

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

April 1, 2026

[Virtual Meeting via Zoom](#)

6:30 p.m.

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

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

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

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

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

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

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

如果您出席会议需要一名口译人员、不同格式的材料，或者其他的方便设施，请与 Madison Planning, Community & Economic Development Dept. 联系，电话是 (608) 266-4635 或 TTY/TEXTNET (866) 704-2318。

请在会议开始前至少 72 小时提出请求，以便我们做出安排。

AGENDA

- 1) Roll call and introductions
- 2) Approval of March 4, 2026 Meeting Minutes
- 3) Communications – message from WisDOT re. Beltline Study
- 4) Public Comment for Items *Not* on the Agenda
- 5) MPO 2026 Resolution No. 6 Adopting Annual Federal Safety Improvement Performance Measure Targets

- 6) MPO 2026 Resolution No. 7 Approving Amendment No. 19 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
 - a. Revise Attachment E to Incorporate Reference to the 2026 Federal Safety Improvement Performance Measure Targets

- 7) MPO 2026 Resolution No. 8 Approving Amendment No. 20 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
 - WisDOT Projects:
 - a. Beltline Highway (USH 12/14) (Bridge over Greenway Blvd) Concrete overlays (NEW, Design starting in 2026, Construction in 2031)
 - b. Interstate 39/90 (North County Line to S. Beltline Highway) Salt Shed and Potential Park & Ride Facilities (NEW, Design starting in 2026)
 - c. USH 18/151 (Bridges over STH 69 and Whalen Road) Rehabilitation (NEW, Design starting in 2026, Construction in 2031)
 - d. STH 19 (Dorn Dr to Division Street) Resurfacing (NEW, Design starting in 2026, Construction in 2033)

- 8) Summary report from State-led Project Funding Workgroup

- 9) Announcements and Staff Reports

- 10) Adjournment

Next meeting: Wednesday May 6th, 2026, Virtual

DRAFT

**Greater Madison Metropolitan Planning Organization (MPO)
March 4, 2026, Meeting Minutes**

Virtual Meeting hosted via [Zoom](#)

Wood called the meeting to order at 6:04 p.m.

1. Roll Call and Introductions

Members present: Clement Abongwa, Richelle Andrae, Liz Callin, Adrienne Nienow, John Duncan, Michelle Ellias, Derek Field, Bill Jetzer, Kristi Williams, Doug Wood

Members absent/excused: MGR Govindarajan (absent), Barbara Harrington-McKinney (absent), Christof Spieler (excused)

MPO staff present: Alex Andros, Bill Holloway

Others present in an official capacity: Forbes McIntosh (DCVVA)

2. Approval of February 4, 2026, Meeting Minutes

Action: Jetzer moved, Abongwa seconded, to approve the February 4, 2026, meeting minutes. Motion carried.

3. Communications

Letter from FHWA and FTA indicating that we have received federal certification.

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

None.

5. Presentation: DRAFT Active Transportation Plan

Holloway provided a presentation on the Draft Active Transportation Plan. Abongwa asked why the plan primarily focuses on the Madison area. Holloway stated that the plan covers the entire county; however, most of the active transportation facilities are in areas where there is more population. He added that the Level of Traffic Stress (LTS) network includes every road in the County, and that every path and sidewalk in the county is also included. Abongwa asked if the plan will be updated regularly. Holloway stated that the dynamic map features within the plan, including paths and sidewalks, will be updated regularly. The plan itself will be updated again in ten years. Abongwa noted that Dane County is working on a comprehensive safety action plan, and that this information will help inform the plan. Abongwa asked why the focus of the plan is primarily on bike transportation. Will all modes of transportation be included in the future? Holloway stated that this plan covers all modes of active transportation. Andros added that our last active transportation plan only addressed bicycles; this plan address bikes, pedestrians, and other forms of micromobility.

Jetzer asked why there isn't a "percentage of urban roads with proper bike facilities" metric similar to how there is a metric for the "percentage of urban roads with proper pedestrian facilities" metric. Holloway stated that we have a Level of Traffic Stress (LTS) network as well as a Low Stress Route Finder. Both are online and are applicable for bicycle travel.

Jetzer stated that transportation often reacts to planning decisions. A lot of the safety concerns we have are the result of poor planning. Holloway agreed and noted that we do recommend that land use policies be adjusted, such as eliminating minimum parking requirements and creating land uses with greater density that provide

more opportunities for walking to goods and services.

Jetzer applauded staff for producing a plan that has a website. He asked if people will be able to see changes to it over time. Holloway stated that the text of the plan will be static, but that the maps will be updated through live web data. MPO staff discussed how to show changes to the maps over time, but this could create issues with people using or referencing old data in local community maps.

Field expressed gratitude for staff's work and stated that the recommendations are useful. He mentioned that constituents on the far east side have described challenges and barriers for commuting into Madison using alternative modes. Field asked Holloway why there is a recommendation to replace the "total miles of pedestrian facilities" performance measure with "percentage of urban streets that have pedestrian facilities", given that most new neighborhoods with urban streets will have pedestrian facilities by default. Holloway explained why the "percentage of urban streets that have pedestrian facilities" was a more meaningful measure than "total miles of pedestrian facilities". Field recommended implementing a performance measure that examines "miles of urban streets that lack pedestrian facilities". Holloway stated that this is a performance measure we could add.

Andrae stated that Recommendation No. 6, "Tailor enforcement activities to promote active transportation", needs to be considered in context with the other recommendations. Callin asked if there are opportunities to be more specific about different components of Recommendation No. 5, "Design infrastructure to promote safety without active enforcement". Callin also suggested that Recommendation No. 1, "Expand the active transportation network to serve all communities and neighborhoods", will most likely be implemented when roadways are reconstructed. The inability to use eminent domain for ped/bike facilities should also be called out. Wood added that it is important to evaluate the appropriateness of potential ped/bike infrastructure improvements when considering a roadway reconstruction project.

6. Surface Transportation Reauthorization Bill and the BASICS (Bridges and Safety Infrastructure for Community Success) Act

Andros provided an update on the forthcoming Surface Transportation Reauthorization Bill and the BASICS (Bridges and Safety Infrastructure for Community Success) Act. The bill is anticipated sometime this summer.

7. Announcements and Staff Reports:

Andros reported that e-TIP training will be coming soon, the e-bike/e-moto guide is still in process, and that work on the Regional Transportation Plan (RTP) update is underway.

8. Adjournment

Jetzer moved to adjourn, Andrae seconded. Motion carried. The meeting adjourned at 7:30 p.m.

Next meeting: Wednesday, April 1, 2026, virtual

Andros, Alexandra

From: Berens, Jeff - DOT <Jeff.Berens@dot.wi.gov>
Sent: Friday, March 20, 2026 9:59 AM
To: Andros, Alexandra
Cc: Howe, Michelle - DOT
Subject: RE: Greater Madison MPO letter regarding Draft Beltline PEL Study

Follow Up Flag: Follow up
Flag Status: Flagged

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

Hi Alex,

Thank you for sending along the GMMPO's comments regarding the Beltline PEL Study. The Preferred Strategy Package identified in the study includes the transportation components that WisDOT is recommending be carried forward and used to develop the range of alternatives that will be analyzed in more detail in future National Environmental Policy Act (NEPA) studies – it is not what is proposed for future construction. It is anticipated that some components could change or be eliminated from further consideration during a NEPA study as the alternatives, impacts, and costs are developed in more detail and additional feedback is received.

The potential to extend the Flex Lane or add an additional travel lane in each direction of the corridor are included in the Beltline PEL Study Preferred Strategy Package. The reason for this is that based on the analysis completed to date, an additional travel lane is anticipated to do the most to address the Beltline PEL Study operational goals. In addition, not enough detailed analysis of the potential impacts versus the potential benefits has been completed during the Beltline PEL Study. Please note that the range of alternatives that are developed during NEPA will also include options that do not add travel lanes on the Beltline.

We are currently going through the over 600 public comments we received during the comment period for our last public meeting. Several of the comments received were in favor of expanding the current transit system throughout the Madison Metropolitan Area and investigating options such as trains or light rail. Our general response to these comments has been that WisDOT looks to local and regional plans regarding the planning and implementation of long-term transit options because these agencies/municipalities best understand local priorities to make those decisions. The current Regional Transportation Plan developed by the GMMPO focuses on a Bus Rapid Transit (BRT) system to provide improved regional transit mobility and accessibility. WisDOT had been, and will continue to, coordinate with Metro Transit to identify options to improve and enhance bus transit reliability throughout the Beltline corridor.

I wanted to pass this information along to you and also ask if the GMMPO is considering undertaking any transit studies within the metropolitan area other than the current north-south BRT study. Future NEPA studies would consider future plans developed by the GMPPO and local municipalities.

Please let me know if you have any questions.

Sincerely,

Jeff

Jeff Berens, P.E.
Major Studies Project Manager
WisDOT SW Region - Madison Office

(608) 245-2656

From: Andros, Alexandra <PAndros@cityofmadison.com>
Sent: Friday, January 30, 2026 3:10 PM
To: Berens, Jeff - DOT <Jeff.Berens@dot.wi.gov>
Subject: Greater Madison MPO letter regarding Draft Beltline PEL Study

**CAUTION: This email originated from outside the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Hi Jeff,

Please see the attached letter from the Greater Madison MPO.

Thank you for the opportunity to comment and have a great weekend!

-Alex

Alexandra Andros, AICP, Director
pandros@cityofmadison.com, (608)266-9115



MPO Agenda Cover Sheet

April 1, 2026

Item No. 5

Re:

MPO 2026 Resolution No. 6 Adopting Annual Highway Safety Improvement 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 Infrastructure Investment and Jobs Act (IIJA), the FHWA has approved interrelated performance rulemakings to address national goals, including:

- Improving safety;
- Maintaining infrastructure condition;
- Reducing traffic congestion;
- Improving the efficiency of the system and freight movement; and
- Protecting the environment.

The rules establish national performance measures and the methodology for calculating the measures, including data source(s). State departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are required to establish targets for the measures and then to track and report on progress toward meeting the targets. New and amended long-range plans and TIPs need to document the strategies and investments planned and programmed to help achieve the targets.

The federal safety performance measures require annual review and adoption. The five Highway Safety Improvement Program (HSIP) measures are the number and rate of fatalities and serious injuries and the number of non-motorized fatalities and serious injuries. State DOTs and MPOs must establish annual targets for each of the five HSIP measures. For 2026, the Wisconsin targets are:

- Number of motor vehicle crash fatalities – 587.0 or less (2% reduction from 2020-'24 baseline average of 599.0)
- Rate of fatalities per 100 million vehicle miles traveled – 0.911 or less (2% reduction from 2020-'24 baseline average of 0.930)
- Number of serious injuries – 3,163.0 or less (2% reduction from 2020-'24 baseline average of 3,227.6)
- Rate of serious injuries per 100 million vehicle miles traveled – 4.902 or less (2% reduction from 2020-'24 baseline average of 5.002)
- Number of non-motorized fatalities and serious injuries – 392.4 or less (2% reduction from 2020-'24 baseline average of 400.4)

MPOs have the option of either agreeing to support the state targets or adopting their own targets. As has been done previously, staff is recommending that the MPO agree to support the 2026 state targets for reducing fatalities and serious injuries. However, the Greater Madison MPO's Regional Safety

Action Plan, adopted in June 2024, contains actionable steps towards achieving zero roadway deaths and injuries by 2040.

Materials Presented on Item:

- 1. MPO 2026 Resolution No. 6

Staff Recommendation/Rationale: Staff recommend approval.

Greater Madison MPO 2026 Resolution No. 6

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

WHEREAS, the U.S. Department of Transportation (USDOT) established five national performance measures for the Highway Safety Improvement Program (HSIP) within the National Performance Management Measures: Highway Safety Improvement Program; Final (23 CFR 490, Subpart B); and

WHEREAS, the Wisconsin Department of Transportation (WisDOT) has established statewide calendar year 2026 targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209 as part of its HSIP report as follows;

- Number of motor vehicle crash fatalities – 587.0 or less (2% reduction from 2020-'24 baseline average of 599.0)
- Rate of fatalities per 100 million vehicle miles traveled – 0.911 or less (2% reduction from 2020-'24 baseline average of 0.930)
- Number of serious injuries – 3,163.0 or less (2% reduction from 2020-'24 baseline average of 3,227.6)
- Rate of serious injuries per 100 million vehicle miles traveled – 4.902 or less (2% reduction from 2020-'24 baseline average of 5.002)
- Number of non-motorized fatalities and serious injuries – 392.4 or less (2% reduction from 2020-'24 baseline average of 400.4); and

WHEREAS, MPOs must also annually establish calendar year targets for each of the five HSIP performance measures by either agreeing to plan and program projects so that they contribute to the accomplishment of WisDOT's HSIP targets or by committing to quantifiable HSIP targets for the Metropolitan Planning Area; and

WHEREAS, the Greater Madison MPO intends to continue to track the HSIP performance measures for Dane County and report on these measures annually as part of its Performance Measures monitoring process, but has decided to continue to support the state HSIP performance measure targets rather than develop its own 2026 targets; and

WHEREAS, the Greater Madison MPO nonetheless views safety for all modes of travel as being of utmost importance and a critical element of its vision for the regional transportation system; and

WHEREAS, the Greater Madison MPO adopted a Regional Safety Action Plan in June 2024 to provide a comprehensive framework using the Safe System Approach to reduce traffic fatalities and serious injuries on the regional transportation network with a goal of zero roadway fatalities and serious injuries by 2040; and

WHEREAS, the Regional Safety Action Plan identifies key safety concerns, sets performance targets, and outlines strategies and actions to improve transportation safety across the MPO metropolitan planning area; and

WHEREAS, the implementation of the Regional Safety Action Plan will help support the Wisconsin Strategic Highway Safety Plan (SHSP), and align with national performance measure goals and National Roadway Safety Strategy set forth by the U.S. Department of Transportation (USDOT), supported by the Safe Streets and Roadway for All (SS4A) program; and

WHEREAS, the MPO will collaborate with local, regional, and state partners to implement the strategies and actions identified in the RSAP, leveraging available funding sources and seeking new opportunities to enhance transportation safety; and

WHEREAS, the MPO will monitor and report on progress towards achieving the safety performance targets outlined in the Regional Safety Action Plan and will periodically update the Plan as necessary to address emerging safety issues and reflect best practices:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO agrees to plan and program projects within the Madison Metropolitan Planning Area so that the projects contribute toward the accomplishment of WisDOT's calendar year 2026 HSIP targets for all five of the following HSIP performance measures:

- Number of fatalities,
- Rate of fatalities,
- Number of serious injuries,
- Rate of serious injuries, and
- Number of non-motorized fatalities and non-motorized serious injuries.

April 1, 2026

Date Adopted

Doug Wood, Chair, Greater Madison MPO

MPO Agenda Cover Sheet
April 1, 2026

Item No. 6

Re:

MPO 2026 Resolution No. 7 Approving Amendment No. 19 to the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County, revising Attachment E to Incorporate Reference to the 2026 Safety Improvement Performance Measure Targets

Staff Comments on Item:

This TIP amendment revises Attachment E to incorporate reference to the updated annual Safety performance measure targets.

Safety Performance Measure Targets:

Federal planning rules related to the required performance-based planning approach to decision making require that TIPs and long-range regional transportation plans, when updated, must reference federal safety improvement performance measure targets and include an analysis of the anticipated effect of the TIP and plan in meeting the adopted federal performance measure targets.

Attachment E of the 2025-2029 TIP includes this required analysis. A comprehensive update of the analysis will be provided in the Draft 2027-2031 TIP, which is expected to be released this August.

Adoption of the 2026 safety targets is on the agenda for this meeting prior to this item.

Materials Presented on Item:

1. MPO 2026 Resolution No. 7 (with attachments)

Staff Recommendation/Rationale: Staff recommend approval.

MPO 2026 Resolution No. 7

**Amendment No. 19 to the 2025-2029 Transportation Improvement Program
for the Madison Metropolitan Area & Dane County**

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

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

WHEREAS, the MPO has now established the annual performance targets related to Safety through MPO 2026 Resolution No. 6, adopted on April 1, 2026; and

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

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

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

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves an amendment to the *2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, revising Attachment E to the TIP to include the adopted annual targets for safety, identified in MPO 2026 Resolution No. 6 and documented in Attachment 1.

April 1, 2026

Date Adopted

Doug Wood, Chair, Greater Madison MPO

Attachment 1: WisDOT's 2026 Targets for the five Highway Safety Improvement Program (HSIP) Performance Measures

- Number of motor vehicle crash fatalities – 587.0 or less (2% reduction from 2020-'24 baseline average of 599.0)
- Rate of fatalities per 100 million vehicle miles traveled – 0.911 or less (2% reduction from 2020-'24 baseline average of 0.930)
- Number of serious injuries – 3,163.0 or less (2% reduction from 2020-'24 baseline average of 3,227.6)
- Rate of serious injuries per 100 million vehicle miles traveled – 4.902 or less (2% reduction from 2020-'24 baseline average of 5.002)
- Number of non-motorized fatalities and serious injuries – 392.4 or less (2% reduction from 2020-'24 baseline average of 400.4)

MPO Agenda Cover Sheet
April 1, 2026

Item No. 7

Re:

MPO 2026 Resolution No. 8 Approving Amendment No. 20 to the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Staff Comments on Item:

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

- Beltline Highway (USH 12/14) (Bridge over Greenway Blvd) Concrete overlays (NEW, Design starting in 2026, Construction in 2031)
- Interstate 39/90 (North County Line to S. Beltline Highway) Salt Shed and Potential Park & Ride Facilities (NEW, Design starting in 2026)
- USH 18/151 (Bridges over STH 69 and Whalen Road) Rehabilitation (NEW, Design starting in 2026, Construction in 2031)
- STH 19 (Dorn Dr to Division Street) Resurfacing (NEW, Design starting in 2026, Construction in 2033)

Materials Presented on Item:

1. MPO 2026 Resolution No. 8 Approving TIP amendment (with attachments)

Staff Recommendation/Rationale: Staff recommend approval.

MPO 2026 Resolution No. 8

Amendment No. 20 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 Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2025–2029 must be included in the effective TIP; and

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

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

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

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves Amendment No. 20 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 table:

- **ADD** WisDOT’s federally funded Beltline Highway (USH 12/14) (Bridge over Greenway Boulevard) Concrete Overlay project to page 33 of the Street/Roadway Projects section.
- **ADD** WisDOT’s federally funded Interstate 39/90/94 (North County Line to S. Beltline Highway) Salt Shed and potential Park & Ride Facilities project to page 34 of the Street/Roadway Projects section.
- **ADD** WisDOT’s federally funded USH 18/151 (Bridges over STH 69 and Whalen Road) Rehabilitation project to page 35 of the Street/Roadway Projects section.
- **ADD** WisDOT’s STH 19 (Dorn Drive to Division Street) Resurfacing project to page 37 of the Street/Roadway Projects section.

April 1, 2026

Date Adopted

Doug Wood, Chair, Greater Madison MPO

**PROJECT LISTINGS FOR AMENDMENT NO. 20
TO THE 2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM**

4/1/26

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Jan.-Dec. 2028				Jan.-Dec. 2029				Comments				
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total					
			STREET/ROADWAY PROJECTS																								
WISDOT NEW *	Beltline Highway (USH 12/14) B-13-229 on EB USH 12 over Greenway Blvd Design and construction of concrete overlays for bridges	PE ROW CONST					188	47		235					Continuing				Continuing				Continuing				5556-06-01, -87 Construction scheduled for 2031, Construction estimate = \$1.5 million Project includes B-13-939 on STH 73 over Koshkonong Creek
111-26-002		TOTAL					188	47		235					FLX	WI											
NEW *	INTERSTATE 39/90/94 North County Line to S. Beltline Highway Determine Viability and Preliminary Engineering for Salt Shed(s) along Interstate Corridor.	PE ROW CONST					1,080	120		1,200					Continuing				Continuing				Continuing				1015-14-00 Project extends from Dees Road in Wisconsin Dells to S. Beltline Highway. Project may include the evaluation of potential park and ride lot facilities
111-26-003		TOTAL					1,080	120		1,200					NHPP	WI											
NEW *	USH 18/151 Bridges over STH 69 and Whalen Road B-13- B-407, B-408, B-413, B-414 Design and Bridge Rehabilitation of Bridges on USH 18/151	PE ROW CONST					118	29		147					Continuing				Continuing				Continuing				1200-03-01, -81 Construction scheduled for 2031, construction estimate = \$1,413 million.
111-26-004		TOTAL					118	29		147					NHPP	WI											
NEW *	STH 19 Waunakee Dom Dr to Division Street Resurfacing (Mill and Overlay)	PE ROW CONST					160	40		200					Continuing				Continuing				Continuing				5290-01-36, -66 Construction costs estimated at \$1.5 Million. Construction scheduled to start in 2033.
111-26-005		TOTAL					160	40		200					FLX	WI											

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

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

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	55,506	35,757	16,274	45,269	34,521	55,506	35,757	16,274	45,269
	Bridge Replacement and Rehabilitation	32,786	3,394	763	0	0	32,786	3,394	763	0	0
	Surface Transp. Block Grant Program - Madison Urban Area	4,888	10,013	10,395	11,139	10,239	4,888	10,013	10,395	11,139	10,239
	Surface Transp. Block Grant Program - State Flexibility	14,528	3,983	1,751	10,520	101,415	14,528	3,983	1,751	10,520	101,415
	Surface Transp. Block Grant Program - Transp. Alternatives	6,250	0	3,832	1,386	1,382	6,250	0	3,832	1,386	1,382
	Highway Safety Improvement Program	3,054	907	1,967	0	0	3,054	907	1,967	0	0
	Safe Streets and Roads for All (Madison projects will continue through 2029)	0	210	0	0	0	0	210	0	0	0
	Reconnecting Communities (Design for Madison's Perry Street Overpass will continue through 2026)	0	0	0	0	0	0	0	0	0	0
	Wisconsin Electric Vehicle Infrastructure Program	0	1,073	0	0	0	0	1,073	0	0	0
	Carbon Reduction Program	unknown	640	unknown	3,290	unknown	unknown	640	unknown	3,290	unknown
	Charging and Fueling Infrastructure (Dane County Project will continue through 2027)	0	0	0	0	0	0	0	0	0	0
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	17,048	20,870	21,780	21,934	22,146	17,048	20,870	21,780	21,934	22,146
	Sec. 5339 Bus & Bus Facilities	1,970	19,972	2,087	2,148	2,211	1,970	19,972	2,087	2,148	2,211
	Sec. 5337 State of Good Repair	1,350	1,390	1,483	981	1,010	1,350	1,390	1,483	981	1,010
	Sec. 5310 E/D Enhanced Mobility Program	656	395	0	0	0	656	498	716	518	528
	Sec. 5311 Rural Area Formula Program	3,504	1,520	1,565	1,611	1,658	3,504	1,520	1,565	1,611	1,658
	Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program	0	0	0	0	0	0	0	0	0	0
	Areas of Persistent Poverty	670	0	0	0	0	670	0	0	0	0
	CARES/ARPA	19,679	0	0	0	0	19,679	0	0	0	0

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

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

Note:

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

MPO Agenda Cover Sheet
April 1, 2026

Item No. 8

Re:

MPO State-led Projects Workgroup report out

Staff Comments on Item:

This work group was created via MPO 2025 Resolution No. 13 Approving Creation of a State Transportation Project Funding Workgroup, adopted on September 3, 2025. The goal of the workgroup was to gain a clear understanding and documentation of the state policy as well as the local policy, the existing and potential consequences (pros and cons) of these policies, including understanding of the impact these policies have on all parties involved. The group had five meetings and worked together on providing a summary report for the Board.

Materials Presented on Item:

1. Staff Summary

Staff Recommendation/Rationale: Staff recommends that the Board consider taking more actions related to this topic.



Memo

Date: 03/26/2026

To: Greater Madison MPO Policy Board

From: Alexandros Andros, AICP, Director

RE: State-led Projects Workgroup Summary

Background

This work group was created via MPO 2025 Resolution No. 13 Approving Creation of a State Transportation Project Funding Workgroup, adopted on September 3, 2025. The goal of the workgroup was to gain a clear understanding and documentation of the state policy as well as the local policy, the existing and potential consequences (pros and cons) of these policies, including understanding of the impact these policies have on all parties involved. The intent was that from this, the workgroup would consider policy and process changes to be made and applied in the Greater Madison region. The Workgroup was set to conclude meetings and provide a report back to the board within 6 months of the adoption of the resolution.

Members of the workgroup were as follows:

- Derek Field, City of Madison Alder & MPO Policy Board member
- Doug Wood, City of Monona Council President & MPO Policy Board Chair
- Michelle Ellias, WisDOT Planning Chief of SW Region District & MPO Board member
- Liz Callin, City of Madison Lead Transportation Planner & MPO Policy Board Vice Chair
- Scott Schoenmann, WisDOT Director of Bureau of State Highway Programs

The work group met five times. The focus of each meeting was/is as follows:

1. Introduction of the members and of the goals of the group;
2. State projects and cost share policy with a presentation from WisDOT Bureau of State Highways and District Region staff serving on the workgroup;
3. WisDOT top level view of managing transportation resources statewide with a presentation from Justin Shell, Administrator of the Department of Transportation Investment Management (DTIM);
4. State projects and local cost share from the local perspective with presentations from staff from the City of Monona (Brad Brunn) and City of Madison (Chris Petykowski); and

5. Final meeting to summarize what was learned and to discuss potential next steps for the Greater Madison MPO.

What we learned

We learned a bit about WisDOT's cost-share policy and different roles within WisDOT, ins and out of the various Federal "colors of money", obligating funds and contract authority. From the local level we learned about the challenges posed by the uncertainty of project costs and the difficulties of inflexibility regarding timing of project deliverables. Overall, these are the key themes that emerged:

1. **UNCERTAINTY:** For State-led projects, Federal funding is assumed but not assigned directly until a project is close to PS&E (Plans, Specifications and Estimate). This is why the WisDOT cost share policy looks at total costs, instead of a breakout of Federal & State. When it comes to understanding cost share, local governments do not always know what actual costs they will be responsible for during the project study phase, however, WisDOT's intent is to inform the locals of cost share percentages for requested items.
2. **COMPLEXITY:** The policy itself is very complex and nuanced. WisDOT has an internal group consistently working on updating and clarifying the policy as concerns and questions arise. This workgroup also responds to new directions, policies, or state statute changes that could occur from the Secretary, Legislature, or Federal program direction.
3. **LACK OF TRANSPARANCY:** There is a seeming lack of transparency regarding the policy and within the process. The local cost share policy is a chapter of a larger internal facing document that details project initiation, setup, funding, as well as other financial system specifics. This chapter is not published externally but can be provided upon request.
4. **POLICY:** WisDOT has a policy so the MPO should have one as well.

Recommendations

The following are recommendations based on the key themes:

UNCERTAINTY: An explanation of the cost share should be discussed during the project study phase. Right now, the cost-share issue is disconnected from the project study phase where numerous meetings are held to receive local feedback. While WisDOT does indicate which items would have cost share elements, the actual values are uncertain at that time, and this makes it difficult for communities to know what they should plan for or even want to plan for because costs are unclear. We recommend that cost share considerations be noted in some way at this stage. One idea suggested was a one-pager of typical cost share type items to share when the public is considering alternatives during the project alternative selection process.

COMPLEXITY: WisDOT has an internal group working on updating the cost share policy. We recommend that they engage local governments and MPOs in updating that policy. As a practice, WisDOT is open to policy changes in response to situations that arise, but changes to policy have statewide fiscal impacts that need to be analyzed and evaluated, which means that not all requests can be accommodated. It would be useful for locals

to learn that opportunities for negotiations exist in certain situations and are encouraged to work with Regional WisDOT staff.

LACK OF TRANSPARANCY: There is a lack of transparency regarding the policy and within the process. Just like various public ordinances that are available online, we recommend that WisDOT's entire cost-share policy be made readily available to the public without requiring an Open Records request or registration, or password protection similar to the public access to the Facilities Development Manual (FDM). Because it is very long and complex, we also recommend a user-friendly guide to the policy that includes appropriate contact information.

POLICY: WisDOT has a policy so the MPO should have one as well. Developing a policy for decision making on state projects could be accomplished in the RTP update we are currently working on, where it would benefit from a full planning and public engagement process.

A related concern that applies to most of the above issues is the fact that smaller communities are even more constrained in staff capacity and resources so there is inequity among municipalities. Where feasible WisDOT should continue exploring ways to provide technical assistance to communities at the study stage. MPOs can assist with this effort. In the meantime, we encourage WisDOT members serving on MPO Policy Boards and Technical Committees to take insights from local and regional perspectives back to their respective offices and teams.

It's also important to note that most of the uncertainty, complexity, and transparency comments included in this document are related to Major study projects that involve significant public comment and feedback. Standard WisDOT projects, such as a connecting highway overlay, have very set and defined cost share requirements which are conveyed to local communities up front. Most of the nuance comes from non-standard items such as enhanced pedestrian accommodations or new infrastructure.