

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

June 3, 2026

[Virtual Meeting via Zoom](#)

6:30 p.m.

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- **Written Comments:** You can send comments on agenda items to [mpo@cityofmadison.com](mailto: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 May 6, 2026 Meeting Minutes
- 3) Communications – none
- 4) Public Comment for Items *Not* on the Agenda
- 5) Introduction and welcome of new Policy Board members

- 6) MPO 2026 Resolution No. 11 Approving Amendment No. 22 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

WisDOT Projects:

- a. Beltline Highway (USH 12/14/18/151) (Seminole Highway to I-39/90) Resurfacing (REVISE, Add Design funding in 2026)
- b. Beltline Highway (USH 12/18) (John Nolen Drive Eastbound Off Ramp) Safety Improvements (NEW, Design in 2026, Construction in 2029)
- c. Interstate 39/90 (USH 12/18 to Siggelkow Road) Resurfacing (REVISE, Add Design funding in 2026)
- d. USH 18/151 (Beltline Highway to Fitchrona Road) Resurfacing (REVISE, Add Design funding in 2026)
- e. STH 19 (North Thompson Road to North Street) Pavement Replacement (NEW, Design in 2026)
- f. STH 138 (CTH A/Aaker Road Intersection) Safety Improvements; Construct New Roundabout (NEW, Design in 2026)

Dane County Project:

- g. CTH I (East Street Intersection) Safety Improvements (NEW, Design in 2027)

- 7) MPO 2026 Resolution No. 12 Approving an Updated Roadway Functional Classification System for the Madison Urban Area of Dane County, Wisconsin
- 8) Regional Transportation Plan Update: schedule and upcoming outreach activities
- 9) Announcements and Staff Reports – printing more bike maps, municipal guidance for e-devices outreach materials, etc.
- 10) Adjournment

Next meeting: Wednesday July 1st, 2026, Virtual

**DRAFT**

**Greater Madison Metropolitan Planning Organization (MPO)  
May 6, 2026 | Meeting Minutes**

Virtual Meeting hosted via [Zoom](#)

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

**1. Roll Call and Introductions**

**Members present:** Liz Callin, Michelle Elias, Bill Jetzer, Noah Lieberman, Julia Matthews, Adrienne Nienow, Doug Wood, Ellen Zhang

**Members absent/excused:** Clement Abongwa (excused), John Duncan (excused), Christof Spieler (excused)

**MPO staff present:** Alex Andros, David Kanning, Bill Holloway, Ben Lyman

**Others present in an official capacity:** Fred Bartol (Sun Prairie), Jeremy Rach (Dane County Hwy), Jennifer Kobryn (WisDOT), David Salmon, Chris Petykowski

**2. Approval of April 1, 2026, Meeting Minutes**

**Action:** Jetzer moved, seconded by Callin, to approve the April 1, 2026 meeting minutes. Motion carried.

**3. Communications**

Note from Ecopia about using our Active Transportation Plan mapping work as a case study.

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

None.

**5. Introduction and welcome of our new Policy Board members**

**6. Election of officers (Chair and Vice Chair)**

**Action:** Chair: Jetzer nominated Wood, Nienow seconded the motion. Wood accepted. *Vote:* Unanimous approval.

Vice Chair: Jetzer nominated Callin, Nienow seconded the motion. Callin accepted. *Vote:* Unanimous approval.

**7. MPO 2026 Resolution No. 9 Approving Amendment No. 21 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County**

**WisDOT Project:**

- a) Interstate 39/90/94 – CTH V Interchange: Reconstruction to Diverging Diamond Interchange (NEW, Design starting in 2026, construction in 2028-2029)

**STBG-Urban Projects:**

- a) CTH MM/Rimrock Road (McCoy Road to USH 12/18) Pavement Replacement (REVISE, Increase STBG-U Funding, Local Funding, and Construction Costs)
- b) CTH MM/Rimrock Road (USH 12/18 to CTH MC/John Nolen Drive) Pavement Replacement (REVISE, Increase STBG-U Funding, Local Funding, and Construction Costs)
- c) S. High Point Road (Mid Town Meadows Plat Limit to Raymond Road) Roadway Extension (REVISE, Reduce STBG-U Funding, Local Funding, and Construction Costs)
- d) Mineral Point Road (Beltline Highway to S. High Point Road Intersection) Reconstruction

(REVISE, Increase STBG-U Funding, Local Funding, and Construction Costs)

Kanning presented the proposed amendments to the board. Lieberman asked for clarification on where the proposed multi-use path would be located for the CTH V interchange project. Kobryn stated that paths on both sides of CTH V are proposed, but that project design has not started yet. Jetzer asked why state tax dollars are being used for the CTH V interchange project. He noted that the interchange project will benefit one proposed development. Ellias stated that the Village of DeForest requested and received an earmark of \$4 million from the last state budget bill to use towards the interchange. A credit of \$900,000 is also being provided by the state as a credit because this project will be making improvements that would have otherwise been made with the I-39/90/94 reconstruction and expansion project. The Village of DeForest and the developer are responsible for funding the rest of the project. Jetzer asked if the existing overpass would be reconstructed replaced. He noted that it was only about 25 years old. Kobryn said that the existing bridge would not be reconstructed or replaced. The plan is to incorporate the Diverging Diamond Interchange into the existing infrastructure. Jetzer asked if the CTH V project sponsored by DeForest is being coordinated with the CTH V interchange project. Kobryn said that WisDOT staff meets biweekly with DeForest for coordination purposes. Jeremy Rach from Dane County stated that the CTH V (River Road to Main Street) pulverize and relay project is scheduled for 2027-2028. A TAP-funded bike path project is also funded. Neither project falls within the limits of the interchange project.

Lieberman asked what the additional STBG-Urban funding for the projects sponsored by Dane County and the City of Madison will be used for. Andros stated that the funding will be used to offset the local cost share because construction costs have increased since the original STBG-U funding amounts were awarded. Lyman stated that increasing federal funding when existing projects have construction cost overruns is consistent with the MPO's policies. Zhang asked if the additional STBG-U funding had already been allocated to the projects, and if the purpose of the motion was to formally reflect this in plan. Andros stated that the purpose of the motion was to approve the reallocation of funds between projects that had previously been awarded STBG-U funding, and that this formally occurs by amending the TIP. Matthews asked if the STBG-U funds would be forfeited if not used for these projects. Andros stated that we are moving the funds around to ensure they're not lost. Lyman stated that the funds need to be used now since they are all 2026 projects. If the projects were scheduled for a later year, such as 2030, the board could potentially award the funding to a new project.

**Action:** Callin moved, seconded by Jetzer, to approve the MPO 2026 Resolution No. 9 Approving Amendment No. 21 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County. Motion carried.

#### 8. **MPO 2026 Resolution No. 10 Approving the Active Transportation Plan (ATP) for Dane County**

Holloway provided a presentation on the Active Transportation Plan for Dane County. Following the presentation, Jetzer pointed out that within the document, there is a link to a pedestrian/bicycle crash study from 2018 stating that cyclists on a shared-use path traveling towards oncoming traffic are 3.5 times more likely to be in a crash, compared to traveling in the same direction as traffic. Will this information be considered during the planning and design of multiuse paths parallel to roadways? Holloway responded that it is his hope this information will be considered. This disparity is mainly driven by roadway or driveway intersections, and drivers not seeing fast moving cyclists within their field of vision when turning onto a roadway, because they are looking in the direction of oncoming vehicle traffic. The drivers are not accounting for downstream bicyclists moving towards them. Engineers that design paths need to take this factor into account. Most of the highways in rural sections of the county have fewer intersections per mile, so this safety issue will be less of a factor there. There are large benefits for getting bicyclists off the roadways, onto a lower "all ages and abilities" facility. Jetzer mentioned that he has experienced vehicle headlights impacting his vision when cycling on a shared-use path towards the direction of vehicle travel. To address this, there needs to be sufficient space between paths and vehicle travel lanes, or there needs

to be a path on each side of the roadway. Lyman added that facility design standards have changed in the last 20 years. A new study using more recent data may find improved outcomes for safety.

Lieberman stated that fellow bike commuters have told him that the shared use path network is great for getting from one general area to another. It's the last few minutes of a ride that has the highest level of traffic stress. Does the report address how to lower the level of traffic stress for situations like this? Holloway stated that the report focuses on regional travel, rather than small segments of local travel. The National Association of City Transportation Officials (NACTO) has great resources for lowering the level of traffic stress on local streets.

Wood asked if MPO staff believe local communities will utilize the plan when planning for new active transportation facilities. Holloway states it is his hope that local communities will embrace the recommendations and guidance from the plan during future planning processes. The plan identifies missing links in local communities that will enhance the local bike network for everyone if they are constructed. Our scoring for federal STBG-Urban and TAP funding will be updated so that projects that add missing links will score higher.

Zhang asked staff to elaborate on some of the feedback received on encampments and people navigating the sharing of these spaces. Holloway stated that we received some comments related to encampments appearing in underpasses. They can create reluctance for some people to use these facilities. Encampments in the path of bike travel can create safety issues. We have modified our recommendation for frequency of enforcement inspections, based on public feedback. We are no longer recommending daily inspections. Callin added that City of Madison staff agree with the recommendation for inspections, but not daily inspections.

Lyman provided a presentation on Appendix D of the Active Transportation Plan. Appendix D provides guidance developed by MPO staff on use of e-bikes, e-scooters, e-motos, and other electric micromobility modes. The board discussed the results of the e-device survey results and the age ranges of the respondents. In addition, they discussed the threshold differences between e-motos and micromobility devices, based on the MPO's suggested definitions, and the three classes of e-bikes, as defined by Wisconsin law. The board discussed the issue of bikes being used on sidewalks as well as the topic of bike helmet use. According to state law, bikes are prohibited on sidewalks, unless expressly permitted by a community. The Active Transportation Plan does not make any recommendations pertaining to regulation of bike helmets.

**Action:** Lieberman moved, seconded by Matthews, to approve MPO 2026 Resolution No. 10 Approving the Active Transportation Plan (ATP) for Dane County.

## 9. Announcements and Staff Reports

- Andros noted that MPO staff are using safety related funding in our budget to create a user-friendly e-Things guide for local communities. This will include both printed materials and a video guide.
- The RoundTrip Spring challenge goal of 10,000 trips using alternative forms of transportation was attained. Over 11,000 trips were logged.
- The MPO is currently updating the 2050 Regional Transportation Plan. Public engagement opportunities will begin this summer.

## 10. Adjournment

Jetzer moved to adjourn, Callin seconded. Motion carried. The meeting adjourned at 8:31 p.m.

**Next meeting:** Wednesday, June 3, 2026, virtual

# MPO Agenda Cover Sheet

## June 3, 2026

# Item No. 6

**Re:**

MPO 2026 Resolution No. 11 Approving Amendment No. 22 to the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

**Staff Comments on Item:**

This amendment adds three new safety improvement projects, adds one new pavement replacement project, and revises three existing illustrative pavement resurfacing project listings.

This Cover Sheet and the attached project listings describe the proposed amendments. You may also view the proposed amendments on the MPO's 2025-2029 eTIP website by opening the "Greater Madison MPO / CY 2025-2029 TIP / Amendment No. 22" link.

eTIP website: <https://greatermadisonmpo.eointeractive.com/revisions/>

**WisDOT Projects:**

- a. Beltline Highway (USH 12/14/18/151) Seminole Highway to I-39/90 Resurfacing
  - This project listing was added to the TIP in February as an illustrative project, with construction anticipated in 2033. The project is no longer illustrative, since this amendment adds federal and state design funding in 2026. Construction is still anticipated in 2033.
- b. Beltline Highway (USH 12/18) (John Nolen Drive EB Off Ramp) Safety Improvements
  - This new project will make safety improvements on the eastbound Beltline Highway - John Nolen Drive off ramp. Federal and state funds will be used for design, which is scheduled for 2026. Federal HSIP and state funds will be used for construction, which is scheduled for 2029.
- c. Interstate 39/90 (USH 12/18 to Siggelkow Road) Resurfacing
  - This project listing was added to the TIP in February as an illustrative project, with construction anticipated in 2033. The project is no longer illustrative, since this amendment adds federal and state design funding in 2026. Construction is still anticipated in 2033.
- d. USH 18/151 (Beltline Highway to Fitchrona Road) Resurfacing
  - This project listing was added to the TIP in February as an illustrative project, with construction anticipated in 2033. The project is no longer illustrative, since this amendment adds federal and state design funding in 2026. Construction is still anticipated in 2033.
- e. STH 19 (North Thompson Road to North Street) Pavement Replacement
  - This new project will replace the pavement on STH 19. Curb ramps will be updated as needed to meet ADA requirements. Federal and local funds will be used for design, which is scheduled for 2026. Construction is anticipated in 2033.
- f. STH 138 (CTH A/Acker Road Intersection) Safety Improvements; Construct New Roundabout
  - This new project will make safety improvements at the STH 138 (CTH A/Acker Road) Intersection. A new roundabout is planned for this intersection. State funds will be used for design, which is scheduled for 2026. Federal HSIP funds and state funds will be used for construction, which is scheduled for 2030.

**Dane County Projects:**

g. CTH I (East Street Intersection) Safety Improvements

- This new project will make safety improvements at the CTH I – East Street Intersection. The curve at the intersection will be redesigned and reconstructed to improve safety. Federal HSIP and local funds will be used for design, which is scheduled for 2027. Construction is scheduled for 2030.

**Materials Presented on Item:**

1. MPO 2026 Resolution No. 11 Approving TIP amendment (with attachments)

**Staff Recommendation/Rationale:** Staff recommend approval.

## **MPO 2026 Resolution No. 11**

### **Amendment No. 22 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 Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2025–2029 must be included in the effective TIP; and

**WHEREAS**, an amendment is needed to revise three resurfacing projects, sponsored by WisDOT; and

**WHEREAS**, an amendment is needed to add one federally funded pavement replacement project, sponsored by WisDOT; and

**WHEREAS**, an amendment is needed to add two federally funded Highway Safety Improvement Program (HSIP) projects sponsored by WisDOT, and one federally funded HSIP project sponsored by Dane County; 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 and revised 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. 22 to the *2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project additions and revisions as shown on the attached project listing table:

- **REVISE** WisDOT’s Beltline Highway (USH 12/14/18/151) (Seminole Highway to I-39/90) Resurfacing project on page 33 of the Street/Roadway Projects section, adding federal and state design funding in 2026.
- **ADD** WisDOT’s Beltline Highway (USH 12/18) (John Nolen Drive EB Off Ramp) Safety Improvements project to Page 33 of the Street/Roadway Projects section.
- **REVISE** WisDOT’s Interstate 39/90 (USH 12/18 to Siggelkow Road) Resurfacing project on page 34 of the Street/Roadway Projects section, adding federal and state design funding in 2026.
- **REVISE** WisDOT’s USH 18/151 (Beltline Highway to Fitchrona Road) Resurfacing project on

page 35 of the Street/Roadway Projects section, adding federal and state design funding in 2026.

- **ADD** WisDOT's STH 19 (North Thompson Road to North Street) Pavement Replacement project to page 37 of the Street/Roadway Projects section.
- **ADD** WisDOT's STH 138 (CTH A/Aaker Road Intersection) Safety Improvements project to page 38 of the Street/Roadway Projects section.
- **ADD** Dane County's CTH I (East Street Intersection) Safety Improvements project to page 38 of the Street/Roadway Projects section.

June 3, 2026

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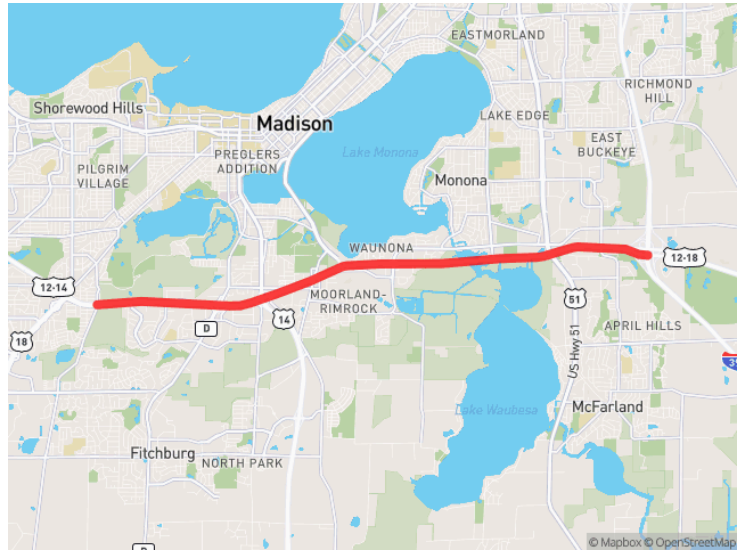
Date Adopted

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Doug Wood, Chair, Greater Madison MPO

## Temp-28: Beltline Highway (USH 12/14/18/151) (Seminole Highway to IH 39/90)

<b>Project Type</b>	Roadway
<b>Lead Agency</b>	WisDOT
<b>Total Cost</b>	\$1,190,000
<b>Project Description</b>	Beltline Highway (USH 12/14/18/151) Seminole Highway to IH 39/90 Resurfacing (Mill and Overlay)
<b>MPO Approval</b>	-
<b>Comments</b>	TIP No. 111-26-006; State ID: 1200-00-07, -77. Construction scheduled for 2033. Total project estimate is \$17,850,000



### Fund Overview

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
Preliminary Engineering	National Highway Performance Program	\$0	\$0	\$1,071,000	\$0	\$0	\$0	\$0	\$1,071,000
Preliminary Engineering	WI Department of Transportation	\$0	\$0	\$119,000	\$0	\$0	\$0	\$0	\$119,000
<b>Total Preliminary Engineering</b>		\$0	\$0	\$1,190,000	\$0	\$0	\$0	\$0	\$1,190,000
<b>Total Programmed</b>		\$0	\$0	\$1,190,000	\$0	\$0	\$0	\$0	\$1,190,000

### Fund History

CY 2025-2029 TIP - Amendment No. 22

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
Preliminary Engineering	National Highway Performance Program	\$0	\$0	\$1,071,000	\$0	\$0	\$0	\$0	\$1,071,000
Preliminary Engineering	WI Department of Transportation	\$0	\$0	\$119,000	\$0	\$0	\$0	\$0	\$119,000
<b>Total Preliminary Engineering</b>		\$0	\$0	\$1,190,000	\$0	\$0	\$0	\$0	\$1,190,000
<b>Total Programmed</b>		\$0	\$0	\$1,190,000	\$0	\$0	\$0	\$0	\$1,190,000

CY 2025-2029 TIP - Amendment No. 16

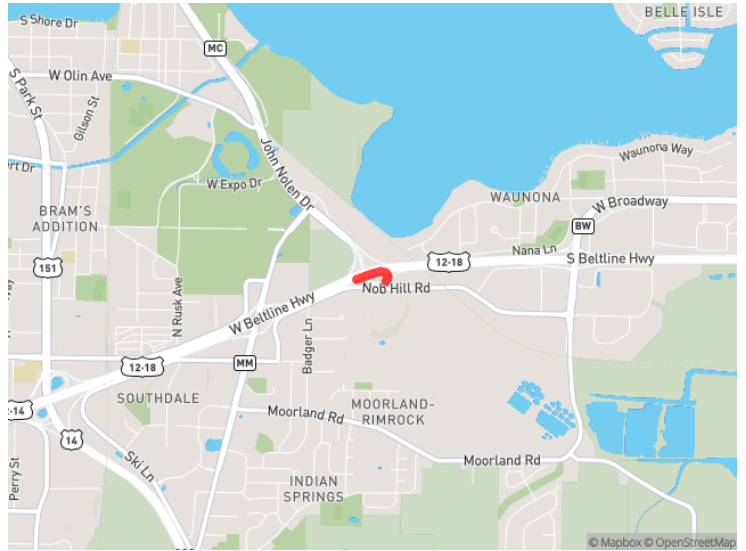
Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
<b>Total Programmed</b>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### Revision History

Plan Cycle	Revision Type	Revision	Change Reason	Change Reason Details	MPO Approval	State Approval	FTA Approval	FHWA Approval	Total Cost
CY 2025-2029 TIP	Formal Amendment	Amendment No. 22	Project Changed	Adjust Funds	Pending	Pending	Pending	Pending	\$1,190,000
CY 2025-2029 TIP	Formal Amendment	Amendment No. 16	New Project	-	02/04/2026	03/06/2026	Not Required	Not Required	\$0

## Temp-63: Beltline Highway (USH 12/18) John Nolen Drive EB Off Ramp

<b>Project Type</b>	Roadway
<b>Lead Agency</b>	WisDOT
<b>Total Cost</b>	\$493,214
<b>Project Description</b>	John Nolen Drive EB Off Ramp Safety Improvements.
<b>MPO Approval</b>	-
<b>Comments</b>	TIP No. 111-26-007; State ID: 1200-02-00, -70.



### Fund Overview

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
Preliminary Engineering	National Highway Performance Program	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$60,000
Preliminary Engineering	WI Department of Transportation	\$0	\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000
<b>Total Preliminary Engineering</b>		\$0	\$0	\$75,000	\$0	\$0	\$0	\$0	\$75,000
Construction	HSIP Highway Safety Improvement Program	\$0	\$0	\$0	\$0	\$0	\$376,393	\$0	\$376,393
Construction	WI Department of Transportation	\$0	\$0	\$0	\$0	\$0	\$41,821	\$0	\$41,821
<b>Total Construction</b>		\$0	\$0	\$0	\$0	\$0	\$418,214	\$0	\$418,214
<b>Total Programmed</b>		\$0	\$0	\$75,000	\$0	\$0	\$418,214	\$0	\$493,214

### Fund History

CY 2025-2029 TIP - Amendment No. 22

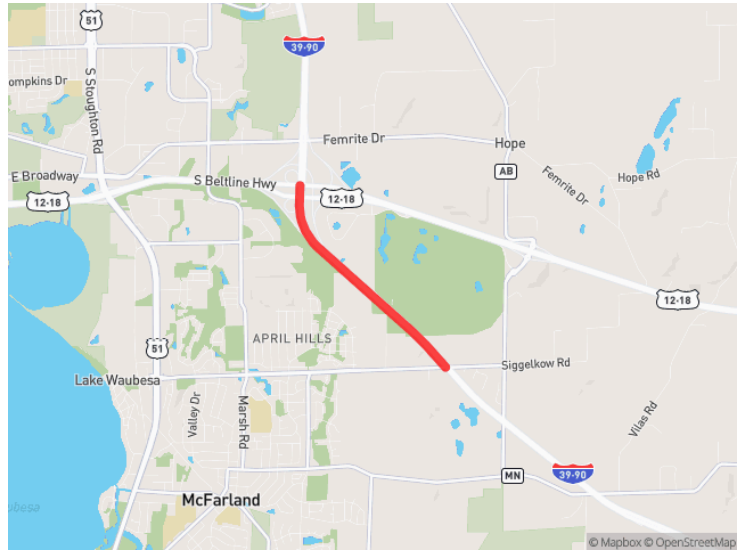
Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
Preliminary Engineering	National Highway Performance Program	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$60,000
Preliminary Engineering	WI Department of Transportation	\$0	\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000
<b>Total Preliminary Engineering</b>		\$0	\$0	\$75,000	\$0	\$0	\$0	\$0	\$75,000
Construction	HSIP Highway Safety Improvement Program	\$0	\$0	\$0	\$0	\$0	\$376,393	\$0	\$376,393
Construction	WI Department of Transportation	\$0	\$0	\$0	\$0	\$0	\$41,821	\$0	\$41,821
<b>Total Construction</b>		\$0	\$0	\$0	\$0	\$0	\$418,214	\$0	\$418,214
<b>Total Programmed</b>		\$0	\$0	\$75,000	\$0	\$0	\$418,214	\$0	\$493,214

### Revision History

Plan Cycle	Revision Type	Revision	Change Reason	Change Reason Details	MPO Approval	State Approval	FTA Approval	FHWA Approval	Total Cost
CY 2025-2029 TIP	Formal Amendment	Amendment No. 22	New Project	-	Pending	Pending	Pending	Pending	\$493,214

## Temp-29: I-39/90 (USH 12/18 to Siggelkow Rd)

<b>Project Type</b>	Roadway
<b>Lead Agency</b>	WisDOT
<b>Total Cost</b>	\$168,000
<b>Project Description</b>	IH 39/90 USH 12/18 to Siggelkow Rd Resurfacing
<b>MPO Approval</b>	-
<b>Comments</b>	TIP No. 111-26-008; State ID: 1007-09-01, -71. Construction scheduled for 2033. Total project estimate is \$9,201,500.



### Fund Overview

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
Preliminary Engineering	National Highway Performance Program	\$0	\$0	\$151,200	\$0	\$0	\$0	\$0	\$151,200
Preliminary Engineering	WI Department of Transportation	\$0	\$0	\$16,800	\$0	\$0	\$0	\$0	\$16,800
<b>Total Preliminary Engineering</b>		<b>\$0</b>	<b>\$0</b>	<b>\$168,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$168,000</b>
<b>Total Programmed</b>		<b>\$0</b>	<b>\$0</b>	<b>\$168,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$168,000</b>

### Fund History

CY 2025-2029 TIP - Amendment No. 22

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
Preliminary Engineering	National Highway Performance Program	\$0	\$0	\$151,200	\$0	\$0	\$0	\$0	\$151,200
Preliminary Engineering	WI Department of Transportation	\$0	\$0	\$16,800	\$0	\$0	\$0	\$0	\$16,800
<b>Total Preliminary Engineering</b>		<b>\$0</b>	<b>\$0</b>	<b>\$168,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$168,000</b>
<b>Total Programmed</b>		<b>\$0</b>	<b>\$0</b>	<b>\$168,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$168,000</b>

CY 2025-2029 TIP - Amendment No. 16

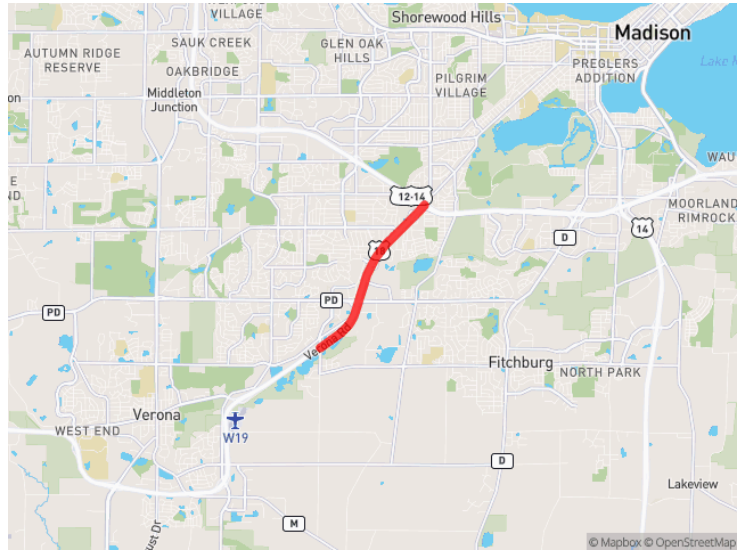
Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
<b>Total Programmed</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

### Revision History

Plan Cycle	Revision Type	Revision	Change Reason	Change Reason Details	MPO Approval	State Approval	FTA Approval	FHWA Approval	Total Cost
CY 2025-2029 TIP	Formal Amendment	Amendment No. 22	Project Changed	Adjust Funds	Pending	Pending	Pending	Pending	\$168,000
CY 2025-2029 TIP	Formal Amendment	Amendment No. 16	New Project	-	02/04/2026	03/06/2026	Not Required	Not Required	\$0

## Temp-33: USH 18/151 (Beltline Highway to Fitchrona Rd)

<b>Project Type</b>	Roadway
<b>Lead Agency</b>	WisDOT
<b>Total Cost</b>	\$375,000
<b>Project Description</b>	USH 18/151 Beltline Highway to Fitchrona Rd Resurfacing
<b>MPO Approval</b>	-
<b>Comments</b>	TIP No.: 111-26-009; State ID: 1200-03-05, -75. Construction scheduled for 2033. Total project estimate is \$5,975,000.



### Fund Overview

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
Preliminary Engineering	National Highway Performance Program	\$0	\$0	\$337,500	\$0	\$0	\$0	\$0	\$337,500
Preliminary Engineering	WI Department of Transportation	\$0	\$0	\$37,500	\$0	\$0	\$0	\$0	\$37,500
<b>Total Preliminary Engineering</b>		<b>\$0</b>	<b>\$0</b>	<b>\$375,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$375,000</b>
<b>Total Programmed</b>		<b>\$0</b>	<b>\$0</b>	<b>\$375,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$375,000</b>

### Fund History

CY 2025-2029 TIP - Amendment No. 22

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
Preliminary Engineering	National Highway Performance Program	\$0	\$0	\$337,500	\$0	\$0	\$0	\$0	\$337,500
Preliminary Engineering	WI Department of Transportation	\$0	\$0	\$37,500	\$0	\$0	\$0	\$0	\$37,500
<b>Total Preliminary Engineering</b>		<b>\$0</b>	<b>\$0</b>	<b>\$375,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$375,000</b>
<b>Total Programmed</b>		<b>\$0</b>	<b>\$0</b>	<b>\$375,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$375,000</b>

CY 2025-2029 TIP - Amendment No. 16

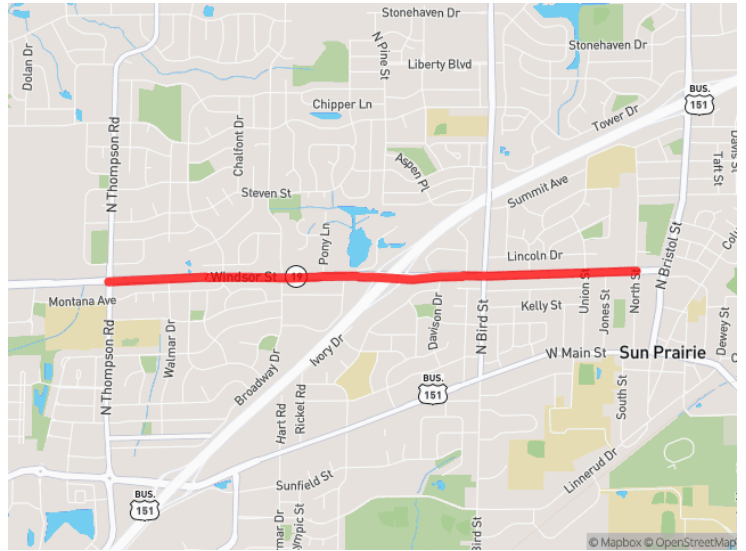
Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
<b>Total Programmed</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

### Revision History

Plan Cycle	Revision Type	Revision	Change Reason	Change Reason Details	MPO Approval	State Approval	FTA Approval	FHWA Approval	Total Cost
CY 2025-2029 TIP	Formal Amendment	Amendment No. 22	Project Changed	Adjust Funds	Pending	Pending	Pending	Pending	\$375,000
CY 2025-2029 TIP	Formal Amendment	Amendment No. 16	New Project	-	02/04/2026	03/06/2026	Not Required	Not Required	\$0

## Temp-66: STH 19 - N Thompson Rd to North St Pavement Replacement

<b>Project Type</b>	Roadway
<b>Lead Agency</b>	WisDOT
<b>Total Cost</b>	\$1,000,000
<b>Project Description</b>	Pavement replacement along STH 19(Windsor St) from N Thompson Rd to North St in Sun Prairie. Update curb ramps as needed to meet ADA requirements.
<b>MPO Approval</b>	-
<b>Comments</b>	TIP No. 111-26-010; State ID: 6085-03-02, -72. Construction estimate is \$11,000,000. Construction scheduled for 2033.



### Fund Overview

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
Preliminary Engineering	City of Sun Prairie	\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Preliminary Engineering	Surface Transportation Block Grant Program – State Flexibility	\$0	\$0	\$750,000	\$0	\$0	\$0	\$0	\$750,000
Total Preliminary Engineering		\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Total Programmed		\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000

### Fund History

CY 2025-2029 TIP - Amendment No. 22

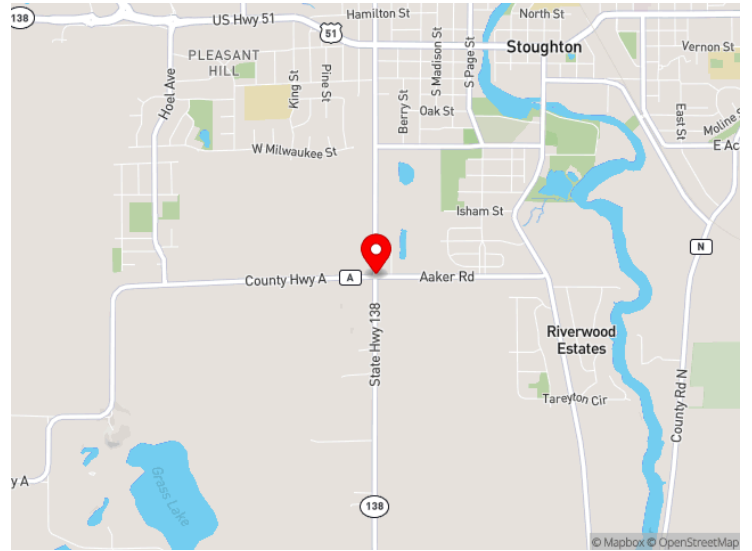
Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
Preliminary Engineering	City of Sun Prairie	\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Preliminary Engineering	Surface Transportation Block Grant Program – State Flexibility	\$0	\$0	\$750,000	\$0	\$0	\$0	\$0	\$750,000
Total Preliminary Engineering		\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Total Programmed		\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000

### Revision History

Plan Cycle	Revision Type	Revision	Change Reason	Change Reason Details	MPO Approval	State Approval	FTA Approval	FHWA Approval	Total Cost
CY 2025-2029 TIP	Formal Amendment	Amendment No. 22	New Project	-	Pending	Pending	Pending	Pending	\$1,000,000

## Temp-64: STH 138 - CTH A/Aaker Road Intersection

<b>Project Type</b>	Roadway
<b>Lead Agency</b>	WisDOT
<b>Total Cost</b>	\$376,000
<b>Project Description</b>	STH 138 - CTH A/Aaker Road Intersection Construction of Roundabout.
<b>MPO Approval</b>	-
<b>Comments</b>	5924-00-03, -73. Improve intersection safety by constructing a roundabout. Construction scheduled for 2030. Total construction cost: \$2.5 million. Construction will be funded with federal HSIP funds and state funds.



### Fund Overview

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
Preliminary Engineering	WI Department of Transportation	\$0	\$0	\$376,000	\$0	\$0	\$0	\$0	\$376,000
Total Preliminary Engineering		\$0	\$0	\$376,000	\$0	\$0	\$0	\$0	\$376,000
Total Programmed		\$0	\$0	\$376,000	\$0	\$0	\$0	\$0	\$376,000

### Fund History

CY 2025-2029 TIP - Amendment No. 22

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
Preliminary Engineering	WI Department of Transportation	\$0	\$0	\$376,000	\$0	\$0	\$0	\$0	\$376,000
Total Preliminary Engineering		\$0	\$0	\$376,000	\$0	\$0	\$0	\$0	\$376,000
Total Programmed		\$0	\$0	\$376,000	\$0	\$0	\$0	\$0	\$376,000

### Revision History

Plan Cycle	Revision Type	Revision	Change Reason	Change Reason Details	MPO Approval	State Approval	FTA Approval	FHWA Approval	Total Cost
CY 2025-2029 TIP	Formal Amendment	Amendment No. 22	New Project	-	Pending	Pending	Pending	Pending	\$376,000

## Temp-65: CTH I- Easy Street Safety Improvements

<b>Project Type</b>	Roadway
<b>Lead Agency</b>	Dane County
<b>Total Cost</b>	\$257,500
<b>Project Description</b>	Design and Reconstruction of curve at CTH I and Easy St (East) for Safety Improvements
<b>MPO Approval</b>	-
<b>Comments</b>	TIP No. 111-26-011; State ID: 5556-04-00, -70. Construction is scheduled for 2030. Construction cost for the project is \$1,082,671.00.



### Fund Overview

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
Preliminary Engineering	Dane County	\$0	\$0	\$0	\$25,750	\$0	\$0	\$0	\$25,750
Preliminary Engineering	HSIP Highway Safety Improvement Program	\$0	\$0	\$0	\$231,750	\$0	\$0	\$0	\$231,750
<b>Total Preliminary Engineering</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$257,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$257,500</b>
<b>Total Programmed</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$257,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$257,500</b>

### Fund History

CY 2025-2029 TIP - Amendment No. 22

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
Preliminary Engineering	Dane County	\$0	\$0	\$0	\$25,750	\$0	\$0	\$0	\$25,750
Preliminary Engineering	HSIP Highway Safety Improvement Program	\$0	\$0	\$0	\$231,750	\$0	\$0	\$0	\$231,750
<b>Total Preliminary Engineering</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$257,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$257,500</b>
<b>Total Programmed</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$257,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$257,500</b>

### Revision History

Plan Cycle	Revision Type	Revision	Change Reason	Change Reason Details	MPO Approval	State Approval	FTA Approval	FHWA Approval	Total Cost
CY 2025-2029 TIP	Formal Amendment	Amendment No. 22	New Project	-	Pending	Pending	Pending	Pending	\$257,500

**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	57,173	35,757	16,274	45,269	34,521	57,173	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	4,755	1,751	10,520	101,415	14,528	4,755	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	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
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

## June 3, 2026

# Item No. 7

**Re:**

MPO 2026 Resolution No. 12 Approving an Updated Roadway Functional Classification System for the Madison Urban Area of Dane County, Wisconsin

**Staff Comments on Item:**

The Federal Highway Administration (FHWA) asks states to work with MPOs to update the functional classification of all public roadways in accord with federal regulations following the decennial Census and the update of the urbanized areas. The last time this was done was in 2013-2015. The roadway functional classification has both planning/design and funding implications.

WisDOT has primary responsibility for completing the functional classification for roadways, but must work with MPOs in the larger urban areas. WisDOT has adopted Functional Classification Criteria based on FHWA guidelines to guide the process. The functional classification system groups roadways by the character of service they provide – mobility, connectivity, accessibility – within the overall roadway system and was developed for transportation planning purposes. It describes generally how traffic flows through the roadway network. The primary criteria include: (1) traffic volumes; (2) land uses served by the roadway; (3) system continuity; and (4) spacing between routes, which varies by type of area (CBD, urban, etc.). There are also target ranges for the percentage of roadway miles within each category (principal arterial, minor arterial, collector). Other criteria that may be considered include average trip length on a facility and the level of access control. The link below provides more information regarding the functional classification process.

[Wisconsin Department of Transportation Functional Classification](#)

WisDOT and MPO staff have worked to prepare a draft map, incorporating comments received from local planning and engineering staff. MPO staff presented the draft map to the Technical Coordinating Committee at their meeting on October 22, 2025. Committee members from Dane County Highways and the City of Sun Prairie had questions about functional classification changes that affected their roadways. All questions and concerns raised by Dane County Highways and City of Sun Prairie staff have since been addressed. WisDOT staff provided a presentation on the functional classification update process at the February 26, 2026 TCC meeting. They emphasized that functional classes are determined based on how the roads are currently being used, rather than future plans that may involve new developments that have not yet been built. Functional classifications can be updated to account for new developments, once they have been built. Following that meeting, City of Middleton staff presented the draft map to their Ped, Bike, and Transit Committee. The committee suggested downgrading some of their streets that are currently classified as “collectors” to “local streets”. They also noted the impacts of two recently constructed roadway extensions. MPO staff ran an AWDT volume analysis on several roadways in Middleton using StreetLight Data, and the results indicate that some streets with a collector designation should be downgraded to a local designation, since they do not meet the volume threshold for collectors. In addition, the newly constructed roadway extensions in Middleton should now be classified as collectors. These changes are reflected on the updated map and table, dated May 27, 2026.

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**Materials Presented on Item:**

1. MPO 2026 Resolution No. 12 Approving TIP amendment (with attachments)

**Staff Recommendation/Rationale:** Staff recommend approval.

**MPO 2026 Resolution No. 12**

**Approving an Updated Roadway Functional Classification System  
for the Madison Urban Area of Dane County, Wisconsin**

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

**WHEREAS**, the Federal Highway Administration (FHWA) and Wisconsin Department of Transportation (WisDOT) have developed guidance for functional classification of roads and streets; and

**WHEREAS**, these recommended functional classification changes were developed through joint review by Greater Madison MPO and WisDOT planning staff; and

**WHEREAS**, the reclassification process was cooperatively completed with input from the Technical Coordinating Committee; and

**WHEREAS**, the roadway functional classification system and urban area boundary have important transportation planning and federal funding implications; and

**WHEREAS**, documents showing the recommended functional classification changes are attached; and

**WHEREAS**, the Wisconsin Department of Transportation will, after local approval of the recommended functional classification changes, approve the changes and submit them to FHWA for final approval; and

**WHEREAS**, the approved final functional classification map will be made available to the Greater Madison MPO after FHWA final approval:

**NOW, THEREFORE, BE IT RESOLVED** that the Greater Madison MPO approves the proposed roadway functional classification system for the Madison Urban Area of Dane County, as shown on the attached map and table, dated 5/27/2026, and recommends these changes be transmitted to WisDOT and the Federal Highway Administration for approval.

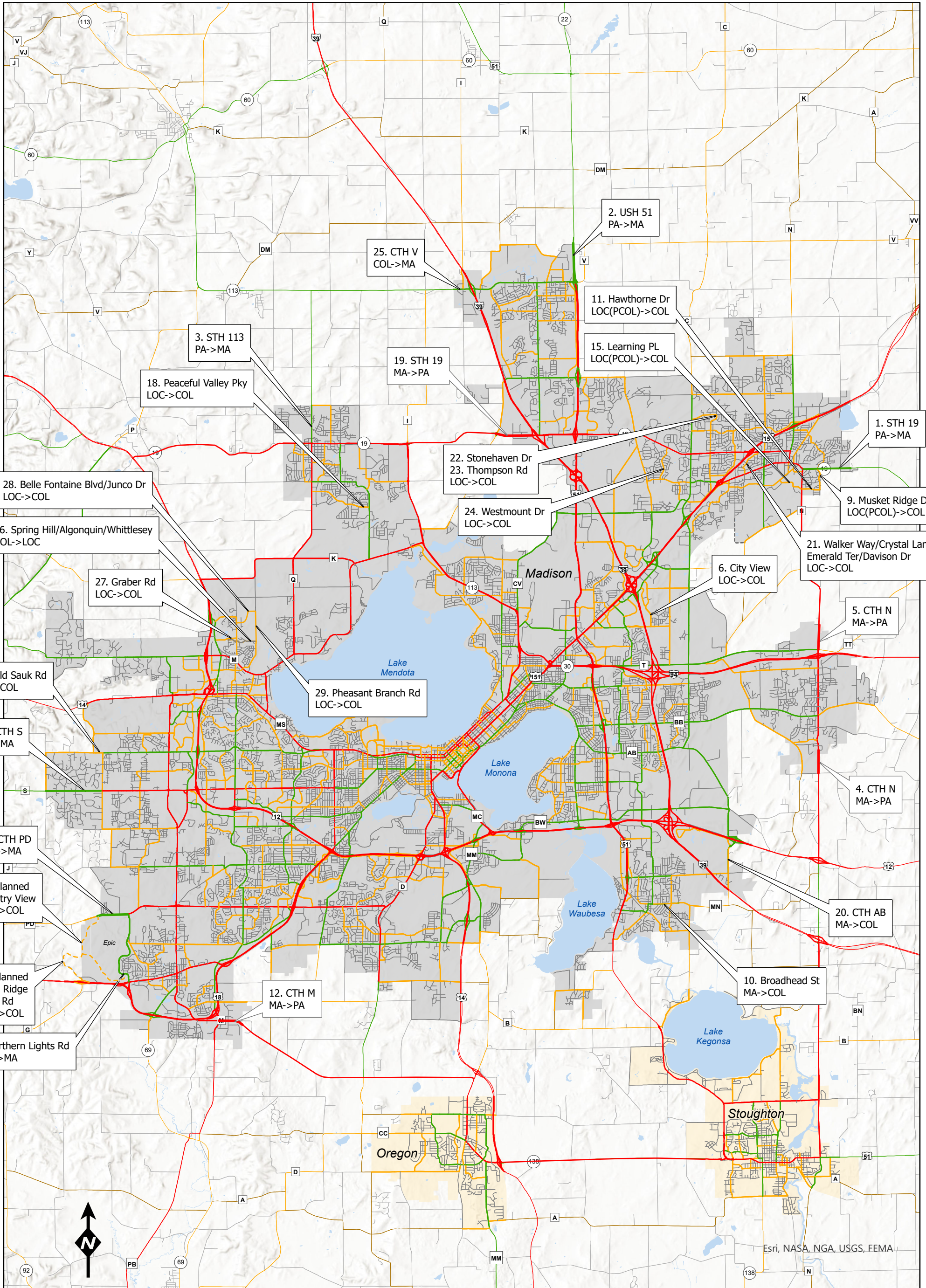
June 3, 2026

\_\_\_\_\_  
Date Adopted

\_\_\_\_\_  
Doug Wood, Chair, Greater Madison MPO

# Madison

## Functional Classification - Recommended Changes



- Principal Arterial
- Minor Arterial
- Major Collector
- Local
- Urban Area Boundary
- Other Nearby Urban Area
- Rural Area
- Planned Route

0 0.5 1 2 3 Miles

WisDOT Bureau of Planning and Economic Development  
FHWA Approval Date: XX/XX/XX

The information on these maps was created for the official use of the Wisconsin Department of Transportation (WisDOT). Any other use, while not prohibited, is the sole responsibility of the user. WisDOT expressly disclaims all liability regarding fitness of use of the information for other than official WisDOT business.

**RECOMMENDED FUNCTIONAL CLASSIFICATION CHANGES**

WisDOT Region:	North East (NE)
County:	Dane
Urban Area:	Madison
Population:	450,305

**Urban Area:  
MADISON**

Starting Mileage:	IH	PA	MA	COL	LOC	TOTAL
	24.05	179.45	171.44	306.6	1324.83	2006.37

No.	Route	Limits	From	To	IH	PA	MA	COL	LOC	Reason
1	STH 19	CTH N (Grove St) - Keller Dr	uPA	to uMA		-1.24	1.24			Continuity Improvement, AADT < 9000
2	USH 51	CTH V - UAB	uPA	to uMA		-1.00	1.00			Continuity Improvement, AADT < 9000
3	STH 113	STH 19 - Easy St	uPA	to uMA		-1.00	1.00			Continuity Improvement, AADT < 9000
4	CTH N	Coffeytown Rd - Reynolds St	uMA	to uPA		0.60	-0.60			AADT 7500, continuity with proposed rural PA
5	CTH N	CTH TT - Faber Rd	uMA	to uPA		0.65	-0.65			AADT 7000, continuity with proposed rural PA
6	City View Drive	Lien Rd - Crossroads Drive	uLOC	to uCOL				0.58	-0.58	Planned COL that has been constructed, was coded as LOC in database
7	Northern Lights Rd	W Verona Ave - CTH PD	uCOL	to uMA			2.20	-2.20		AADT 8200, Land Use (Epic)
8	CTH PD	Country View Rd - Northern Lights Rd	uPA	to uMA		-0.81	0.81			Continuity Improvement. AADT drops off at Northern Lights Rd
9	Musket Ridge Drive	STH 19 - Hawthorne Drive	uLOC	to uCOL				0.48	-0.48	Planned COL that has been constructed, was coded as LOC in database
10	Broadhead St	Marsh Rd - Peninsula Wy	uMA	to uCOL			-0.69	0.69		Continuity Improvement (removes dead-end MA, more logical end point for MA), AADT (2200) below MA levels
11	Hawthorne Dr	CTH N/Grove Street to Musket Ridge Drive	uLOC	to uCOL						Planned COL that has been constructed, was coded as LOC in database
12	CTH M	CTH PB - UAB	uMA	to uPA		0.65	-0.64			AADT 8300, continuity with proposed rural PA
13	Old Sauk Rd	Twin Valley Rd - Pioneer Rd	uMA	to uCOL			-0.25	0.25		Continuity Improvement (more logical end point for MA)
14	CTH S (Mineral Point Rd)	Timber Ln - Pioneer Rd	uPA	to uMA		-1.48	1.48			Continuity Improvement (removes dead-end PA, more logical end point for PA), AADT(8400) is below PA levels
15	Learning Place	CTH N/Grove Street - Marshview Drive	uLOC	to uCOL				0.65	-0.65	Planned COL that has been constructed, was coded as LOC in database
16	Planned Country View Rd	CTH PD - Northern Lights Rd	uLOC	to uCOL				2.50	-2.50	Planned roadway with estimated AADT of COL level, 2027 completion
17	Planned Dairy Ridge/West Rd	USH 151 - Country View Rd	uLOC	to uCOL				1.00		Planned roadway with estimated AADT of COL level, 2027 completion
18	Peaceful Valley Parkway	Woodland Drive - CTH Q	uLOC	to uCOL				1.64	-1.64	Estimated AADT is above COL levels
19	STH 19	River Rd - I-39	uMA	to uPA		1.06	-1.06			AADT 19600, continuity with proposed rural PA
20	CTH AB	Millpond Rd - Siggelkow Rd	uMA	to uCOL			-0.72	0.72		AADT is below MA levels (3055)
21	Walker Way/Crystal Lane/Emerald Ter/Davison Dr	STH 19 - Main St	uLOC	to uCOL				0.80	-0.80	AADT at COL levels (1036-1360), land use (school), connects arterials
22	Stonehaven Dr	CTH C - Thompson Rd	uLOC	to uCOL				0.67	-0.67	AADT at COL levels (1024-1628), land use (serves school)
23	Thompson Rd	Saint Albert the Great Dr - Stonehaven Dr	uLOC	to uCOL				0.49	-0.49	AADT at COL levels (1092), land use (serves school)
24	Westmount Dr	Main St - STH 19	uCOL	to uCOL				0.91	-0.91	AADT at COL levels (1507-1883), land use (access to high school)
25	CTH V	I-39 to UAB	uCOL	to uMA			0.42	-0.42		Continuity with proposed Dane County change
26	Spring Hill/Algonquin/Whittlesey	Graber Road - Pheasant Branch Rd	uCOL	to uLOC				-0.82	0.82	AADT is below COL levels (101-311), recent road realignments
27	Graber Road	Lynn St - High Rd	uLOC	to uCOL				0.22	-0.22	Continuity improvement (recent road realignments)
28	Belle Fontaine Blvd/Junco Drive	High Rd - Pheasant Branch Rd	uLOC	to uCOL				0.74	-0.74	Continuity improvement (recent road realignments)
29	Pheasant Branch Rd	Whittlesey Rd - Junco Dr	uLOC	to uCOL				0.75	-0.75	Continuity improvement (recent road realignments)

Change:	0	-2.57	3.54	9.65	-9.61
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End Mileage:	24.05	176.88	174.98	316.25	1315.22	2007.38
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End %:	1.2%	8.8%	8.7%	15.8%	65.5%
desirable range		4% - 11%	7% - 14%	3% - 16%	62% - 74%

**MPO Agenda Cover Sheet**  
**June 3, 2026**

**Item No. 8**

<p><b>Re:</b> Regional Transportation Plan (RTP) Update: schedule and upcoming outreach activities</p>
<p><b>Staff Comments on Item:</b> The Regional Transportation Plan (RTP) provides the planning necessary to receive and prioritize transportation funding and investment. We are required to update the plan every 5 years. The name of this update is <i>Pathways to 2050</i>.</p> <p><u>Plan Development Steps:</u></p> <ul style="list-style-type: none"><li>• Phase 1 (Winter/Spring 2025-2026) – collect data, analyze existing conditions, prepare growth forecasts, develop goals and objectives.</li><li>• Phase 2 (Summer/Fall 2026) – Develop improvement projects and strategies &amp; evaluation and prioritization of projects and strategies.</li><li>• Phase 3 (Winter 2026-2027) – Financial capacity analysis, and draft and finalize the plan.</li></ul> <p><u>Public Engagement:</u></p> <ul style="list-style-type: none"><li>• Plan website – see it <a href="#">here</a>.</li><li>• Host focus groups working with local organizations (youth, older adults, Spanish-speaking) Spring/Summer 2026. Organizations are Newbridge Madison, WI Bike Fed (Youth Coordinator) and Waunakee Neighborhood Connections. 2 of 4 focus groups have been completed.</li><li>• 3 virtual public information meetings (PIMs). First one will be <b>June 15 and 17</b>. See info about PIM#1 on the plan website under “Upcoming Meetings”.</li><li>• Plan update survey and comment maps. The survey is complete and will be promoted soon. You can find it on the plan website under the heading “Take Our Survey”.</li><li>• Table at events and local libraries</li></ul>
<p><b>Materials Presented on Item:</b> none</p>
<p><b>Staff Recommendation/Rationale:</b> No action required. For information purposes only</p>