

October 7, 2026 This is a HYBRID meeting, in person at Pinney Library - [516 Cottage Grove Road](#),
Madison [Virtual Meeting via Zoom](#) 6:30 p.m.

- 1) Call to order
- 2) Approval of September 2, 2026 Meeting Minutes
- 3) Communications – none
- 4) Public Comment for Items *Not* on the Agenda

- 5) MPO 2026 Resolution No. 20 Approving Amendment No. 27 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
 - a. Electric Vehicle Charging Station at Sunoco, 2050 County Highway MM, Fitchburg (NEW; National Electric Vehicle Infrastructure Funding; Implementation in 2026-2027)
 - b. Electric Vehicle Charging Station at Woodman's, 725 S Gammon Rd, Madison (NEW; National Electric Vehicle Infrastructure Funding; Implementation in 2026-2027)
 - c. Electric Vehicle Charging Station at BP, 1220 E Broadway, Monona (NEW; National Electric Vehicle Infrastructure Funding; Implementation in 2026-2027)
- 6) MPO 2026 Resolution No. 21 Adopting Annual Public Transit Agency Safety Plan Performance Measure Targets
- 7) MPO 2026 Resolution No. 22 Adopting the 2027-2031 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
- 8) MPO 2026 Resolution No. 23 Approving the 2027 Unified Planning Work Program (UPWP)
- 9) Preliminary award of Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) Program 2027 Funding
- 10) Discussion: Week Without Driving (WWD) in the Madison Metropolitan Area – Reflections, Observations and Ideas
- 11) Announcements and Staff Reports –
 - a. Pathways to 2050 Public Information Meeting (PIM) #2 is scheduled for Monday November 9th from 6:00 to 7:00 pm and Wednesday November 11th at noon.
 - b. Updates on Transportation Bill.
- 12) Adjournment

Next meeting: Wednesday November 4th, 2026, Virtual

DRAFT

**Greater Madison Metropolitan Planning Organization (MPO)
September 2, 2026 | Meeting Minutes**

Virtual Meeting Hosted via Zoom, [Recording Here](#)

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

1. Roll Call and Introductions

Members present: Clement Abongwa, Colin Barushok, Liz Callin, Michelle Howe, Lisa Janairo, Bill Jetzer, Chuck Kvalo, Noah Lieberman, Julia Matthews, Christof Spieler, Ellen Zhang

Members absent/excused: Adrienne Nienow (excused), Doug Wood (excused)

MPO staff present: Alex Andros, Zia Brucaya, Ben Lyman

Others present in an official capacity: Jennifer Kobryn (WisDOT Region Staff), Chris Petykowski (City of Madison Engineering)

2. Approval of August 5, 2026, Meeting Minutes

Action: Janairo moved, Jetzer seconded, to approve the August 5, 2026 meeting minutes. Motion carried.

3. Communications

Major Studies Project Manager, WisDOT SW Region response to MPO Director comments regarding WisDOT USH 51 (Stoughton Road) South Study – Reasonably Foreseeable Effects Workshop.

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

None.

5. Public Hearing on the Draft 2027-2031 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

- *Note: Action on the 2027-2031 TIP by the MPO is anticipated at the board's October 7th meeting to be held virtually. Written comments on the TIP are invited through Monday, September 23, and should be sent to the MPO office at 100 State St., Suite 400, Madison, WI 53703 or e-mailed to mpo@cityofmadison.com.*

6. Presentation on the DRAFT 2027-2031 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

7. MPO 2026 Resolution No. 19 Recognizing October 1-8, 2026, as Week Without Driving in the Madison Metropolitan Area

Action: Jetzer moved, Lieberman seconded, to approve MPO 2026 Resolution No. 19 Recognizing October 1-8, 2026, as Week Without Driving in the Madison Metropolitan Area. Motion carried.

8. Presentation on the DRAFT 2027 Unified Planning Work Program (UPWP)

9. Discussion: October meeting potential to meet in person.

10. Announcements and Staff Reports

- a. Pathways to 2020 update
- b. E-Device guide impacts

11. Adjournment

Lieberman moved to adjourn, Zhang seconded. Motion carried. The meeting adjourned at 7:51 p.m.

Next meeting: Wednesday, October 7, 2026, location TBD

MPO Agenda Cover Sheet

October 7, 2026

Item No. 5

Re:

MPO 2026 Resolution No. 20 Amending the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Staff Comments on Item:

This TIP amendment adds three new electric vehicle charging facility projects that were awarded National Electric Vehicle Infrastructure program funding through the Wisconsin Electric Vehicle Infrastructure Program (WEVI) by WisDOT. Level 3 Direct Current Fast Charging (DCFC) electric vehicle charging infrastructure will be installed at (1) the Sunoco fueling station, located at 2050 County Highway MM in the City of Fitchburg; (2) the Woodman's Food Market, located at 725 S Gammon Rd in the City of Madison; and (3) the BP fueling station, located at 1220 E Broadway in the City of Monona. The Sunoco and BP sites will offer simultaneous charging for four vehicles at a time; the Woodman's site will offer simultaneous charging for eight vehicles at a time. The maximum power output via each port (CCS and NACS Connectors) is 150kW at each site. Implementation is planned for 2026-2027.

- Sunoco EV Charging Facility, 2050 County Highway MM: \$734,434 Federal Share; \$345,616 Match Share; \$1,080,050 Total. Project Sponsor: Universal EV, LLC
- BP EV Charging Facility, 1220 E Broadway: \$596,292 Federal Share; \$280,608 Match Share; \$876,900 Total. Project Sponsor: Universal EV, LLC
- Woodman's EV Charging Facility, 725 S Gammon Rd: \$396,800 Federal Share; \$99,200 Match Share; \$496,000 Total. Project Sponsor: Tesla, Inc.

The award comes from funding established under the Infrastructure Investment and Jobs Act (IIJA). The following website contains information about the WEVI program and other locations that have been awarded funding in the state:

<https://wisconsindot.gov/Pages/projects/multimodal/electrification.aspx>

Note: Projects awarded funding in Rounds 1 and 1.5 are listed on the site. Projects awarded funding from this round were not listed on the site as of September 30, 2026.

Materials Presented on Item:

1. MPO 2026 Resolution No. 20 with attachments.

Staff Recommendation/Rationale: Staff recommend approval.

MPO 2026 Resolution No. 20

**Amendment No. 27 to the 2025-2029 Transportation Improvement
Program for the Madison Metropolitan Area & Dane County**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

WHEREAS, the Greater Madison MPO adopted MPO 2026 Resolution No. 5 on February 4, 2026 approving Amendment No. 18; and

WHEREAS, the Greater Madison MPO adopted MPO 2026 Resolution No. 7 on April 1, 2026 approving Amendment No. 19; and

WHEREAS, the Greater Madison MPO adopted MPO 2026 Resolution No. 8 on April 1, 2026 approving Amendment No. 20; and

WHEREAS, the Greater Madison MPO adopted MPO 2026 Resolution No. 9 on May 6, 2026 approving Amendment No. 21; and

WHEREAS, the Greater Madison MPO adopted MPO 2026 Resolution No. 11 on May 6, 2026 approving Amendment No. 22; and

WHEREAS, the Greater Madison MPO adopted MPO 2026 Resolution No. 13 on July 1, 2026 approving Amendment No. 23; and

WHEREAS, the Greater Madison MPO adopted MPO 2026 Resolution No. 14 on July 1, 2026 approving Amendment No. 24; and

WHEREAS, the Greater Madison MPO adopted MPO 2026 Resolution No. 15 on July 1, 2026 approving Amendment No. 25; and

WHEREAS, the Greater Madison MPO adopted MPO 2026 Resolution No. 17 on August 5, 2026 approving Amendment No. 26; and

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

WHEREAS, an amendment is needed to add the federally funded Wisconsin Electric Vehicle Infrastructure (WEVI) projects that will be constructed in the City of Fitchburg, City of Madison, and City of Monona; and

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

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

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves Amendment No. 27 to the *2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project additions as shown on the attached project listing:

1. **ADD** the federally funded Wisconsin Electric Vehicle Infrastructure (WEVI) Program Project sponsored by Universal EV LLC, to be constructed at 2050 County Highway MM in the City of Fitchburg, to page 41 of the Streets/Roadway Projects section.
2. **ADD** the federally funded Wisconsin Electric Vehicle Infrastructure (WEVI) Program Project sponsored by Tesla, Inc., to be constructed at 725 S Gammon Rd in the City of Madison, to page 44 of the Streets/Roadway Projects section.
3. **ADD** the federally funded Wisconsin Electric Vehicle Infrastructure (WEVI) Program Project sponsored by Universal EV LLC, to be constructed at 1220 E Broadway in the City of Monona, to page 45 of the Streets/Roadway Projects section.

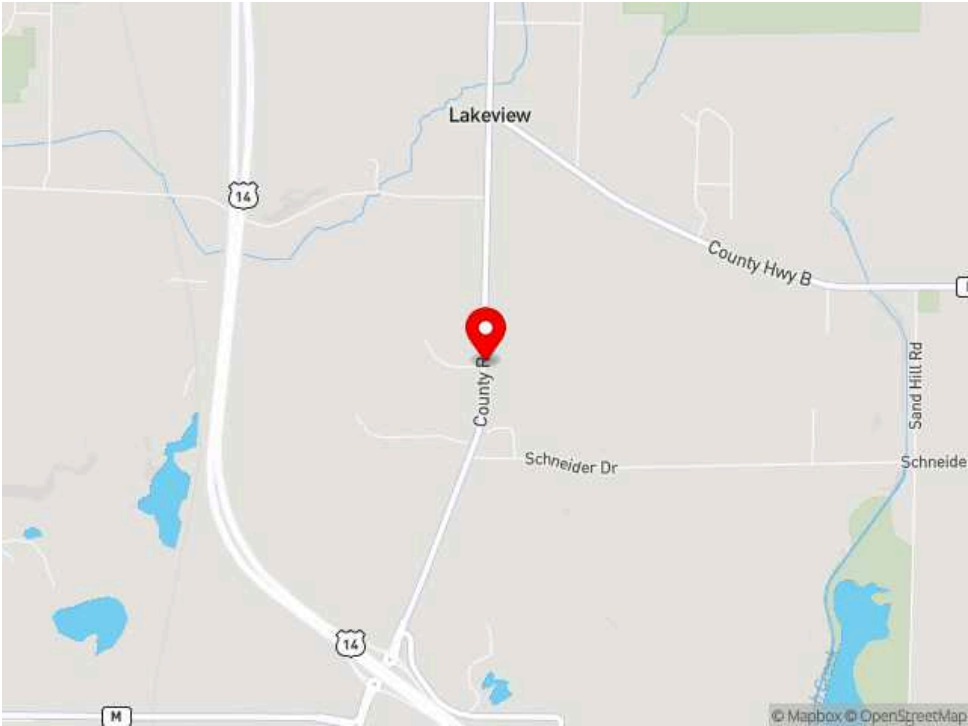
October 7, 2026

Date Adopted

Doug Wood, Chair, Greater Madison MPO

384: Wisconsin Electric Vehicle Infrastructure Program

Project Type	Roadway
Lead Agency	Universal EV
Total Cost	\$1,080,050
TIP Nos.	111-26-011
State IDs	09-00-0646
Planning Area	Yes
Project Description	Install Level 3 electric vehicle charging infrastructure (four ports) at the Sunoco fueling station, located at 2050 CTH MM in the City of Fitchburg.
MPO Approval	-
Comments	State ID: 09-00-0646. The project sponsor, Universal EV, will provide. the local cost share.

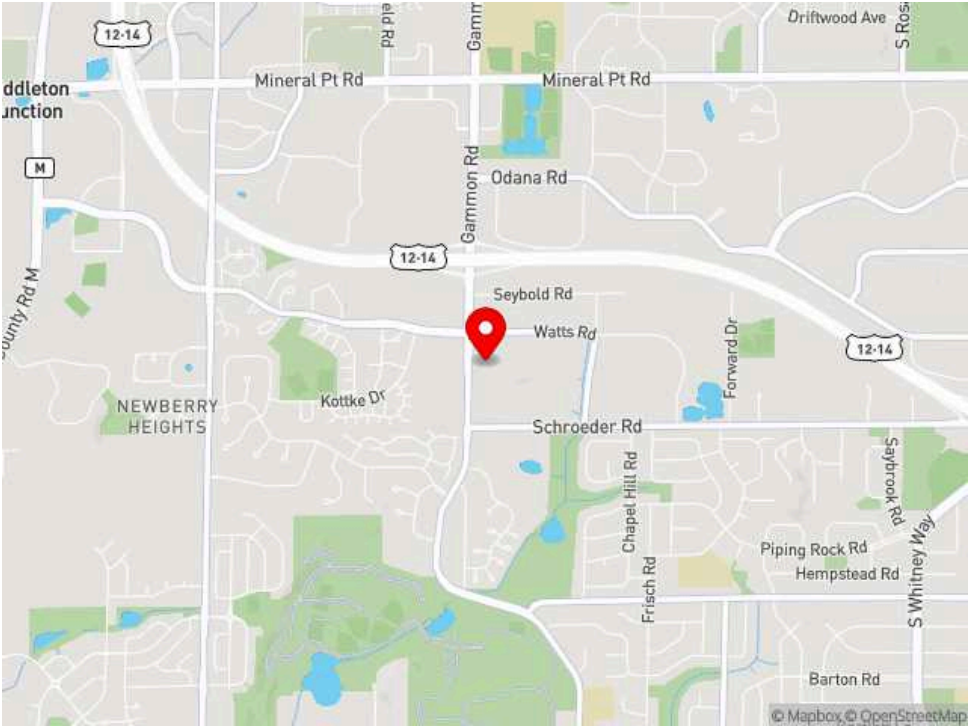


Fund Overview

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
Construction	National Electric Vehicle Infrastructure Formula Program (NEVI)	\$0	\$0	\$734,434	\$0	\$0	\$0	\$0	\$734,434
Construction	Other	\$0	\$0	\$345,616	\$0	\$0	\$0	\$0	\$345,616
Total Construction		\$0	\$0	\$1,080,050	\$0	\$0	\$0	\$0	\$1,080,050
Total Programmed		\$0	\$0	\$1,080,050	\$0	\$0	\$0	\$0	\$1,080,050

383: Wisconsin Electric Vehicle Infrastructure Program

Project Type	Roadway
Lead Agency	Tesla, Inc.
Total Cost	\$496,000
TIP Nos.	111-26-012
State IDs	09-00-0645
Planning Area	Yes
Project Description	Install level 3 electric vehicle charging infrastructure (eight ports) at the Woodman's Fueling Station, located at 725 S Gammon Rd in the City of Madison.
MPO Approval	-
Comments	State ID: 09-00-0645. The project sponsor, Tesla, Inc., will provide the local cost share.

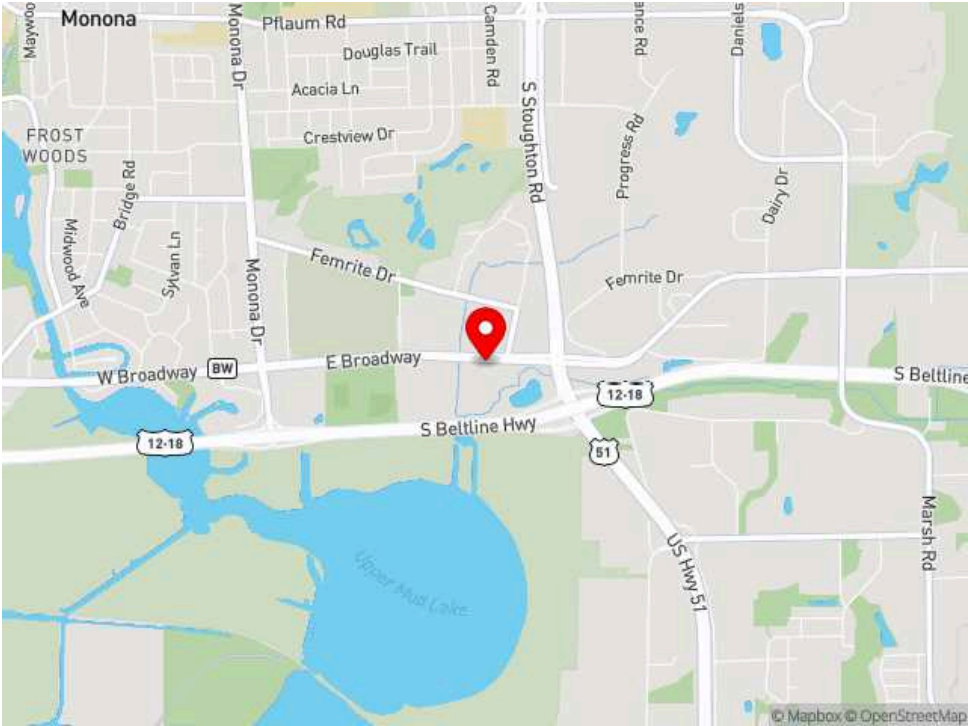


Fund Overview

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
Construction	National Electric Vehicle Infrastructure Formula Program (NEVI)	\$0	\$0	\$396,800	\$0	\$0	\$0	\$0	\$396,800
Construction	Other	\$0	\$0	\$99,200	\$0	\$0	\$0	\$0	\$99,200
Total Construction		\$0	\$0	\$496,000	\$0	\$0	\$0	\$0	\$496,000
Total Programmed		\$0	\$0	\$496,000	\$0	\$0	\$0	\$0	\$496,000

382: Wisconsin Electric Vehicle Infrastructure Program

Project Type	Roadway
Lead Agency	Universal EV
Total Cost	\$876,900
TIP Nos.	111-26-013
State IDs	09-00-0644
Planning Area	Yes
Project Description	Install level 3 electric vehicle charging infrastructure (four ports) at the BP fueling station, located at 1220 E Broadway in the City of Monona.
MPO Approval	-
Comments	State ID: 09-00-0644. The project sponsor, Universal EV, will provide the local cost share.



Fund Overview

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
Construction	National Electric Vehicle Infrastructure Formula Program (NEVI)	\$0	\$0	\$596,292	\$0	\$0	\$0	\$0	\$596,292
Construction	Other	\$0	\$0	\$280,608	\$0	\$0	\$0	\$0	\$280,608
Total Construction		\$0	\$0	\$876,900	\$0	\$0	\$0	\$0	\$876,900
Total Programmed		\$0	\$0	\$876,900	\$0	\$0	\$0	\$0	\$876,900

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. 27
10/7/26

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Federal Highway Administration	National Highway Performance Program	34,521	57,191	35,757	16,274	45,269	34,521	57,191	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	10,522	10,395	11,139	10,239	4,888	10,522	10,395	11,139	10,239
	Surface Transp. Block Grant Program - State Flexibility	14,528	5,064	1,751	10,520	101,415	14,528	5,064	1,751	10,520	101,415
	Surface Transp. Block Grant Program - Transp. Alternatives	6,250	0	3,832	1,386	1,382	6,250	0	3,832	1,386	1,382
	Highway Safety Improvement Program	3,054	907	2,213	0	422	3,054	907	2,213	0	422
	Safe Streets and Roads for All (Madison projects will continue through 2029)	0	210	0	0	0	0	210	0	0	0
	Reconnecting Communities (Design for Madison's Perry Street Overpass will continue through 2026)	0	0	0	0	0	0	0	0	0	0
	Wisconsin Electric Vehicle Infrastructure Program	0	2,485	0	0	0	0	2,485	0	0	0
	Carbon Reduction Program	unknown	640	unknown	3,290	unknown	unknown	640	unknown	3,290	unknown
	Advanced Transportation Technology and Innovation (ATTAIN) Program	0	658	1,295	2,697	387	0	658	1,295	2,697	387
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	17,048	20,870	21,780	21,934	22,146	17,048	20,870	21,780	21,934	22,146
	Sec. 5339 Bus & Bus Facilities	1,970	19,972	2,087	2,148	2,211	1,970	19,972	2,087	2,148	2,211
	Sec. 5337 State of Good Repair	1,350	1,390	1,483	981	1,010	1,350	1,390	1,483	981	1,010
	Sec. 5309 Capital Investment Grant	0	0	121,593	0	0	0	0	121,593	0	0
	Sec. 5310 E/D Enhanced Mobility Program	656	395	0	0	0	656	498	716	518	528
	Sec. 5311 Rural Area Formula Program	3,504	2,625	1,565	1,611	1,658	3,504	2,625	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	1,598	0	0	0	0	1,598	0	0	0	0
	CARES/ARPA	19,679	0	0	0	0	19,679	0	0	0	0

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

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

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

MPO Agenda Cover Sheet

October 7, 2026

Item No. 6

Re:

MPO 2026 Resolution No. 21 Adopting Annual Public Transit Agency Safety Plan Performance Measure Targets

Staff Comments on Item:

As part of the performance management framework established and continued in the last three federal transportation bills, including the current Infrastructure Investment & Jobs Act (IIJA), the Federal Transit Administration (FTA) has adopted rules with requirements and performance measures related to transit asset management and safety. The Public Transportation Agency Safety Plan (PTASP) rule requires transit agencies to develop safety plans that include processes and procedures necessary for implementing Safety Management Systems (SMS). Federal planning rules require MPOs to integrate the transit performance measures into their planning processes, including their Transportation Improvement Programs. Metro's 2026 Safety Performance Targets are included in the DRAFT 2027-2031 TIP Attachment E.

Staff recommend that the MPO adopt Metro's annual safety performance targets as established in the July 29, 2026 memorandum to Wisconsin DOT and the MPO.

Materials Presented on Item:

1. MPO 2026 Resolution No. 21
2. 7/29/2026 Metro memo regarding PTASP and SPT Annual Review

Staff Recommendation/Rationale: Staff recommends approval.

MPO 2026 Resolution No. 21

Adopting Annual Public Transit Agency Safety Plan Performance Measure Targets

WHEREAS, the Greater Madison MPO (Metropolitan Planning Organization) is the designated MPO responsible, together with the state and Metro Transit, for comprehensive, continuing, and cooperative metropolitan transportation planning and project programming for the Madison, WI metropolitan planning area; and

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

WHEREAS, the Federal Transit Administration's (FTA) regulation on Public Transportation Agency Safety Plans (PTASP) (49 CFR Part 673) requires transit agencies that receive Section 5307 Formula funding to develop safety plans that include processes and procedures necessary for implementing Safety Management Systems (SMS); and

WHEREAS, federal transportation planning rules require MPOs and transit providers to coordinate on setting PTASP performance targets, and require MPOs to establish PTASP performance targets within 180 days of the transit agency setting targets and to integrate those performance targets into their planning documents and transportation improvement programs; and

WHEREAS, the Greater Madison MPO, in consultation with Metro Transit, has decided to adopt Metro Transit's PTASP performance measure targets, and to work with Metro to plan and program projects that contribute toward the accomplishment of these targets; and

WHEREAS, Metro Transit has developed its required safety plan and has established the PTASP performance measure targets listed in Attachment E of the 2027-2031 Transportation Improvement Program (TIP); and

WHEREAS, the Greater Madison MPO intends to track the PTASP performance measures and report on them annually as part of its Performance Measures monitoring process:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO adopts the 2026 PTASP performance measure targets established by Metro Transit and agrees to work with Metro Transit to plan and program projects within the Madison Metropolitan Planning Area that contribute toward the accomplishment of these targets.

October 7, 2026

Date Adopted

Doug Wood, Chair
Greater Madison MPO



Department of Transportation

Metro Transit

1245 East Washington Avenue, Suite 201

Madison, Wisconsin 53703

Administration: (608) 266-4904

Customer Service: (608) 266-4466

mymetrobus@cityofmadison.com

www.mymetrobus.com

Memorandum

To: WI DOT, MPO

From: Justin Maki, Safety Coordinator 2

Date: 7/29/2026

Subject: 2026 Public Transportation Agency Safety Plan (PTASP) and Safety Performance Target (SPT) Annual Review

In February 2025, the Metro Safety Planning Team began an annual review of their PTASP and SPT's. Below is how we performed against our Safety Performance Targets in 2025 and our 2026 targets.

2025 Safety Performance Targets

2025	Bus Transit Targets	Bus Transit Actuals	Paratransit Targets	Paratransit Actuals
Major Events	30	20	1	1
Major Events Rate	0.35	.46	.17	.17
Total Collisions	277	283	5	3
Total Collision Rate	6.39	6.52	.85	.51
Pedestrian Collisions	6	10	0	0
Ped. Collision Rate	0.14	.23	0	0
Vehicular Collisions	175	187	3	3
Veh. Collision Rate	4.02	4.31	.51	.51
Object Collisions	97	87	2	0
Object Collision Rate	2.23	2	.34	0
Fatalities	0	0	0	0
Fatality Rate	0	0	0	0
Transit worker fatalities	0	0	0	0
Injuries	7	25	1	2
Injury Rate	0.16	.58	.17	.34
Transit Worker Injuries	1	4	1	0
Transit Worker Injury Rate	0.01	.09	.17	0
Assaults on Transit Workers	60	52	0	0
Rate of Assaults on Transit Workers	1.39	1.2	0	0
System Reliability	4	3.13	1	1

2026 Safety Performance Targets

2026	Bus Transit Targets	Paratransit Targets
Major Events	8	1
Major Events Rate	.13	.17
Total Collisions	293	5
Total Collision Rate	4.94	.85
Pedestrian Collisions	8	0
Ped. Collision Rate	.13	0
Vehicular Collisions	191	3
Veh. Collision Rate	3.22	.51
Object Collisions	94	2
Object Collision Rate	1.58	.34
Fatalities	0	0
Fatality Rate	0	0
Transit worker fatalities	0	0
Injuries	13	1
Injury Rate	.22	.17
Transit Worker Injuries	2	1
Transit Worker Injury Rate	.03	.17
Assaults on Transit Workers	52	0
Rate of Assaults on Transit Workers	.88	0
System Reliability	2.36	1

This year's Agency Safety Plan was comprehensively reviewed and updated to improve clarity, reflect current agency operations, and strengthen alignment with Public Transportation Agency Safety Plan and Safety Management System requirements. Sections 0 and 1 were restructured, including revisions to the Executive Summary, Agency Information, the plan review and update process, organizational roles and safety responsibilities, team structures, Safety Performance Targets, and processes for sustaining the SMS. Additional updates include expanded training information in Section 4.3; new content in Sections 5.3 and 5.4; revised safety mitigations and strategies in Section 6.3; and an updated Section 7 addressing the agency's Driver Assault Prevention Plan. These revisions reflect the agency's continued commitment to maintaining a current, actionable, and comprehensive safety plan.

If you have any questions regarding this matter, please contact me at 608-266-5961, jmaki@cityofmadison.com or Bryan Mulrooney at 608-264-9245, bmulrooney@cityofmadison.com, or

Sincerely,



Justin Maki, Safety Coordinator 2

cc: Jamie Acton, General Manager
Bryan Mulrooney, Chief Operating Officer
Phil Gadke, Operations Manager
Scott Korth, Transit Accountant, Grants

MPO Agenda Cover Sheet

October 7, 2026

Item No. 7

Re:

MPO 2026 Resolution No. 22 Adopting the 2027-2031 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Staff Comments on Item:

The Draft 2027-2031 TIP was released for public review and comment on August 18th. The [Draft 2027-2031 TIP](#), available on the MPO's [TIP website](#), is now entirely in electronic form and meets the City of Madison's Digital Accessibility Guidelines.

The 2027–2031 TIP includes:

1. [2027–2031 TIP Project Listings](#) (*available through the eTIP*)
2. [Selection Process for MPO Funding Programs](#)
3. Financial Summary/Fiscal Constraint Information (*to be added*)
4. Past Transportation Improvements (*to be added*)
5. [Title VI and ADA Analysis of the 2027–2031 TIP](#)
6. [Analysis of the Anticipated Effect of the TIP Toward Achieving Federal Performance Measure Targets](#)
7. Summary of Public Review Comments Received on the Draft 2027–2031 TIP (*to be added*)
8. [Procedure for Preparing and Amending the Transportation Improvement Program](#)

The TIP projects constitute a coordinated listing of projects submitted by the implementing agencies and projects already approved by the MPO for funding. The board only approves projects with federal funding. Others are included in the TIP for informational purposes. Staff have reviewed all projects submitted for inclusion in the Draft TIP to ensure consistency with the MPO's long-range regional transportation plan.

The Draft TIP public comment period ended on Monday, September 21.

A presentation on the Draft TIP was provided at the September 2, 2026 Policy Board meeting and at the September 23 Technical Coordinating Committee (TCC) meeting. At the TCC meeting, Richard Wagner from Humane Dane described the effects of sprawl on the transportation system. Wagner stated that Humane Dane promotes walkable neighborhoods with locally based goods and services, connected by rail-based public transportation. They also promote affordable housing that does not require use of an automobile to access goods and services.

Staff have prepared the attached Addition/Change Sheet, dated 10/7/26, that lists proposed changes to the draft TIP. Staff reviewed the proposed ped/bike changes with the MPO Technical Committee at their 9/23/26 meeting, and the committee recommended approval of the TIP with these changes.

Materials Presented on Item:

1. MPO 2026 Resolution No. 22 Adopting the 2027-2031 TIP
2. Addition/Change Sheet dated 10/7/26
3. Written comments on the Draft 2027-2031 TIP

Staff Recommendation/Rationale: Staff recommend adoption of MPO 2026 Resolution No. 22 approving the draft 2027-2031 TIP with the changes listed in the Addition/Change Sheet.

MPO 2026 Resolution No. 22

Adopting the 2027-2031 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

WHEREAS, the Infrastructure Investment & Jobs Act (IIJA), (Pub. L. 117-58) and U.S. Department of Transportation (USDOT) regulations (23 C.F.R. Parts 450 and 500, 49 C.F.R. Part 613) require that the designated metropolitan planning organization (MPO) for each urbanized area develop, in cooperation with the State, local officials, and any affected transit operator, a Transportation Improvement Program (TIP) for the area for which it is designated; and

WHEREAS, the IIJA and USDOT regulations require that the TIP be updated at least once every two years and be approved by the designated metropolitan planning organization and the Governor¹; and

WHEREAS, the Greater Madison Metropolitan Planning Organization (MPO) is the designated MPO for the Madison, Wisconsin Metropolitan Area with responsibilities to perform metropolitan transportation planning and programming; and

WHEREAS, working with local units of government, Wisconsin Department of Transportation (WisDOT), Metro Transit, and other implementing agencies, the Greater Madison MPO has prepared a coordinated, comprehensive listing of transportation improvement projects proposed to be implemented over the next five years, including a priority list of proposed federally supported projects to be undertaken in 2027-2031; and

WHEREAS, this listing of capital and non-capital transportation improvement projects relates to all modes of surface transportation, including public transit, pedestrian and bicycle facilities, roadways, and other transportation improvements; and

WHEREAS, in developing the TIP, the Greater Madison MPO has provided local officials, citizens, affected public agencies, private transit providers, and other interested parties with reasonable notice of and an opportunity to participate and comment on the proposed program, including holding a public hearing on the draft TIP on September 2; and

WHEREAS, the draft TIP has been published and made available for public review, including in an electronically accessible format on the MPO's Website; and

WHEREAS, the Greater Madison MPO's public involvement process for development of the TIP is also used by the City of Madison (Metro Transit) to satisfy the public participation requirements for development of the Program of Projects required under the Federal Transit Administration's Section 5307 Urbanized Area Formula Program; and

WHEREAS, the MPO established the annual Public Transit Agency Safety Plan Performance Measure targets through 2026 MPO Resolution No. 21, adopted on October 7, 2026 and

WHEREAS, the established Public Transit Agency Safety Plan Performance Measure targets have been incorporated into the 2027-2031 TIP:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves the *2027–2031 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, which incorporates the changes to the Draft TIP, dated August 2026, listed in the Addition/Change Sheet, dated October 7, 2026, and provides specific approval of the listed 2027-2030 projects; and

¹ The Governor has delegated TIP approval authority to the WisDOT Secretary.

BE IT FURTHER RESOLVED that project notification and review procedures (in accordance with the successor rules to the Office of Management and Budget Circular A-95) are hereby being met, unless otherwise specifically noted, for all 2027 through 2030 listed projects utilizing federal funding (many of which had earlier received favorable A-95 reviews); and

BE IT FURTHER RESOLVED that the Greater Madison MPO and WisDOT agree that the first year of the TIP constitutes an “agreed to” list of projects for project selection purposes and no further project selection action is required for WisDOT or Metro Transit, the major transit operator, to proceed with federal funding commitment; and, even though a new TIP has been developed and approved by the MPO, WisDOT can continue to seek federal funding commitment for projects in the previous TIP until a new State TIP (STIP) has been jointly approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA); and

BE IT FURTHER RESOLVED that projects from the second, third, or fourth year of the TIP may be advanced by WisDOT or Metro Transit for federal funding commitment without further project selection action by the MPO, and concerning federal funding sources for projects in the TIP WisDOT may interchange eligible FHWA funding program sources without necessitating a TIP amendment, subject to the expedited project selection procedures outlined in the TIP; and

BE IT FURTHER RESOLVED that financial capacity assessment regulations have been met as set forth in UMTA Circular 7008.1, dated March 30, 1987, and financial capacity exists to undertake the programmed projects; and

BE IT FURTHER RESOLVED that the Greater Madison MPO certifies that the federal metropolitan transportation planning process is addressing major issues facing the metropolitan area and is being conducted in accordance with all applicable federal requirements, including:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21;
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;
4. Sections 1101(b) of the FAST Act (Pub. L. 114-357) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT funded projects;
5. 23 C.F.R. Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 C.F.R. Parts 27, 37, and 38;
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;
8. 23 U.S.C. 324 regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. 27 regarding discrimination against individuals with disabilities; and

BE IT FURTHER RESOLVED that the Greater Madison MPO certifies that all of the listed federally funded and regionally significant projects in the TIP are consistent with the *Connect Greater Madison: 2050 Regional Transportation Plan*, the current regional transportation plan adopted in May 2022 and amended in March 2025, and additional sub-element plans incorporated as part of the plan.

October 7, 2026

Date Adopted

Doug Wood, Chair, Greater Madison MPO

2027-2031
Transportation Improvement Program
For the Madison Metropolitan Area & Dane County Area

ADDITION/CHANGE SHEET

Pedestrian/Bicycle Projects in the Madison Metropolitan Planning Area

Prj. No. 381: **ADD** the Old Middleton Road Underpass and Path.

Prj. No. 152: **REVISE** the Troy Drive RR Bridge as follows: Move construction funding from 2025 to 2023.

From: [Nicholas Davies](#)
To: [mpo](#)
Cc: [Engineer; Martinez-Rutherford, Dina Nina](#)
Subject: 2027-2031 TIP feedback
Date: Sunday, August 30, 2026 10:41:03 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear MPO Policy Board,

There are so many great projects on this list! Just a few that I wanted to provide feedback on:

21 - S. WHITNEY WAY (Odana Road Intersection)

The issue here is that the project description makes no mention of including bike lanes in this intersection redesign. According to Madison's Complete Green Streets ordinance, both of the streets passing through this intersection are supposed to have bike lanes. But currently they don't. For example, Odana Rd has bike lanes to the east of this intersection, and to the west of this intersection, the bike lanes are just missing from the stretch of Odana Rd that passes through the intersection.

Therefore any redesign of this intersection needs to include addressing these gaps, or at least take into account that in the future these streets will have bike lanes, even if that means eliminating redundant travel lanes.

70 - MINERAL POINT ROAD (Beltline Highway to S. High Point Road)

The description mentions adding path on the north side of the street, where there is path already. But approved designs for this project actually included a portion of path on the south side of the street, to bring cyclists up to sidewalk level in the 7900 block, where the bike lane currently disappears unexpectedly.

135 - REGENT STREET (Randall Avenue to Park Street)

Current designs for Regent Street do not include any bike facility, so as to create unneeded parking. This is in violation of Madison's Complete Green Streets ordinance, and Dane County's climate goals of reducing VMT. Therefore I would recommend not approving this project in its current form.

Temp-18 - PLEASANT VIEW ROAD (Mineral Point Road to Timber Wolf Trail)

A multi-use path is much-needed here! However, WisDOT data from 2025 shows only about 10k vehicle trips per day, so two lanes each way would be excessive. Rebuilding this as one lane each way would be better for safety, and at lower cost.

Temp-83 - Hoepker Rd. and Portage Rd.

The project description ought to include a bike/ped facility. Portage Rd is a crucial connection for municipalities to the north; Hoepker Rd is one of few low-stress crossings of I90, and will soon connect to a multi-use path along north Stoughton Rd.

**Temp-11 - 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.**

I urge you to take this opportunity to disapprove of the additional lanes, which will do nothing to alleviate congestion, but only enable worse speeding and safety issues, and do further

environmental harm to the surrounding community.

Thank you,

Nick Davies
3717 Richard St

MPO Agenda Cover Sheet
October 7, 2026

Item No. 8

Re:

MPO 2026 Resolution No. 23 Approving the 2027 Unified Planning Work Program (UPWP)

Staff Comments on Item:

No public comments were received from local officials or the general public. WisDOT Bureau of Planning Staff in combination with FTA and FHWA staff reviewed the Draft 2027 UPWP. Changes made since the September board meeting include a few minor wording changes, correction of one number typo, and overall document formatting improvements. These changes fall well within the Board's action of approving the Draft including any minor changes staff make as the result of agency review.

Materials Presented on Item:

1. MPO 2026 Resolution No. 23 Approving the 2027 Unified Planning Work Program (UPWP)
2. 2027 UPWP document

Staff Recommendation/Rationale:

Staff recommends approval.

MPO 2026 Resolution No. 23
Approving the Greater Madison MPO 2027 Unified Planning
Work Program

WHEREAS a Unified Planning Work Program (UPWP) is a requirement for receiving federal and state planning financial assistance; and

WHEREAS the UPWP for the Greater Madison MPO (Metropolitan Planning Organization) is annually updated, and the 2027 Work Program is the first year of the 2027-2029 work program plan; and

WHEREAS separate grant applications will be required to apply for the 2027 programmed planning grant funds, including applications to the Federal Transit Administration, Federal Highway Administration, Wisconsin Department of Transportation, Dane County, and various local governmental units; and

WHEREAS the City of Madison is the administrative and fiscal agent for the MPO and is a legally constituted entity under the laws of the State of Wisconsin and able to receive these funds:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves the 2027 Unified Planning Work Program dated October 2026; and

BE IT FURTHER RESOLVED that the MPO Transportation Planning Manager is authorized and directed to submit necessary applications to appropriate state, local, and federal departments for planning activities indicated for 2026 and 2027 and to execute appropriate agreements and contracts with said agencies on behalf of the MPO; and

BE IT FURTHER RESOLVED that the MPO Transportation Planning Manager is authorized to file appropriate supporting documents and requisitions and to perform other duties and acts, which may be required as part of these planning grant contracts; and

BE IT FURTHER RESOLVED that the planning agency agrees to abide by all the provisions, terms, and conditions of said contracts; and

BE IT FURTHER RESOLVED, in accordance with 23 CFR 450.336(a) the MPO hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (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;
- (4) Section 11101(e) of the Infrastructure Investment and Jobs Act (Public Law No. 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

- (6) The provisions of the Americans with Disabilities Act of 1990, as amended (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (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 assistance;
- (8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on sex; and
- (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.

October 7, 2026

Date Adopted

Doug Wood, Chair
Greater Madison MPO



GREATER MADISON
mpo

January 1–December 31 2027

**UNIFIED PLANNING WORK
PROGRAM (UPWP)**

Greater Madison Metropolitan Planning Organization (MPO)

2027 Unified Planning Work Program

September 2026

Prepared by Greater Madison MPO staff

100 State Street, Suite 400
Madison, WI 53703

Contact:

Alexandra Andros, Greater Madison MPO Director & Planning Manager

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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.

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Federal law requires MPOs to coordinate with state departments of transportation, major transit operators, local governments, and other stakeholders. The Greater Madison MPO, WisDOT, and Metro Transit are parties to a co-operative agreement supporting the continuing transportation planning process in the Madison metropolitan area. [The agreement](#) is available on the MPO's website.

MPOs must also maintain a public participation plan that establishes goals and methods for involving the community in transportation planning and programming. The Greater Madison MPO's current [Public Participation Plan](#) is available on the agency's website and will be updated in 2027.

MPOs are required to certify that their metropolitan transportation planning processes comply with all applicable federal requirements. Appendix D of this UPWP includes the Greater Madison MPO's Self-Certification Summary, which identifies the plans and activities that address the nine required elements. A self-certification statement will also be included in the MPO Policy Board's resolution adopting the UPWP, which is scheduled for consideration in October 2026.

As a subrecipient of FTA and FHWA funding administered by WisDOT, the Greater Madison MPO must comply with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and all related regulations and statutes. The MPO must also comply with Title 49 of the 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.

These laws and regulations ensure that no person or group of persons, on the grounds of race, color, or national origin, is excluded from participation in, denied the benefits of, or otherwise subjected to discrimination under any program, service, or activity administered by the MPO, regardless of whether it receives federal funding. The Greater Madison MPO adopted its [Title VI Non-Discrimination Program/Language Assistance Plan](#) in November 2023.

Federal Planning Factors

Pursuant to [23 CFR 450.306\(b\)\(1\)–\(10\)](#), the Greater Madison MPO's metropolitan transportation planning process will consider and provide for the implementation of projects, strategies, and services that:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

The Infrastructure Investment and Jobs Act (IIJA) continues the required performance-based approach to transportation decision-making in support of national transportation goals. In cooperation with states and major public transportation providers, MPOs must establish performance targets to track progress toward achieving critical outcomes for their regions.

The federal performance measures, finalized in 2017, address roadway and transit safety, pavement and bridge conditions, National Highway System and freight performance, and highway and transit asset management. The Greater Madison MPO tracks these measures through the Connect Greater Madison 2050 Regional Transportation Plan, its annual Transportation Improvement Program update, and the [Performance Measures Dashboard](#).

2026 MPO Highlights & Accomplishments

Plans, Projects, and Tools

- Developed the Active Transportation Plan for Dane County, incorporating input from more than 3,000 residents.
- Developed regional guidance to help local municipalities address electric bikes, scooters, and other electric transportation devices.
- Launched a new electronic Transportation Improvement Program platform, or eTIP, and transitioned transportation funding applications to the new system.
- Distributed more than 10,000 copies of the Dane County Bicycle Map to residents, local governments, and community partners.

Community Outreach, Events, and Engagement

- Completed the public outreach process for the Regional Transportation Plan update, including a public survey that received more than 1,000 responses, public meetings, and a new project webpage.
- Secured more than 20 media mentions and news stories highlighting the MPO's programs, projects, and planning efforts.
- Developed a public safety campaign explaining which electric transportation devices are legal, what parents and caregivers should consider when purchasing them, and how to use them safely. The campaign was developed with input from local municipalities and community partners.
- Led regional participation in Week Without Driving by coordinating community events and supporting municipalities in adopting proclamations and resolutions.
- Expanded the RoundTrip program, exceeding membership goals and increasing participation in seasonal transportation challenges.

Data, Modeling, and Analysis

- Collaborated with WisDOT on the next phase of improvements to the regional travel model, helping ensure alignment with statewide and regional planning efforts.
- Enhanced regional data on bicycle and pedestrian facilities and safety features to support future planning and project evaluation.
- Continued using the Data Bike to collect and analyze trail and pavement condition data, helping communities assess infrastructure conditions and prioritize improvements.

Organizational Development

- Welcomed and provided orientation to new MPO Policy Board members.

Detailed 2027 Work Activities

Work Element 2100: Transportation Administration/Service

Objective: Manage the transportation planning program and process on an ongoing basis, including program development, administration, reporting, staff oversight, and support for the MPO Policy Board, Technical Coordinating Committee, and other advisory committees.

Work Activities for 2027

- Continue the administrative functions required to develop and manage the MPO's work program and budget. Activities will include office and staff management, staff meetings and training, tracking staff time by work element, quarterly reporting, accounting and invoicing, consultant contract administration, and computer hardware and software support.
- Ensure compliance with federal transportation planning requirements, Title VI, and other applicable rules. Staff will continue to implement and monitor compliance with the MPO's Title VI Program/Language Assistance Plan, adopted in 2023.
- Update the MPO's Priority Areas in coordination with the City of Madison Data Team. This work will help ensure the MPO and City of Madison use a consistent, countywide dataset for analyses.
- Continue the strategic planning process initiated in summer 2026 to review and refine the agency's mission, long-term goals, strategies, and priority projects.
- Provide staff support to the MPO Policy Board, Technical Coordinating Committee, and other committees, including the Dane County Specialized Transportation Commission. Activities will include overseeing the annual Policy Board appointment process, updating committee rosters as membership changes, and providing orientation for new members.
- Participate in MPO Directors meetings to discuss planning, policy, financial, and technical issues related to implementing federal transportation legislation. Topics will include performance management requirements, the Transportation Improvement Program process, financial planning, travel modeling, and other emerging issues. Staff will also participate in annual work program and midyear review meetings with WisDOT and the U.S. Department of Transportation.
- Participate in Association of Metropolitan Planning Organizations meetings, workgroups, committees, and conferences to learn from other MPOs and share best practices.
- Continue participating in transportation research and leadership activities through organizations such as the Transportation Research Board and the University of Texas at Arlington's Center for Transportation Equity, Decisions and Dollars, of which the University of Wisconsin–Madison is a consortium member.
- Address transportation planning needs arising from federal or state actions, including transportation legislation extensions or reauthorizations, new regulations or guidance, and executive orders.

Work Products: Unified Planning Work Program, progress reports, and periodic analysis papers.

Work Element 2150: Public Participation Activities

Objective: Implement the MPO's Public Participation Plan by providing accessible information and meaningful opportunities for the public and stakeholders to participate in regional transportation planning and programming.

2026 Work Highlights:

- Conducted extensive outreach for the Regional Transportation Plan update. Staff attended more than 15 community events across Dane County, including events at local libraries and National Night Out celebrations. Events were selected to provide geographic diversity and reach communities historically underrepresented in planning processes. Additional engagement included public meetings, targeted Facebook and Instagram advertising, media outreach, an updated project webpage, and a public survey that received more than 1,000 responses.
- Developed a public safety campaign about electric bikes, scooters, and other electric transportation devices. The campaign included educational videos, public-facing web content, resources for local governments, and media outreach.
- Secured more than 20 media mentions and news stories highlighting MPO plans, programs, and initiatives.
- Expanded and improved the MPO website by updating existing content and adding new public resources. Staff also participated in web and digital accessibility training and continued working to align MPO content with Web Content Accessibility Guidelines (WCAG) 2.1 Level AA standards.
- Distributed quarterly e-newsletters to more than 2,000 subscribers, sharing updates on MPO projects, public participation opportunities, and resources from community partners.
- Led a local Week Without Driving coalition that brought together community leaders and partners to promote the initiative and coordinate activities throughout Dane County. These efforts included supporting two Walk & Roll Audits organized with AARP Wisconsin.
- Hosted a summer Marketing and Communications Intern who supported Week Without Driving outreach and other MPO communications initiatives.

Work Activities for 2027

- Update the MPO's Public Participation Plan to incorporate current engagement practices, communication tools, and accessibility standards, with an emphasis on meaningfully involving communities throughout the planning process.
- Provide accessible information about MPO plans, projects, data, and programs and seek public input through the MPO website, social media, e-newsletters, media outreach, surveys, public meetings, webinars, presentations, and community events.

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



- Continue implementing and promoting the electric transportation device safety campaign, including releasing short educational videos designed for social media.
- Continue convening Week Without Driving coordination meetings and supporting related outreach, events, and activities.
- Coordinate communications and outreach with CARPC through monthly joint Communications and Outreach Workgroup meetings. Staff will also maintain stakeholder contact lists and identify opportunities to participate in community and organizational events.
- Engage local officials, businesses, community organizations, and land use and transportation committees. These include the City of Madison Transportation Commission, other local transportation and transit committees, the Dane County Transportation Committee, the Dane County Traffic Safety Commission, and the Downtown Madison Inc. Transportation Committee.
- Provide MPO updates and presentations at meetings of the Dane County Cities & Villages Association and Dane County Towns Association.
- Host the 2027 CARPC–MPO Fall Forum to connect local officials and regional partners and share information about land use and transportation planning topics.
- Continue implementing recommendations from the MPO’s Title VI Program/Language Assistance Plan to strengthen engagement with people with limited English proficiency and other populations historically underrepresented in transportation planning.
- Develop and distribute public information materials, including informational flyers and quarterly e-newsletters.

Work Products: Public Participation Plan; public meetings, events, and presentations; e-newsletters, fact sheets, flyers, and social media content; and press releases and media coverage.

Work Element 2200: Long-Range Transportation Planning

Objective: Develop and maintain the long-range Regional Transportation Plan (RTP) in accordance with federal requirements for a continuing, cooperative, and comprehensive transportation planning process. Refine the RTP through special studies and the adoption of plan sub-elements. Track progress toward the plan’s goals by establishing performance targets and monitoring transportation system performance.

2026 Work Highlights:

- Worked with CARPC to develop new 2050 population forecasts for Dane County.
- Completed an interim update to the regional travel model that replaced most land use inputs previously derived from UrbanFootprint, which is no longer available to CARPC or the City of Madison.
- Coordinated with WisDOT on minor and major updates to the regional travel model. The minor update, undertaken in preparation for the upcoming RTP update, incorporates updated 2050 household and employment forecasts and revised roadway, transit, and active transportation networks.
- Began developing a request for proposals for a comprehensive update, recalibration, and enhancement of the regional travel model. The updated model will incorporate data from the 2024–2025 household travel survey, 2024 origin-destination data, the 2024 Metro Transit Onboard Survey, updated 2024 base-year and 2050 horizon-year household and employment data, and other traffic count and speed data as needed. The request for proposals is expected to be issued in the fourth quarter of 2026.
- Amended the RTP in March 2026 to add the I-39/90/94 corridor project from the Beltline to the Dane County line and the Stoughton Road corridor project from State Highway 30 to I-39/90/94. The Transportation Improvement Program (TIP) was also amended to add the Stoughton Road reconstruction and intersection improvements project.

- Amended the TIP in August 2026 to add the I-39/90/94 reconstruction and capacity expansion project from the Beltline to the Dane County line. Design work for the Interstate and Stoughton Road projects is scheduled to begin in 2026.

Work Activities for 2027

- Track and analyze performance measures associated with RTP goals. Coordinate with WisDOT and Metro Transit to establish state and MPO targets for federal performance measures and refine measures as new data and tools become available.
- Continue implementing planning-related recommendations from the Connect Greater Madison 2050 Regional Transportation Plan. This will include leading or supporting special studies and assisting local municipalities with planning initiatives.
- Assist the Village of Waunakee with the transportation element of its comprehensive plan. Continue exploring the creation of a technical assistance program that would use consultants to supplement MPO staff support for local engineering and project design analyses.
- Continue minor and major updates to the regional travel model, including refinements to model inputs and transportation networks. Because household travel survey results will not be available until spring or summer 2027, the major model update will not be completed in time for the upcoming RTP update. Once completed, the model will support future RTP updates, WisDOT corridor studies, and other regional planning activities.
- Work with WisDOT to update the regional roadway functional classification system.
- Coordinate with CARPC and City of Madison Planning staff to update population, household, and employment forecasts, the regional growth scenario, and transportation analysis zone-level 2050 data as needed for corridor studies and project-level traffic forecasts.
- Assist WisDOT with implementing the [Connect 2050 Statewide Long-Range Multimodal Transportation Plan](#), including preparing technical analyses related to different transportation modes. Support development of the state's [Active Transportation Plan 2050](#) and other planning initiatives, such as potential transportation demand management efforts.
- Assist WisDOT and local communities with transportation planning and grant applications as needed. Explore hiring a consultant to help the MPO and local communities prepare federal grant applications.
- Support implementation of the [Wisconsin Rail Plan 2050](#) and monitor implementation of the plan and the [Wisconsin State Freight Plan](#).
- Provide transportation data and analyses to support transportation elements of local comprehensive plans and other transportation studies. Review and comment on these plans as appropriate.
- Incorporate requirements and procedures resulting from new federal transportation legislation into MPO plans, programs, and planning processes.

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

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

Objective: Plan and program bicycle and pedestrian improvements to the regional transportation system, including completing and adopting the regional Active Transportation Plan. Refine the active transportation component of the Regional Transportation Plan (RTP), prioritize projects through special studies, and monitor progress toward related goals through performance management. Develop and maintain the bicycle and pedestrian data and networks needed to support these activities.

2026 Work Highlights:

- Maintained and updated the MPO's pedestrian and bicycle facility geodatabases and networks, including the bicycle Level of Traffic Stress network. The pedestrian facility database includes information about sidewalks, crosswalks, and curb ramps. Staff also researched and tested new methods for collecting data about bicycle and pedestrian facilities.
- Advanced technical work supporting the development of the Active Transportation Plan for Dane County. Consultant-supported work included:
 - Reports from the UW–Madison Traffic Operations and Safety Laboratory on modeling shared-use path volumes and estimating underreporting of bicycle and pedestrian crashes.
 - Recommendations from Toole Design for refining the MPO's Level of Traffic Stress methodology and developing questions for a future public survey.
 - Geospatial data from Ecopia identifying paths, sidewalks, and curb ramps from high-resolution imagery. These data will be used to improve the MPO's bicycle and pedestrian datasets.
- Distributed more than 10,000 copies of the Dane County Bicycle Map to residents, local governments, and community partners.
- Adopted the Regional Comprehensive Safety Action Plan and worked with local governments and other partners to develop an application for the third round of Safe Streets and Roads for All funding.
- Continued providing staff support to the Dane County Traffic Safety Commission.

Work Activities for 2027

- Assist local governments with implementing the Active Transportation Plan and bicycle- and pedestrian-related RTP recommendations. Assistance may include data collection and analysis, guidance on best practices, project prioritization based on network gaps and barriers, and support for community engagement. This work will include continued assistance to the Village of Oregon in developing multimodal transportation recommendations.
- Assist communities with Americans with Disabilities Act transition planning, including identifying gaps and barriers in the accessible pedestrian network and developing criteria for prioritizing improvements.
- Maintain and update the MPO's bicycle facility, bicycle Level of Traffic Stress, and pedestrian facility geodatabases and networks based on information about projects completed in 2026. Update the combined pedestrian, bicycle, and transit network used for accessibility analyses.
- Continue implementing the MPO's [Complete Streets Policy](#).
- Continue implementing the [Regional Comprehensive Safety Action Plan](#), including administering the Safe Streets and Roads for All 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 regional travel patterns, land use and development, socioeconomic conditions, and other factors affecting travel, as well as relevant natural, physical, and environmental conditions.

2026 Work Highlights:

- Completed the analysis and geocoding of responses from the 2024 Metro Transit Onboard Passenger Survey and published a [report on the findings](#) in July 2026. The survey collected information about transit trips and riders to support transit planning, Title VI analyses, and updates to the regional travel model.
- Migrated more than 30 public-facing ArcGIS Online applications and web maps from discontinued Esri platforms to updated platforms.

Work Activities for 2027

- Collect and analyze data for the MPO's transportation performance management process. Maintain the transportation network geodatabases that support this work and update the online Performance Measures Dashboard. Staff will also evaluate potential improvements to existing measures as new data and analytical tools become available.
- Collect and analyze data for the Congestion Management Process and other planning efforts, including Transit Development Plan updates. Data may include:
 - Traffic volumes, incidents, travel speeds, and other operational data for the Beltline, Interstate system, and major arterial roadways.
 - Vehicle miles traveled.
 - Bicycle and pedestrian counts and travel data.
 - Metro Transit boarding, passenger load, and on-time performance data.
 - Data used to evaluate congestion mitigation projects in specific corridors.
 - Employment, demographic, and transit-access data used to support transit planning.
- Continue analyzing American Community Survey, decennial census, employment, and WisDOT corridor study data for MPO planning activities. Review and refine the base-year employment database for the next regional travel model update, including Data Axle employment and destination data.
- Use StreetLight Data or a similar analytics platform to support MPO and local planning projects. Participate in relevant training and peer-learning opportunities and continue convening the StreetLight Data Users Group.
- Maintain and update the online Performance Measures Dashboard, which reports on traffic congestion and reliability, travel modes, vehicle miles traveled, transit performance, roadway and bridge conditions, and transportation safety.
- Work with CARPC and local planners to track land use plans and new development. Use this information to prepare and refine transportation analysis zone-level household and employment forecasts, which are key inputs to the regional travel model.
- Continue implementing the MPO's Strategic Work Plan for improving planning data and analytical tools. This will include:
 - Maintaining geodatabases for street centerlines, bicycle and pedestrian facilities, transit routes, and other transportation networks.
 - Evaluating tools such as ArcGIS Image Analyst.
 - Expanding enterprise GIS data stores.
 - Developing and maintaining ArcGIS Online maps and applications.

Work Products: GIS databases and transportation networks; maps and online applications; data supporting transportation plans, reports, and working papers; and annual transportation system performance reporting.

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

Objective: Monitor transportation system performance and plan and program improvements that increase efficiency, reliability, and safety, with an emphasis on technology and lower-cost strategies. Plan for electric vehicle infrastructure and support other strategies that accelerate the transition to electric vehicles.

2026 Work Highlights:

- Advanced implementation of Dane County's \$13.2 million Charging and Fueling Infrastructure grant, awarded in 2024 to a coalition that included the MPO. The grant application drew on maps, data, and analysis from the

MPO's Dane County Electric Vehicle Charging Infrastructure Plan. Funding will support public outreach, planning, site selection, infrastructure purchase and installation, and maintenance activities designed to expand access to electric vehicle charging.

- Worked with the Dane County Office of Energy and Climate Change to develop assessment criteria for prospective electric vehicle charging station hosts and assisted with evaluating applications.
- Advanced contracting with Iteris, Inc. to develop a Regional Transportation Systems Management and Operations Plan. Work on the plan is expected to begin in 2026 and be completed in 2027. The plan will replace the MPO's 2016 Regional Intelligent Transportation Systems Plan and complement its Congestion Management Process.

Work Activities for 2027

- Support implementation of the Dane County Electric Vehicle Charging Infrastructure Plan. This will include coordinating with public- and private-sector partners, monitoring the transition to electric vehicles in the Madison metropolitan area, and preparing annual updates for MPO communities.
- Assist Dane County with implementing the Charging and Fueling Infrastructure grant.
- Coordinate with City of Madison Traffic Engineering and other agency partners to guide and oversee Iteris's development of the Regional Transportation Systems Management and Operations Plan.
- Continue implementing the Congestion Management Process and monitoring related performance measures, including the effects of completed congestion mitigation projects.
- Provide data and technical support for the City of Madison and City of Sun Prairie Vision Zero initiatives, including Madison's implementation of Safe Streets and Roads for All projects and related planning activities.
- Provide staff support to the Dane County Traffic Safety Commission. Lead development of the commission's annual safety trends report and participate in emphasis-area workgroups addressing impaired driving, risky driving behavior, and pedestrian safety. Support the development and testing of infrastructure and behavioral safety countermeasures in Dane County.
- Monitor and assist with WisDOT corridor studies addressing access management, safety, and traffic operations along state highways and near interchanges.
- Coordinate with WisDOT and City of Madison Traffic Engineering on activities related to traffic operations and management, including traffic signal coordination and timing, intersection improvements, bicycle and pedestrian improvements, and other safety projects.

Work Products: Regional Transportation Systems Management and Operations Plan; technical reports and working papers; maps; performance analyses; and other supporting materials.

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

Objective: Plan and program improvements to public transit and specialized transportation services, with particular attention to the needs of older adults and people with disabilities.

2026 Work Highlights:

- Worked with Metro Transit, service partners, and other stakeholders to develop service and capital improvement recommendations based on the [2025–2029 Transit Development Plan](#) for the Madison Urban Area. Because Metro Transit did not have the capacity to develop recommendations when the plan was first completed, it led this work in 2026 with support from MPO staff.
- Published [a report](#) in July 2026 presenting findings from the 2024 Metro Transit Onboard Passenger Survey. The findings will support transit service planning, Title VI analyses, and updates to the regional travel model.

- Updated the [Section 5310 Program Management and Recipient Coordination Plan](#) to reflect the 2024 Coordinated Public Transit–Human Services Transportation Plan for Dane County and updated Federal Transit Administration guidance.
- Continued assisting Dane County Human Services with specialized transportation planning and the selection of providers for competitively bid transportation services for older adults and people with disabilities.

Work Activities for 2027

- Continue analyzing results from the 2024 Metro Transit Onboard Passenger Survey for transit planning, Title VI compliance, performance monitoring, and updates to the regional travel model. See also Work Element 2300.
- Assist the Village of Oregon with identifying transit needs and evaluating potential services in coordination with its Ad Hoc Transportation Committee, village staff, and consultant. Assist other suburban communities with planning and seeking funding for shared-ride taxis, vanpools, on-demand transit, and other transit services as needed.
- Support Metro Transit in identifying transit-priority improvements and implementing recommendations from the bus stop improvement study.
- Assist Metro Transit with processing and analyzing passenger boarding and alighting, passenger load, and on-time performance data for service planning, Title VI compliance, and performance monitoring.
- Implement the [Section 5310 Program Management and Recipient Coordination Plan](#). The MPO will select projects and prepare the Program of Projects, while Metro Transit will administer funded projects.
- Assist Metro Transit and Dane County Human Services with implementing the [2024–2028 Coordinated Public Transit–Human Services Transportation Plan](#).
- Provide planning and coordination assistance to Dane County Human Services to improve specialized transportation services. This may include collecting and analyzing American Community Survey and other demographic data and assisting with the selection of transportation providers for competitively bid services.
- Assist the Dane County Specialized Transportation Coordinator in working with local governments, senior centers, and service organizations to improve the efficiency and accessibility of rural transportation services for older adults and people with disabilities.
- Monitor the construction and use of the new intercity bus terminal being developed as part of the Lake Street garage reconstruction.
- Monitor and support the City of Madison’s consultant-led study of station locations, programming, budgeting, and other steps needed to bring passenger rail service to Madison as proposed in Amtrak’s Connects US plan.
- Support Metro Transit and the City of Madison in planning 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 authorized by state law.
- Support Metro Transit and other public transportation providers with planning, design, construction, operations, coordination, and outreach for projects funded through applicable federal and state programs. These may include Sections 5303, 5304, 5305, 5307, 5310, 5311, 5312, 5314, 5324, 5337, and 5339; federal earmarks; and other discretionary and formula funding programs related to accessibility, mobility, safety, innovation, and transit infrastructure.
- Monitor Metro Transit’s administration of its paratransit service and compliance with Americans with Disabilities Act requirements throughout the service area.
- Continue coordinating with Dane County Human Services and WisDOT on grants, assistance programs, and transportation services for older adults and people with disabilities.

Funding Note: In addition to Federal Transit Administration planning funds, this work element receives a small amount of Dane County funding for specialized transportation planning and coordination.

Work Products: Transit Development Plan; Coordinated Public Transit–Human Services Transportation Plan; related studies, reports, and working papers; transit data and analyses; and Section 5310 program materials.

Work Element 2600: Transportation Improvement Program (TIP)

Objective: Develop and maintain a five-year Transportation Improvement Program (TIP) identifying anticipated transportation improvements for all modes in the Madison metropolitan area and applicable projects in other parts of Dane County. Coordinate project implementation, develop criteria for selecting projects funded through MPO–suballocated programs, and assist WisDOT with program management.

2026 Work Highlights:

- Conducted a new solicitation for projects seeking funding through the Surface Transportation Block Grant–Urban, Transportation Alternatives, and Section 5310 programs. The application period opened in late spring, with applications due in early August.
- Began implementing the memorandum of understanding with WisDOT and the Federal Highway Administration governing the programming of MPO–suballocated Surface Transportation Block Grant–Urban, Transportation Alternatives, and Carbon Reduction Program funds.
- Worked with EcolInteractive to develop and launch the MPO’s [electronic Transportation Improvement Program platform](#), or eTIP, containing projects included in the current TIP.

Work Activities for 2027

- Update the TIP in accordance with federal requirements and in coordination with the interagency TIP staff committee, WisDOT, Metro Transit, local governments, and other implementing agencies. Analyze and document how TIP projects support progress toward federal transportation performance targets.
- Prepare and publish the Annual Listing of Obligated Projects by March 31, 2027.
- Update the MPO’s TIP amendment policies and timeline to align with the latest amendment policies in WisDOT’s July 2026 TIP Preparation Guide.
- Conduct the annual solicitation for projects seeking funding through the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.
- Coordinate complex interjurisdictional projects and projects that implement recommendations from the Regional Transportation Plan.
- Provide opportunities for public review and participation, including participation by private transportation providers, during development of the TIP and Federal Transit Administration Program of Projects.
- Work with WisDOT Southwest Region staff to monitor projects funded through the Surface Transportation Block Grant–Urban, Transportation Alternatives, and Carbon Reduction programs. Help keep approved projects on schedule and adjust the programs as needed.
- Continue working with Metro Transit to implement the Section 5310 Program Management and Recipient Coordination Plan.
- Continue working with EcolInteractive to refine the eTIP platform and update it with projects included in the 2027–2031 TIP.
- Coordinate with WisDOT, local governments, and other implementing agencies as programmed projects advance toward implementation.

Work Products: Updated Transportation Improvement Program; interactive eTIP platform containing all projects included in the TIP; and supporting reports and analyses as needed.

Work Element 2700: Roadway, Transit Corridor, and Special Area Studies

Objective: Conduct roadway, transit corridor, and special area studies that provide additional detail and refinement for the long-range Regional Transportation Plan (RTP).

2026 Work Highlights:

- Continued providing technical assistance for major WisDOT corridor initiatives, including the Stoughton Road studies, the Madison Beltline Planning and Environment Linkages Study, and the [I-39/90/94 project between the Beltline in Madison and US 12/WIS 16 in Wisconsin Dells](#).
- Processed a major amendment to the RTP in March 2026 to add the I-39/90/94 project from the Beltline to the Dane County line and the Stoughton Road project from State Highway 30 to I-39/90/94. At the same time, staff amended the Transportation Improvement Program (TIP) to add the Stoughton Road reconstruction and intersection improvements project.
- Processed a major TIP amendment in August 2026 to add the I-39/90/94 reconstruction and capacity expansion project between the Beltline and the Dane County line. Design work for future Interstate mainline and interchange improvements and Stoughton Road mainline and intersection improvements was scheduled to begin in 2026.
- Supported corridor planning through regional travel-model development and analysis. This work has included developing a time-of-day travel model, improving the calibration of automobile speeds and peak-period travel, preparing 2050 growth forecasts for environmental impact studies, and analyzing multimodal improvements in the Stoughton Road and Beltline corridors.
- Continued supporting the City of Madison's North-South Bus Rapid Transit planning and design process. This work builds on the MPO-led Madison Transit Corridor Study completed in 2012–2013, which evaluated the feasibility of BRT in four arterial corridors. Detailed BRT design began in 2020 and supported a successful Federal Transit Administration Small Starts construction grant application in 2021. East-West BRT opened in September 2024 following construction in 2023 and 2024, with MPO staff supporting Metro Transit's rollout of the service.
- Provided travel-demand modeling assistance for North-South BRT beginning in 2024 and continued supporting the project throughout 2026. This included amending the RTP to update the locally preferred alternative for North-South BRT and amending the TIP to add a locally funded charging station at the northern end of the route.
- Prepared traffic forecasts for projects on local roadways and assisted WisDOT with forecasts for state highway projects.
- Coordinated with local planning staff on comprehensive plans, area plans, and other planning initiatives, including assisting with and reviewing the City of Madison's Southeast and Southwest Area Plans.

Work Activities for 2027

- Provide data, analysis, and other technical support to the interagency staff team working with consultants to complete detailed design of North-South Bus Rapid Transit.
- Provide transportation planning assistance, including travel forecasts, for major developments, neighborhood and comprehensive plans, area plans, and corridor studies. This will include supporting City of Madison Planning staff as they complete area plans.
- Prepare small-area and project-level traffic forecasts for Dane County, the City of Madison, and other local governments upon request.
- Provide travel-modeling, data, planning, and technical review support for major WisDOT alternatives analysis and environmental studies. Staff will participate in technical advisory committees, project meetings, and focused discussions about issues such as multimodal transportation improvements, safety, traffic operations, and access management.
- Support the following ongoing Wisconsin Department of Transportation studies:

- [US 51 \(Stoughton Road\) South Study](#), from Voges Road to State Highway 30. WisDOT identifies this as an active planning and environmental study.
 - [Madison Beltline Planning and Environment Linkages Study](#), from US 14 to County Highway N.
 - [US 18/151 Corridor Study](#), from Dodgeville to just west of County Highway PD in Fitchburg. This encompasses the corridor previously described separately as the Dodgeville-to-Verona and Verona bypass studies.
- Assist City of Madison Planning and Transportation staff with follow-up activities that implement recommendations from the city's Madison in Motion Transportation Plan.
 - Monitor and assist WisDOT with corridor preservation studies focused on access management, transportation safety, and traffic operations.
 - Continue coordinating with public- and private-sector groups interested in rail corridors and their use. This includes the former Union Pacific corridor between Madison and Evansville and the Wisconsin River Rail Transit Commission's efforts to maintain rail service in the Prairie du Chien-Madison-Fox Lake corridor.
 - Assist the City of Madison and WisDOT with planning for potential future Amtrak passenger rail service.
 - Assist local governments with interjurisdictional land use and transportation planning issues, comprehensive plans, transportation studies, and related projects as needed.

Work Products: Wisconsin Department of Transportation corridor study materials; traffic forecasts; technical analyses; reports; and working papers.

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

Objective: Provide planning, coordination, public information, outreach outreach, and encouragement programs that promote sustainable transportation options and increase the use of transit, carpooling, vanpooling, bicycling, walking, and teleworking throughout the region.

2026 Work Highlights:

- Continued growing the RoundTrip online ride-matching network, adding new members at a higher rate than in 2025.
- Hosted two regional transportation challenges, each attracting more participants than its previous edition.
- Partnered with WisDOT and the Southeastern Wisconsin Regional Planning Commission to launch new branded mobile apps for the RoundTrip, RIDESHARE, and CommuteWISE programs.
- Worked with UW-Madison Transportation Services to transition administration of its Emergency Ride Home program to the RoundTrip online platform.
- Collaborated with regional partners to recognize Week Without Driving in Dane County and coordinate locally led events.
- Created and launched a new brand for the Dane County Emergency Ride Home program, including a dedicated logo and outreach materials.
- Worked with the City of Madison's TDM Program to incorporate multimodal transportation resources into city projects and processes.

Work Activities for 2027

- Promote and administer the Dane County Employee Bus Pass Program and Emergency Ride Home Program.
- Coordinate with WisDOT and the Southeastern Wisconsin Regional Planning Commission on the administration and promotion of the statewide ride-matching platform.
- Provide ride-matching services and promote alternatives to driving alone through presentations, community events, transportation challenges, employer engagement, and other outreach activities.

- Work with Dane County, UW–Madison, local communities, Downtown Madison Inc., Sustain Dane, and other partners to increase public awareness and employer participation. Support employer-sponsored commute programs, conduct employee outreach, and encourage employers to use the RoundTrip platform for ride-matching and incentives.
- Coordinate with UW–Madison, Dane County, and Metro Transit to implement and improve the jointly funded annual rideshare advertising campaign.
- Implement the RoundTrip marketing strategy through print and digital materials, advertising, presentations, community events, social media, earned media, and partnerships with local organizations. Develop new communication tools and expand outreach to employers and individuals.
- Coordinate with Commute with Enterprise to support the State of Wisconsin Vanpool Program.
- Convene quarterly meetings of the regional Transportation Demand Management Coordinating Committee to engage partners and coordinate TDM programs and initiatives across jurisdictions.
- Assist communities with TDM initiatives, including the City of Madison TDM Program, workforce transportation efforts, and TDM strategies associated with development and redevelopment. Provide assistance with surveys, presentations, research, and strategy development as needed.
- Plan and implement transportation challenges, incentives, and targeted promotions encouraging transit use, carpooling, bicycling, walking, and teleworking. Use these initiatives to grow RoundTrip membership and increase the use of alternatives to driving alone.
- Work with communities and organizations to raise awareness of Week Without Driving, National TDM Week, Walk and Bike to School and Work events, and other TDM initiatives.
- Support regional active-living initiatives, including the Dane County Safe Routes to School Program and Madison Age-Friendly Community Workgroup.
- Support production and distribution of the Dane County Bicycle Map.
- Maintain program databases and track key performance indicators.
- Explore opportunities to expand the TDM program through strategic planning, employer-based incentive partnerships, and targeted outreach to new residents and people moving within the region.

Funding Note: This work element is funded with federal Surface Transportation Block Grant–Urban funds and local matching funds.

Work Products: RoundTrip website, mobile application, and ride-matching platform; transportation challenges and incentives; marketing and communications materials; presentations and reports; survey tools; and program databases.

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

Objective: Coordinate regional land use and transportation planning activities with the Capital Area Regional Planning Commission (CARPC) and support planning assistance for communities throughout Dane County.

Work Activities for 2027

- Continue contracting with CARPC for transportation planning services and coordinating regional land use and transportation planning activities.
- Coordinate on the review of comprehensive plans and other local planning initiatives. This work replaces CARPC's former land use and transportation review of sewer service area amendments.
- Assist CARPC and local communities with transportation elements of comprehensive plan updates and other transportation-related planning needs.
- Assist CARPC with reviewing comprehensive plans for consistency with the Regional Transportation Plan and Regional Development Framework.

- Participate in CARPC's Proactive Planning Committee as needed.
- Coordinate with CARPC on regional population, household, employment, and land use data used to support transportation planning.
- Continue coordinating transportation performance tracking, communications, public outreach, and other shared MPO and CARPC initiatives.

Funding Note: This work element is funded by CARPC using pass-through Federal Highway Administration planning funds and local matching funds.

2027 Work Program Budget

Proposed 2027 Unified Greater Madison MPO Budget

A summary of the proposed 2027 Greater Madison Metropolitan Planning Organization (MPO) budget is provided on page 19. The table summarizes the projected costs and anticipated funding sources for each work element described in this document.

Planning staff costs are calculated using a uniform rate of \$12,414 per person-month, which includes both direct and indirect costs. Direct costs consist of the average salaries and fringe benefits of MPO staff and other personnel who support MPO planning activities. Indirect costs include administrative support and other expenses associated with staff work, such as office rent, computer hardware and software, copying, printing, travel, and training. Indirect costs are applied as a percentage of direct costs.

The rate does not include non-staff direct expenses, such as the StreetLight Data analytics platform subscription and consultant services. Provisional rates are reviewed at the end of 2026, and billing adjustments are made as needed. These provisional rates are approved by the Wisconsin Department of Transportation.

The MPO currently has nine staff members: a Director/Planning Manager, five Transportation Planners, a GIS Specialist, a Marketing and Communications Specialist, and an Administrative Clerk. One Transportation Planner is primarily responsible for managing the MPO's Transportation Demand Management Program. All positions are full-time except for the Administrative Clerk.

All staff members except the Marketing and Communications Specialist work exclusively on MPO planning activities. The Marketing and Communications Specialist divides their time between the MPO and the Capital Area Regional Planning Commission.

Portions of other City of Madison staff members' time are also billed to MPO planning activities and included in indirect costs. These include 10% of the Planning Division Director's time, 5% of the Planning Division Program Assistant's time, and 7% of a Finance staff member's time. The cost of the MPO's Administrative Clerk is also included in indirect costs. Additional information is provided in the detailed Cost Allocation Plan on page 21.

Staff and Indirect Costs

Work Element	Budget	Funding Source									
	\$	FHWA \$	%	Wis-Dot \$	%	MPO/Local \$	%	STBG-U \$	%	Other \$	%
2100: Transportation Admin/Service	\$145,396	\$116,317	80%	\$7,121	4.90%	\$21,958	15.10%	-	-	-	-
2150: Public Participation Activities	\$107,967	\$86,374	80%	\$5,288	4.90%	\$16,305	15.10%	-	-	-	-
2200: Long-Range System-wide Transportation Planning	\$158,875	\$127,875	80%	\$7,781	4.90%	\$23,994	15.10%	-	-	-	-
2250: Safe & Accessible Transportation Options ¹	\$226,999	\$226,999	100%	-	-	-	-	-	-	-	-
2250: Complete Streets (Safe and Accessible Transportation Options) Related Activities -2.5%	\$60,000	\$60,000	100%	-	-	-	-	-	-	-	-
2300: Data Collection Activities	\$146,181	\$116,945	80%	\$7,160	4.90%	\$22,076	15.10%	-	-	-	-
2400: TSM Planning & Technology	\$77,245	\$61,796	80%	\$3,783	4.90%	\$11,666	15.10%	-	-	-	-
2500: Short Range Transit & Specialized Transportation Planning	\$62,032	\$49,626	80%	\$3,038	4.90%	\$9,368	15.10%	-	-	-	-
2600: Transportation Improvement Program (TIP)	\$163,195	\$130,556	80%	\$7,993	4.90%	\$24,646	15.10%	-	-	-	-
2700: Roadway and Transit Corridor & Special Areas Studies	\$32,643	\$26,115	80%	\$1,599	4.90%	\$4,930	15.10%	-	-	-	-
2800: Ridesharing/TDM (Staff)	\$121,474	-	-	-	-	\$24,295	20%	\$97,179	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	\$1,200	\$960	80%	\$59	4.90%	\$181	15.10%	-	-	-	-
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	-	-	-	-	\$6,000	20%	\$24,000	80%	-	-
2850: Ridesharing/TDM - Partner Advertising ²	\$12,000					\$3,000	25%			\$9,000	75%
4030: StreetLight Data Analytics Platform Subscription ³	\$138,029	\$110,423	80%	\$6,760	4.90%	\$20,845	15.10%	-	-	-	-
4050: Misc. Consulting Services, potentially including TSMO Plan ³	\$33,478	\$26,782	80%	\$1,640	4.90%	\$5,056	15.10%	-	-	-	-
4060: Fly Dane county-wide imagery ⁴	\$20,000	\$16,000	80%	\$980	4.90%	\$3,020	15.10%	-	-	-	-
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	\$1,307,465	\$1,001,827	\$43,764	\$159,784	\$97,179	\$4,911
Consulting Services/Data Software	\$221,507	\$187,206	\$8,400	\$25,901	-	-
Other Direct Costs	\$63,200	\$16,960	\$1,038	\$19,941	\$16,261	\$9,000
Total	\$1,592,172	\$1,205,993	\$53,202	\$205,625	\$113,440	\$13,911

Provisional 2027 Cost Allocation Plan

This Unified Planning Work Program (UPWP) presents the detailed work elements to be undertaken in 2027 and outlines the staff time, costs, and funding anticipated for each element.

The following paragraphs provide details on the direct, indirect, and other costs used to prepare the UPWP.

The UPWP uses a uniform rate of \$12,452 per person-month throughout the report, reflecting both direct staff costs and indirect costs. Direct costs per person-month represent the average salary and fringe benefits of planning and planning support staff, including GIS staff. Indirect costs include administrative and overhead expenses that support direct work, such as administrative staff, office rent and supplies, software services, and printing. These expenses are applied as a percentage of direct costs for programming and billing purposes.

Billings are based on actual costs. Direct costs are recorded for each work element based on the time spent, and billings include the actual costs of salaries, fringe benefits, and leave additive, along with the actual indirect costs incurred. All costs are accumulated and accounted for within the respective work elements.

2027 Direct MPO Staff Costs

The following MPO planning staff positions are included as direct costs and charged to the respective work elements identified in the Unified Planning Work Program.

Position	Persons	Salary	Benefits
Transportation Planning Manager	1	\$144,240	\$31,965
Planner 3	1	\$117,713	\$43,888
Planner 3	1	\$115,533	\$17,214
Planner 3	1	\$112,263	\$27,886
Planner 2	1	\$90,690	\$24,181
Planner 3	1	\$112,263	\$27,952
GIS Specialist	1	\$134,054	\$30,829
Marketing & Communications Specialist*	1	\$59,379	\$19,559
Total	8	\$886,136	\$223,474
Hourly Wages (Interns)	0.75	\$19,000	\$0
Salary Savings	-	-	-
Total	8.75	\$905,136	\$223,474
* This is a 75% full time equivalency for MPO. 25% is dedicated to CARPC			

2027 Other Direct Costs

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

Expense	Cost
Consulting Services	
Safe & Accessible Transportation Options (SATO)	\$50,000
Ridesharing/TDM	\$30,000
Misc. Consulting Services	\$33,478
Advertising Services	
Ridesharing/TDM	\$12,000
Fly Dane Countywide Imagery	\$20,000
System and Software Maintenance	
StreetLight Data Analytics Platform Subscription	\$138,029
Other Direct Costs	
Public Participation Activities	\$1,200

Total Direct Costs

Expense	Cost
Direct Staff Costs	\$1,128,610
Other Direct Costs	\$284,707
Total	\$1,413,317

2027 Indirect Costs

This table reflects indirect costs associated with the entire planning program, which are allocated proportionately based on direct costs. FHWA is our cognizant agency. We do not have a Negotiated Indirect Cost Rate Agreement (NICRA) with them.

Indirect Salaries of Support Staff

Category	FTE	Cost	Benefits
Planning Division Director	0.1	\$17,176	\$5,254
Program Assistant 2	0.05	\$3,857	\$593
Finance	0.07	\$9,026	\$3,143
Total	0.22	\$30,059	\$8,990

Other Indirect Costs

Category	Cost
Office Supplies	\$1,500
Copy Printing Supplies	\$1,800
Furniture	\$750
Hardware Supplies	\$1,000
Software Licenses & Supplies	\$0
Postage	\$75
Books & Subscriptions	\$250
Telephone	\$500

Facility Rental	\$117,880
System & Software Maintenance	\$0
Recruitment	\$0
Mileage	\$50
Conferences and Training	\$8,000
Memberships	\$4,000
Consulting Services	\$4,001
Interpreters Signing Services	\$0
Transcription Services	\$0
Catering Vending Services	\$0
Total	\$139,806

Total Indirect Costs

Expense	Cost
Indirect Staff Costs	\$39,049
Other Indirect Costs	\$139,806
Total	\$178,855

Provisional 2027 Cost Allocation Rate

Based on the Direct Staff Cost and Indirect Cost tables, the provisional 2027 cost allocation rate is calculated as follows:

Total Indirect Costs \$178,855 = 15.85%

Total Direct Staff Costs \$1,128,610

Thus, the 2027 staff costs for each person-month of direct staff time can be summarized as follows

Direct cost per month \$10,749

Indirect cost @ 15.85% \$1,703

Total Direct Plus Indirect \$12,452 / month

Note: The City of Madison, which serves as the Greater Madison MPO's fiscal agent, is the cognizant agency responsible for approving the indirect cost rate. I certify that the rate applied in this UPWP has been approved and is valid for the January 1–December 31, 2027, UPWP period.

Actual Billing Procedure

The preceding paragraphs describe the basis for the Provisional 2027 Cost Allocation Plan, which uses an indirect cost rate of 15.85% of direct staff costs. Billings are based on the actual costs of direct salaries, benefits, and leave additive, plus the actual indirect costs incurred.

MPO accounting is managed through the City of Madison's centralized accounting system (MUNIS) using the following process:

1. Direct staff costs are charged to work elements based on salaries and benefits.
2. An additive leave rate is applied to direct salary costs.

3. Indirect costs are allocated to work elements based on the percentage of total costs budgeted for each work element.
4. Indirect staff costs, including salaries, benefits, and leave costs when taken, are also allocated to work elements based on the percentage of total costs budgeted for each work element.
5. Total work element expenditures are allocated to funding sources based on actual expenditures.

The City of Madison's computerized accounting system aggregates the actual costs incurred for each work element included in the Unified Planning Work Program and includes the following:

1. A leave additive rate is maintained for all direct staff based on paid holidays, accrued vacation time earned, and sick leave used. The leave additive rate for 2027 is estimated to be 15.96% of regular direct staff costs.

Paid Holiday \$62,625

Earned Vacation \$67,259

Earned Sick Leave \$56,441

$\$186,325 \div \$1,167,659 = 15.96\%$ of direct staff costs

$\$186,325 \div \$1,592,172 = 11.70\%$ of total direct staff and indirect costs

2. Fringe benefits are calculated for each employee and totaled to determine an average rate for all employees, which is 19.90%.

Indirect costs incurred are calculated and compared with total direct costs to determine the indirect cost rate.

The computerized accounting system then calculates costs for each work element as follows:

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 charged to funding agencies in accordance with approved contracts. Costs are audited at the end of the year as part of the CPA audit, and adjustments are made to 2027 billings if needed.

APPENDIX A

Cost Shares & Benefits to Funding Agencies

The Greater Madison Metropolitan Planning Organization (MPO) receives Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning program funds; federal Surface Transportation Block Grant (STBG) Urban funds for the MPO's Transportation Demand Management (TDM) program; state funding from WisDOT as a partial match for federal planning funds; and local funding from the City of Madison, Dane County, and other participating local governments within the metropolitan planning area. This funding supports the transportation planning activities included in this Unified Planning Work Program (UPWP).

In general, transportation planning activities are funded through a combination of FHWA and FTA funds, along with WisDOT and local matching funds. Funding varies based on priorities and the availability of 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. STBG Urban funds, formerly known as STP Urban funds, support RoundTrip, the MPO's TDM program.

The following sections summarize the funding shares, allocation of costs, and anticipated benefits associated with each work element in the proposed 2027 transportation planning program.

Work Elements 2100, 2150, 2200, 2250, and 2300 cover long-range, multimodal, and system-wide transportation planning activities. These activities include maintaining the Regional Transportation Plan and its sub-elements, such as the Active Transportation Plan; conducting data collection, monitoring, and analysis; performing growth and travel forecasting; managing the work program; providing staff support; and engaging and serving the public. These activities are funded 80% with FHWA and FTA Section 5303 planning funds, along with WisDOT and local matching funds. A portion of Work Element 2250 is funded entirely with federal funds under the Complete Streets planning waiver.

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

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

Work Element 2600 covers transportation project programming through the Transportation Improvement Program (TIP), including the MPO's selection of projects to receive suballocated funding. These activities are funded 80% with FHWA and FTA Section 5303 planning funds, along with WisDOT and local matching funds.

Work Element 2700 covers roadway and transit corridor studies and special area studies. These activities include assisting with WisDOT roadway corridor studies, local corridor and area studies, and major transit corridor studies, such as those related to Bus Rapid Transit (BRT). They are funded 80% with FHWA and FTA Section 5303 planning funds, along with WisDOT and local matching funds.

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

Work Element 2900 (CARPC) covers transportation planning and analysis conducted for CARPC. It is funded with pass-through FHWA and FTA funds, along with local matching funds.

APPENDIX B

Organization & Advisory Committees

The Greater Madison Metropolitan Planning Organization (MPO) is the designated policy body responsible for comprehensive, cooperative transportation planning and decision-making in the Madison metropolitan area. Formerly known as the Madison Area Transportation Planning Board (MATPB), the organization was established through an agreement among the Governor of Wisconsin, the City of Madison, and local governments representing more than 75% of the population within the MPO planning area.

Effective May 2, 2007, the agreement redesignated the MPO for the Madison urbanized area in accordance with federal law. MATPB assumed responsibility for metropolitan transportation planning and programming from the previous organization, the Madison Area MPO. The redesignation followed changes to the structure of the MPO Policy Board after the 2000 Census and the expansion of the Madison urbanized area. MATPB was renamed the Greater Madison MPO in 2020.

Organization of MPO Policy Board

The MPO is governed by a 14-member Policy Board appointed by units of local government within the metropolitan planning area. All members serve two-year terms and are appointed as follows:

- The Mayor of Madison appoints six members. Four must be elected officials, and one must represent Metro Transit as the area's primary transit provider.
- The Dane County Executive appoints three members, two of whom must be elected officials.
- Three members represent other cities and villages in the metropolitan area. They are appointed by a majority vote of the chief elected officials of those communities, and two must be elected officials.
- One member represents towns in the metropolitan area. This member is appointed by a majority vote of the chairpersons of towns with land within the metropolitan planning area and must be an elected official.
- The Secretary of the Wisconsin Department of Transportation appoints one member to represent WisDOT.the department.

Nine of the 14 Policy Board members are elected officials, including one mayor, six city alders, one county supervisor, and one town board member. Together, the members represent a variety of interests, backgrounds, geographic areas, and perspectives.

The Policy Board generally meets virtually at 6:30 p.m. on the first Wednesday of each month to take action on matters brought before it. The board elects a chair and vice chair to serve one-year terms.

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

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

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 Supervisor
Michelle Howe	Wisconsin Department of Transportation	WisDOT Planning & Programming Chief
Lisa Janairo	Dane County Executive	City of Middleton Mayor
Bill Jetzer	Dane County Cities & Villages Association	City of Fitchburg Alder
Chuck Kvalo	Dane County Towns Association	Town of Bristol Supervisor
Noah Lieberman	Mayor of Madison	City of Madison Alder
Julia Matthews	Mayor of Madison	City of Madison Alder
Adrienne Nienow	Dane County Cities & Villages Association	City of Stoughton Alder
Christof Spieler	Mayor of Madison	City of Madison Transportation Director
Ellen Zhang	Mayor of Madison	City of Madison Alder
Vacant	Mayor of Madison	-

Advisory Committee Structure

The MPO Policy Board has established an intergovernmental Technical Coordinating Committee to advise and assist in carrying out its responsibilities. The board also works with local and county committees and commissions to support cooperative decision-making on transportation planning issues.

MPO Technical Coordinating Committee (TCC)

The MPO Technical Coordinating Committee serves as the MPO's official technical advisory committee. Its members represent various agencies and areas of land use and transportation planning. While the MPO Policy Board serves as the policy-making body, the TCC reviews, coordinates, and provides technical guidance on transportation planning matters.

The committee includes 14 voting members, six alternate members, and two non-voting members. It generally meets virtually at 2 p.m. on the fourth Wednesday of each month.

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

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

Note: The Technical Coordinating Committee does not meet in December.

Greater Madison Technical Coordinating Committee Members

Name	Title	Employed By
Brad Bruun, Chair	Public Works Program Manager	City of Monona
Chris Petykowski, Vice Chair	Principal Engineer	City of Madison Engineering Division
Jamie Acton	General Manager	Metro Transit
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
Lee Igl	Public Works Director	Village of McFarland
Aaron Jahncke	Village Engineer	Village of Waunakee
Benjamin John	Public Works Director	City of Middleton
Ross Kahler	Senior Project Engineer	City of Fitchburg
Rich Koceja	Civil Engineer	Village of Oregon
Kyela O'Loughlin	Public Works and Utilities Director	Village of Cottage Grove
David Salmon	Transportation Coordinator	City of Sun Prairie
Charlene Schmid	Highway Engineer	Dane County Public Works and Transportation Department
Matt Schreiber	Transportation Planner	WisDOT Southwest Region
Lucas Sivertsen	Planning Director	City of Verona
Yang Tao	Traffic Engineer	City of Madison Traffic Engineering Division
Todd Violante	Planning Director	Dane County Planning & Development
Vacant	-	WisDOT Bureau of Planning & Economic Development
Non-Voting Members		
Jason Nordberg	Community Planner	Federal Highway Administration, WI Division
Vacant	-	Federal Transit Administration, Region V

Other Activities

In addition to the TCC and other advisory committees with which the MPO regularly engages, staff participate in ad hoc study and planning committees, interagency coordinating groups, and ongoing discussions with local commissions, governing bodies, and private organizations.

Staff also participate in MPO directors' meetings and forums with WisDOT, FHWA, and other MPO directors and staff to discuss planning, policy, financial, and technical matters. MPO staff meet with WisDOT and USDOT representatives for a mid-year review in May or June and a review of the draft work program in September.

APPENDIX C

Madison Area Transportation Planning and Programming Structure and History

Area-wide transportation planning in the Madison metropolitan area officially began in 1961 with the Madison Area Transportation Study (MATS). In 1970, participating units of government approved the Madison Area Transportation Plan. The transportation study then entered its continuing phase and became part of the Dane County Regional Planning Commission (DCRPC) under the name Dane County Transportation Study (DCTS). Following a reorganization of the DCRPC, the Governor redesignated the Metropolitan Planning Organization for the Madison urbanized area in November 1999 through an agreement with the City of Madison. The redesignation established the Madison Area Metropolitan Planning Organization and transferred responsibility for metropolitan transportation planning and programming from the DCRPC to the newly created organization.

The Madison Area MPO was redesignated again in May 2007 to bring its structure and membership into compliance with federal regulations. At that time, its name was changed to the Madison Area Transportation Planning Board (MATPB). The organization was renamed the Greater Madison MPO in 2020.

The current organizational structure designates the Greater Madison MPO as the regional transportation planning policy body. The Technical Coordinating Committee advises the MPO on transportation planning matters, while ad hoc project and study committees provide guidance on specific transportation planning studies and initiatives.

A Director/Planning Manager and transportation planning staff administer the work program and carry out the MPO's policy direction. The City of Madison provides MPO staff, whose offices are located in the city's Planning Division within the Department of Planning, Community and Economic Development. Staff coordinate work program activities with appropriate agencies and units of government, with additional interagency and intergovernmental input provided through the Technical Coordinating Committee.

Responsibility for managing the existing transportation system rests with WisDOT and the governing bodies of local governments within the metropolitan area. Coordination occurs through the MPO's transportation planning and programming structure, the annually prepared Transportation Improvement Program, and other interagency processes.

Within the City of Madison, coordination occurs through the Transportation Policy and Planning Board and Transportation Commission, which are responsible for matters involving roadways, public transit, parking, bicycle and pedestrian facilities, traffic engineering, and long-range transportation planning. In third- and fourth-class cities within the metropolitan planning area, coordination occurs through appropriate local bodies, such as plan 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 transportation improvements involving town governments

The transportation planning agreement applicable to this Unified Planning Work Program is available on the MPO's website and reflects current federal transportation planning regulations. The [three-party Cooperative Agreement](#) for Continuing Transportation Planning is between WisDOT, the Madison Area Transportation Planning Board, now known as the Greater Madison MPO, and the City of Madison in its capacity as the public transit operator. The agreement was executed on July 11, 2017.

APPENDIX D

Greater Madison MPO UPWP Self-Certification Summary

The Greater Madison Metropolitan Planning Organization (MPO), the designated MPO for the Madison metropolitan area, is responsible for implementing the metropolitan transportation planning process in accordance with applicable federal requirements, including federal transportation legislation, the Clean Air Act, the Civil Rights Act, and the Americans with Disabilities Act. All agencies involved in the transportation planning process must comply with these requirements.

Federal law requires agencies that provide transportation services and/or receive federal funding to comply with the requirements identified in the MPO's adopted self-certification resolution. When submitting the proposed Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP) to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the MPO must certify that the metropolitan transportation planning process is being conducted in accordance with all applicable federal requirements.

The nine self-certification requirements and the MPO's activities to comply with them 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; a 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 an annual listing of obligated projects using federal funds.

As an MPO serving a large TMA, the Greater Madison MPO must also maintain current certification from USDOT, FHWA, and FTA.

MPO Documentation of Compliance:

Regional Transportation Plan	Connect Greater Madison: 2050 Regional Transportation Plan , adopted May 11, 2022
TIP	2025–2029 Transportation Improvement Program , adopted October 2, 2024 Note: The 2027–2031 TIP is scheduled to be adopted on October 7, 2026.
UPWP	2026 Unified Planning Work Program , adopted November 6, 2025
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 and updated on November 7, 2024.
Annual Listing of Obligated Projects	Annual listing of projects available through the eTIP .
FHWA-FTA Certification (TMA)	February 2026 Certification Review
All of these documents can be found on the MPO's website. The MPO Policy Board will have met eleven times during 2026.	

(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 under, and discrimination in 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](#), which was approved by the MPO Policy Board on November 1, 2023.

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

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, which was approved by the MPO Policy Board on November 1, 2023.

(4) Section 11101(e) of the Infrastructure Investment and Jobs Act (Public Law No. 117-58) 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 Congress established a national goal that 10% of federal funds be awarded to certified DBE firms.

MPO Documentation of Compliance:

The MPO has followed 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 DBE participation goal of 10–15% 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 uses 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 the MPO's Title VI Non-Discrimination Program/Language Assistance Plan, which 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 accessible by transit. The MPO's RTP includes recommendations to provide pedestrian facilities that facilitate safe, ef-

efficient, and accessible travel, including addressing gaps in the pedestrian network through connections to regional off-street bicycle paths, transit, and major destinations.

The plan reiterates that new facilities must be constructed in accordance with the ADA and its implementing regulations and recommends that local communities prepare and implement ADA transition plans to retrofit nonconforming facilities to meet ADA standards.

The MPO has developed a detailed pedestrian facility geodatabase and network to allow for the analysis of pedestrian accessibility, including ADA accessibility to bus stops and key destinations. The database, along with an interactive map, has been posted online, and the MPO has offered assistance to local communities in developing 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, which was approved by the MPO Policy Board on November 1, 2023, and the Title VI Non-Discrimination Agreement, which was executed on October 29, 2024.

The MPO also follows the City of Madison's nondiscrimination policies because 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 include focus groups targeting elderly populations and organizations advocating for their interests.

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

MPO Documentation of Compliance:

The MPO complies with this requirement through its Title VI Non-Discrimination Program/Language Assistance Plan, approved by the MPO Policy Board on November 1, 2023, and its Title VI Non-Discrimination Agreement, executed on October 29, 2024. Because MPO staff are housed within the City of Madison's Planning Department and the City serves as the MPO's administrative and fiscal agent, the MPO also follows the City's nondiscrimination policies.

As part of these efforts, the MPO analyzes survey results and develops recommendations to address gender gaps in active transportation use and differences in perceived safety.

(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, which was approved by the MPO Policy Board on November 1, 2023, and the Title VI Non-Discrimination Agreement, which was executed on October 29, 2024. Other activities are addressed in Item 6 above.

APPENDIX E

Performance Measures

Federal transportation legislation, including MAP-21, the FAST Act, and the Infrastructure Investment and Jobs Act (IIJA), requires Metropolitan Planning Organizations (MPOs) to incorporate performance-based planning and programming into their long-range transportation plans and Transportation Improvement Programs (TIPs).

Performance-based planning is intended to improve decision-making, increase accountability and transparency, advance national transportation goals, and ensure federal transportation funds are used effectively. Federal performance measures track progress in the following areas:

- **Safety:** Reduce traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition:** Maintain highway infrastructure in a state of good repair.
- **Congestion Reduction:** Reduce congestion on the National Highway System.
- **System Reliability:** Improve the efficiency and reliability of the surface transportation system.
- **Freight Movement and Economic Vitality:** Improve the national freight network, expand access to domestic and international markets, and support regional economic development.
- **Environmental Sustainability:** Improve transportation system performance while protecting and enhancing the natural environment.

In 2023, the Greater Madison MPO began publishing performance information through an [online Performance Measures Dashboard](#). The dashboard provides current and historical data for performance measures adopted by the Greater Madison MPO Policy Board. It includes all federally required measures related to safety (PM1); pavement and bridge condition (PM2); system performance, freight movement, and air quality (PM3); transit asset management (TAM); and public transportation agency safety plans (PTASP). It also includes regional measures related to land development, bicycling, travel behavior, and other aspects of the transportation system.

The MPO incorporates these measures into its planning and programming processes to track regional trends, identify transportation needs, and inform project evaluation and selection, as described on the [MPO Project Selection webpage](#).

APPENDIX F

Staff Positions & Time Spent on Work Elements

Alex Andros, Director & Transportation Manager

Leads all MPO operations and staff. Oversees regional transportation planning and policy development and prepares the Unified Planning Work Program (UPWP).

Work Element	Percentage of Time Spent
2100: Transportation Administration/Service	35%
2200: Long-Range Transportation Planning	35%
Remaining work elements, especially 2250 and 2400	30%

Zia Brucaya, Transportation Planner

Leads the RoundTrip program and promotes alternatives to driving alone. Works with employers and local partners to expand access to transit, carpooling, biking, and other transportation options.

Work Element	Percentage of Time Spent
2100: Transportation Administration/Service	2%
2150: Public Participation Activities	10%
2200: Long-Range Transportation Planning	8%
2800: Ridesharing/Transportation Demand Management (TDM)	80%

Kayla Haas, Marketing & Communications Specialist

Serves as the MPO's spokesperson. Manages marketing, public outreach, the MPO website, and social media. Leads communications for the RoundTrip program.

Work Element	Percentage of Time Spent
2100: Transportation Administration/Service	5%
2150: Public Participation Activities	85%
2600: Transportation Improvement Program (TIP)	5%
2800: Ridesharing/Transportation Demand Management (TDM)	5%

Ben Lyman, Transportation Planner

Supports transit and corridor planning. Coordinates specialized transportation, active transportation, and Title VI compliance. Assists with public engagement efforts.

Work Element	Percentage of Time Spent
2100: Transportation Administration/Service	2%
2150: Public Participation Activities	8%
2200: Long-Range Transportation Planning	15%
2250: Safe and Accessible Transportation Options & Complete Streets	25%
2300: Data Collection Activities	10%
2500: Short-Range Transit and Specialized Transportation Planning	20%
2600: Transportation Improvement Program (TIP)	15%
2700: Roadway, Transit Corridor, and Special Area Studies	5%

Dan Seidensticker, GIS Specialist

Manages GIS systems and mapping tools. Develops custom applications, maps, and spatial data to support transportation planning.

Work Element	Percentage of Time Spent
2100: Transportation Administration/Service	2%
2200: Long-Range Transportation Planning	18%
2300: Data Collection Activities	80%

Prasad Packirisamy, Transportation Planner

Supports the Active Transportation Plan and implementation of the Regional Safety Action Plan. Assists communities that have received Safe Streets and Roads for All (SS4A) funding.

Work Element	Percentage of Time Spent
2100: Transportation Administration/Service	2%
2150: Public Participation Activities	20%
2250: Safe and Accessible Transportation Options and Complete Streets	50%
2400: Transportation System Management (TSM) Planning and Technology	10%
2500: Short-Range Transit and Specialized Transportation Planning	18%

David Kanning, Transportation Planner

Maintains the regional travel demand model and applies it to transportation studies. Prepares the Transportation Improvement Program (TIP) and reviews local plans for potential transportation impacts.

Work Element	Percentage of Time Spent
2100: Transportation Administration/Service	3%
2200: Long-Range Transportation Planning	10%
2300: Data Collection Activities	15%
2600: Transportation Improvement Program (TIP)	50%
2700: Roadway, Transit Corridor, and Special Area Studies	20%
2900: Capital Area Regional Planning Commission	2%

Bill Holloway, Transportation Planner

Works on long-range plans, corridor studies, and bicycle and pedestrian planning. Supports electric vehicle charging infrastructure and helps manage transportation data systems and the Intelligent Transportation Systems (ITS) Strategic Plan.

Work Element	Percentage of Time Spent
2100: Transportation Administration/Service	5%
2150: Public Participation Activities	15%
2200: Long-Range Transportation Planning	20%
2250: Safe and Accessible Transportation Options and Complete Streets	40%
2300: Data Collection Activities	10%
2400: Transportation System Management (TSM) Planning and Technology	10%

Sherry BonDurant, Administrative Clerk

Provides administrative support to MPO staff and the Policy Board.

Work Element	Percentage of Time Spent
2100: Transportation Administration/Service	100%



**GREATER MADISON
METROPOLITAN
PLANNING ORGANIZATION**

100 State St #400
Madison, WI 53703

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greatermadisonmpo.org

MPO Agenda Cover Sheet

October 7, 2026

Item No. 9

Re:

Preliminary award of Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities)
Program 2027 Funding

Staff Comments on Item:

The MPO received applications for section 5310 funding from Dane County, Metro Transit, NewBridge Madison, Colonial Club, and MARC, Inc. The total amount of federal funding requested (\$908,602) was more than the Madison Urban Area's annual apportionment (\$535,657) and available 2025 carryover (\$266,116), so competitive scoring and project selection was required. MPO staff reviewed and scored applications and developed funding recommendations.

The recommended awards are shown in the DRAFT 2027 Section 5310 Program of Projects for the Madison Urbanized Area. Project scores and descriptions are in the Descriptions of Projects Applying for 2027 Funding and Funding Recommendations document.

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

Materials Presented on Item:

1. DRAFT 2027 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 2027 Funding and Funding Recommendations

Staff Recommendation/Rationale: Staff recommends approval.

DRAFT 2027 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	Paratransit Eligibility & Mobility Coordinator (Traditional)	\$209,504	\$52,376	\$261,880	31	C
City of Madison - Metro Transit	Madison Area	Urban	DR	Capital	Contracted Complementary ADA Paratransit Services (Traditional) (Includes \$266,116 in 2025 carryover funding)	\$292,004	\$73,001	\$365,005	31	A
Dane County DHS	Dane County	Urban/Rural	LG	Capital	One-Call Center (Mobility Management)(Traditional)	\$159,920	\$39,980	\$199,900	31	C
MARC, Inc.	Madison Area	Urban	PNP	Capital	Vehicle Purchase (Traditional)	\$67,275	\$16,819	\$84,093	31	D
City of Madison - Metro Transit			DR		Grant Administration	\$72,870		\$72,870		12
Total						\$801,573	\$182,176	\$983,748		
<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 49 USC 5310 (b)(1), per FTA C 9070.1H:

12 - Administration expenses

A - public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable (meeting the 55% requirement)

B - public transportation projects that exceed the requirements of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) (meeting the 55% requirement)

C - public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on complementary paratransit (meeting the 55% requirement)

D - 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 2027 Funding and Funding Recommendations

Section 5310 2026 Apportionment: \$535,657

Section 5310 Carryover from 2025 Apportionment: \$266,116

Total Available Section 5310 Funding for CY 2027: \$801,773

Metro Grant Administration as Recommended (10% of award): \$72,870

Total Awarded Section 5310 Funding for CY 2027 as Recommended: 801,573

Subrecipient:	Madison Metro
Project:	Paratransit Eligibility & Mobility Coordinator [Mobility Management Project] (Traditional)
Requested FTA Amount:	\$209,504
Recommended FTA Amount:	\$209,504
Project Score:	100/100

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 (TI) 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:	Madison Metro
Project:	Acquisition of ADA Paratransit Transportation Services Under a Contract [Purchase of Services] (Traditional)
Requested FTA Amount:	\$326,153
Recommended FTA Amount:	\$292,004
Project Score:	80/100

As the primary public transportation provider in the Madison urban area and the 5310 designated recipient, Metro contracts the complementary ADA paratransit trips (5:30 a.m. to midnight, seven days a week) to ensure eligible seniors and individuals with disabilities have access to healthcare, employment, education, and essential destinations. This project directly addresses a widening operating deficit driven by regional demographic growth and service area expansion.

The requested Section 5310 funding would directly subsidize the fully loaded operating cost of approximately 5,398 one-way paratransit trips (at \$53.41 per trip), providing vital operational relief.

Staff recommends that this project be partially funded, as fully funding the request in addition to Madison's other project (Paratransit Eligibility & Mobility Coordinator) would use all of the Madison area's annual apportionment for this program and leave only 2025 carryover funding available for other projects.

Subrecipient:	Dane County Department of Human Services
Project:	One-Call Center, Mobility Training, and Bus Buddy Program [Mobility Management Project] (Traditional)
Requested FTA Amount:	\$159,920
Recommended FTA Amount:	\$159,920
Project Score:	94/100

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:	Transportation for Older Adults [Operating] (Non-Traditional)
Requested FTA Amount:	\$10,000
Recommended FTA Amount:	\$0
Project Score:	55/100

This project allows NewBridge Madison to operate a 14-passenger bus and provide free rides for older adults who either don't have, can't afford or can't easily access any other means of transportation. Our bus accommodates 12 ambulatory and 2 wheelchairs and we provide door-to-door service. We offer daily programs and activities that typically occur between 10 am - 3 pm, Monday-Friday, at various locations throughout the Madison Metropolitan area. Our agency goal is to help older adults (60+) remain healthy, informed about issues related to aging and socially engaged in the community.

The older adults in our program continually tell us they need more activities to maintain health and wellness. The number of people requesting rides has risen dramatically the past few years as the older population grows rapidly.

Staff does not recommend that this project be funded. Historically, the sponsor agency has not provided required reporting or invoicing to Metro in a timely manner and has not demonstrated that they have the capacity to meet the requirements of this grant program.

Subrecipient:	Colonial Club
Project:	Colonial Club Medium Roof Transit Rear Lift [Vehicle Purchase] (Traditional)
Requested FTA Amount:	\$68,476
Recommended FTA Amount:	\$0
Project Score:	65/100

Colonial Club, Inc. is a non-profit organization that has been providing services and activities for the elderly who are both ambulatory and non-ambulatory over the age of 55 since 1969. Our mission is to enhance the well-being and independence of older adults.

The Colonial Club fleet currently consists of one minibus, limiting the variety of trips we can offer. With this replacement vehicle we could expand daytime rides from homes to the senior center for meals, social activities, adult day center and community outings. When you ask any older adult what the barriers are in accessing the community, the number one answer is lack of transportation. We would expect to increase the access to rides for the individuals. We hope to increase access to essential services, adult day programming and community activities while reducing transportation barriers. We expect to continue to improve quality of life and independence for the elderly and disabled populations. If this funding is not awarded, we will not be able to increase our trips or increase the number of individuals we could additionally serve.

Staff does not recommend that this project be funded.

Subrecipient:	MARC, Inc.
Project:	MARC Transportation Project [Vehicle Purchase] (Traditional)
Requested FTA Amount:	\$134,549
Recommended FTA Amount:	\$67,275
Project Score:	98/100

The MARC Transportation Project provides alternatives to public transportation for seniors and people with disabilities. The project will effectively meet the transportation needs of these groups by providing rides to approximately 350 individuals with significant intellectual and developmental

disabilities (IDD). Access to one's community is essential for a fulfilling life, but there is a profound lack of community engagement opportunities for individuals with IDD. The majority of individuals that MARC serves face barriers to building lasting connections with people outside their family and care staff, and this burden is greatest for those with mobility challenges. The MARC Transportation Project will overcome these barriers by applying awarded funds to the purchase of two minivans (side entry type) to provide seniors and individuals with disabilities, especially those with ambulatory barriers, with the transportation support needed to access community-engagement activities, including recreational, educational, volunteering, and supported employment opportunities. MARC also proposes to provide increased community access outside of MARC's operational hours through a vehicle-sharing partnership between MARC, participant guardians, and other agencies.

Staff recommends that this project be funded at 50% for the purchase of one vehicle instead of the two requested vehicles.