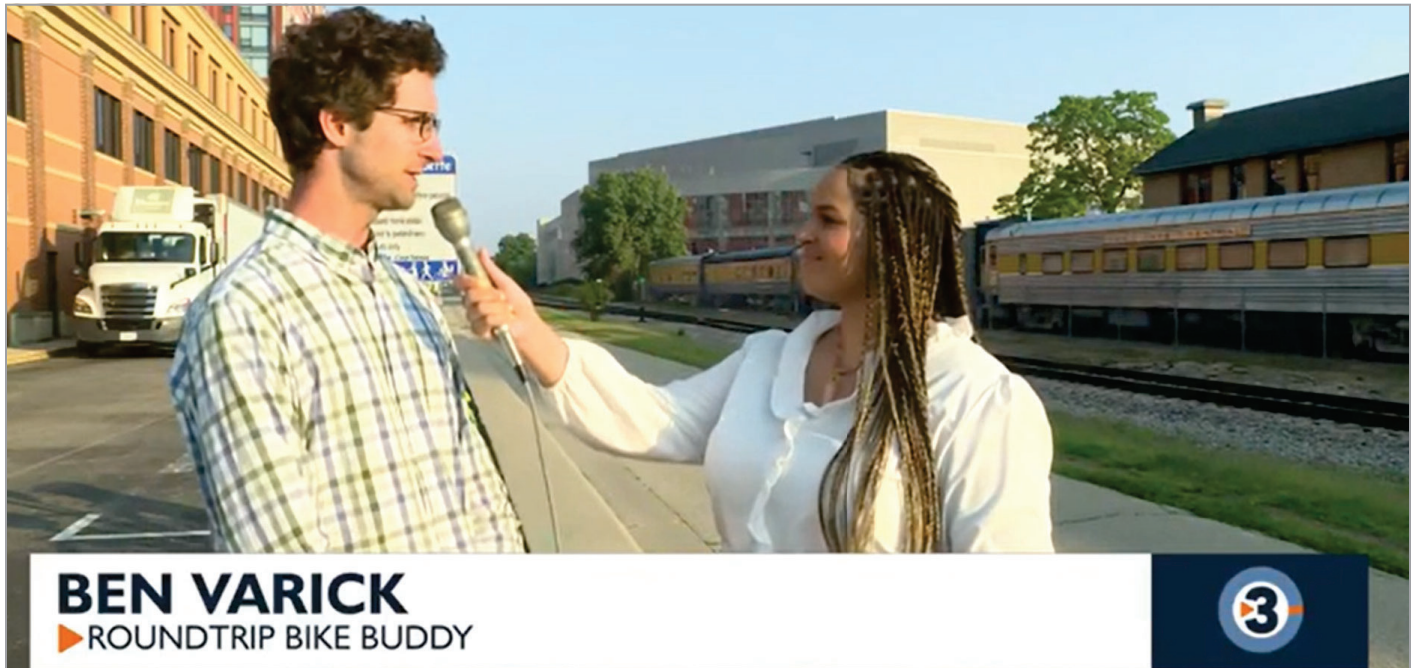
Work Element 2800: Ridesharing/Transportation Demand Management (TDM)

Objective: Provide planning, coordination, public information, outreach, and encouragement to promote sustainable transportation options and increase the use of transit, car/vanpooling, bicycling, walking, and teleworking in the region.

2025 Work Highlights: In 2025, the RoundTrip program steadily added new members to its online ride-matching network, exceeding the 2024 rate of membership growth, and hosted two regional transportation challenges with increased participation numbers for each. Staff worked with WisDOT and the Southeast Wisconsin Regional Planning Commission (SEWRPC) to implement new branded apps for the RoundTrip, RIDESHARE, and CommuteWISE programs.

Staff also launched a branded Bike Buddies program to connect experienced and curious bike commuters in Dane County, and a branded RoundTrip Employer Partner program to highlight the resources and benefits available to employers who promote RoundTrip to their workforce. Staff worked with the City of Madison to integrate multi-modal transportation resources into various city projects and processes, including the upcoming John Nolen Drive major reconstruction project, and worked with WisDOT Southwest Region to support public outreach activities for the South Stoughton Road Planning Study.

Promoting our Bike Buddies Program on the Channel 3000 Morning Show during Madison Bike Week.



Work Activities for 2026

- Promote and administer the Dane County Employee Bus Pass Program and Dane County Emergency Ride Home (ERH) Program.
- Coordinate with WisDOT and Southeast Wisconsin Regional Planning Commission (SEWRPC) TDM staff on administration and promotion of the statewide ride-matching platform.
- Provide ride-matching services and promote alternatives to driving alone through presentations, tabling, challenges, employer engagement, and other activities.
- Work with partners, including Dane County, UW-Madison, local communities, Downtown Madison Inc., Sustain Dane, and others to grow public awareness and increase employer engagement. Support employer-sponsored commute programs, conduct employee outreach, and increase employer use of the rideshare platform for ride-matching and incentives.

- Coordinate with UW-Madison, Dane County, and Metro Transit to implement and continuously improve the jointly funded annual rideshare advertising campaign.
- Implement the RoundTrip marketing strategy via tactics including print and digital materials, advertising, presentations, tabling, and partnerships with local organizations. Work with the MPO Marketing and Communications Specialist to increase outreach to employers and individuals, expand social media and earned media, and develop new communication tools.
- Coordinate with Commute with Enterprise to support the State of Wisconsin Vanpool Program.
- Convene quarterly regional TDM Coordinating Committee meetings to engage regional partners and facilitate intergovernmental coordination of TDM programs and initiatives.
- Assist area communities with TDM initiatives, including the City of Madison TDM Program, workforce transportation, and TDM during development and redevelopment. Assist with surveys, presentations, research, and strategy development as needed.
- Plan and implement TDM incentives, including transportation challenges and targeted promotions for transit, carpooling, bicycling, walking, and telework, to grow RoundTrip platform membership and increase the use of non-drive-alone transportation options.
- Work with area communities and organizations to raise awareness about initiatives related to TDM, including the National Week Without Driving, National TDM Week, and Walk/Bike to School/Work days. Assist active living groups and initiatives in the region, such as the Dane County Safe Routes to Schools program, Madison Age-Friendly Community Workgroup, and others.
- Support the production and distribution of the Dane County Bicycle Map.
- Maintain program databases and track key performance indicators.
- Explore opportunities to grow the TDM program through strategic planning, employer-based incentive partnerships, and targeted outreach to new residents and movers.

Note: Funded with federal STBG – Urban funds and local matching funding.

Products: RoundTrip website and ride-matching platform; transportation challenges; marketing and communication materials; presentations and reports; survey tools; program databases.

Work Element 2900: Capital Area Regional Planning Commission (CARPC)

Work Activities for 2026

The MPO will continue to contract with CARPC for transportation planning services. This work has historically included providing analyses of the impact of sewer service area amendments on the overall transportation system, including traffic impacts, street connectivity, and pedestrian and bicycle facility and transit service considerations, and an assessment of overall consistency of the amendment with the goals and policies of the Regional Transportation Plan. At the request of CARPC staff, the MPO conducts its review of transportation impacts outside of CARPC's review process. CARPC has eliminated the land use/transportation review of amendments and replaced that with assistance with and reviews of comprehensive plans. MPO staff will provide assistance to CARPC staff in preparing the transportation element of comprehensive plan updates for communities or providing other transportation-related local planning assistance. MPO staff will also assist CARPC staff in preparing RTP and RDF consistency reviews of comprehensive plans and may participate on CARPC's Proactive Planning committee. Work will also continue with CARPC staff to integrate regional land use and transportation planning generally and coordinate performance measure tracking and outreach efforts.

Note: Work Element 2900 is funded by CARPC with pass-through FHWA funds and local matching funds.

2026 Work Program Budget

Proposed 2026 Unified Greater Madison MPO (Metropolitan Planning Organization) Budget

A summary table of the proposed 2026 Greater Madison Metropolitan Planning Organization (MPO) budget is located on page 17. This table summarizes costs and anticipated funding sources for each of the previously discussed work elements.

For planning staff costs shown, a uniform cost per person-month of \$12,832 was used which reflects direct costs plus indirect costs. Direct costs per person-month are the average salary and fringe benefits of the MPO and MPO planning support personnel. Indirect costs include all administrative support staff costs and other costs incurred (e.g., office rent, computer hardware and software, copying, printing, travel/training, etc.) in support of the direct time spent, and is added as a percent of direct costs. It does not include non-staff direct costs for the purchase of the StreetLight data/analytics platform subscription and consulting services. This is reviewed at the end of 2024, and adjustments will be made in billings as needed. The employee benefits are included in the direct and indirect rates. These provisional rates are approved by the Wisconsin Department of Transportation.

The MPO staff currently consists of nine (9) people: a Director/Planning Manager; five Transportation Planners (one of whom is primarily responsible for managing the MPO’s TDM Program); a GIS Specialist; a Marketing and Communications Specialist, and a part-time Administrative Clerk. All MPO positions are full-time except for the Administrative Clerk.

All MPO staff, with the exception of the Marketing and Communications Specialist, work 100% on MPO planning activities. The MPO’s Marketing and Communications Specialist splits their time with the Capital Area Regional Planning Commission.

A small percentage (10%) of the time of the City of Madison Planning Division Director, the Planning Division’s Program Assistant (5%), and a Finance staff person (7%) are billed to MPO planning activities and included as part of indirect costs along with the MPO’s Administrative Clerk (See the detailed Cost Allocation Plan on page 19).

Staff and Indirect Costs

Work Element	Budget	Funding Source									
	\$	FHWA \$	%	Wis-Dot \$	%	MPO/Local \$	%	STBG-U \$	%	Other \$	%
2100: Transportation Admin/Service	\$149,734	\$119,787	80%	\$7,184	4.80%	\$22,762	15.20%	-	-	-	-
2150: Public Participation Activities	\$111,182	\$88,946	80%	\$5,335	4.80%	\$16,902	15.20%	-	-	-	-
2200: Long-Range System-wide Transportation Planning	\$163,526	\$130,821	80%	\$7,846	4.80%	\$24,859	15.20%	-	-	-	-
2250: Safe & Accessible Transportation Options ¹	\$219,814	\$219,814	100%	-	-	-	-	-	-	-	-
2250: Complete Streets (Safe and Accessible Transportation Options) Related Activities -2.5%	\$22,903	\$22,903	100%	-	-	-	-	-	-	-	-
2300: Data Collection Activities	\$150,440	\$120,352	80%	\$7,218	4.80%	\$22,870	15.20%	-	-	-	-
2400: TSM Planning & Technology	\$90,102	\$72,082	80%	\$4,323	4.80%	\$13,697	15.20%	-	-	-	-
2500: Short Range Transit & Specialized Transportation Planning	\$63,930	\$51,144	80%	\$3,067	4.80%	\$9,719	15.20%	-	-	-	-
2600: Transportation Improvement Program (TIP)	\$167,994	\$134,395	80%	\$8,061	4.80%	\$25,538	15.20%	-	-	-	-
2700: Roadway and Transit Corridor & Special Areas Studies	\$37,758	\$30,206	80%	\$1,812	4.80%	\$5,740	15.20%	-	-	-	-
2800: Ridesharing/TDM (Staff)	\$145,444	-	-	-	-	\$35,764	20%	\$109,680	80%	-	-
2900: Capital Area RPC: MPO Planning Services	\$5,457	-	-	-	-	\$546	10%	\$4,911	-	-	90%
¹ SATO Staff & Indirect Costs											

Other Direct Costs

Work Element	Budget	Funding Source									
	\$	FHWA \$	%	Wis-Dot \$	%	MPO/Local \$	%	ST-BG-U \$	%	Other \$	%
2150: Public Participation Activities	\$5,000	\$4,000	80%	\$240	4.80%	\$760	15.20%	-	-	-	-
2200: Long-Range System-Wide Transportation Planning	-	-	-	-	-	-	-	-	-	-	-
2250: Safe and Accessible Transportation Options ¹	\$50,000	\$50,000	100%	-	-	-	-	-	-	-	-
2800: Ridesharing/TDM - Ad, Consultant Services, Materials, Etc.	\$30,000	-	-	-	-	\$12,675	25%	\$17,325	80%	-	-
2850: Ridesharing/TDM - Partner Advertising ²	\$12,000					\$3,000	25%			\$9,000	75%
4030: StreetLight Data Analytics Platform Subscription ³	\$131,000	\$8,400	80%	\$504	4.80%	\$1,596	15.20%	-	-	-	-
4050: Misc. Consulting Services ³	\$38,155	\$116,924	80%	\$7,012	4.80%	\$22,219	15.20%	-	-	-	-
4060: Fly Dane county-wide imagery ⁴	-	-	-	-	-	-	-	-	-	-	-
¹ Other SATO Direct Costs											
² Three partners give \$3,000/each, which the MPO matches.											
³ Data Software and Consultant Services											
⁴ MPO contribution to Dane LIO. City & others also contribute											

Total

	Budget	Funding Source				
	\$	FHWA \$	WisDot \$	MPO/Local \$	STBG-U \$	Other \$
Staff	\$1,298,284	\$990,450	\$44,846	165,721	\$92,355	\$4,911
Consulting Services/Data Software	\$219,155	\$185,324	\$8,116	\$25,715	-	-
Other Direct Costs	\$47,000	\$4,000	\$240	\$16,435	\$17,325	\$9,000
Total	\$1,564,439	\$1,179,774	\$53,202	\$207,871	\$109,680	\$13,911

Carryover of Unspent 2025 Funds

	Budget	Funding Source				
	\$	FHWA \$	WisDot \$	MPO/Local \$	STBG-U \$	Other \$
Misc. Consultant Services	\$180,000	\$144,000	\$8,640	\$27,360	-	-
Total	\$180,000	\$144,000	\$8,640	\$27,360	-	-

Provisional 2026 Cost Allocation Plan

This Unified Planning Work Program (UPWP) report presents the detailed work elements to be undertaken in 2026 and presents the extent of staff time and anticipated costs and funding anticipated to be devoted to each work element.

The following paragraphs provide detail on the cost breakdowns for direct costs, indirect costs, and other expenses, which were used in the preparation of the UPWP.

The UPWP programming of costs uses a uniform cost per person month (\$12,832) throughout the UPWP report, which reflects direct staff costs plus indirect costs. Direct costs per person month are the average salary and fringe benefits of the planning and planning support (GIS) staff. Indirect costs include all administrative services and indirect costs incurred (such as administrative staff, office rent and supplies, software services, printing, etc.) in support of the direct time spent and are added as a percent of direct costs for programming and billing purposes.

Billings are based upon actual costs. The direct costs are recorded for each work element by time spent. Billings are based upon actual costs of direct salaries, fringe benefits, and leave additive, plus the actual indirect costs incurred. Costs are accumulated and accountable to the work elements.

2026 Direct MPO Staff Costs

The following positions on the MPO planning staff are included as Direct Costs, which are charged to the respective work elements shown in the Unified Planning Work Program report.

Position	Persons	Salary	Benefits
Transportation Planning Manager	1	\$139,090	\$46,345
Planner 3	1	\$111,572	\$45,231
Planner 3	1	\$111,054	\$17,245
Planner 3	1	\$108,299	\$27,518
Planner 2	1	\$83,835	\$23,243
Planner 3	1	\$109,960	\$28,626
GIS Specialist	1	\$129,331	\$30,528
Marketing & Communications Specialist*	1	\$55,041	\$8,547
Total	8	\$848,182	\$227,284
Hourly Wages (Interns)	0.75	\$19,000	\$0
Salary Savings	-	-	-
Total	8.75	\$867,182	\$227,284
* This is a 75% full time equivalency for MPO. 25% is dedicated to CARPC			

2026 Other Direct Costs

In addition to direct staff costs, the MPO has budgeted the following additional direct cost for data/software and consulting services:

Expense	Cost
Consulting Services	
Safe & Accessible Transportation Options (SATO)	\$50,000
Ridesharing/TDM	\$30,000
Misc. Consulting Services	\$38,155
Advertising Services	
Ridesharing/TDM	\$12,000
System and Software Maintenance	
StreetLight Data Analytics Platform Subscription	\$131,000
Other Direct Costs	
Public Participation Activities	\$5,000

Total Direct Costs

Expense	Cost
Direct Staff Costs	\$1,094,466
Other Direct Costs	\$266,155
Total	\$1,360,621

2026 Indirect Costs

This table reflects indirect costs that relate to the entire planning program of activities and are accounted on a proportionate basis to direct costs.

Indirect Salaries of Support Staff

Category	FTE	Cost	Benefits
Planning Division Director	0.1	\$16,565	\$5,076
Program Assistant 2	0.05	\$3,722	\$600
Finance	0.07	\$8,320	\$3,024
Total	0.22	\$28,608	\$8,699

Other Indirect Costs

Category	Cost
Office Supplies	\$1,500
Copy Printing Supplies	\$1,800
Furniture	\$750
Hardware Supplies	\$1,000
Software Licenses & Supplies	\$29,830
Postage	\$75
Books & Subscriptions	\$250
Telephone	\$500
Facility Rental	\$72,268
System & Software Maintenance	\$3,187

Recruitment	\$0
Mileage	\$50
Conferences and Training	\$8,000
Memberships	\$4,000
Interpreters Signing Services	\$0
Transcription Services	\$0
Catering Vending Services	\$0
Total	\$123,210

Total Indirect Costs

Expense	Cost
Indirect Staff Costs	\$37,307
Other Indirect Costs	\$123,210
Total	\$160,517

Provisional 2026 Cost Allocation Rate

Based upon the Direct Staff Cost and Indirect Cost tables, the Provisional 2025 Cost Allocation rate can be calculated as follows:

Total Indirect Costs \$160,517 = 14.67%

Total Direct Staff Costs \$1,094,466

Thus, the 2026 staff time costs can be summarized as follows for each person month of direct staff time:

Direct cost per month \$11,191

Indirect cost @ 14.67% \$1,641

Total Direct Plus Indirect \$12,832 / month

Actual Billing Procedure

The preceding paragraphs have presented the basis for programming of the Provisional 2026 Cost Allocation Plan with the Indirect Cost rate calculated at 14.67% of Direct Staff Costs. Billings are based upon actual costs of direct salaries and benefits and leave additive, plus the actual indirect costs incurred.

Accounting for the MPO is accomplished through the City of Madison's centralized accounting system (MUNIS) in the following steps: (1) direct staff charge to work elements based on their salaries and benefits; (2) an additive leave rate is applied to the direct salary costs; (3) indirect costs are applied to the work elements based on the percentage of total cost budgeted for each work element; (4) indirect staff costs, including salaries, benefits, and leave costs when taken, are also applied to the work elements based on the percentage of total cost budgeted for each work element; and (5) total work element expenditures are allocated to the funding sources based on actual expenditures.

The features of the City of Madison's computer accounting system aggregate actual costs incurred by work element shown in the Unified Planning Work Program and include the following:

1. A leave additive rate is maintained for all direct staff based upon holiday time taken, accrued vacation time earned, and sick time used. This is estimated for 2026 to be 15.43% of Regular Direct staff costs.

Paid Holiday	\$60,709
Earned Vacation	\$60,216
Earned Sick Leave	\$54,723

$\$175,648 \div \$1,094,466 = 15.43\%$ of direct staff costs

$\$175,648 \div \$1,564,439 = 11.23\%$ of total direct staff and indirect costs

2. Fringe benefits are calculated for each employee and added up to calculate an average rate for all employees, which is 20.85%.

Indirect costs incurred are computed and compared to total direct costs to determine indirect cost rate.

The computer system then computes in the following manner by work element:

Regular Direct Salary Cost x (1 + Leave Additive Rate) = Direct Salary

Regular Salary x Fringe Benefit Rate = Benefit Costs

Direct Salary + Benefit Cost = Total Direct Cost

Total Direct Cost x Indirect Rate = Indirect Cost

Total Direct Cost (Direct Salary + Benefit Cost) + Indirect Cost = Total Direct & Indirect Costs

Total Direct and Indirect Costs + Other Costs = Total Billable Cost

The billable cost is billed to funding agencies in accord with approved contracts. Costs are audited at the end of the year as part of the CPA audit with adjustments made to 2026 billings, if needed.

APPENDIX A

Cost Shares & Benefits to Funding Agencies

The Greater Madison Metropolitan Planning Organization (MPO) receives federal Planning program funding from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), federal Surface Transportation Block Grant (STBG) Urban funding for the MPO's TDM program, state funding from WisDOT used as partial match to the federal Planning funds, and local funding from the City of Madison, Dane County, and some of the other participating local units of government within the metropolitan planning area. The funding is used to support the diversity of transportation planning program activities included as part of this Unified Planning Work Program.

In general, funds for transportation planning activities are split between FHWA and FTA with WisDOT and local matching funds, with variations due to their funding priorities and due to additional special funds. For example, Dane County and the Capital Area Regional Planning Commission (CARPC) provide funding to support planning activities outside the metropolitan planning area. As noted, STBG (formerly STP) Urban funds are used to support the MPO's Transportation Demand Management (TDM) Program, called RoundTrip.

With respect to the proposed 2026 program of transportation planning activities, the following comments summarize the funding shares and allocation of costs, and note benefits to be received for each of the Work Elements.

Work Elements 2100, 2150, 2200, 2250, and 2300 cover long-range multi-modal system-wide transportation planning activities, including maintaining the Regional Transportation Plan and sub-elements such as the Bicycle Transportation Plan with data collection, monitoring, and analysis, growth and associated travel forecasting, and functions required to manage the work program, provide staffing support, and engage and service the public. These activities are funded 80% with FHWA and FTA Section 5303 Planning funds with WisDOT and local matching funds. A portion of 2250 is 100% federally under the Complete Streets planning waiver.

Work Element 2400 covers Transportation System Management (TSM) Planning and Technology to improve transportation system efficiency, effectiveness, and safety with emphasis on technology and lower cost strategies such as intersection improvements. This includes maintenance of the MPO's Congestion Management Process. It also covers planning for electric vehicle (EV) infrastructure and promotion of other strategies for accelerating the transition to EVs. These activities are also funded 80% with FHWA and FTA Planning funds with WisDOT and local matching funds.

Work Element 2500 covers short-range transit and specialized transportation planning activities. This includes working with Metro Transit and other transit providers to develop and implement the 5-year Transit Development Plan for the Madison Urban Area and working with Metro Transit and Dane County Department of Human Services to develop and implement the Coordinated Public Transit – Human Services Transportation Plan. Activities are funded 80% with FTA Section 5303 Planning funds, plus local matching funds, including a small amount of Dane County funding for specialized transportation planning and coordination.

Work Element 2600 is for transportation project programming through the Transportation Improvement Program (TIP), including MPO selection of projects with its suballocated funding. Activities are funded 80% with FHWA and FTA Section 5303 Planning funds with WisDOT and local matching funds.

Work Element 2700 is for roadway and transit corridor and special area studies. This includes assistance with WisDOT roadway corridor studies, local corridor or area studies, and major transit corridor studies such as for Bus Rapid Transit. This is funded 80% with FHWA and FTA Section 5303 Planning funds with WisDOT and local matching funds.

Work Element 2800, Ridesharing/TDM, supports promotion of alternative transportation and general transportation demand management (TDM) activities, and is funded 80% with STBG Urban funds and local matching funds.

Work Element 2900, CARPC, covers transportation planning and analysis work for that agency, and is funded with pass-through FHWA/FTA funds from CARPC and local matching funds.

APPENDIX B

Organization & Advisory Committees

The Greater Madison MPO (Metropolitan Planning Organization) is the designated policy body responsible for comprehensive, cooperative transportation planning and decision-making for the Madison metropolitan area. The MPO, formerly named the Madison Area Transportation Planning Board (MATPB), was created through an agreement between the Governor, the City of Madison, and those units of government having more than 75% of the population in the MPO Planning Area effective May 2, 2007, redesignating the MPO for the Madison urbanized area in accordance with federal law. MATPB assumed the responsibility to conduct transportation planning and programming for the metropolitan area from the previous MPO, the Madison Area MPO, following a change in the structure of the MPO Policy Board after the 2000 Census and expansion of the Madison urbanized area. The MPO was renamed to Greater Madison MPO in 2020.

Organization of MPO Policy Board

The MPO has a fourteen (14)-member policy board appointed by the units of local government within the metropolitan planning area. The appointments, which all serve two-year terms, are made as follows:

- The Mayor of Madison appoints six (6) members. Four of the six appointees must be elected officials. One must be an official representative of Metro Transit as the major transit provider.
- The Dane County Executive appoints three (3) members. Two of the three appointees must be elected officials.
- Three (3) members are appointed to represent other cities and villages in the metropolitan area. The appointments are done through a majority vote of the chief elected officials of these cities and villages. Two of the three appointees must be elected officials.
- One (1) member is appointed to represent towns in the metropolitan area. The appointment is by a majority vote of the chairpersons of the towns with land area within the metropolitan planning area. The appointee must be an elected official.
- The Secretary of the Wisconsin Department of Transportation (WisDOT) appoints one (1) member to represent the department.

Of the fourteen (14) appointed MPO policy board members, nine (9) are elected officials, including one mayor, six (6) city alderpersons, one county supervisor, and one town board member. The members represent a variety of interests, backgrounds, geographic areas, and views.

The MPO policy board generally meets monthly on the first Wednesday of the month, where action is taken on matters brought before it. Officers are elected to one-year terms. These include a Chair and Vice Chair. Meetings are currently held virtually. Meetings begin at 6:30 p.m.

As of now, the MPO Policy Board will meet on:

- | | |
|-------------------------|--------------------------|
| • Wednesday, January 7 | • Wednesday, July 1 |
| • Wednesday, February 4 | • Wednesday, August 5 |
| • Wednesday, March 4 | • Wednesday, September 2 |
| • Wednesday, April 1 | • Wednesday, October 7 |
| • Wednesday, May 6 | • Wednesday, November 4 |
| • Wednesday, June 3 | • Wednesday, December 2 |

Greater Madison MPO Policy Board Members

Name	Represented or Appointed By	Local Government Office & Affiliations
Doug Wood, Chair	Dane County Cities & Villages Association	City of Monona Alder
Liz Callin, Vice Chair	Mayor of Madison	Community Representative
Clement Abongwa	Dane County Executive	Dane County Highway Commissioner
Richelle Andrae	Dane County Executive	Dane County Board of Supervisors
Cassandra Benedict	Dane County Executive	City of Sun Prairie Alder
John Duncan	Mayor of Madison	City of Madison Alder
Michelle Ellias	Wisconsin Department of Transportation	WisDOT Program Chief
Derek Field	Mayor of Madison	City of Madison Alder
MGR Govindarajan	Mayor of Madison	City of Madison Alder
Barbara Harrington-McKinney	Mayor of Madison	City of Madison Alder
Bill Jetzer	Dane County Cities & Villages Association	City of Fitchburg Alder
Adrienne Nienow	Dane County Cities & Villages Association	City of Stoughton Alder
Christof Spieler	Mayor of Madison	City of Madison Transportation Director
Kristi Williams	Dane County Towns Association	Town of Cottage Grove Board Supervisor

Advisory Committee Structure

The MPO policy board has established an advisory intergovernmental Technical Coordinating Committee to assist in carrying out its responsibilities. The MPO board also utilizes a number of other local and county committees and commissions as part of its role in serving as a forum for cooperative decision making on transportation planning issues.

MPO Technical Coordinating Committee (TCC)

This committee, composed of fourteen (14) voting members, six (6) alternate members, and two (2) non-voting members representing various agencies or facets of land use and transportation planning, is a multi-modal planning advisory and coordinating committee established by the MPO as its official technical advisory committee. While the MPO board serves as the policy body, the MPO Technical Coordinating Committee reviews, coordinates, and advises on transportation planning matters. This committee generally meets monthly on the fourth Wednesday of the month. Meetings are currently being held virtually. Meetings start at 2 p.m.

As of now, the MPO Technical Coordinating Committee will meet on:

- Wednesday, January 22
- Wednesday, February 26
- Wednesday, March 26
- Wednesday, April 23
- Wednesday, May 28
- Wednesday, June 25
- Wednesday, July 23
- Wednesday, August 27
- Wednesday, September 24
- Wednesday, October 22
- Wednesday, November 26
- Wednesday, December 17

Greater Madison Technical Coordinating Committee Members

Name	Title	Employed By
Brad Bruun, Vice Chair	Public Works Program Manager	City of Monona
Judd Blau	Director of Public Services	Village of DeForest
Davis Clark	Public Works Director	Village of Windsor
Jeff Gorman	Public Services Director	Village of Mount Horeb
Brian Grady	Principal Planner	City of Madison
Tary Handschke	Public Works Director	Village of Shorewood Hills
Sara Husen	Transportation Planner	WisDOT Bureau of Planning & Economic Development
Lee Igl	Public Works Director	Village of McFarland
Aaron Jahnke	Village Engineer	Village of Waunakee
Benjamin John	Public Works Director	City of Middleton
Ross Kahler	Senior Project Engineer	City of Fitchburg
Connor Mountford	Transit Planner	City of Madison
Chris Munz-Pritchard	Planning Director	City of Stoughton
Jason Nordberg	Community Planner	Federal Highway Administration, WI Division
Kyela O'Loughlin	Public Works & Utilities Director	Village of Cottage Grove
Chris Petykowski	Principal Engineer	City of Madison
David Salmon	Transportation Coordinator	City of Sun Prairie
Charlene Schmid	Highway Engineer	Dane County Public Works & Transportation Department
Matt Schreiber	Transportation Planner	Wisconsin Department of Transportation
Lucas Sivertsen	Planning Director	City of Verona
Lauren Striegl	Acting Director of Public Works	Village of Oregon
Yang Tao	Traffic Engineer	City of Madison Traffic Engineering
Todd Violante	Planning Director	Dane County Planning & Development

Other Activities

In addition to the TCC and the other advisory committees with which MPO staff have regular contact, MPO staff also utilize a variety of committees and advisory groups including: ad hoc study and plan committees; interagency staff coordinating groups; and continuing contacts with local commissions and governing bodies and various private organizations.

Staff also participates in MPO Directors planning meetings/forums with WisDOT, FHWA, and other MPO directors and staff to discuss planning, policy, financial, and technical issues and concerns. Staff also meet with WisDOT and USDOT staff for the mid-year review in May/June and for the fall draft work program review in September.

APPENDIX C

Madison Area Transportation Planning and Programming Structure and History

Area wide transportation planning in the Madison metropolitan area has been officially in progress since 1961 under the original title “Madison Area Transportation Study (MATS).” In 1970, the Madison Area Transportation Plan was approved by each of the participating governmental units, and the Transportation Study entered the “continuing phase” and reorganized to be part of the Dane County Regional Planning Commission (DCRPC), under the title of the Dane County Transportation Study (DCTS). In November 1999, following a reorganization of the DCRPC, the Governor redesignated the Metropolitan Planning Organization for the Madison urbanized area by agreement with the City of Madison. The redesignation established a new Madison Area Metropolitan Planning Organization (MPO) to conduct transportation planning and programming for the metropolitan area, transferring this function from the DCRPC to this newly created entity. The Madison Area MPO went through another redesignation in May 2007 to bring the structure and membership into compliance with Federal regulations. The name of the MPO was changed to the Madison Area Transportation Planning Board (MATPB). The name of the MPO was subsequently changed again to Greater Madison MPO in 2020.

Madison metropolitan area transportation planning and programming now has an organizational structure that provides for the Greater Madison MPO to serve as the policy body. The MPO Technical Coordinating Committee (TCC) advises the MPO on transportation planning issues. Various other ad hoc project or study committees assist with particular transportation planning studies.

The overall management structure of the planning work program activities is that of a Director/Planning Manager and Transportation Planning staff members, in carrying out the policy directions of the MPO. Transportation planning staff is provided by the City of Madison, and located in the City’s Planning Division within the Planning & Community & Economic Development Department. The necessary interagency and intergovernmental coordination of planning work program activities is coordinated by planning staff contacts with appropriate agencies and by the input of the MPO Technical Coordinating Committee.

The management of the existing transportation system is vested with the governing bodies of each local unit of government within the metropolitan area, and WisDOT. Coordination efforts are achieved through the Madison Area Transportation Planning and Programming organizational structure, through the annually prepared Transportation Improvement Program (TIP), and other means. Coordination in the City of Madison is through its Transportation Policy and Planning Board and Transportation Commission, which have responsibility for roadways, transit, parking, bicycle and pedestrian facilities, traffic engineering activities, and long-range city transportation planning. Coordination in the 3rd/4th class cities within the metropolitan planning area is by their appropriate city committees, such as planning commissions, public works committees, and transportation committees. Coordination within the governmental structure of Dane County is through the County Public Works and Transportation Committee, which in turn coordinates many of the town government transportation improvements.

The transportation planning agreement to this Unified Planning Work Program, updated to reflect current federal transportation planning regulations, is available on the [MPO’s website](#). It is a three-party Cooperative Agreement for Continuing Transportation Planning between WisDOT, the Madison Area Transportation Planning Board (now called Greater Madison MPO), and the City of Madison (as the transit operator) as executed on July 11, 2017.

APPENDIX D

Greater Madison MPO UPWP Self-Certification Summary

The Greater Madison MPO (Metropolitan Planning Organization), the MPO for the Madison Metropolitan Area, is charged with implementing the metropolitan transportation planning process in accordance with applicable requirements of federal laws, including federal transportation legislation, Clean Air Act, Civil Rights Act, and Americans with Disabilities Act. All agencies involved in the transportation planning process must also be held accountable to these federal requirements.

By federal law, agencies providing transportation services and/or receiving federal money must adhere to the requirements as listed in the MPO's adopted self-certification resolution. Concurrent with submittal of the proposed Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP) to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) MPOs are required to certify that the metropolitan transportation planning process is being carried out in accordance with all federal requirements.

The nine (9) requirements for self-certification and MPO activities to comply are summarized below.

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart.

These citations summarize the metropolitan planning requirements, which include a compliant planning process; current approved Transportation Improvement Program, Long-Range Transportation Plan, Unified Planning Work Program, Public Participation Plan, and Congestion Management Process; current interagency agreements; approved metropolitan area boundaries; and annual listing of obligated projects using federal funds. As a large TMA MPO, the Greater Madison MPO also needs a current certification from USDOT, FHWA and FTA.

MPO Documentation of Compliance:

Transportation Plan	Connect Greater Madison: 2050 Regional Transportation Plan , adopted May 11, 2022
TIP	2025-2029 Transportation Improvement Program for the Madison Metro Area and Dane County , approved October 2, 2024
UPWP	2025 Unified Planning Work Program for the Greater Madison MPO, adopted November 6, 2024
PPP	MPO Public Participation Plan , adopted January 6, 2021 and amended October 2, 2024
CMP (TMA)	Congestion Management Process , adopted May 11, 2022 in conjunction with RTP 2050
MPO Cooperative Agreement	Executed July 11, 2017
Metropolitan Planning Area Boundary	Approved by MPO on April 3, 2013 and by WisDOT on July 30, 2013
Annual Listing of Obligated Projects	2025 annual listing of projects posted on TIP page of the MPO website
FHWA-FTA Certification (TMA)	March 2022 certification of planning process
All of these documents can be found on the MPO's website. The MPO Policy Board will have met eleven times during 2025.	

(2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21.

Title VI prohibits exclusion from participation in, denial of benefits of, and discrimination under federally assisted programs on the grounds of race, color, or national origin.

MPO Documentation of Compliance:

The MPO complies with this requirement through the policies and actions identified in the MPO's Title VI Non-Discrimination Program/Language Assistance Plan that was approved by the MPO Policy Board on November 1, 2023. Activities include conducting Environmental Justice (EJ) analyses of the existing transportation system and projects proposed in the RTP (including elements of the RTP such as the Bicycle Transportation Plan and Transit Development Plan) and TIPs, as well as analyses for studies such as Bus Rapid Transit. The MPO Public Participation Plan includes outreach strategies to traditionally underserved and limited-English populations (LEP), which is periodically evaluated for effectiveness. EJ populations outreach strategies include use of minority-focused media, seeking representation on advisory committees, use of focus groups, making translators available upon request, and utilizing available resources such as neighborhood and minority organizations. The MPO also conducted a household travel survey in 2016-17 that over-sampled areas with EJ population concentrations to better understand their travel patterns and needs. The MPO has also purchased a subscription to StreetLight Data, a travel analytics platform, that has provided origin/destination and other data to further analyze travel patterns and identify needs of EJ populations.

(3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.

MPO Documentation of Compliance:

The MPO complies with this requirement through the policies and actions identified in the MPO's Title VI Non-Discrimination Program/Language Assistance Plan that was approved by the MPO Policy Board on November 1, 2023. The current Title VI Non-Discrimination Agreement between WisDOT and the MPO, as a WisDOT sub-recipient, was executed on October 29, 2024.

(4) Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises (DBEs) in USDOT-funded projects.

The DBE program ensures equal opportunity in transportation contracting markets, and in the statute Congress established a national goal that 10% of federal funds go to certified DBE firms.

MPO Documentation of Compliance:

The MPO has and will continue to follow WisDOT's federally approved DBE program when soliciting contractors to complete MPO planning projects using federal planning funds. For projects bid through an RFP a goal of 10-15% DBE participation goal has typically been used.

(5) 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts.

MPO Documentation of Compliance:

This requirement does not directly apply to the MPO because it is not involved in federal or federal-aid highway construction contracts. However, the MPO follows and makes use of the City of Madison's Affirmative Action Policies and Program for Equal Employment Opportunities.

(6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38.

Programs and activities funded with federal dollars are prohibited from discrimination based on disability.

MPO Documentation of Compliance:

The MPO complies with this requirement through the policies and actions identified in MPO's Title VI Non-Discrimination Program/Language Assistance Plan that was approved by the MPO Policy Board on November 1, 2023. The MPO's offices and all public meeting locations are ADA-compliant and most meeting locations are transit accessible. The MPO's RTP includes recommendations to provide pedestrian facilities that facilitate safe, efficient, and accessible pedestrian travel, including addressing gaps in the pedestrian network through connections to regional off-street bicycle paths, transit, and major destinations. The plan recommends that new facilities be constructed in accordance with ADA and its implementing regulations and that local communities prepare and implement ADA compliance plans to retrofit non-conforming facilities to ADA standards. The plan also recommends that accessible pedestrian signal systems and other ADA accessibility treatments be installed where necessary. The MPO has developed a detailed pedestrian facility geodatabase and network to allow analysis of pedestrian accessibility, including ADA accessibility to bus stops and key destinations. The database with an interactive map has been posted online and the MPO has offered assistance to local communities in development of their ADA transition plans.

(7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.

MPO Documentation of Compliance:

The MPO complies with this requirement through the policies identified in the MPO's Title VI Non-Discrimination Program/Language Assistance Plan that was approved by the MPO Policy Board on November 1, 2023, and Title VI Non-Discrimination Agreement executed October 29, 2024. The MPO also follows the City of Madison's non-discrimination policies because the MPO staff are housed within the city's Planning Department and the city is the MPO's administrative and fiscal agent. The MPO's public involvement activities target elderly populations and organizations advocating for their interests, including having representatives on advisory committees.

(8) Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender.

MPO Documentation of Compliance:

The MPO complies with this requirement through the policies identified in the MPO's Title VI Non-Discrimination Program/Language Assistance Plan that was approved by the MPO Policy Board on November 1, 2023, and Title VI Non-Discrimination Agreement executed October 29, 2024. The MPO also follows the City of Madison's nondiscrimination policies because the MPO staff are housed within the City's Planning Department and the City is the MPO's administrative and fiscal agent. For the Bicycle Transportation Plan, an analysis was conducted and recommendations made to address the gender gap in people bicycling.

(9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

MPO Documentation of Compliance:

The MPO complies with this requirement through the policies identified in the MPO's Title VI Non-Discrimination Program/Language Assistance Plan that was approved by the MPO Policy Board on November 1, 2023, and Title VI Non-Discrimination Agreement executed October 29, 2024. Other activities are addressed in #6 above.



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