

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

**THURSDAY
November 6, 2025**

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

6:30 p.m.

1. **Written Comments:** You can send comments on agenda items to mpo@cityofmadison.com.
2. **Register for Public Comment:**
 - Register to speak at the meeting.
 - Register to answer questions.
 - Register in support or opposition of an agenda item (without speaking).
 - **Watch the Meeting:** If you would like to join the meeting as an observer, please visit <https://www.cityofmadison.com/clerk/meeting-schedule/watch-meetings-online>
 - **Listen to the Meeting by Phone:** You can call in to the **Greater Madison MPO** using the following number and meeting ID:
 - (877) 853-5257
 - Meeting ID: 883 5767 9923

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

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

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

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

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

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

请在会议开始前至少 72 小时提出请求，以便我们做出安排。

AGENDA

1. Roll Call and introductions
2. Approval of September 3, 2025, Meeting Minutes
3. Communications - none
4. Public Comment (for items *not* on MPO Agenda)

5. MPO 2025 Resolution No. 15 Adopting Annual Public Transit Agency Safety Plan Performance Measure Targets (5 min)
6. MPO 2025 Resolution No. 16 Adopting Annual Transit Asset Management Plan Targets (5 min)
7. Public Hearing on Amendment to the 2025-2029 Transportation Improvement Program
 - Section 5310 Awards
 - STBG-Transportation Alternatives Awards
 - STBG-Urban Awards
 - USH 18/151 (CTH G to CTH PD) Verona Bypass Expansion Study and USH 18/151 (USH 18/151 Interchange in Dodgeville to CTH G) Freeway Conversion Study

8. MPO 2025 Resolution No. 17 Approving Amendment No. 9 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Section 5310 Awards:

- Metro Paratransit Eligibility & Mobility Coordinator Project, sponsored by Metro Transit/City of Madison (CONTINUING; 2026)
 - One-Call Center Project, sponsored by Dane County Department of Human Services (CONTINUING; 2026)
 - Driver salary, benefits, and operations project, sponsored by NewBridge Madison (CONTINUING; 2026)
9. MPO 2025 Resolution No. 18 Approving Amendment No. 10 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
- STBG-Transportation Alternatives Awards:
- CTH MM Underpass Project, sponsored by the City of Fitchburg (REVISED; Construction anticipated in FY 2027)
 - Traceway and Leopold Path Project, sponsored by the City of Fitchburg (NEW; Construction anticipated in FY 2030)
 - West Beltline Frontage Road Shared-Use Path, sponsored by the City of Madison (REVISED; Construction anticipated in FY 2029 or FY 2030)
 - BCycle Bike Share System Expansion to City of Middleton Project, sponsored by the City of Middleton (NEW; Construction anticipated in FY 2030)
 - ADA Transition Plan and Evaluation Project, sponsored by the City of Sun Prairie (NEW; Planning anticipated to begin in FY 2030)
 - N Main Street (CTH MM) Path Project, sponsored by the City of Verona (NEW; Construction anticipated in FY 2030)
 - Dane County K-12 SRTS Project, sponsored by the Wisconsin Bike Federation (CONTINUING; 2029 and 2030)

10. MPO 2025 Resolution No. 19 Approving Amendment No. 11 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

STBG-Urban Awards:

- CTH BW/Broadway (Frazier Avenue to USH 51) Reconstruction and Resurfacing Project, sponsored by Dane County (NEW; Construction anticipated in FY 2030 or FY 2031)
- Irish Lane (S. Fish Hatchery Road to S. Syene Road) Reconditioning Project, sponsored by the City of Fitchburg (NEW; Construction anticipated in FY 2030 or FY 2031)

- Mid Town Road (Waldorf Blvd to Muir Field Road) Reconstruction and Realignment Project, sponsored by the City of Madison (NEW; Construction anticipated in FY 2030 or FY 2031)
- Pleasant View Road (Mineral Point Road to Timber Wolf Trail) Reconstruction and Expansion Project, sponsored by the City of Madison (NEW; Construction anticipated in FY 2030 or FY 2031)
- Columbus Street (Wilburn Road to Laura Street) Pavement Rehabilitation and Partial Reconstruction Project, sponsored by the City of Sun Prairie (NEW; Construction anticipated in FY 2030 or FY 2031)

11. MPO 2025 Resolution No. 20 Approving Amendment No. 12 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

WisDOT Projects:

- USH 18/151 (CTH G to CTH PD) Verona Bypass Expansion Study (NEW; Design starting in 2025)
- USH 18/151 (USH 18/151 Interchange in Dodgeville to CTH G) Freeway Conversion Study (NEW; Design starting in 2026)
- STH 78 (West Mt Horeb Village Limit to CTH E) Pavement Replacement (NEW; Construction in 2028-2029)
- STH 78 (CTH E to CTH H) Mill and Overlay; (NEW; Construction in 2028-2029)
- STH 92 (Alaska Avenue to Stonefield Way) Pavement Replacement (NEW; Construction in 2027)
- STH 138 (USH 51 to USH 14) Pavement Replacement (NEW; Design in 2025, Construction anticipated in 2031).

12. MPO 2024 Resolution No. 21 Approving 2026 Unified Planning Work Program (UPWP)

13. Announcements and Staff Reports

- Federal certification review progress report

14. Adjournment

Next meeting: Wednesday December 3rd, 2025, Virtual

DRAFT

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

Virtual Meeting hosted via [Zoom](#)

Wood called the meeting to order at 6:31 p.m.

1. Roll Call and Introductions

Members present: Clement Abongwa, Richelle Andrae, Cassandra Benedict, Liz Callin, John Duncan, Michelle Ellias, Bill Jetzer, Adrienne Nienow, Christof Spieler, Kristi Williams, Doug Wood

Members absent/excused: Derek Field (excused), MGR Govindarajan (excused), Barbara Harrington-McKinney (absent)

MPO staff present: Alex Andros, David Kanning, Prasad Packirisamy, Kayla Haas, Bill Holloway, Ben Lyman

Others present in an official capacity: Jenny Kobryn (WisDOT), Scott Lee & Christos Achillides (Iteris Inc.), Forbes McIntosh (Dane County Cities and Villages Association)

2. Approval of August 6, 2025, Meeting Minutes

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

3. Communications

None.

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

None.

5. MPO 2025 Resolution No. 12 Support for a Week Without Driving

Haas provided an overview of a Week Without Driving. *Week Without Driving* is a nationwide challenge that invites community members, elected officials, transportation planners, and policymakers, to go one week—or even just one day or one trip—without driving their personal vehicle. The goal is to give people, especially those who design or influence our transportation system, an opportunity to experience firsthand the barriers faced by nondrivers, including older adults, youth, low-income individuals, people with disabilities, and those who cannot afford a car or fuel. Supporting this initiative aligns with the Greater Madison MPO's mission to advance collaborative planning and funding for a sustainable regional transportation system. It also reinforces the goals of the MPO's RoundTrip program, which promotes carpooling and other car-free travel options.

Wood stated that the Mayor of Monona would be issuing a proclamation in support of the initiative and asked if any other communities planned to participate. Haas stated that Verona, Middleton, Madison, Sun Prairie, Fitchburg, possibly Waunakee, CARPC, and Dane County would be participating. The MPO is also working with Senator Melissa Ratcliff's office on a citation recognizing all organizations working with the MPO.

Action: Andrae moved, Benedict seconded, to approve the resolution. Motion carried.

6. Introduction of the Transportation Systems Management and Operations Plan (TSMO) Project

Andros introduced Christos Achillides and Scott Lee of Iteris, Inc. Lee, project manager, provided an overview of the Transportation Systems Management and Operations Plan (TSMO) project. Lee described project goals, provided an overview of the project scope, and described the project schedule. The project began in August and will conclude by October 2026, although it could be finished before then. Jetzer asked for a high-level overview of intelligent transportation systems already deployed, and what the region needs. Lee responded that he has general working knowledge of the region's inventory, and that Toole Design and the UW will develop a comprehensive inventory. As part of the inventory process, they will ask communities for their input on functionality of existing intelligent transportation systems.

7. Preliminary Award of Section 5310 (Enhanced Mobility of Senior & Individuals with Disabilities) Program 2026 Funding

Lyman provided an overview of the Section 5310 program. He stated that it is an annual funding program; applications are solicited in June and due to the MPO in August. Recommendations are then developed by MPO staff and presented to the Policy Board. The Section 5310 program is intended to fund transportation over and above the ADA required minimums for seniors and people with disabilities.

Lyman described the revised Draft 2026 Section 5310 Program of Projects for the Madison Area, which includes Metro Transit Paratransit Eligibility & Mobility Coordinator position; Dane County's One-Call Center Mobility Management Project; NewBridge Madison's Driver Salary, Benefits, and Operations project; and the City of Madison's Grant Administration project. Lyman also provided an overview of the Project Descriptions, which shows requested funding and recommended funding. Jetzer asked if Fitchburg's desire for all-day service for routes 65 and 75 was factored in the paratransit budget. Lyman stated that Section 5310 funding, by definition, is funding over and above minimum ADA requirements, which includes the $\frac{3}{4}$ mile service radius for paratransit from all day fixed-route service. Lyman said that he has communicated with Jill McHone from the Fitchburg Senior Center about potentially seeking funding for a vehicle that they could use to shuttle people to and from the senior center rather than having to contract with private providers. Jetzer stated that one of the issues is that people are bound by the bus schedules, which shorten the amount of time they are able to spend at the senior center.

Lyman noted that Transit Solutions Incorporated does a lot of work for them through the Dane County Call Center, the Group Access Service (GAS) and the Rural Senior Group (RSG). Jetzer said that if Route 65 gets upgraded to all-day service, it would go right by the civic campus. That would open paratransit for most of the people who need a ride. However, it may still be beneficial to find out how many people who wish to visit the senior center are not within $\frac{3}{4}$ of a mile of the route. Lyman added that the RSG program provides rides for those outside the Metro service area; the GAS program provides rides for those within the Metro service area. There is a built-in shift for how those rides will be provided; these programs will supplement paratransit.

Action: Jetzer moved, Williams seconded, to approve the preliminary Section 5310 funding award, as identified on the revised Program of Projects slide presented to the Board. Motion carried.

8. MPO 2025 Resolution No. 13 Approving Creation of a Project Funding Workgroup

Andros summarized the purpose of the proposed workgroup. The Work Group will work with WisDOT and municipalities to gain a better understanding of the state cost-share policy for state-lead transportation projects. Wood encouraged members of the board to contact Andros if they were interested in participating. Wood indicated that he would make appointments to the workgroup, and that he intended to appoint himself. Callin added that the memo describes discussions about this topic and questions introduced at the last meeting. She thanked WisDOT staff for meeting with City of Madison staff to discuss the topic following the last board meeting and indicated that she looks forward to learning more about the policy through the workgroup. Wood asked Ellias if WisDOT is willing to participate. Ellias said that she or staff from DTIM would participate.

Action: Jetzer moved, Williams seconded, to approve the creation of a Project Fundin Workgroup. Motion carried.

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

- Interstate 39/90/94 (Beltline Highway to North County Line) Reconstruction and Capacity Expansion project (NEW; Design, Real Estate, and Program Control & Corridor Tasks starting in 2025)

Andros introduced the item and mentioned that one person registered in opposition to the item, Nicholas Davies. Kanning provided a presentation on WisDOT's request to add the Interstate 39/90/94 (Beltline Highway to North County Line) Reconstruction and Capacity Expansion project.

Nicholas Davies, City of Madison resident, indicated that he did not support the proposed capacity expansion because it would harm the community and the physical/natural environment. He indicated that there was very limited value in adding new interchanges at Hoepker Road and Milwaukee Street. He asked the board to delay the project until it becomes more worthwhile or indefinitely. Benedict asked if any changes to the project have been made since the last meeting. Andros said that no changes had been made.

Jetzer thanked Davies for his comments and indicated his agreement with them. He stated that the Interstate already has sufficient capacity; we just choose not to utilize it with efficient modes of transportation. Nienow agreed with Davies comments and supported Jetzer's comments. Nienow stated that she supports reconstruction to improve safety, but has serious concerns about the proposed capacity expansion, since it would create induced demand and increase traffic volumes. She proposed to amend the resolution by striking references to capacity expansion. Jetzer said that the project would add general purpose lanes, auxiliary lanes, and collector-distributor lanes. As a result, one section of the interstate would have 12 lanes. Jetzer asked Nienow if she had thoughts about the proposed auxiliary lanes or collector-distributor lanes. Jetzer stated that the auxiliary and collector-distributor lanes may improve safety, but that safety gains could be negated by an increase in traffic volumes from induced demand. Nienow responded that she is only proposing to strike the added general-purpose lanes from the project.

Ellias stated that two corridor-wide project IDs lie within the MPO Planning Area. If the resolution is amended to remove the capacity expansion, the entire project will be delayed

because project controls and corridor management are needed for the entire corridor from Madison to Wisconsin Dells. Jenny Kobryn stated that a lot went into the process for determining whether a capacity expansion was necessary. She described the safety improvements that will be made by extending the northbound Interstate lane that drops north of the Beltline Interchange. She added that the added capacity on the Interstate will reduce traffic on Stoughton Road, adjacent county roads, and local roads. Wood asked if the effective result of removing the capacity expansion component of the project would be to stop the project. Kobryn stated that the design and approval process would need to start over if that occurs. Callin said that the previous board shared similar concerns, but expressed that the project has gone through the environmental process. Many of the municipalities along the route have been engaged in the environmental review process, providing comments on both the expansion and mitigation strategies. Callin indicated that although she shares some of the same concerns expressed tonight, it is also important to respect the multi-year process that has gotten us to this point, the Final Environmental Impact Statement, and the Record of Decision.

Abongwa stated that he understands and appreciates the fact that these concerns are being raised. He indicated that the proposal to expand the number of lanes was not made arbitrarily; they are adding lanes to accommodate anticipated future traffic demand for several decades.

Nienow moved, Jetnzer seconded, to remove the capacity expansion component of the project that would add general purpose lanes. Motion failed.

Action: Williams moved, Benedict seconded, to approve Resolution No. 14 Approving Amendment No. 8 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County. Motion carried, with Nienow and Jetzer voting Nay.

10. Presentation on 2023-2024 Traffic Safety Snapshot and Dane County Traffic Safety Commission Initiative

Packirisamy provided a presentation on the 2023-2024 Annual Traffic Safety Snapshot. He provided an overview of the Dane County Traffic Safety Commission and an overview of crashes that occurred in Dane County in 2023-2024.

Wood asked if the Community Maps website is accessible to the public. Packirisamy answered that it is. Andros stated that MPO staff can also assist with providing data to local communities. Wood asked Packirisamy to confirm that teen drivers make up 14% of drivers involved in a crash, and that drivers age 65 and above make up 18% of drivers involved in a crash. Prasad confirmed that this is correct. Wood asked if age cohort data was available. Packirisamy stated that he would attempt to get this information. Wood commented that he has seen many crash reports over the years, and the human factors that cause crashes – not wearing seatbelts, speeding, and impaired driving – continue to be a problem. Jetzer noted that he queried two fatal crashes that he was knowledgeable about. In the first instance, the driver was traveling 58mph on a roadway with a 35mph speed limit, but speed was not listed as a factor in the fatality. In the second instance, the fatality occurred more than 30 days after the crash and was therefore not counted. He suggested that the number of fatalities may be underrepresented, since fatalities that occur more than 30 days after a crash are not counted. Holloway stated that it is difficult to determine whether fatalities are under or overrepresented, since there are instances when fatalities are removed from the database if cause of death is from a suicide, or if the crash was intentional. These don't qualify as fatalities. Packirisamy stated that health-related incidents that lead to a fatality may also not qualify. Callin stated that the Policy Board adopted a Vision Zero goal last year, something we might think about moving forward. Several communities

within the MPO Planning area have also adopted Vision Zero goals. Tracking this information is useful in understanding trends. Perhaps we should revisit how to move the region towards Vision Zero, and how to meet the goal. Are there things we can work together on? Spieler stated that the interactive maps allow us to see how crashes correlate to design features of roadways and highways. That gives us the chance when rebuilding things to think about how to rebuild them to make them safer and all give us the chance to pay attention to what works and what doesn't. That is a very powerful tool for everyone here. Jetzer noted that there was a significant increase in both pedestrian and bicycle incidents in 2024. Packisramy stated that pedestrian crashes increased from 89 to 118 between 2023 and 2024. For that same time period, bicycle crashes increased from 109 to 130. It is difficult to determine why this occurred. It is important to review the location of crashes in 2024 and any design deficiencies, but crashes can also be caused by impairment.

11. Review and Approval of the DRAFT Greater Madison MPO 2026 Unified Planning Work Program (UPWP)

Andros described the purpose of the Unified Planning Work Program (UPWP), one of our core products. The UPWP identifies how we intend to spend formula funds for the following year. WisDOT is projecting a 2.1% increase in formula funding over last year's amount. Our key functions are creating the TSMO plan, which will be done concurrently with the update to our Regional Transportation Plan. The Active Transportation Plan that we are working on this year will feed into next year's effort. Reminder letters will be sent to communities that have not paid MPO dues for 2026. Wood commented that the MPO made a concerted effort five or six years ago to increase the number of communities that contribute to the MPO. That has been successful. The amount that each community is asked to pay is not substantial compared to their overall City operating budgets. Wood asked communities that haven't contributed yet to consider including these funds in their next budget.

Andros stated that she would send the draft UPWP to WisDOT for their review following board approval.

Action: Duncan moved, Andrae seconded, to approve the draft Greater Madison MPO 2026 Unified Planning Work Program. Motion carried.

12. Announcements and Staff Reports

- Capital Area Regional Planning Commission (CARPC)/MPO Fall Forum in October (tentative date is Friday 10/17). Please share your ideas related to challenges where transportation infrastructure crosses municipal boundaries.
- The Regional Data Group (CARPC, MPO, UW) has completed population projections for Dane County. Our travel model will use the new projections for our next Regional Transportation Plan update.
- RoundTrip Smart Trips Challenge! <https://roundtripgreatermadison.org/#/>

13. Adjournment

Spieler moved to adjourn, Williams seconded. Motion carried. The meeting adjourned at 8:08 p.m.

Next meeting: Wednesday, October 1, 2025, virtual

MPO Agenda Cover Sheet

November 6, 2025

Item No. 5

Re:

MPO 2025 Resolution No. 15 Adopting Annual Public Transit Agency Safety Plan Performance Measure Targets

Staff Comments on Item:

As part of the performance management framework established and continued in the last three federal transportation bills, including the current Infrastructure Investment & Jobs Act (IIJA), the Federal Transit Administration (FTA) has adopted rules with requirements and performance measures related to transit asset management and safety. The Public Transportation Agency Safety Plan (PTASP) rule requires transit agencies to develop safety plans that include processes and procedures necessary for implementing Safety Management Systems (SMS). Metro completed its required safety plan in 2020. Federal planning rules require MPOs to integrate the transit performance measures into their planning processes. This includes setting performance targets for the measures in coordination with transit agencies.

Metro conducted a review of the PTASP in 2021, with only changes being staff listed in the plan. Metro continues to collect data and conducted reviews in 2022, 2023, 2024, and 2025 to determine if adjustments to targets were needed; in addition to adding a new staff position for the plan's chief safety officer, Metro created a new safety team in response to IIJA requirements, adjusted the System Reliability/State of Good Repair target to be more realistic, increased the Safety Performance Targets for Bus Transit, and revised the system reliability target to be consistent with other targets. New targets required by the IIJA specify that they must be based on a three-year rolling average; accordingly 2025 is the first year that those targets can be set, since it is the first time for which a three-year average is available.

Although some of the targets seem unreasonably high (see below), Metro staff note that they recognize "that a target is different than a goal or a vision. Our goal is zero in both of these cases, and I'm hopeful we will beat our target on both of these." These targets include:

Pedestrian Collisions: 6

This includes anytime a skateboarder, biker, scooter rider, and pedestrian was either "hit" by a bus or they fell into a bus or hit a bus.

Assaults on Transit Workers: 60

Assault on a transit worker means, as defined under 49 U.S.C. 5302, a circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of any individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the transit worker is performing the duties of the transit worker.

Staff recommend that the MPO adopt Metro's annual safety performance targets as established in its safety plan.

Materials Presented on Item:

1. MPO 2025 Resolution No. 15
2. 7/24/2025 Metro memo regarding PTASP Annual Review

Staff Recommendation/Rationale: Staff recommends approval.

MPO 2024 Resolution No. 15

Adopting Annual Public Transit Agency Safety Plan Performance Measure Targets

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

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

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

WHEREAS, Metro Transit developed its required safety plan and established the following 2024 PTASP performance measure targets, which are the same as those established for 2020, 2021, 2022, and 2023, with the exceptions of: System Reliability/State of Good Repair, which was adjusted to be more realistic and attainable in 2022; Bus Transit Injuries, which were adjusted to be higher than in 2021 but still attainable; and, adjusting the way the System Reliability target is reported to improve consistency with other measures in 2024:

- Number of reportable fatalities – Bus transit and ADA/Paratransit targets: 0 [0 in 2024]
- Rate of reportable fatalities per 100,000 vehicle revenue miles – Bus transit and ADA/Paratransit targets: 0 [0 in 2024]
- Number of reportable injuries – Bus transit target: 10 [8 in 2024]; ADA/Paratransit target: 1 [1 in 2024]
- Rate of reportable injuries per 100,000 vehicle revenue miles – Bus transit target: 0.23 [0.18 in 2024]; ADA/Paratransit target: 0.15 [0.15 in 2024]
- Number of reportable safety events – Bus transit target: 300 [471 in 2024]; ADA/Paratransit target: 20 [3 in 2024]
- Rate of reportable safety events per 100,000 vehicle revenue miles – Bus transit target: 6.79 [10.66 in 2024]; ADA/Paratransit target: 3.07 [0.35 in 2024]
- System Reliability/State of Good Repair (Mean distance between major mechanical failures) – Bus transit target: 4 failures/100,000 vehicle revenue miles [2.08 in 2024]; ADA/Paratransit target: 1.82 failures/100,000 vehicle revenue miles [0.00 in 2024]
- Major events – Bus transit target: 0 major events/100,000 vehicle revenue miles [0.05 in 2024]; ADA/Paratransit target: 0 major events/100,000 vehicle revenue miles [0.00 in 2024]; and

WHEREAS, Metro Transit has developed the following 2025 PTASP Safety Performance:

2025	Bus Transit Targets	Paratransit Targets
Major Events	30	1
Major Events Rate	0.35	0.12
Total Collisions	277	5
Total Collision Rate	6.39	0.59
Pedestrian Collisions	6	0
Ped. Collision Rate	0.14	0
Vehicular Collisions	175	3
Veh. Collision Rate	4.02	0.35
Object Collisions	97	2
Object Collision Rate	2.23	0.24
Fatalities	0	0
Fatality Rate	0	0
Transit Worker Fatalities	0	0
Injuries	7	1
Injury Rate	0.16	0.12
Transit Worker Injuries	1	1
Transit Worker Injury Rate	0.01	0.12
Assaults on Transit Workers	60	0
Rate of Assaults on Transit Workers	1.39	0
System Reliability	4	1

** Bus Transit Rates Based on 4,417,811VRM*

***Paratransit Rates Based on 848,233 VRM*

Fatalities = Any fatal accident involving a Metro Transit vehicle regardless of fault

Injuries = Any occurrence resulting in a person transported from the bus via ambulance

VRM = vehicle revenue miles

System Reliability = VRM between on-road, mechanical failure

Major Event = an event, that involves a collision, that meets at least one of the following thresholds

- A Fatality confirmed within 30 days*
- An injury that requires transport away from the scene for medical attention*
- Estimated property damage of \$25,000 or more; and*

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

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

WHEREAS, the TIP amendment will not affect the timing of any other programmed projects in the TIP and the TIP remains financially constrained; and

WHEREAS, the MPO's public participation procedures for minor TIP amendments such as this have been followed, including listing the projects on the MPO policy board meeting agenda; and

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

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO adopts the 2025 PTASP performance measure targets described above established by Metro Transit and agrees to work with Metro to plan and program projects within the Madison Metropolitan Planning Area that contribute toward the accomplishment of these targets.

November 6, 2025

Date Adopted

Doug Wood, Chair
Greater Madison MPO



Department of Transportation

Metro Transit

1245 East Washington Avenue, Suite 201

Madison, Wisconsin 53703

Administration: (608) 266-4904

Customer Service: (608) 266-4466

mymetrobus@cityofmadison.com

www.mymetrobus.com

Memorandum

To: WI DOT, MPO

From: Justin Maki, Safety Coordinator 2

Date: 7/24/2025

Subject: 2025 Public Transportation Agency Safety Plan (PTASP) and Safety Performance Target (SPT) Annual Review

In February 2025, the Metro Safety Planning Team began an annual review of their PTASP and SPT's. Below is how we performed against our Safety Performance Targets in 2024.

2024 Safety Performance Targets				
Category	Bus Transit Target	Bus Transit Actual	Paratransit Targets	Paratransit Actual
Fatalities	0	0	0	0
Fatalities (per 100,000 VRM)	0	0	0	0
Injuries	10	8	1	1
Injuries (per 100,000 VRM)	.23	.18	.15	.15
Safety Events (TMi Claims)	300	471	20	3
Safety Events (per VRM 100,000)	6.79	10.66	3.07	.35
System Reliability (per 100,000 VRM)	4	2.08	1.82	0
Major Events	0	2	0	0
Major Events (per 100,000 VRM)	0	.05	0	0

We were able to exceed each of our safety performance targets except for the category of Safety Events.

As a result of the Federal Transit Administration's (FTA) updates to PTASP in 2024 the category of Safety Events will be eliminated and broken down into several other categories. Those categories include collisions, pedestrian collisions, vehicular collisions, and object collisions.

Other categories added in 2024 include Major Events (S&S-40), Transit Worker Fatalities, Transit Worker Injuries, and Assaults on Transit Workers.

Our Safety Committee met on Thursday July 17th reviewed our safety performance targets and approved the following targets for 2025.

2025 Safety Performance Targets

2025	Bus Transit Targets	Paratransit Targets
Major Events	30	1
Major Events Rate	0.35	.12
Total Collisions	277	5
Total Collision Rate	6.39	.59
Pedestrian Collisions	6	0
Ped. Collision Rate	0.14	0
Vehicular Collisions	175	3
Veh. Collision Rate	4.02	.35
Object Collisions	97	2
Object Collision Rate	2.23	.24
Fatalities	0	0
Fatality Rate	0	0
Transit worker fatalities	0	0
Injuries	7	1
Injury Rate	0.16	.12
Transit Worker Injuries	1	1
Transit Worker Injury Rate	0.01	.12
Assaults on Transit Workers	60	0
Rate of Assaults on Transit Workers	1.39	0
System Reliability	4	1

* Bus Transit Rates Based on 4,417,811VRM

**Paratransit Rates Based on 848,233 VRM

Fatalities = Any fatal accident involving a Metro Transit vehicle regardless of fault

Injuries = Any occurrence resulting in a person transported from the bus via ambulance

VRM = vehicle revenue miles

System Reliability = VRM between on-road, mechanical failure

Major Event = an event, that involves a collision, that meets at least one of the following thresholds

- A Fatality confirmed within 30 days
- An injury that requires transport away from the scene for medical attention
- Estimated property damage of \$25,000 or more

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

Sincerely,



Justin Maki, Safety Coordinator 2

cc: Eric Knepp, Interim General Manager
Bryan Mulrooney, Chief Operating Officer
Phil Gadke, Operations Manager
Scott Korth, Transit Accountant, Grants

MPO Agenda Cover Sheet

November 6, 2025

Item No. 6

Re:

MPO 2025 Resolution No. 16 Adopting Annual Transit Asset Management (TAM) Plan Performance Measure Targets

Staff Comments on Item:

As part of the performance management framework established and continued in the last three federal transportation bills, including the current Infrastructure Investment & Jobs Act (IIJA), the Federal Transit Administration (FTA) has adopted rules with requirements and performance measures related to transit asset management and safety. The rule on transit asset management requires transit agencies that receive FTA grant funds to develop transit asset management (TAM) plans and adhere to specified asset management practices, including establishing and reporting results on the federal TAM performance measures. Metro Transit completed its TAM plan in late 2018. Metro completed its required safety plan in 2020. Federal planning rules require MPOs to integrate the transit performance measures into their planning processes. This includes setting performance targets for the measures in coordination with transit agencies.

Metro is proposing no changes to their TAM vehicle targets but did not meet their TAM revenue vehicle target in 2024 due to delayed vehicle disposals. Metro will meet or exceed their target in late 2025 or early 2026 after disposal of approximately 50 40-foot buses. In 2022, Metro changed the ULB for non-revenue trucks to 10 years due to their usage and longevity but are still not meeting their TAM target due to vehicle replacements being postponed due to COVID-19 budget constraints, and delivery of subsequent purchases being postponed due to supply chain issues. Facility upgrades to the Metro South Ingersoll St (formerly East Washington Ave) facility are largely complete, and the new satellite facility is operating; both facilities currently exceed the State of Good Repair policy of 0% of facilities rated under 3.0 on the TERM scale.

Staff recommend that the MPO adopt Metro's annual Transit Asset Management Plan targets.

Materials Presented on Item:

1. MPO 2025 Resolution No. 16
2. Metro 2024 TAM Targets

Staff Recommendation/Rationale: Staff recommends approval.

MPO 2025 Resolution No. 16
Adopting Annual Transit Asset Management 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, 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 Federal Transit Administration's (FTA) regulation on Transit Asset Management (TAM) (49 CFR Part 625) establishes a required transit agency plan and system to monitor and manage public transportation assets to improve safety and increase reliability and performance, under which public transit providers receiving federal funds are required to set annual asset management targets; and

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

WHEREAS, the FTA TAM regulation requires transit operators to develop and adopt a TAM Plan that addresses state of good repair for rolling stock (buses), infrastructure, equipment, and facilities, and Metro Transit, the major transit operator for the region, has completed this required TAM Plan; and

WHEREAS, Metro Transit has established the following 2024 TAM performance measure targets:

- Percentage of rolling stock (buses) that have met or exceeded their Useful Life Benchmark (USB) – 11% [Currently at 14%]
- Percentage of non-revenue service vehicles that have met or exceeded their USB – 38% [Currently at 63%]
- Percentage of facilities with a condition rating below 3.0 ("adequate") on the FTA Transit Economic Requirement Model (TERM) scale – 0% [Currently at 0% as the main admin/maintenance facility and new satellite facility are rated 3.7 and 4.1 respectively.]

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

Doug Wood, Chair, Greater Madison MPO

TAM Summary as of December 2024

Item	Year	Performance	Actual	Difference
		Measure Target	Measure	
Rolling Stock 40' Buses	2024	11%	19%	-8%
Rolling Stock 60' Buses	2024	11%	0%	11%
Sedans	2024	38%	93%	-55%
Trucks	2024	38%	63%	-25%
SUVs	2024	38%	20%	18%
Vans	2024	38%	0%	38%
1 South Ingersoll (formally 1101 East Washington Avenue)*	2024	4	3.7	-0.3
3829/3901 Hanson Road	2024	4	4.1	0.1

*Note: Items in **Red** Need Improvement

Metro Transit 2024 TAM Performance Measure Targets

Revenue Vehicles Current Status as of December 2024

Item	Inventory	Condition	Useful Life Benchmark	Number Past	Percentage Past	Average Age
				Useful Life Benchmark	Useful Life Benchmark	
Rolling Stock 40' Buses	187	2.71	14 years	35	19%	9.25
Rolling Stock 60' Buses	62	5	14 years	0	0%	0
Total Rolling Stock (Buses)	249	3.27	14 years	35	14%	6.82

2024 TAM Performance Measure Targets

NonRevenue Vehicles Current Status as of December 2024

Item	Inventory	Average Condition	Useful Life Benchmark	Number Past	Percentage Past	Average Age
				Useful Life Benchmark	Useful Life Benchmark	
Sedans	15	2.67	8 years	14	93%	10.13
Trucks	16	3.63	10 years	10	63%	12.56
SUVs	10	4.4	8 years	2	20%	3.1
Vans	0		8 years		0%	
Totals	41	3.57		26	63%	8.60

2024 TAM Performance Measure Targets

Facility Current Status as of December 2024 and Performance Targets

Bus Garage and Maintenance Facilities		
Location	Current Condition	TAM Target
1 South Ingersoll (formally 1101 East Washington Avenue)*	3.7	4
3829/3901 Hanson Road	4.1	4

*change in address due to the remodel

MPO Agenda Cover Sheet

November 6, 2025

Item No. 7

Re:

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

Staff Comments on Item:

On October 22, the notice of the hearing and opportunity to comment on the TIP amendment was sent out to our contact list and the memo sent to chief elected officials was posted on the MPO website (see link to memo below).

The following projects were listed in the public hearing notice:

- Section 5310 Awards
- STBG-Transportation Alternatives Awards
- STBG-Urban Awards
- USH 18/151 (CTH G to CTH PD) Verona Bypass Expansion Study and USH 18/151 (USH 18/151 Interchange in Dodgeville to CTH G) Freeway Conversion Study

Comments may be submitted until 4:30pm on Thursday, November 6, the day of the MPO Board meeting. Staff will share any comments received at the meeting.

Materials Presented on Item:

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

Staff Recommendation/Rationale: N/A

MPO Agenda Cover Sheet

November 6, 2025

Item No. 8

Re:

MPO 2025 Resolution No. 17 Amending the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County for Section 5310 Awards

Staff Comments on Item:

This TIP amendment adds 2026 federal Section 5310 funding for three projects:

Preliminary awards for three projects were approved at the September 3, 2025, MPO Policy Board meeting. This amendment incorporates those awards into the 2025-2029 TIP as final award approval by the MPO.

Materials Presented on Item:

1. MPO 2025 Resolution No. 17
2. PROJECT LISTINGS FOR AMENDMENT NO. 9 TO THE 2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM
3. 2026 Section 5310 Program of Projects for the Madison Urbanized Area (Approved 9/3/2025)

Staff Recommendation/Rationale: Staff recommend approval.

MPO 2025 Resolution No. 17

Amendment No. 9 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 Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2025–2029 must be included in the effective TIP; and

WHEREAS, an amendment is needed to add the federally funded 2026 Section 5310 Paratransit Eligibility & Mobility Coordinator Project, sponsored by the City of Madison/Metro Transit; and

WHEREAS, an amendment is needed to add the federally funded 2026 Section 5310 One-Call Center Mobility Management Project, sponsored by the Dane County Department of Human Services; and

WHEREAS, an amendment is needed to add the federally funded 2026 Section 5310 Driver Salary, Benefits, and Operations Project, sponsored by NewBridge Madison; and

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

WHEREAS, the MPO's public participation procedures for minor TIP amendments have been followed, including listing the projects on the board agenda; and

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

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves Amendment No. 9 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:

1. **ADD** the City of Madison’s federally funded 2026 Section 5310 Paratransit Eligibility & Mobility Coordinator Project to page 29 of the Transit Capital Projects section.
2. **ADD** Dane County’s federally funded 2026 Section 5310 One-Call Center Mobility Management Project to page 29 of the Transit Capital Projects section.
3. **ADD** NewBridge Madison’s federally funded 2026 Section 5310 Driver Salary, Benefits, and Operations Project to page 32 of the Transit Operating Projects section.

November 6, 2025

Date Adopted

Doug Wood, Chair, Greater Madison MPO

PROJECT LISTINGS FOR AMENDMENT NO. 9 TO THE 2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM

November 6, 2025

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	
TRANSIT CAPITAL																							
DANE COUNTY * TR-25-002	MOBILITY MANAGEMENT PROGRAM Continue mobility management program w/ multiple activities related to improving the effectiveness & efficiency of specialized transportation funding, coordination, and customer access to information.	Cap	162 41 203				158 40 198																
			162 41 203				158 40 198																
			5310 DC				5310 DC																
CITY OF MADISON * TR-25-001	PARATRANSIT ELIGIBILITY & MOBILITY COORDINATOR PROGRAM Project provides funding for mobility specialist to perform ADA complementary paratransit eligibility determinations, interviews and functional testing (IPA), transit orientation, and paths of travel assessments to/from residence and bus stops.	Cap	148 37 185				157 39 196																
			148 37 185				157 39 196																
			5310 M				5310 M																
TRANSIT OPERATING																							
NEWBRIDGE MADISON * TR-25-005	NEWBRIDGE MADISON OLDER ADULT TRANSPORTATION Operating assistance to support driver salaries, benefits, and operating costs	Oper	31 31 62				45 45 90																
			31 31 62				45 45 90																
			5310 NB				5310 NB																

¹ Project programming shown in 2027 is for informational purposes only.

(x) = Major project with capacity expansion. (*) = MPO action required. Shading denotes those projects programmed for Federal funding.

NOTE: Funds Key page 9.

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

Amendment No.9
11/6/25

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Federal Highway Administration	National Highway Performance Program	120,021	100,233	35,757	16,274	45,269	120,021	100,233	35,757	16,274	45,269
	Bridge Replacement and Rehabilitation	32,786	3,394	763	0	0	32,786	3,394	763	0	0
	Surface Transp. Block Grant Program - Madison Urban Area	4,888	10,013	10,395	11,139	10,239	4,888	10,013	10,395	11,139	10,239
	Surface Transp. Block Grant Program - State Flexibility	14,283	3,625	0	3,228	101,415	14,283	3,625	0	3,228	101,415
	Surface Transp. Block Grant Program - Transp. Alternatives	6,682	1,555	1,774	1,386	0	6,682	1,555	1,774	1,386	0
	Highway Safety Improvement Program	3,054	907	1,967	0	0	3,054	907	1,967	0	0
	Safe Streets and Roads for All (Madison projects will continue through 2029)	0	0	0	0	0	0	0	0	0	0
	Reconnecting Communities (Design for Madison's Perry Street Overpass will continue through 2026)	0	0	0	0	0	0	0	0	0	0
	Wisconsin Electric Vehicle Infrastructure Program	0	0	0	0	0	0	0	0	0	0
	Carbon Reduction Program	unknown	640	unknown	3,290	unknown	unknown	640	unknown	3,290	unknown
	Charging and Fueling Infrastructure (Dane County Project will continue through 2027)	0	0	0	0	0	0	0	0	0	0
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	17,048	20,870	21,780	21,934	22,146	17,048	20,870	21,780	21,934	22,146
	Sec. 5339 Bus & Bus Facilities	1,970	2,028	2,087	2,148	2,211	1,970	2,028	2,087	2,148	2,211
	Sec. 5337 State of Good Repair	1,350	1,390	1,483	981	1,010	1,350	1,390	1,483	981	1,010
	Sec. 5310 E/D Enhanced Mobility Program	656	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.

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

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

² Project type defined in 49 USC 5310 (b)(1), per FTA C 9070.1H:

12 - Administration expenses

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

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

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

D - alternatives to public transportation that assist seniors and individuals with disabilities with transportation

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

MPO Agenda Cover Sheet

November 6, 2025

Item No. 9

Re:

MPO 2025 Resolution No. 18 Amending the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County for STBG-Transportation Alternatives (TA) Awards

Staff Comments on Item:

This TIP amendment adds federal Transportation Alternatives funding for six projects and revises the timing of another previously awarded project. The projects are shown with proposed local and federal funding amounts and project timing in the attached project listings.

The MPO's Technical Coordinating Committee voted to support staff's recommended awards at their October 22, 2025 meeting.

Materials Presented on Item:

1. MPO 2025 Resolution No. 18
2. PROJECT LISTINGS FOR AMENDMENT NO. 10 TO THE 2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM
3. Project descriptions and funding recommendations
4. Project Map
5. Project scores for 2026-2030 Transportation Alternatives funding solicitation

Staff Recommendation/Rationale: Staff recommend approval.

MPO 2025 Resolution No. 18

Amendment No. 10 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 Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2025–2029 must be included in the effective TIP; and

WHEREAS, an amendment is needed to revise the federally funded CTH MM Underpass project, sponsored by the City of Fitchburg, from 2025 to 2027; and

WHEREAS, an amendment is needed to add the federally funded Traceway and Leopold Path project, sponsored by the City of Fitchburg, in 2027; and

WHEREAS, an amendment is needed to add federal funding to the West Beltline Frontage Road Shared Use Path project, sponsored by the City of Madison, in 2029; and

WHEREAS, an amendment is needed to add the federally funded BCycle Bike Share System Expansion project, sponsored by the City of Middleton, in 2030; and

WHEREAS, an amendment is needed to add the federally funded ADA Transition Plan and Evaluation

project, sponsored by the City of Sun Prairie, in 2030; and

WHEREAS, an amendment is needed to add the federally funded N Main Street (CTH M) Path project, sponsored by the City of Verona, in 2030; and

WHEREAS, an amendment is needed to add federal funding to the Dane County K-12 SRTS project, sponsored by the Wisconsin Bike Federation, in 2029 and 2030; and

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

WHEREAS, the MPO's public participation procedures for minor TIP amendments have been followed, including listing the projects on the board agenda; 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. 10 to the *2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project additions and changes as shown on the attached project listing table:

1. **REVISE** the City of Fitchburg's federally funded 2025 CTH MM Underpass project to occur in 2027 on page 16 of the Pedestrian/Bicycle Projects section.
2. **ADD** the City of Fitchburg's federally funded 2030 Traceway and Leopold Path project to page 17 of the Pedestrian/Bicycle Projects section.
3. **REVISE** the City of Madison's West Beltline Frontage Road Share-Use Path project to add federal funding in 2029 on page 20 of the Pedestrian/Bicycle Projects section.
4. **ADD** the City of Middleton's federally funded 2030 BCycle Bike Share System Expansion project to page 20 of the Pedestrian/Bicycle Projects section.
5. **ADD** the City of Sun Prairie's federally funded 2030 ADA Transition Plan and Evaluation project to page 22 of the Pedestrian/Bicycle Projects section.
6. **ADD** the City of Verona's federally funded 2030 N Main Street (CTH M) Path project to page 23 of the Pedestrian/Bicycle Projects section.
7. **REVISE** the Wisconsin Bike Federation's Dane County K-12 SRTS project to add federal funding in 2029 and 2030 on page 26 of the Pedestrian/Bicycle Projects section.

November 6, 2025

Date Adopted

Doug Wood, Chair, Greater Madison MPO

PROJECT LISTINGS FOR AMENDMENT NO. 10 TO THE 2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM

11/6/2025

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Jan.-Dec. 2028				Jan.-Dec. 2029				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
PEDESTRIAN/BICYCLE PROJECTS																							
CITY OF FITCHBURG * 111-23-017	CTH MM UNDERPASS Approximately 1,500 north of Lacy Road 50 foot long prefabricated concrete structure with headwalls on each end, retaining walls along the path on both sides of the roadway, and approximately 500 feet of additional path to connect with existing path south of the underpass	PE ROW CONST TOTAL			460	460						150	150										Funding obligated in 2026 for 2026 construction
			432		324	756				432		324	756										
			432		474	906						474	906										
			TA		F					TA		F											
* -	TRACEWAY AND LEOPOLD PATH Construct a new shared-use path along Traceway Drive and Post Road between Fish Hatchery Road and Leopold Way, with streetlight additions and raised high-visibility crosswalks at Leopold Elementary and The HUB (community center).	PE ROW CONST TOTAL										136	136										2030 TAP award for \$758 federal, \$505 F.
CITY OF MADISON *	WEST BELTLINE FRONTAGE ROAD SHARED-USE PATH Construct a new shared-use path along the West Beltline Frontage Road from east of Seminole Highway to Landmark Place (0.6 miles)	PE ROW CONST TOTAL										216	216			Continuing			1,001		672	1,673	TA funding awarded for 2028, project moved to 2029 at WisDOT request; application withdrawn as commencement deadline cannot be met. Will re-apply for TA funding in 2026.
CITY OF MIDDLETON :	BCYCLE BIKE SHARE SYSTEM EXPANSION TO CITY OF MIDDLETON Purchase and install 64 bike share docks and 34 e-bikes for bike share system expansion.	PE ROW CONST TOTAL																					2030 TAP award for \$247 federal, \$63 MI.
CITY OF SUN PRAIRIE :	ADA TRANSITION PLAN AND EVALUATION Complete an Americans with Disabilities Act (ADA) Transition Plan and conduct an evaluation of sidewalks, shared-use paths, and curb ramps within the municipal right-of-way.	PL																					2030 TAP award for \$120 federal, \$30 SP.
CITY OF VERONA :	N MAIN STREET (CTH M) PATH Construct a new shared-use path along the west side of North Main Street between Cross Country Road and Bering Drive.	PE ROW CONST TOTAL																					2030 TAP award for \$306 federal, \$125 V.
WISCONSIN BIKE FEDERATION * 111-24-007	DANE COUNTY K-12 SRTS County-wide program with targeted outreach to schools with a high proportion of free/reduced price lunches.	SRTS TOTAL									170		42	212	170		42	212	230		57	287	2030 TAP award for \$233 federal, \$58 BF.

¹ Project programming shown in 2030 is for informational purposes only.

(x) = Major project with capacity expansion. (*) = MPO action required. Shading denotes those projects programmed for Federal funding.

NOTE: Funds Key page 9.

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

Amendment No.10
11/6/25

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Federal Highway Administration	National Highway Performance Program	120,021	100,233	35,757	16,274	45,269	120,021	100,233	35,757	16,274	45,269
	Bridge Replacement and Rehabilitation	32,786	3,394	763	0	0	32,786	3,394	763	0	0
	Surface Transp. Block Grant Program - Madison Urban Area	4,888	10,013	10,395	11,139	10,239	4,888	10,013	10,395	11,139	10,239
	Surface Transp. Block Grant Program - State Flexibility	14,283	3,625	0	3,228	101,415	14,283	3,625	0	3,228	101,415
	Surface Transp. Block Grant Program - Transp. Alternatives	6,250	1,555	2,231	1,386	1,382	6,250	1,555	2,231	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	0	0	0	0	0	0	0	0	0
	Reconnecting Communities (Design for Madison's Perry Street Overpass will continue through 2026)	0	0	0	0	0	0	0	0	0	0
	Wisconsin Electric Vehicle Infrastructure Program	0	0	0	0	0	0	0	0	0	0
	Carbon Reduction Program	unknown	640	unknown	3,290	unknown	unknown	640	unknown	3,290	unknown
	Charging and Fueling Infrastructure (Dane County Project will continue through 2027)	0	0	0	0	0	0	0	0	0	0
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	17,048	20,870	21,780	21,934	22,146	17,048	20,870	21,780	21,934	22,146
	Sec. 5339 Bus & Bus Facilities	1,970	2,028	2,087	2,148	2,211	1,970	2,028	2,087	2,148	2,211
	Sec. 5337 State of Good Repair	1,350	1,390	1,483	981	1,010	1,350	1,390	1,483	981	1,010
	Sec. 5310 E/D Enhanced Mobility Program	656	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.

2025 Transportation Alternatives Applications

Project Descriptions and Funding Recommendations - FFY 2029-2030

Wisconsin Bike Fed – Dane County Safe Routes to School Programs 2029 & 2030 (two applications)

Dane County Safe Routes to School K-12 Program 2029 & 2030 will build on the current and future funding awarded by the TAP program to support Dane County students and families through providing education, engagement, encouragement, and evaluation programs centered on increasing the rates and safety of people walking and biking.

Total Eligible Project Cost: \$287,300 (2029), \$291,660 (2030)

Federal Funding Percentage: 80%

Federal Funding Amount: \$229,840 (2029), \$233,328 (2030)

Project Rank (MPO): 1

Staff recommends that these projects be selected for funding in this cycle.

Sun Prairie – ADA Transition Plan and Evaluation

The City of Sun Prairie is requesting Transportation Alternative Program (TAP) funding to complete an Americans with Disabilities Act (ADA) Transition Plan and conduct an evaluation of sidewalks, shared-use paths, and curb ramps within the municipal right-of-way. Federal regulations require all public agencies with more than 50 employees to maintain an ADA Transition Plan for facilities in their public right-of-way. This Plan will include a citywide inventory of sidewalk obstructions, gaps, missing or deficient ramps, and maintenance issues. It will also establish a schedule for addressing these and other identified accessibility gaps.

Total Eligible Project Cost: \$150,000

Federal Funding Percentage: 80%

Federal Funding Amount: \$120,000

Project Rank (MPO): NA

ADA Transition Plans were included as eligible project types for TAP funding in the spring of 2025; however, no scoring metrics for this project type were adopted at that time. Given that ADA Transition Plans are required by federal law for communities with more than 50 employees, and that this is the least-expensive project for which an application was received, staff recommends that this project be selected for funding in this cycle.

Fitchburg – Traceway and Leopold Path

This project consists of a 10-foot asphalt shared-use path connecting Traceway Drive and Leopold Way. The path will be constructed on the northeast side of Traceway Drive, beginning at the existing path on Fish Hatchery Road, and extend northwest to Post Road. The path will continue west along the south side of Post Road to the intersection with Leopold Way. Streetlights will be added along Traceway Drive to enhance nighttime visibility. Raised or high visibility crosswalks will be added at crossings that serve Leopold Elementary School and The HUB (community center).

Total Eligible Project Cost: \$1,263,390

Federal Funding Percentage: 60%

Federal Funding Amount: \$758,034

Project Rank (MPO): 3

Staff recommends that this project be selected for funding in this cycle.

Madison – Autumn Ridge Path Extension

This path will extend the recently constructed Autumn Ridge Path and Highway 30 overpass along the south side of Highway 30 to US 51 (Stoughton Rd). Current WisDOT planning documents call for a path along the east side of US 51 terminating just south of the US 51 / WIS 30 interchange. The proposed path will connect to this US 51 path, expanding the off-street, low-stress multimodal network in the area. The path will connect to a future pedestrian and bicycle overpass of US 51. This path is included in the Greater Madison MPO Regional Transportation Plan and 2015 Bicycle Transportation Plan for the Madison Metropolitan Area.

Total Eligible Project Cost: \$1,668,188

Federal Funding Percentage: 60%

Federal Funding Amount: \$1,000,913

Project Rank (MPO): 4

Staff does not recommend that this project be selected for funding in this cycle.

Madison – Garver Path Extension

A developer will construct a public extension of the existing Garver Path north of Milwaukee Street across their plat in 2026/2027. The Garver Path Extension will connect this privately-developed path to the existing Marsh View Path south of Highway 30. This will provide a continuous off-street path from Atwood Avenue to Commercial Avenue, north of Highway 30. This path is included in the Greater

Madison MPO Regional Transportation Plan and 2015 Bicycle Transportation Plan for the Madison Metropolitan Area. The path is identified as the "Hiestand Path" in planning documents.

Total Eligible Project Cost: \$1,503,943

Federal Funding Percentage: 60%

Federal Funding Amount: \$902,366

Project Rank (MPO): 5

Staff does not recommend that this project be selected for funding in this cycle.

Madison – West Beltline Frontage Road Path

The W Beltline Highway Frontage Rd Shared-Use Path will provide a connection from just east of Seminole Hwy to Landmark Pl. This area of the W Beltline Frontage Rd has no sidewalk and just painted bike lanes. The path will provide a pedestrian facility where one does not currently exist and provide a more comfortable bicycle facility separated from motor vehicle traffic. This path is referenced in the Greater Madison MPO Regional Transportation Plan as the Seminole-Cannonball Connector.

Total Eligible Project Cost: \$1,667,500

Federal Funding Percentage: 60%

Federal Funding Amount: \$1,000,500

Project Rank (MPO): 2

Staff recommends that this project be selected for funding in this cycle.

Madison – Odana Rd Path

This project will construct a new shared use path along the south side of Odana Road adjacent to the Odana Hills Golf Course. The path will provide a low stress walking and bicycling connection where one does not currently exist, and where there is no sidewalk, between a spur of the Southwest Path and neighborhood streets to the west that will be marked as a bicycle boulevard. The path and future bike boulevard close a key gap between the Southwest Path and the West Towne Path (TAP funded). This path is a near-term alternative to the West Beltline Path included in the Greater Madison MPO Regional Transportation Plan and 2015 Bicycle Transportation Plan for the Madison Metropolitan Area.

Total Eligible Project Cost: \$1,097,500

Federal Funding Percentage: 60%

Federal Funding Amount: \$658,500

Project Rank (MPO): 8

Staff does not recommend that this project be selected for funding in this cycle.

Middleton – BCycle

The City of Middleton is looking to introduce nine BCycle stations comprising of 34 e-bikes and 64 docks to Middleton. This investment will expand the growing BCycle network into Middleton for the first time and provide connectivity to Madison's existing BCycle facilities. As the project sponsor and on behalf of the program partner BCycle, The City of Middleton seeks Transportation Alternatives Program to help fund the capital expenditure of this project.

Total Eligible Project Cost: \$310,600

Federal Funding Percentage: 79.6%

Federal Funding Amount: \$247,331

Project Rank (MPO): 7

Staff recommends that this project be selected for funding in this cycle.

Sun Prairie – Windsor St Side Path

The City of Sun Prairie is requesting STBG-TA funding to construct a 10-foot, bituminous asphalt shared-use path along the north side of STH 19 (Windsor Street) between Davison Drive and Pony Lane. This segment of state trunk highway currently lacks pedestrian facilities to serve a Metro Transit bus stop and commercial destinations north of STH 19 at Lois Drive. Filling this gap will address a major missing link in Sun Prairie's bicycle and pedestrian network.

Total Eligible Project Cost: \$1,362,953

Federal Funding Percentage: 60%

Federal Funding Amount: \$817,772

Project Rank (MPO): 6

Staff does not recommend that this project be selected for funding in this cycle.

Verona – Military Ridge State Trail Improvement Project

The City of Verona will pave a two-mile section of the Military Ridge State Trail, from Old PB to 400 feet west of Wildcat Way. In addition to the asphalt surface, the City will improve the safety of bicyclists and

pedestrians at the trail crossings at Lincoln Street, South Franklin Street, South Main Street and South Nine Mound Road. Street signs will be installed at each road intersection to assist with wayfinding.

Total Eligible Project Cost: \$629,750

Federal Funding Percentage: 60%

Federal Funding Amount: \$377,850

Project Rank (MPO): 10

Staff does not recommend that this project be selected for funding in this cycle.

Verona – N Main St (CTH M) Path

This project will install a 10-foot wide paved multi use path along the west side of North Main Street (CTH M). This will necessitate an improved retaining wall to provide the necessary space between the wall and the back of curb. In addition, bicycle and pedestrian safety improvements will be made to the intersections of the path and Cross Country Road and the path and Bering Drive. The path will connect the neighborhoods located north of Cross Country Road with the schools located south of Cross Country Road.

Total Eligible Project Cost: \$430,700

Federal Funding Percentage: 71%

Federal Funding Amount: \$305,797

Project Rank (MPO): 9

Staff recommends that this project be selected for funding in this cycle.

DRAFT

Transportation Alternatives Program Projects and Candidate New Projects

Approved 2025 - 2028 Projects

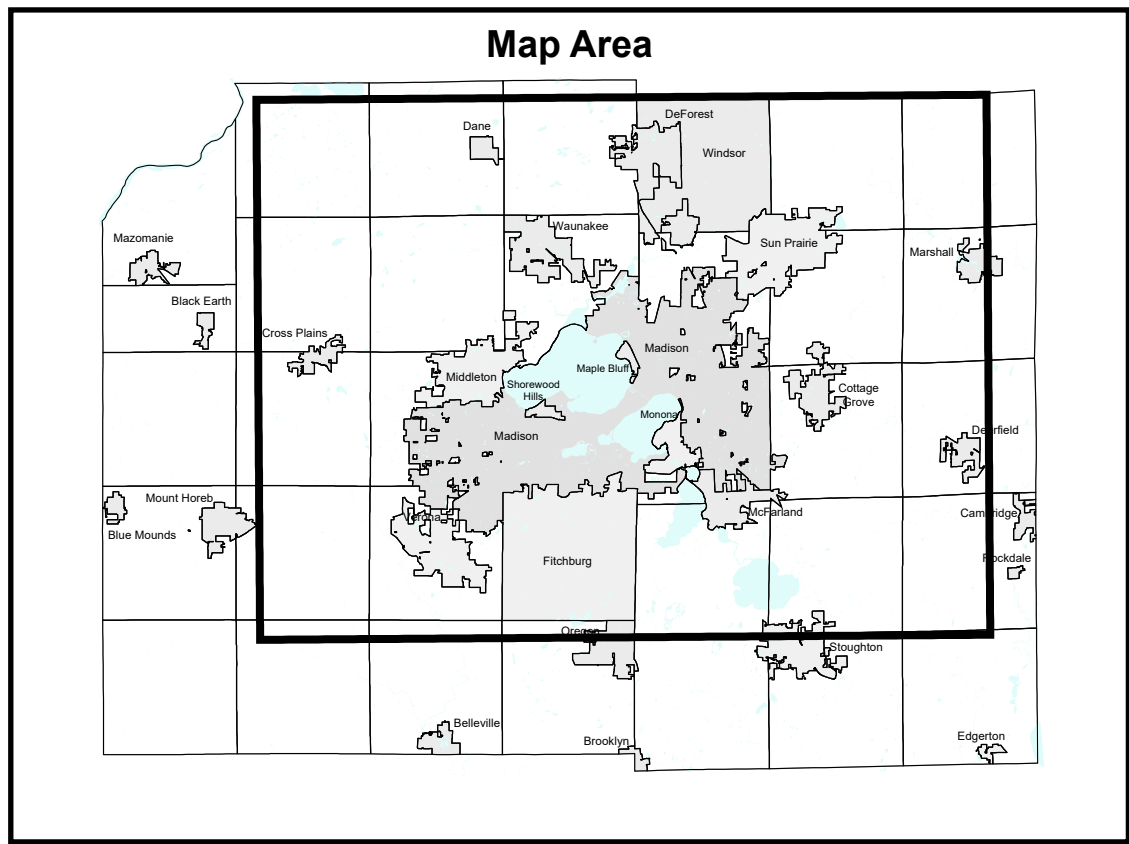
- 2025
- 2026
- 2027
- 2028

Proposed 2029-2030 Projects

- BCycle Expansion
- Existing Bike Path
- Approved Madison Urban Boundary (2023)

Note: Year of construction shown.
See project listings for information
on obligation of federal funding.

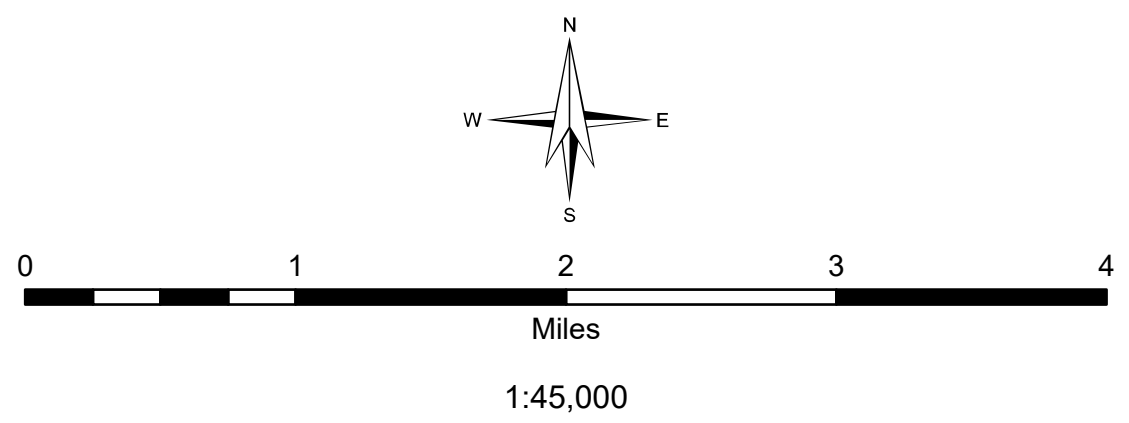
Dane County, Wisconsin



Prepared by staff to the:



Date Revised: 10/15/2025



Coordinate System: NAD 1983 HARN WI/SCRS Dane County Feet
Projection: Lambert Conformal Conic

Source Info:
Street Base: 2025 (MPO/DCLIO)
Hydrography: 12/02, 1/24/00 (WDNR)
Civil Division Limits: 2025, Annexation Records (DCLIO)
Transportation Improvement Program: 2025 - 2029 (MPO)

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TAP Project Scoring, Ranking, and Funding Recommendations - FFY 2029-2030					
Projects by Rank	Fed \$	Score	Rank	2029	2030
Bike Fed SRTS	\$463,168 (2-year total)	89	1	\$229,840	\$233,328
Sun Prairie ADA TP	\$120,000	NA	NA		\$120,000
Fitchburg Traceway Path	\$758,034	84	3		\$758,034
Madison Autumn Rdg Ext	\$1,000,913	75	4		
Madison Garver Path Ext	\$902,366	75	5		
Madison W Beltline Path	\$1,000,500	84	2	\$1,000,500	
Madison Odana Path	\$658,500	57	8		
Middleton BCycle	\$247,331	62	7		\$247,331
Sun Prairie Windsor St Path	\$817,772	64	6		
Verona Military Ridge State Trail	\$377,850	41	10		
Verona N Main St (CTH M) Path	\$305,797	46	9		\$305,797
Total Annual Funding				\$1,230,340	\$1,664,490
Anticipated Annual Allocation				\$1,432,420	\$1,432,420

MPO Agenda Cover Sheet

November 6, 2025

Item No. 10

Re:

MPO 2025 Resolution No. 19 Amending the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County for STBG-Urban Awards

Staff Comments on Item:

This TIP amendment adds federal STBG-Urban funding for five projects. The projects are shown with proposed federal funding amounts and project timing in the attached project listings and are listed below:

- CTH BW/Broadway (Frazier Avenue to USH 51) Reconstruction and Resurfacing Project, sponsored by Dane County (NEW; Construction anticipated in FY2030 or 2031)
- Irish Lane (S. Fish Hatchery Road to S. Syene Road) Reconditioning Project, sponsored by the City of Fitchburg (NEW; Construction anticipated in FY2030 or 2031)
- Mid Town Road (Waldorf Blvd to Muir Field Road) Reconstruction and Realignment Project, sponsored by the City of Madison (NEW; Construction anticipated in FY2030 or 2031)
- Pleasant View Road (Mineral Point Road to Timber Wolf Trail) Reconstruction and Expansion Project, sponsored by the City of Madison (NEW; Construction anticipated in FY2030 or 2031)
- Columbus Street (Wilburn Road to Laura Street) Pavement Rehabilitation and Partial Reconstruction Project, sponsored by the City of Sun Prairie (NEW; Construction anticipated in FY2030 or 2031)

Staff's initial recommendation was to fund the Pleasant View Road, Mid Town Road, Irish Lane, and Columbus Street projects with a 64.2% federal cost share. Under this scenario, the two highest scoring projects would be funded – Mid Town Road and Pleasant View Road – along with two “small projects” – Irish Lane and Columbus Street – in accordance with the MPO's policy to allocate up to 10% of federal funding to projects costing less than \$3 million, over a period of time.

Staff presented this recommendation to the Technical Coordinating Committee (TCC) at their October 22nd meeting. At that meeting, Dane County staff strongly advocated for funding the CTH BW/Broadway project, citing road surface conditions, anticipated development/redevelopment along Broadway, among other considerations. After a period of discussion, the (TCC) recommended funding the Pleasant View Road, Mid Town Road, Irish Lane, and Columbus Street projects with a 50% federal cost share and awarding the remaining available federal funding to the CTH BW/Broadway project, with the understanding that the project would be divided into two phases. Phase 1 construction could then potentially be funded with a federal cost share up to 50%, based on the revised construction cost. Dane County and the City of Monona are currently revising their STBG-Urban application so that it reflects revised construction limits and total construction costs for Phase 1.

MPO staff concur with the Technical Coordinating Committee's recommendation.

Staff have not received any comments during the review period, which began when the [memo providing notice of the public hearing](#) was emailed to the MPO contact list and posted to the MPO website on Wednesday, October 22.

Materials Presented on Item:

1. MPO 2025 Resolution No. 19
2. PROJECT LISTINGS FOR AMENDMENT NO. 11 TO THE 2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM
3. Project Descriptions
4. Project Map
5. Project Scores
6. 2025-2031 STBG-Urban Priority Projects Table (Approved and Recommended Projects)

Staff Recommendation/Rationale: Staff recommend approval.

MPO 2025 Resolution No. 19

Amendment No. 11 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 Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2025–2029 must be included in the effective TIP; and

WHEREAS, an amendment is needed to add the federally funded CTH BW/Broadway (Frazier Avenue to USH 51) Reconstruction and Resurfacing project, sponsored by Dane County; and

WHEREAS, an amendment is needed to add the federally funded Irish Lane (S. Fish Hatchery Road to S. Syene Road) Reconditioning project, sponsored by the City of Fitchburg; and

WHEREAS, an amendment is needed to add the federally funded Mid Town Road (Waldorf Blvd to Muir Field Road) Reconstruction and Realignment project, sponsored by the City of Madison; and

WHEREAS, an amendment is needed to add the federally funded Pleasant View Road (Mineral Point Road to Timber Wolf Trail) Reconstruction and Expansion project, sponsored by the City of Madison; and

WHEREAS, an amendment is needed to add the federally funded Columbus Street (Wilburn Road to Laura Street) Pavement Rehabilitation and Partial Reconstruction project, sponsored by the City of Sun Prairie; and

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

WHEREAS, the MPO's public participation procedures for TIP amendments have been followed, including an official notice and comment period and holding a public hearing on November 6, 2025, for the new STBG-Urban projects, which constitutes a major amendment, and listing the projects on the board agenda; and

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

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves Amendment No. 11 to the *2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project additions and changes as shown on the attached project listing table:

1. **ADD** Dane County's federally funded CTH BW/Broadway (Frazier Avenue to USH 51) Reconstruction and Resurfacing project to page 37 of the Street/Roadway Projects section.
2. **ADD** the City of Fitchburg's federally funded Irish Lane (S. Fish Hatchery Road to S. Syene Road) Reconditioning project to page 40 of the Street/Roadway Projects section.
3. **ADD** the City of Madison's federally funded Mid Town Road (Waldorf Blvd to Muir Field Road) Reconstruction and Realignment project to page 42 of the Street/Roadway Projects section.
4. **ADD** the City of Madison's federally funded Pleasant View Road (Mineral Point Road to Timber Wolf Trail) Reconstruction and Expansion project to page 43 of the Street/Roadway Projects section.
5. **ADD** the City of Sun Prairie's federally funded Columbus Street (Wilburn Road to Laura Street) Pavement Rehabilitation and Partial Reconstruction project to page 46 of the Street/Roadway Projects section.

November 6, 2025

Date Adopted

Doug Wood, Chair, Greater Madison MPO

**PROJECT LISTINGS FOR AMENDMENT NO. 11
TO THE 2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM**

11/6/25

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Jan.-Dec. 2028				Jan.-Dec. 2029				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
DANE COUNTY NEW *	CTH BW/BROADWAY Frazier Avenue to USH 51 Reconstruct and Resurface roadway. Alter pavement markings to provide two 11-foot lanes, which would allow an eight-foot bike lane (2-foot buffer, 4-feet asphalt, 2-foot gutter pan) throughout the project length. Construct new curb ramps and bus landing pads.	PE ROW CONST TOTAL																				Total Construction Cost: \$15,194 STBG-Urban Award: \$4,285 Project will be phased, which will affect project limits and construction costs. Phase 1 federal cost share not to exceed 50% of construction costs. Project year not finalized. Construction anticipated in FY2030 or FY2031.	
CITY OF FITCHBURG NEW *	IRISH LANE S. Fish Hatchery Road to S. Syene Road Reconditioning. Add five-foot wide shoulders that will accommodate bicylists. Reduce speed limit to 35mph.	PE ROW CONST TOTAL																				Total Construction Cost: \$2,635 STBG-Urban Award: \$1,318 (50% federal cost share). Project year not finalized. Construction anticipated in FY2030 or FY2031.	
CITY OF MADISON NEW *	MID TOWN ROAD Waldorf Blvd to Muir Field Road Reconstruct and realign roadway to a divided four-lane cross section. Construct a multi-use path along the roadway and extend the Ice Age Connector path from its current termination at Raymond/High Point Rd under the new roadway, up to Elver Park.	PE ROW CONST TOTAL																				Total Construction Cost: \$16,500 STBG-Urban Award: \$8,250 (50% federal cost share). Project year not finalized. Construction anticipated in FY2030 or FY2031.	
NEW X*	PLEASANT VIEW ROAD Mineral Point Road to Timber Wolf Trail Reconstruct and expand roadway to a divided four lane cross section. Construct multi-use path and crosswalks with pedestrian refuges.	PE ROW CONST TOTAL																				Total Construction Cost: \$9,500 STBG-Urban Award: \$4,750 (50% federal cost share). Project year not finalized. Construction anticipated in FY2030 or FY2031.	
CITY OF SUN PRAIRIE NEW *	COLUMBUS STREET Wilburn Road to Laura Street Pavement Rehabilitation and Partial Reconstruction Narrow the roadway; add 10-foot wide shared-use path on east side of the street.	PE ROW CONST TOTAL																				Total Construction Cost: \$1,471 STBG-Urban Award: \$735 (50% federal cost share). Project year not finalized. Construction anticipated in FY2030 or FY2031.	

¹ Project programming shown in 2029 is for informational purposes only.

(x) = Major project with capacity expansion. (*) = MPO action required. Shading denotes those projects programmed for Federal funding.

NOTE: Funds Key page 9.

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

Amendment No.11
11/6/25

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Federal Highway Administration	National Highway Performance Program	120,021	100,233	35,757	16,274	45,269	120,021	100,233	35,757	16,274	45,269
	Bridge Replacement and Rehabilitation	32,786	3,394	763	0	0	32,786	3,394	763	0	0
	Surface Transp. Block Grant Program - Madison Urban Area	4,888	10,013	10,395	11,139	10,239	4,888	10,013	10,395	11,139	10,239
	Surface Transp. Block Grant Program - State Flexibility	14,283	3,625	0	3,228	101,415	14,283	3,625	0	3,228	101,415
	Surface Transp. Block Grant Program - Transp. Alternatives	6,250	1,555	2,231	1,386	1,382	6,250	1,555	2,231	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	0	0	0	0	0	0	0	0	0
	Reconnecting Communities (Design for Madison's Perry Street Overpass will continue through 2026)	0	0	0	0	0	0	0	0	0	0
	Wisconsin Electric Vehicle Infrastructure Program	0	0	0	0	0	0	0	0	0	0
	Carbon Reduction Program	unknown	640	unknown	3,290	unknown	unknown	640	unknown	3,290	unknown
	Charging and Fueling Infrastructure (Dane County Project will continue through 2027)	0	0	0	0	0	0	0	0	0	0
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	17,048	20,870	21,780	21,934	22,146	17,048	20,870	21,780	21,934	22,146
	Sec. 5339 Bus & Bus Facilities	1,970	2,028	2,087	2,148	2,211	1,970	2,028	2,087	2,148	2,211
	Sec. 5337 State of Good Repair	1,350	1,390	1,483	981	1,010	1,350	1,390	1,483	981	1,010
	Sec. 5310 E/D Enhanced Mobility Program	656	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.

STBG-Urban Applications - Project Descriptions - FFY 2030-2031

Madison – S. Pleasant View Road (Timber Wolf Trail to Mineral Point Road) Reconstruction and Capacity Expansion

The project would reconstruct a two-lane roadway to a four-lane urban boulevard. The project will include a median, sidewalk, multi-use path, cross walks with pedestrian refuges, lighting, and storm sewer. The current signal at Old Sauk Road will be upgraded to include the multi-use path crossing. A rapid flashing beacon is proposed in the middle of the project limits. A stormwater pond is proposed to treat runoff from the newly expanded street. This project is a second phase to the newly constructed section to the north (MPO-funded project sponsored by Middleton and Madison).

Total Eligible Construction Cost: \$9,500,000

Madison – Mid Town Road (Waldorf Boulevard to Muir Field Road) Reconstruction and Realignment

The project includes new pavement, curb and gutter, lighting and storm sewer system for the roadway. A new multi-use path is planned along the street. An extension of the Ice Age Connector path from its current termination at Raymond/High Point Rd under the new roadway in an underpass, up to Elver Park is also proposed. This project intersects with the S. High Point Road extension project (MPO-funded project sponsored by Madison).

Total Eligible Construction Cost: \$16,500,000

Dane County – CTH BB/Broadway (Frazier Avenue to USH 51) Reconstruction/Resurfacing

The project includes new pavement, curb and gutter, traffic signals, and storm sewer system improvements for the roadway. Pavement markings are proposed to be altered to provide two 11-foot lanes, which would allow an eight-foot bike lane (2-foot buffer, 4-foot asphalt, 2-foot gutter pan) throughout the project length. The project would also improve curb ramps and bus landing pads to meet Americans with Disabilities Act (ADA) standards. The bridge over the Yahara River will be reviewed for modification, to allow bicycles to cross the bridge on a wider multi-use path rather than the narrow bridge crossing that exists today.

Total Eligible Construction Cost: \$15,193,500

Sun Prairie – Columbus Street (Wilburn Road to Laura Street) Pavement Rehabilitation and Partial Reconstruction

This project includes the addition of traffic-calming features such as elevated crosswalks and curb extensions, and the installation of an off-street bicycle facility. The roadway will be narrowed while maintaining sufficient lane widths for all vehicle traffic. A new 10-foot shared-use path will be constructed on the east side of Columbus Street, shifting the Sun Prairie Loop—a regional recreational bike route funded through TAP support—off-street along this segment.

Total Eligible Construction Cost: \$1,470,579

Fitchburg – Irish Lane (S Fish Hatchery Road to S Syene Road) Reconditioning

The project includes new pavement and the addition of five-foot wide shoulders that will accommodate bicyclists. The speed limit would be reduced to 35mph.

Total Eligible Construction Cost: \$2,635,315

DRAFT

STBG Urban Projects
and
Candidate New Projects

Approved 2025 - 2029 Projects

- 2025
- 2026
- 2027
- 2028
- 2029

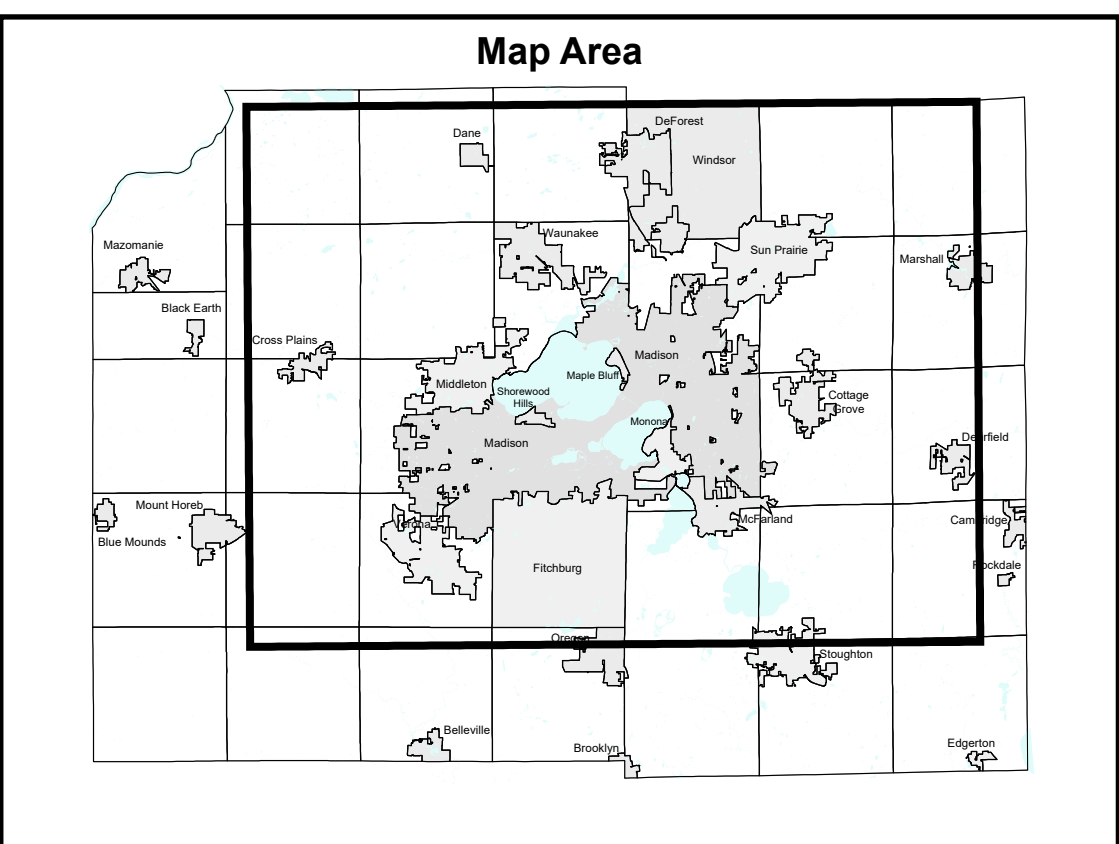
Proposed 2030 - 2031 Projects

-
- Approved Madison Urban Boundary (2023)

Red Text Denotes
Planned Major Capacity
Expansion Project

Note: Year of construction shown.
See project listings for information
on obligation of federal funding.

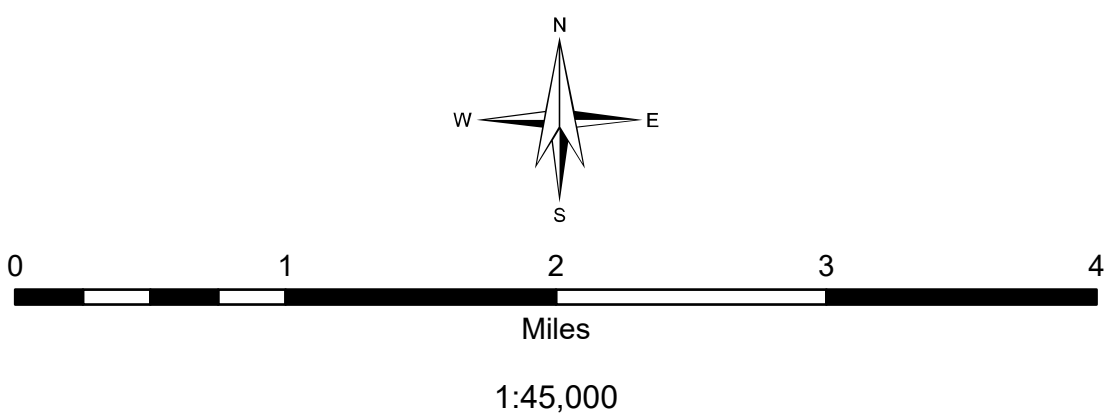
Dane County, Wisconsin



Prepared by staff to the:



Date Revised: 10/15/2025



Coordinate System: NAD 1983 HARN WI/SCRS Dane County Feet
Projection: Lambert Conformal Conic

Source Info:
Street Base: 2025 (MPO/DCLIO)
Hydrography: 12/02, 1/24/00 (WDNR)
Civil Division Limits: 2025, Annotation Records (DCLIO)
Transportation Improvement Program: 2025 - 2029 (MPO)

User: jpbm
Date Printed: 10/15/2025
Date Saved: 10/15/2025 11:09 AM
Path: M:\MPO_GIS\GIS_Users\Dan_Saich\Proj\Trans\TIP\2025\STBG_Urban_2025.aprx

2026-2031 TIP/STBG-URBAN ROADWAY PROJECTS SCORING		Nov-25	Dane County	Fitchburg	Madison		Sun Prairie
			CTH BW/Broadway (Frazier Avenue to USH 51) (Project will be phased)	Irish Lane (S Fish Hatchery Road to S Syene Road)	Mid Town Road (Waldorf Boulevard to Muir Field Road)	Pleasant View Road (Mineral Point Road to Timber Wolf Trail)	Columbus Street (Wilburn Road to Laura Street)
Total Construction Cost (Eligible)			\$15,193,500	\$2,635,315	\$16,500,000	\$9,500,000	\$1,470,579
Maximum Eligible Federal Funding for Construction (65%)			\$9,875,775	\$1,712,955	\$10,725,000	\$6,175,000	\$955,876
Maximum Eligible Federal Cost Share			65%	65%	65%	65%	65%
Proposed Federal Cost Share			28%	50%	50%	50%	50%
Proposed Federal Funding for Construction			\$4,284,608	\$1,317,658	\$8,250,000	\$4,750,000	\$735,290
Requested Year of Construction (FY)			2029	2030	2030	2030	2030
I. Importance to Regional Transportation System and Supports Regional Devel. Framework		Point Range					
A. Roadway Functional Class		3 - 9	6	3	6	9	3
B. Freight Route		0 - 3	3	0	2	3	1
C. Supports Regional Center, Mixed-Use Center, and/or Serves Regional/Community Corridor		0 - 6	4	0	2	0	2
II. System Preservation							
A. Pavement Condition		0 - 20	17	20	17	18	16
III. Congestion Mitigation & Transportation System Management (TSM)							
A. Congestion Mitigation/TSM		0 - 12	0	0	0	10	0
IV. Safety Enhancement							
B. Potential Crash Reduction Impact of the Proposed Roadway Improvement(s)		0 - 20	14	10	20	20	15
V. Enhancement of Multi-Modal Options							
A. Pedestrian Facilities		0 - 2	0	0	2	2	2
B. Bicycle Facilities - Level of Traffic Stress(LTS)		0 - 6	2	2	6	6	6
C. Transit Facilities/Route		0 - 4	2	0	2	2	0
VI. Environment/Green Infrastructure							
A. Use of Alternative Modes		0 - 4	3	2	3	3	4
B. Stormwater Control		0 - 4	1	1	1	1	0
VII. Priority Areas							
A. Priority Area		0 - 10	10	0	10	6	0
TOTAL POINTS		0 - 100	62	38	71	80	49
I. Importance to Regional Transportation System and Supports Regional Devel. Framework			13	3	10	12	6
II. System Preservation			17	20	17	18	16
III. Congestion Mitigation & Transportation System Management (TSM)			0	0	0	10	0
IV. Safety Enhancement			14	10	20	20	15
V. Enhancement of Multi-Modal Options			4	2	10	10	8
VI. Environment/Green Infrastructure			4	3	4	4	4
VII. Priority Areas			10	0	10	6	0
TOTAL POINTS		0 - 100	62	38	71	80	49

2025 - 2031 Madison Area STBG Urban Program									
Project	Project ID	Score	Fed. Fiscal Year	Total Est. Cost ¹ (thousands)	Max. Percent (Fed \$)	Federal Funds Approved (thousands)	Federal Funds Requested (thousands)	Federal Funds Proposed New (thousands)	Comments
Approved Priority Projects FFY25									
MPO Rideshare Program 2025-2029		²	2025	\$132	80%	\$106			Ongoing support per MPO policy. 3% annual increase, with 4% annual increase starting in 2027
C. Madison Ped/Bike Safety Education Program 2025-2029		²	2025	\$114	80%	\$91			Ongoing support per MPO policy. 3% annual increase.
John Nolen Drive (Lakeside St. to North Shore Dr.)		57 ⁴	2025	\$54,095		\$1,250			Receiving an additional \$40,341 in federal funding from BIP, BR, PROTECT, and TA programs.
N. Bird Street (STH 19 to USH 151)		50 ⁵	2025	\$953	80%	\$762			Qualifies as a "small" project. STBG-U funding increased due to removal of Bailey Road and Nichols Road projects from FFY25
N. Thompson Rd. (Main St. to St. Albert the Great Dr.) & St. Albert the Great Dr. (CTH C to N. Thompson)		43 ⁵	2025	\$3,349	80%	\$2,679			STBG-U funding increased due to removal of Bailey Road and Nichols Road projects from FFY25
Windsor Road (Charlie Grimm Rd. to CTH CV)		38 ⁵	2025	\$1,376	80%	\$1,100			Qualifies as a "small" project. STBG-U funding increased due to removal of Bailey Road and Nichols Road projects from FFY25
				\$60,019		\$5,988			TOTAL
Approved Priority Projects FFY26									
MPO Rideshare Program 2025-2029		²	2026	\$136	80%	\$110			Ongoing support per MPO policy. 3% annual increase, with 4% annual increase starting in 2027
C. Madison Ped/Bike Safety Education Program 2025-2029		²	2026	\$119	80%	\$95			Ongoing support per MPO policy. 3% annual increase.
Mineral Point Rd. (Beltline Hwy. to S. High Point Rd.)		68 ⁴	2026	\$5,772	79.7%	\$4,600			Stormwater box added to project; const. cost has increased. STBG-U funding increased due to John Nolen Drive Phase 1 moving from FFY26 to FFY25
CTH MM/Rimrock Road (John Nolen Drive to Beltline Highway on/off ramps)		51	2026	\$1,356	80%	\$1,085			Qualifies as a "small" project. Includes a New Path. 80% Fed. funding. STBG-U funding increased due to John Nolen Drive Phase 1 moving from FFY26 to FFY25
CTH MM / Rimrock Road (McCoy Rd to Beltline Highway on/off ramps) Pavement Replacement		45	2026	\$2,156	80%	\$1,725			Qualifies as a "small" project. Includes a New Path. 80% Fed. funding. STBG-U funding increased due to John Nolen Drive Phase 1 moving from FFY26 to FFY25
South High Point Road (Mid Town Meadows Plat Limit to Raymond Road) Construct Roadway on New Alignment		29.1	2026	\$3,000	80%	\$2,400			New project addition in CY24. 80% Fed. funding. STBG-U funding available due to John Nolen Drive Phase 1 moving from FFY26 to FFY25
				\$12,539		\$10,015			TOTAL
Approved Priority Projects FFY27									
MPO Rideshare Program 2025-2029		²	2027	\$141	80%	\$113			Ongoing support per MPO policy. 3% annual increase, with 4% annual increase starting in 2027
C. Madison Ped/Bike Safety Education Program 2025-2029		²	2027	\$120	80%	\$96			Ongoing support per MPO policy. 3% annual increase.
Glacial Drumlin Path (I-39/90 to CTH AB/Buckeye Road)		68	2027	\$11,114	73.39%	\$8,157			New Path. STBG-U funding increased in August 2025 due to cancelation of Bailey Road reconstruction project.
Vinburn Road (Main Street to N. Towne Road) Reconstruct to Urban Cross Section		37	2027	\$2,764	73.39%	\$2,028			Qualifies as a "small" project. Includes bike lanes. STBG-U funding increased due to cancelation of Bailey Road reconstruction project.
				\$14,139		\$10,394			TOTAL

2025 - 2031 Madison Area STBG Urban Program									
Project	Project ID	Score	Fed. Fiscal Year	Total Est. Cost ¹ (thousands)	Max. Percent (Fed \$)	Federal Funds Approved (thousands)	Federal Funds Requested (thousands)	Federal Funds Proposed New (thousands)	Comments
Approved Priority Projects FFY28									
MPO Rideshare Program 2025-2029		²	2028	\$146	80%	\$118			Ongoing support per MPO policy. 4% annual increase.
C. Madison Ped/Bike Safety Education Program 2025-2029		²	2028	\$124	80%	\$99			Ongoing support per MPO policy. 3% annual increase.
West Towne Path (Zor Shrine Place to S. Gammon Road)		86	2028	\$3,740	65%	\$2,431			New Path.
Ph. 2 John Nolen Drive (Olin Avenue to Lakeside St.) Reconstruction		58	2028	\$6,870	65%	\$4,466			New path on west side of roadway may be constructed.
O'Keefe Avenue (Reiner Road to Summerfield Way) Pavement Replacement		44	2028	\$2,253	65%	\$1,464			Qualifies as a "small" project. Will convert two of four travel lanes to bike/bus lanes.
Holum Street (Railroad to N. Towne Road) Reconstruction		30	2028	\$3,939	65%	\$2,560			
				\$17,072		\$11,138			TOTAL
Approved Priority Projects FFY29									
MPO Rideshare Program 2025-2029		²	2029	\$153	80%	\$123			Ongoing support per MPO policy. 4% annual increase.
C. Madison Ped/Bike Safety Education Program 2025-2029		²	2029	\$128	80%	\$102			Ongoing support per MPO policy. 3% annual increase.
Windsor Road Path (Sunset Meadows Drive to N. Towne Road) New Path on South side of Roadway		65	2029	\$620	76.41%	\$474			New Path. Qualifies for 76.41% federal share based on cost formula for projects less than \$1M from Selection Process Document.
Ph. 3 John Nolen Drive / CTH MC/ Olin Avenue (Wingra Creek to Beltline Highway on/off ramps) Pavement Replacement		62.6	2029	\$11,750	65%	\$7,638			
St. Albert the Great Drive (Broadway Drive to N. Bird Street) Pavement Replacement		42	2029	\$1,241	65%	\$807			Qualifies as a "small" project. Includes bike lanes.
Nichols Road (Winnequah Rd. to Maywood Rd.)		38 ⁵	2029	\$1,685	65%	\$1,095			Project moved from FFY25 to FFY29. Const. cost has been adjusted accordingly. 65% Fed. funding. Selected for funding as "small" project.
				\$15,577		\$10,238			TOTAL
New Priority Projects for 2030-2031 (MPO and TCC Recommendation)									
MPO Rideshare Program 2025-2029		²	2030-2031	\$326	80%		\$261	\$261	Ongoing support per MPO policy. 4% annual increase.
C. Madison Ped/Bike Safety Education Program 2025-2029		²	2030-2031	\$267	80%		\$213	\$213	Ongoing support per MPO policy. 3% annual increase.
Pleasant View Road (Mineral Point Road to Timber Wolf Trail)		80	2030-2031	\$9,500	65%		\$6,175	\$4,750	50% Fed. Funding. \$1,425 short of 65% funding based on current cost estimate.
Mid Town Road (Waldorf Boulevard to Muir Field Road)		71	2030-2031	\$16,500	65%		\$10,725	\$8,250	50% Fed. Funding. \$2,475 short of 65% funding based on current cost estimate.
CTH BW/Broadway (Frazier Avenue to USH 51)		62	2030-2031	\$15,194	65%		\$9,876	\$4,285	28.20% Fed. Funding. Funding is less than 50% because project will be constructed in two phases. Cost estimate expected to decrease. Federal cost share not to exceed 50% for Phase 1.
Columbus Street (Wilburn Road to Laura Street)		49	2030-2031	\$1,471	65%		\$956	\$735	50% Fed. Funding. Qualifies as a "small" project. \$221 short of 65% funding based on current cost estimate.
Irish Lane (S Fish Hatchery Road to S Syene Road)		38	2030-2031	\$2,635	65%		\$1,713	\$1,318	50% Fed. Funding. Qualifies as a "small" project. \$395 short of 65% funding based on current cost estimate.
				\$45,893			\$29,919	\$19,812	TOTAL
Candidate Projects for 2030-2031									

¹ Includes participating cost only (excludes sanitary sewer and water and construction engineering)
² Funded annually per MPO policy
³ []

⁴ Score from regular 2022-2026 program application cycle in 2021.
⁵ Score from supplemental funding 2022-2026 program application cycle in 2022.

MPO Agenda Cover Sheet

November 6, 2025

Item No. 11

Re:

MPO 2025 Resolution No. 20 Approving Amendment No. 12 to the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Staff Comments on Item:

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

- USH 18/151 (CTH G to CTH PD) Verona Bypass Expansion Study; Design starting in 2025
- USH 18/151 (USH 18/151 Interchange in Dodgeville to CTH G) Freeway Conversion Study; Design starting in 2026

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

- STH 78 (West Mt Horeb Village Limit to CTH E) Pavement Replacement; Construction in 2028-2029
- STH 78 (CTH E to CTH H) Mill and Overlay; Construction in 2028-2029
- STH 92 (Alaska Avenue to Stonefield Way) Pavement Replacement; Construction in 2027
- STH 138 (USH 51 to USH 14) Pavement Replacement; Design in 2025; Construction anticipated in 2031.

USH 18/151 Project Listings:

The Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration (FHWA) are conducting a USH 18/151 Corridor Study between the USH 18/151 interchange in Dodgeville and CTH PD (McKee Road) in Fitchburg. The overall study corridor is about 35 miles long and travels through Iowa and Dane counties. WisDOT will identify project needs and evaluate a range of alternatives in an Environmental Impact Statement (EIS). The Corridor Study consists of a Freeway Conversion Study (USH 18/151 Interchange in Dodgeville to CTH G) and an Expansion Study (USH 18/151 Interchange in Dodgeville to CTH G). These studies are considered a major amendment because their total costs exceed \$7 million.

- USH 18/151 (USH 18/151 Interchange in Dodgeville to CTH G) Freeway Conversion Study: About 10 miles of the freeway conversion study are in the MPO Planning Area (i.e., STH 78 to CTH G). According to WisDOT, the corridor is in need of enhancement to improve safety and operations, with specific improvements varying by segment. In the Madison and Verona area, US 18/151 serves as a critical route connecting downtown Madison and outlying areas to the southwest.
- USH 18/151 (CTH G to CTH PD) Expansion Study: This seven-mile freeway segment is referred to as the Verona Bypass. According to WisDOT, the corridor has experienced significant growth in daily traffic volumes, with high demands in the morning and afternoon peak periods. Traffic volume increases have accelerated with completion of the Verona Road project in 2019 and are anticipated to continue in part due to planned local business expansion.

The MPO Technical Coordinating Committee, at their meeting on October 22, recommended approval of the TIP amendment. Staff have not received any comments during the review period, which began

when the [memo providing notice of the public hearing](#) was emailed to the MPO contact list and posted to the MPO website on Wednesday, October 22.

Materials Presented on Item:

1. MPO 2025 Resolution No. 20 Approving TIP amendment (with attachments)

Staff Recommendation/Rationale: Staff recommends approval.

MPO 2025 Resolution No. 20

Amendment No. 12 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 Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2025–2029 must be included in the effective TIP; and

WHEREAS, an amendment is needed to add the federally funded USH 18/151 (CTH G to CTH PD) Verona Bypass Expansion Study, sponsored by WisDOT; and

WHEREAS, an amendment is needed to add the federally funded USH 18/151 (USH 18/151 Interchange in Dodgeville to CTH G) Freeway Conversion Study, sponsored by WisDOT; and

WHEREAS, an amendment is needed to add the federally funded STH 78 (West Mt Horeb Village Limit to CTH E) Pavement Replacement project, sponsored by WisDOT; and

WHEREAS, an amendment is needed to add the federally funded STH 78 (CTH E to CTH H) Mill and Overlay project, sponsored by WisDOT; and

WHEREAS, an amendment is needed to add the federally funded STH 92 (Alaska Avenue to Stonefield Way) Pavement Replacement project, sponsored by WisDOT; and

WHEREAS, an amendment is needed to add the federally funded STH 138 (USH 51 to USH 14) Pavement Replacement project, sponsored by WisDOT; and

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

WHEREAS, the MPO's public participation procedures for TIP amendments have been followed, including an official notice and comment period and holding a public hearing on November 6, 2025, for the USH 18/151 Corridor Studies, which constitutes a major amendment, and listing the projects on the board agenda; and

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

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves Amendment No. 12 to the *2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project additions and changes as shown on the attached project listing table:

1. **ADD** WisDOT's federally funded USH 18/151 (CTH G to CTH PD) Verona Bypass Expansion Study to page 35 of the Street/Roadway Projects section.
2. **ADD** WisDOT's federally funded USH 18/151 (USH 18/151 Interchange in Dodgeville to CTH G) Freeway Conversion Study to page 35 of the Street/Roadway Projects section.
3. **ADD** WisDOT's federally funded STH 78 (West Mt Horeb Village Limit to CTH E) Pavement Replacement project to page 37 of the Street/Roadway Projects section.
4. **ADD** WisDOT's federally funded STH 78 (CTH E to CTH H) Mill and Overlay project to page 37 of the Street/Roadway Projects section.
5. **ADD** WisDOT's federally STH 92 (Alaska Avenue to Stonefield Way) Pavement Replacement project to page 37 of the Street/Roadway Projects section.
6. **ADD** WisDOT's federally funded STH 138 (USH 51 to USH 14) Pavement Replacement project to page 37 of the Street/Roadway Projects section.

**PROJECT LISTINGS FOR AMENDMENT NO. 12
TO THE 2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM**

11/6/25

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Jan.-Dec. 2028				Jan.-Dec. 2029				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
WISDOT NEW * 111-25-	USH 18/151 West County Line to CTH G Freeway Conversion Study	PE ROW CONST TOTAL					8,624 2,156 10,780				Continuing				Continuing				Continuing				1200-07-02 Design for the 18/151 Freeway Conversion Study. West study limit is USH 18/151 in Dodgeville (Iowa County). Fiscal Constraint being handled at state level.
							8,624 2,156 10,780																
							NHPP WI																
WISDOT NEW * 111-25-	USH 18/151 CTH G to CTH PD Verona Bypass Expansion Study	PE ROW CONST TOTAL	12,880 3,220 16,100				Continuing				Continuing				Continuing				Continuing				1200-07-01 Design for the USH 18/151 Verona Bypass Expansion Study.
			12,880 3,220 16,100																				
			NHPP WI																				
WISDOT NEW * 111-25-	STH 78 West Mt Horeb Village Limit to CTH E Pavement Replacement	PE ROW CONST TOTAL	Continuing				Continuing				Continuing				2,416 604		3,020						5600-00-06, -76
															2,416 604		3,020		Continuing				
															FLX WI								
WISDOT NEW * 111-25-	STH 78 CTH E to CTH H Mill and Overlay	PE ROW CONST TOTAL	Continuing				Continuing				Continuing				4,271 1,049		5,320						5590-05-00, -70 CTH E to Barton Road in the MPO Planning Area.
															4,271 1,049		5,320		Continuing				
															FLX WI								
WISDOT NEW * 111-25-	STH 92 Alaska Avenue to Stonefield Way Pavement Replacement	PE ROW CONST TOTAL	Continuing				Continuing				1,653 413 75 2,141												5926-03-02, -72
											1,653 413 75 2,141												
											FLX WI MH												

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.

**PROJECT LISTINGS FOR AMENDMENT NO. 12
TO THE 2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM**

11/6/25

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Jan.-Dec. 2028				Jan.-Dec. 2029				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
WISDOT NEW * <																							

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

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

Amendment No.12
11/6/25

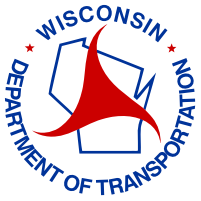
Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Federal Highway Administration	National Highway Performance Program	132,901	100,233	35,757	16,274	45,269	132,901	100,233	35,757	16,274	45,269
	Bridge Replacement and Rehabilitation	32,786	3,394	763	0	0	32,786	3,394	763	0	0
	Surface Transp. Block Grant Program - Madison Urban Area	4,888	10,013	10,395	11,139	10,239	4,888	10,013	10,395	11,139	10,239
	Surface Transp. Block Grant Program - State Flexibility	14,528	3,625	1,751	10,520	101,415	14,528	3,625	1,751	10,520	101,415
	Surface Transp. Block Grant Program - Transp. Alternatives	6,250	1,555	2,231	1,386	1,382	6,250	1,555	2,231	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	0	0	0	0	0	0	0	0	0
	Reconnecting Communities (Design for Madison's Perry Street Overpass will continue through 2026)	0	0	0	0	0	0	0	0	0	0
	Wisconsin Electric Vehicle Infrastructure Program	0	0	0	0	0	0	0	0	0	0
	Carbon Reduction Program	unknown	640	unknown	3,290	unknown	unknown	640	unknown	3,290	unknown
	Charging and Fueling Infrastructure (Dane County Project will continue through 2027)	0	0	0	0	0	0	0	0	0	0
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	17,048	20,870	21,780	21,934	22,146	17,048	20,870	21,780	21,934	22,146
	Sec. 5339 Bus & Bus Facilities	1,970	2,028	2,087	2,148	2,211	1,970	2,028	2,087	2,148	2,211
	Sec. 5337 State of Good Repair	1,350	1,390	1,483	981	1,010	1,350	1,390	1,483	981	1,010
	Sec. 5310 E/D Enhanced Mobility Program	656	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.



US 18/151 Corridor Study

OCTOBER 8-9, 2025

Public Involvement Meeting #1



WELCOME



Make sure your
volume is turned up
(Presenters cannot see or hear you)



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Agenda



- 1 Study Overview
- 2 Study Background
- 3 Study Purpose and Corridor Needs
- 4 Study Schedule
- 5 Next Steps



Corridor Map



Study Overview

The corridor includes

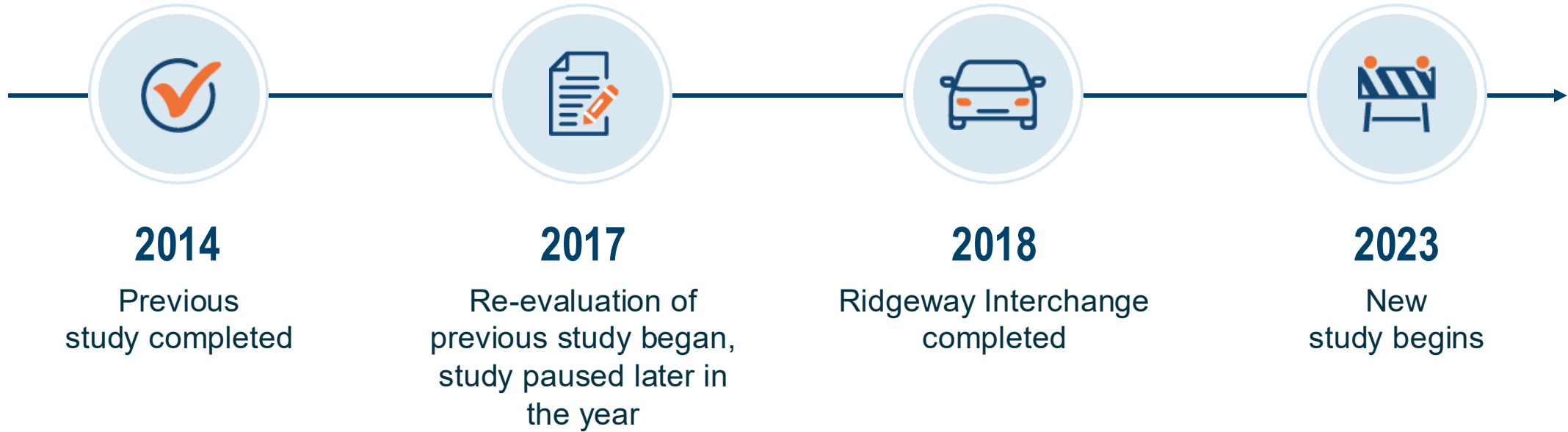


Corridor Importance

- National Highway System Route
- Designated Expressway
- Long Truck Route
- Oversize/Overweight Truck Route



Background



Purpose and Needs



Draft Study Purpose

The purpose of the US 18/151 Corridor Study is to address safety, current and future traffic demand and infrastructure deficiencies throughout the corridor, while striving to maintain local connectivity.

Draft Corridor Needs



Safety Conditions

- Several areas along the corridor have crash rates higher than the statewide average for similar roadways.
- Several intersections have been flagged for safety concerns.



Traffic Demand

- Accommodate existing and future traffic demand due to recent and proposed development along the corridor.



Infrastructure Deficiencies

- Several areas along the corridor do not meet current design standards, which has led to safety issues.
- Pavement along the corridor will reach the end of its service life by the study design year (2050).



Maintain Local Connectivity

- Attempt to minimize indirection created by alternatives that would remove or modify access on US 18/151.



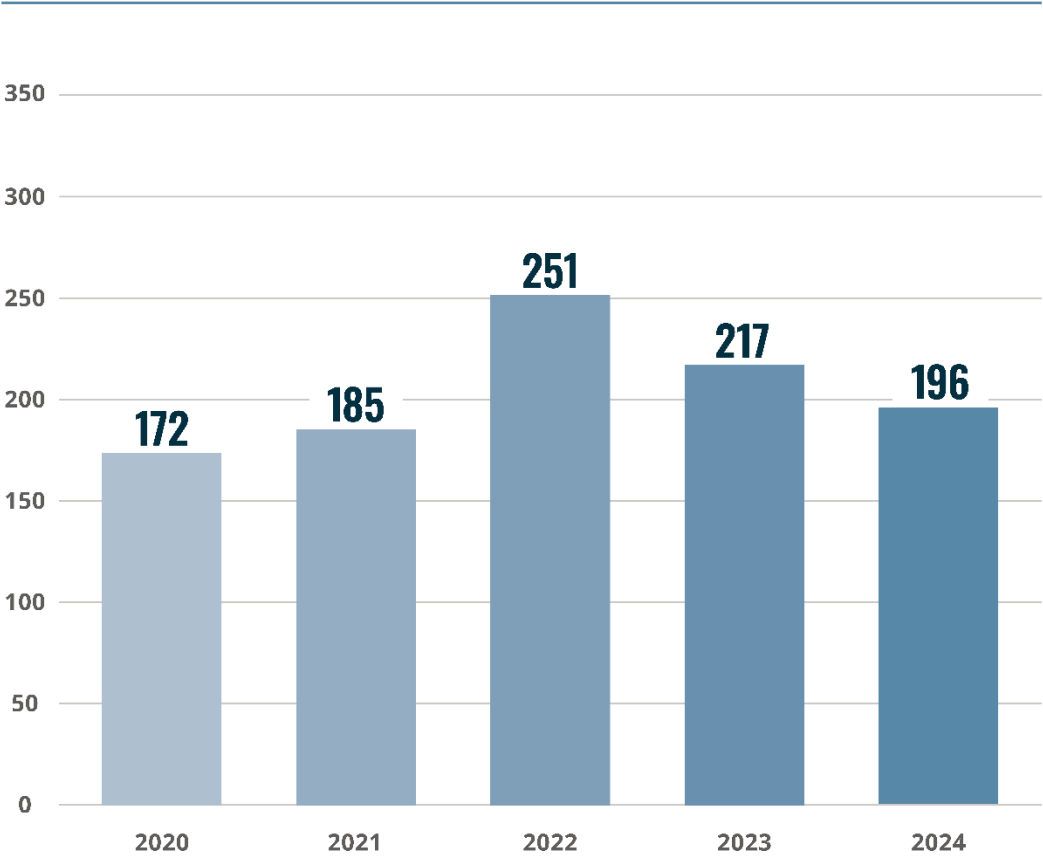
US 18/151

Needs – Safety

CORRIDOR-WIDE CRASH DATA (2020-2024)

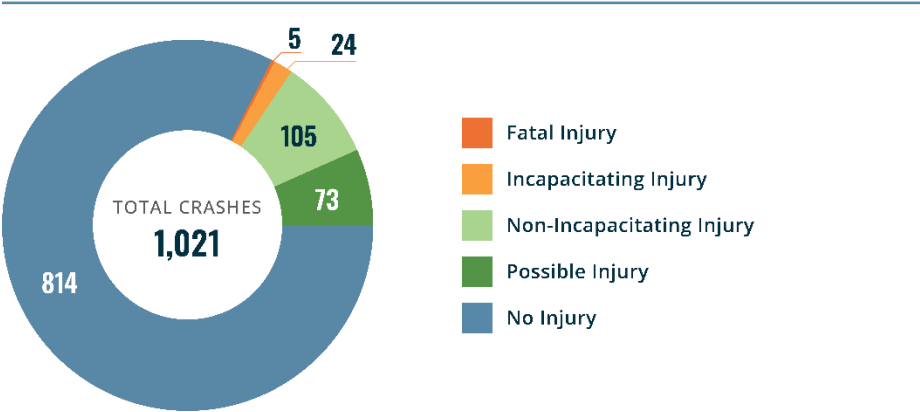


Total Crashes*

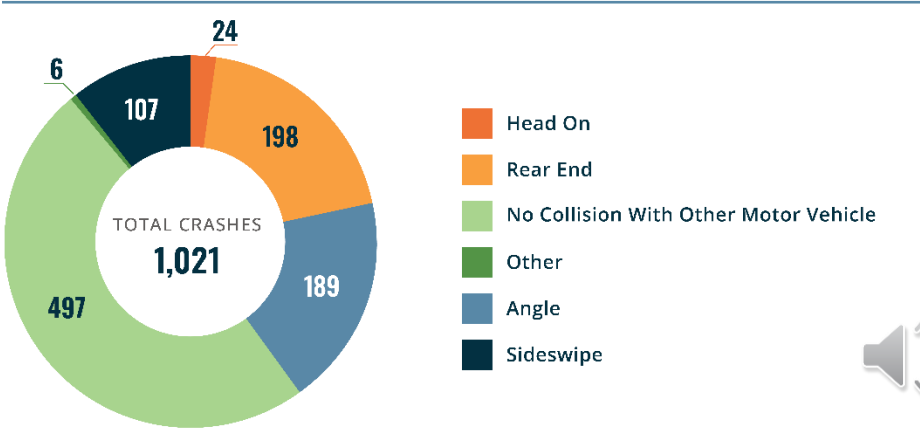


*Animal and construction-related crashes not included
Source: Wisconsin Traffic Operations and Safety Laboratory Crash Database

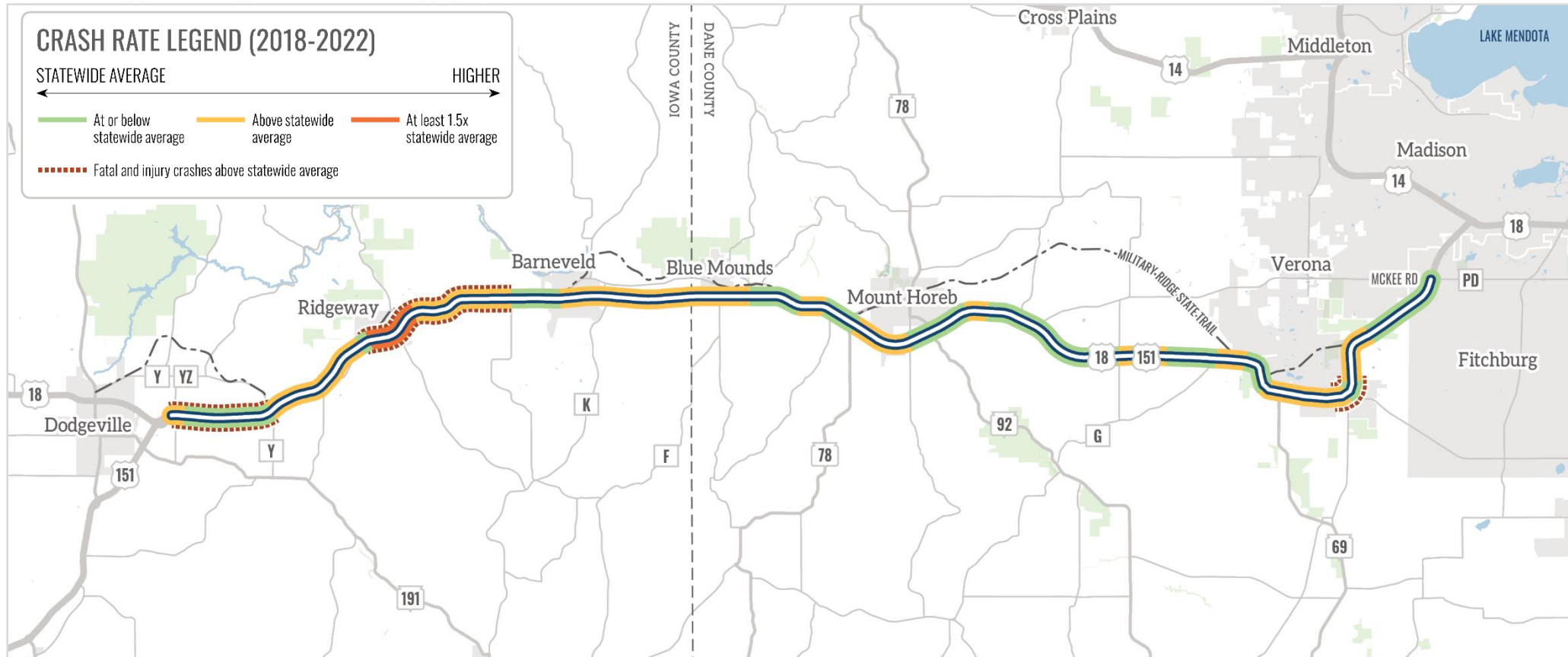
Crash Severity



Crash Type



Needs – Safety

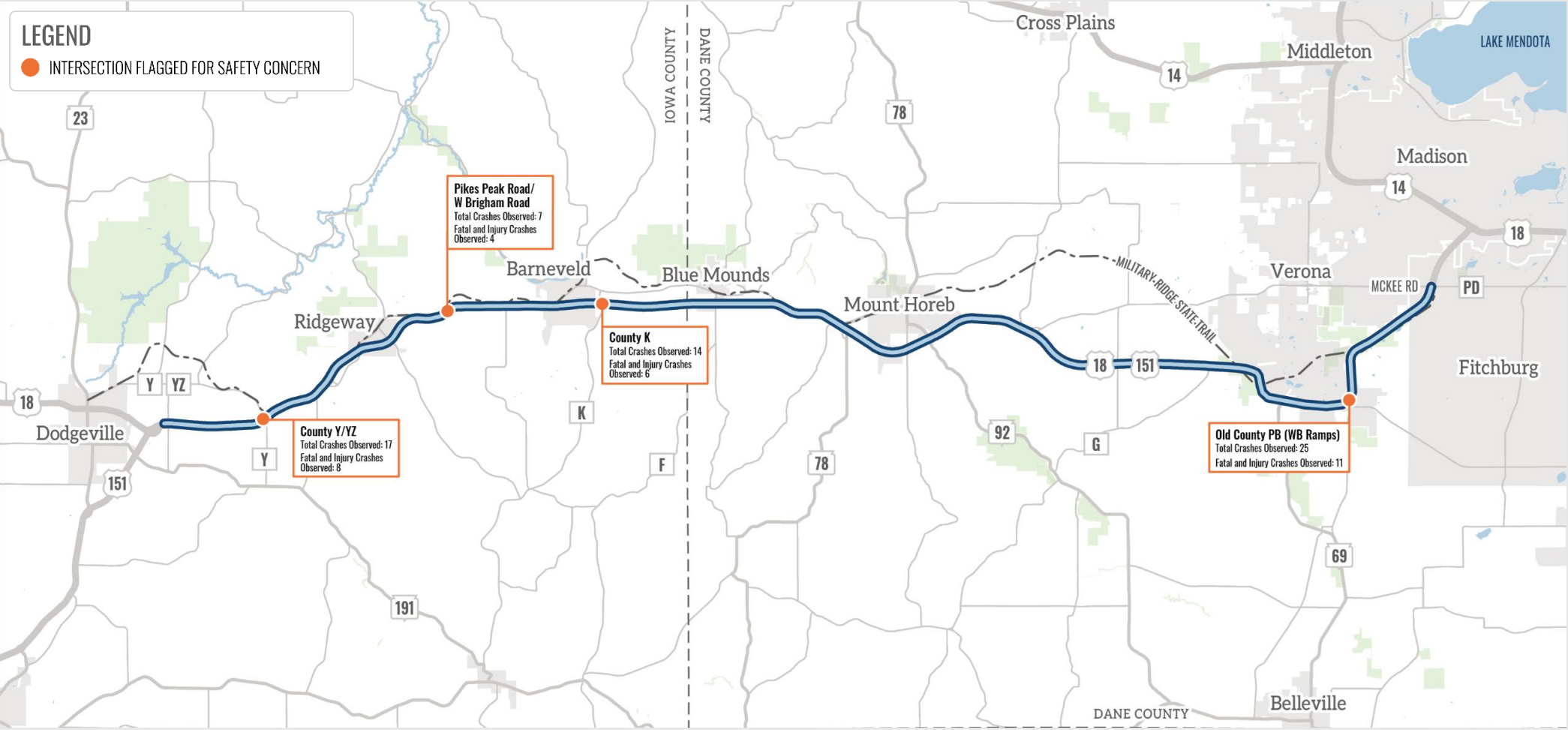


49% of the corridor is above the statewide average for total crashes for similar roadways.



Needs – Safety

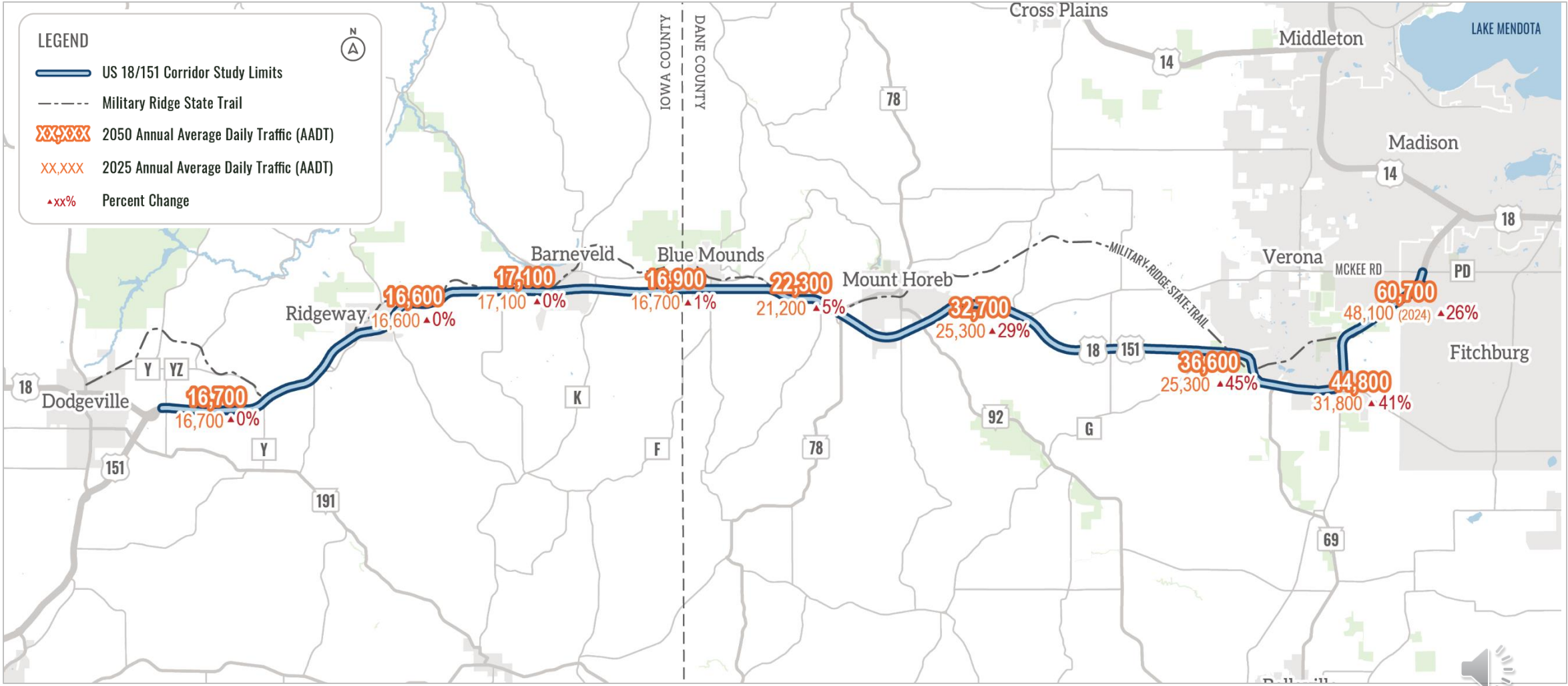
INTERSECTIONS



Crash totals from 2020-2024

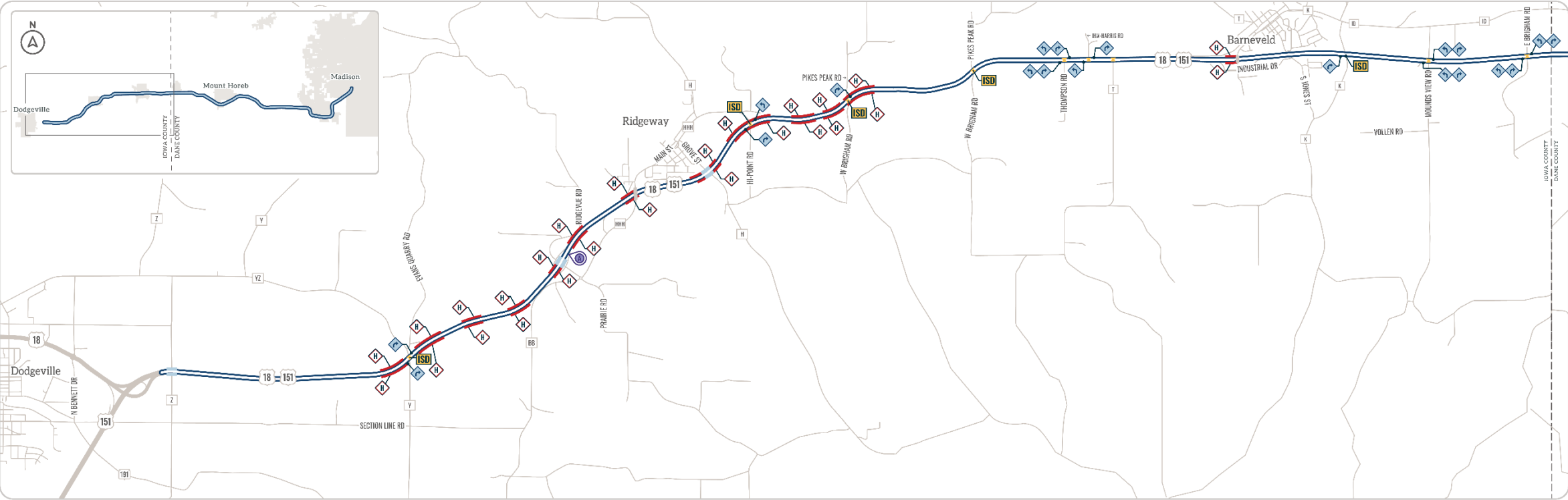


Needs – Traffic Demand



Needs – Infrastructure Deficiencies

IOWA COUNTY



LEGEND

HORIZONTAL CURVE DEFICIENT

INTERSECTION SIGHT DISTANCE DEFICIENT

TURN LANE LENGTH, LEFT TURN FROM US 18/151 TO SIDEROAD DEFICIENT

TURN LANE LENGTH, RIGHT TURN FROM US 18/151 TO SIDEROAD DEFICIENT

INTERCHANGE RAMP ACCELERATION LENGTH DEFICIENT

INTERCHANGE RAMP DECELERATION LENGTH DEFICIENT

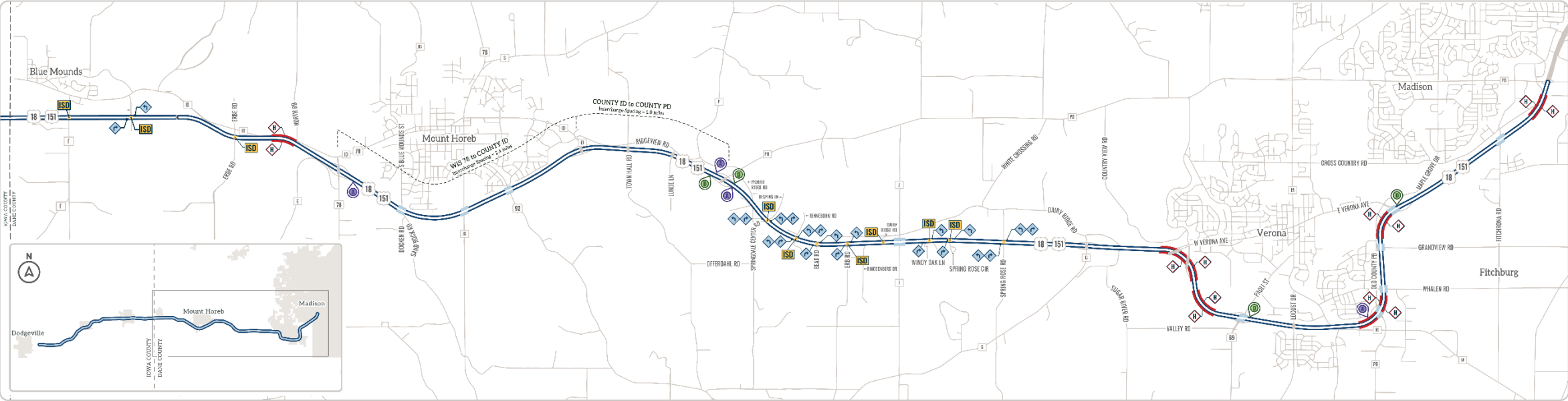
MEDIAN OPENING

GRADE SEPARATION



Needs – Infrastructure Deficiencies

DANE COUNTY



LEGEND

HORIZONTAL CURVE DEFICIENT

INTERSECTION SIGHT DISTANCE DEFICIENT

TURN LANE LENGTH, LEFT TURN FROM US 18/151 TO SIDEROAD DEFICIENT

TURN LANE LENGTH, RIGHT TURN FROM US 18/151 TO SIDEROAD DEFICIENT

INTERCHANGE RAMP ACCELERATION LENGTH DEFICIENT

INTERCHANGE RAMP DECELERATION LENGTH DEFICIENT

MEDIAN OPENING

GRADE SEPARATION

Original roadway built in the 1980's and 1990's. Pavement will reach the end of its service life by the study design year (2050).



Needs – Local Connectivity

The study will look to support local connectivity by maintaining reliable movement within the local network. The study team will attempt to minimize indirection created by alternatives that would remove or modify access on US 18/151.



Factors that will be considered



Emergency service access



Public facility access



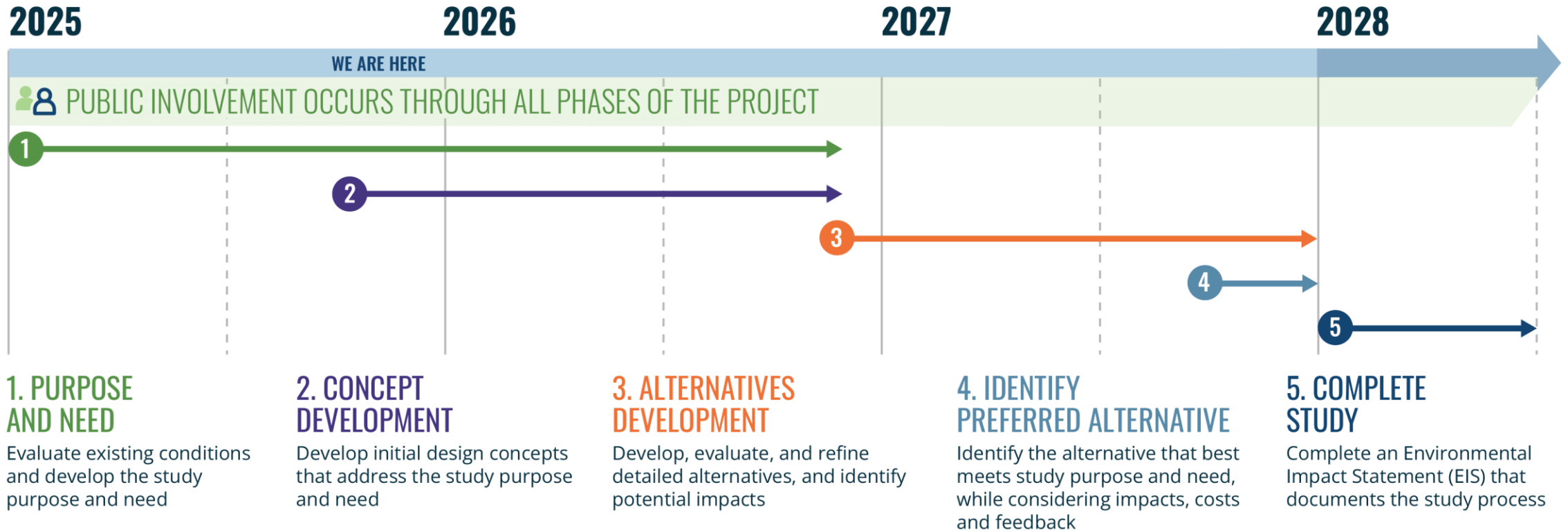
Business access



Travel times



Study Schedule

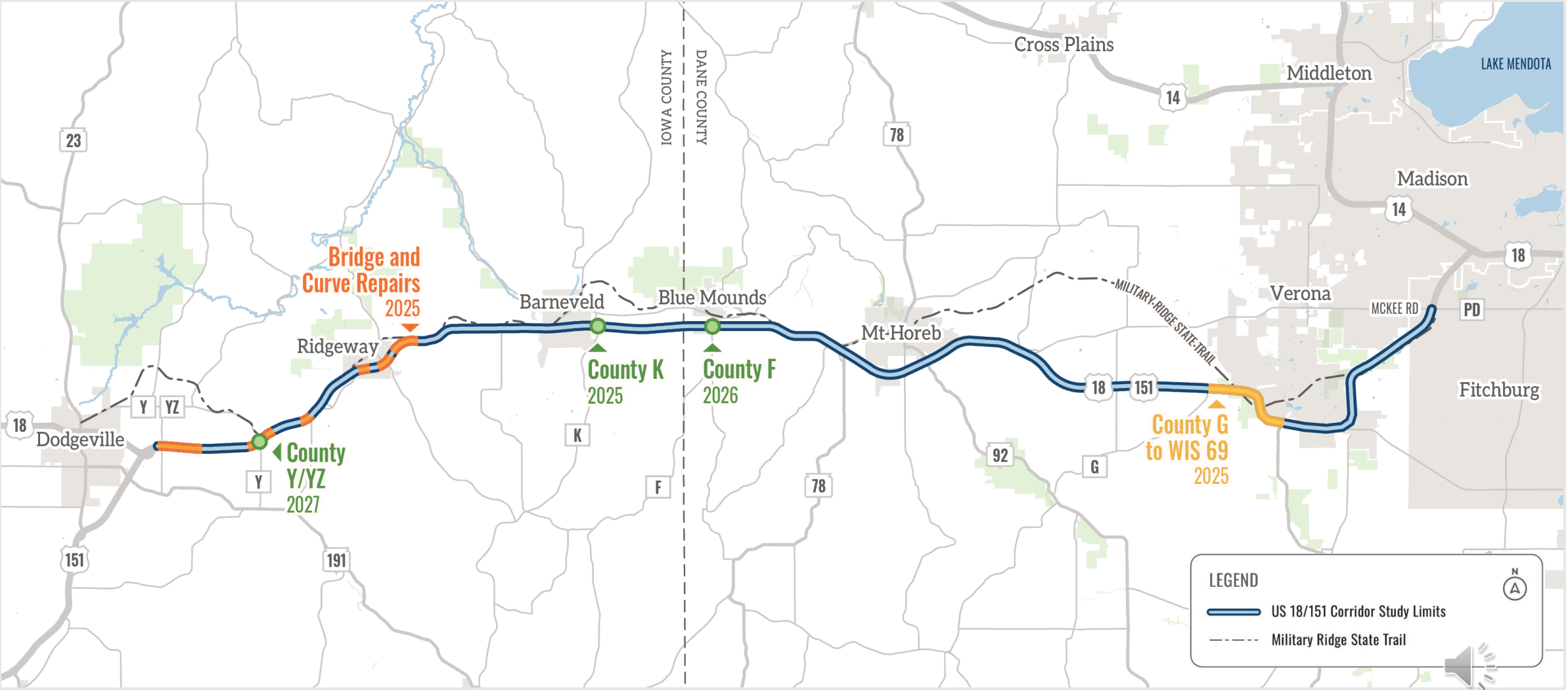


Final design and construction will follow the completion of the study, pending approval and funding.



US 18/151

Recent and Planned Transportation Projects



Stay Involved



1 Review the information provided at this meeting and provide feedback on:

- Study purpose
- Corridor needs
- Other pertinent information

2 Next Public Involvement Meeting anticipated in Summer 2026 to discuss:

- Refined study purpose and corridor needs
- Design concepts



Provide Feedback



WISDOT PROJECT MANAGER

Jeff Berens, P.E.

jeff.berens@dot.wi.gov

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MAIL WRITTEN COMMENTS TO

Jeff Berens

Wisconsin Department of Transportation

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Madison, WI 53704



For more info or to
provide feedback,
scan QR code or visit
the study website at
tinyurl.com/18151study

Please submit PIM #1 comments by November 10, 2025



Hearing from you:

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MPO Agenda Cover Sheet
November 6, 2025

Item No. 12

Re:

MPO 2025 Resolution No. 21 Approving the 2026 Unified Planning Work Program (UPWP)

Staff Comments on Item:

No comments were received on the draft work program from local officials or the general public. WisDOT Bureau of Planning staff reviewed and the draft 2026 UPWP. The only changes made were adding the *Federal Planning Factors* (which are the same they were in the 2025 UPWP), and correcting typos present in the budget table.

Materials Presented on Item:

1. MPO 2025 Resolution No. 21
2. Proposed 2026 UPWP

Staff Recommendation/Rationale: Staff recommends approval.



GREATER MADISON
mpo

2026

**UNIFIED PLANNING WORK
PROGRAM (UPWP)**

Greater Madison Metropolitan Planning Organization (MPO)

2026 Unified Planning Work Program

October 2025

Prepared by Greater Madison MPO staff

100 State Street, Suite 400
Madison, WI 53703

Contact:

Alexandra Andros, Greater Madison MPO Director & Planning Manager

Email: pandros@cityofmadison.com | Phone: (608) 266-9115

Greater Madison Metropolitan Planning Organization

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Administrative Clerk



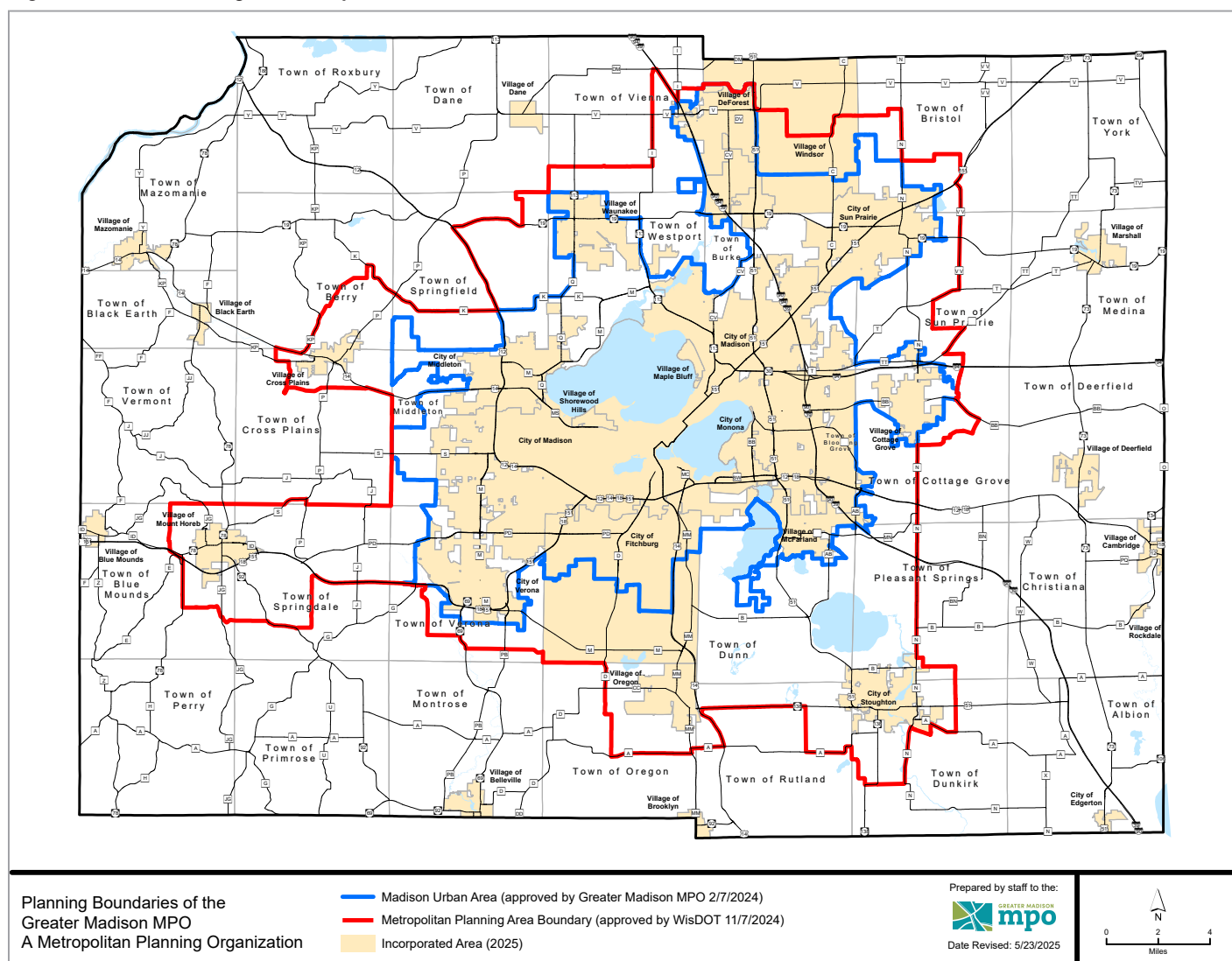
The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code, and by the Wisconsin Department of Transportation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

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

Reserved for Resolution

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

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

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

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

Federal Planning Factors

The following ten (10) planning factors are to be used to guide the MPO planning process. The planning factors are outlined in the Infrastructure Investment & Jobs Act (IIJA), also known as the Bipartisan Infrastructure Bill (BIL), signed into law in November 2021. The process shall provide for consideration of projects and strategies that:

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

The IIJA continues the required performance-based approach to transportation decision-making to support these national goals. MPOs, in cooperation with the State and major providers of public transportation, are required to establish performance targets to track progress toward the attainment of critical outcomes for the region. The federal performance measures were finalized in 2017. The federal measures address roadway and transit system safety, pavement and bridge condition, performance of the National Highway System and Freight, and highway and transit asset management. The federal measures are tracked in the MPO's Connect Greater Madison 2050 Regional Transportation Plan, annual Transportation Improvement Program update, and through the [Performance Measures Dashboard](#).

2025 MPO Highlights & Accomplishments

Community Outreach, Events, and Engagement

- Increased media presence and coverage through local news stories and press releases, raising awareness of the MPO's work and programs.
- Launched a new public-facing website with plain-language content, improved navigation, and a mobile-friendly design.
- Hosted the first-ever MPO-CARPC Fall Forum, bringing together community leaders and municipal staff to discuss cross-jurisdictional transportation challenges and opportunities.
- Led the region's participation in the Week Without Driving, coordinating Community Discussion events and supporting municipalities in adopting proclamations and resolutions.
- Expanded the RoundTrip program, exceeding membership goals and growing participation to more than 2,000 commuters across Dane County.

Data, Modeling, and Analysis

- Collaborated with WisDOT on the next phase of improvements to the regional travel model, ensuring alignment with statewide planning efforts.
- Partnered with CARPC on the development and release of 2050 population projections, providing communities with a valuable resource for planning.
- Enhanced regional data on bicycle and pedestrian safety features to inform future planning and project evaluation.
- Utilized the Data Bike to collect and analyze trail and pavement condition data, supporting communities in maintaining and prioritizing infrastructure improvements.

Plans, Projects, and Tools

- Updated and released a fully redesigned Dane County Bike Map, distributing more than 10,000 copies to residents, local governments, and partner organizations.
- Advanced development of the eTIP.
- Continued coordination with the Wisconsin Department of Transportation on the next phase of improvements to the Regional Travel Model.

Organizational Development

- Onboarded a new Transportation Planner.

Detailed 2026 Work Activities

Work Element 2100: Transportation Administration/Service

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

2025 Work Highlights:

- Launched a new consulting partnership to support the development of the upcoming Transportation Systems Management and Operations (TSMO) Plan.
- Onboarded a new Transportation Planner.
- Supported staff growth through targeted training and conference participation.
- Created a video orientation to assist with onboarding for new MPO Policy Board members.
- Improved the community contribution invoicing process, adding standardized letters to enhance clarity and consistency.

Work Activities for 2026

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

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

Work Element 2150: Public Participation Activities

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

2025 Work Highlights:

- Public participation activities for the [Active Transportation Plan for Dane County](#) included MPO staff tabling at 15 community events during the summer of 2025. Events were selected to provide broad coverage across the region and connect with a wide range of residents. Locations and themes were chosen strategically to reach people who might not otherwise complete surveys or attend public meetings. To further boost awareness and encourage survey participation, the MPO launched a multi-channel promotional campaign. Outreach efforts included printed flyers (available in both Spanish and English), a press release, a morning show appearance on Channel 3000, targeted social media ads, and yard signs placed in high-visibility locations throughout the region.
- Our team launched a [redesigned, user-friendly website](#) in 2025. The new site emphasizes plain language, accessibility, and mobile responsiveness to make it easier for the public to find and understand MPO plans, projects, and data.
- The MPO continued distributing quarterly [e-newsletters](#) to a growing list of over 1,500 subscribers. Each edition features timely updates on major projects and planning initiatives, upcoming public engagement opportunities, and partner resources.
- The MPO launched a new LinkedIn account to connect with employers, partners, and community members. Staff also continued to grow the MPO's Facebook following, using the platform to promote events and boost awareness of programs and planning efforts.
- Coordinated media events and outreach, issuing over 10 press releases and securing more than 25 media mentions throughout the year.
- Partnered with CARPC to co-host an in-person networking event on cross-jurisdictional roads, drawing over 50 attendees and featuring presentations from staff and community partners.
- Supported Dane County's participation in the nationwide Week Without Driving initiative to raise awareness of transportation challenges faced by non-drivers. Assisted communities in adopting resolutions and proclamations, convened regional partners for coordination meetings, and co-hosted Community Discussion events leading up to and during the Week.

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



Work Activities for 2026

- The MPO will continue to notify and engage with community members and stakeholders in the transportation planning and programming process by providing information on MPO planning efforts, data, and visualizations, and soliciting input via the MPO website, social media, e-news, media outreach, public informational meetings, and presentations to communities and organizations. Staff will continue to coordinate outreach efforts with CARPC through bi-weekly joint Communications & Outreach Workgroup meetings. The MPO will continue to maintain and update its contacts list and participate in special community and organizational events that offer opportunities to educate the public about the MPO and our work.
- Staff will provide information and seek to engage with local officials and land use and transportation committees, businesses, and organizations. Significant committees include the City of Madison's Transportation Commission, other local transportation or transit committees, the Dane County Transportation Committee and Traffic Safety Commission, and the DMI Transportation Committee. Staff will also participate in and provide MPO updates and presentations at Dane County Cities & Villages Association and Dane County Towns Association meetings.
- The MPO and CARPC will continue to offer virtual learning opportunities, as projects and timely topics emerge. Additional in-person meetings may be organized throughout the year, targeting local officials and highlighting MPO and CARPC planning activities, local best practices, and success stories related to land use and transportation planning.
- Staff will continue to implement the [Public Participation Plan](#) and annually evaluate the effectiveness of engagement efforts. Staff will also continue to implement recommendations of the Title VI Program/LEP related to engaging populations with potential for economic development and mobility, as well as marketing strategies and tactics identified during the rebranding.
- Develop and distribute publications, including informational flyers, quarterly e-newsletters, and the MPO's 2026 Annual Report.

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

Work Element 2200: Long-Range Transportation Planning

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

2025 Work Highlights:

- Worked with CARPC on developing a new 2050 population forecast for Dane County.
- An interim update to the regional travel forecast model was completed that removed most of the land use inputs that were derived from Urban Footprint, since CARPC and the City of Madison no longer have access to the Urban Footprint scenario planning platform.
- MPO staff are continuing to plan for and coordinate with WisDOT staff on the next set of improvements to the regional travel model. A minor update is underway in preparation for the upcoming 2050 RTP update. This minor update will include updated 2050 household and employment forecasts and an updated 2050 roadway, transit, and active transportation network. A more significant update to the model will run concurrently with the minor update. MPO staff are working to develop an RFP that will be issued in the 4th quarter of 2025 to update, recalibrate, and enhance the regional travel model using 2024-25 household travel survey data, 2024 origin/destination data, 2024 Metro Transit On-Board Survey data, new 2024 base-year and 2050 horizon year household and employment data, and other traffic count and speed data as necessary. Staff will not be able to use this version

of the model for the upcoming RTP update because the new household travel survey data will not be available until spring or summer 2026.

- Processed a major amendment to the RTP that added the I-39/90/94 (Beltline to North County Line) and Stoughton Road (STH 30 to I-39/90/94) corridor projects in March 2025, and concurrently processed a major amendment to the TIP to add the Stoughton Road (STH 30 to I-39/90/94) reconstruction and intersection improvements project. Processed a major amendment to the TIP to add the I-39/90/94 (Beltline to North County Line) reconstruction and capacity expansion project in August 2025. Design work for both the Interstate and Stoughton Road projects will start in 2025.

Work Activities for 2026

- Complete work on the [Connect Greater Madison: 2050 Regional Transportation Plan](#) update, building on initial planning efforts completed in 2025.
- Work with CARPC and City of Madison Planning staff to make any needed updates to the population, household, and employment forecasts, growth scenario, and TAZ level 2050 data as part of corridor studies or project-level traffic forecasts.
- In 2026, work will include analyzing existing travel patterns and system performance, identifying short-term improvement needs, and evaluating future needs based on projected growth. Staff will also use the travel model to assess the potential impacts of emerging trends such as autonomous vehicles, shared mobility, and remote work. Key tasks include documenting analyses, refining facility recommendations, developing additional strategies, completing financial analyses, and finalizing the RTP report.
- Begin work to implement the planning-related recommendations in the RTP update, such as special studies and assistance to local municipalities with their efforts to implement the plan.
- Continue tracking and analyzing performance measures associated with RTP goals. Continue to coordinate with WisDOT and Metro Transit in the establishment of the state and MPO performance targets for the federal measures. Continue to make refinements to the performance measures as needed based on available data and tools.
- Continue implementing the planning-related recommendations in the Connect Greater Madison: 2050 Regional Transportation Plan, including leading or assisting with special studies and supporting local municipalities in their planning initiatives.
- Continue implementation of minor and major updates to the regional travel model. The major update will not be completed in time for the next RTP update because the NHTS results will not be ready until spring or summer 2026. The updated model will support work on WisDOT major corridor studies, the upcoming RTP update, and other planning work.
- Make refinements to the model inputs and networks as needed in conjunction with work on travel forecasts and for the next regional travel model update.
- Continue working with WisDOT to update the regional roadway functional classification system.
- Assist WisDOT as needed with efforts to implement the [Connect 2050 Policy Plan](#), including the development of technical analysis papers related to different modes to support the policy plan. Also assist WisDOT with development of the [Active Transportation Plan 2050](#), and assist with other potential planning efforts, such as a Travel Demand Management (TDM) initiative.
- Assist WisDOT as needed to implement the [Wisconsin Rail Plan 2050](#), and monitor implementation of the plan and the [Wisconsin State Freight Plan](#).
- Provide transportation data and analyses to support the preparation of the transportation-related elements of local comprehensive plans and transportation studies, and provide comments on these plans.
- Continue efforts to incorporate the planning rules and procedures from any new federal transportation bill into ongoing planning efforts and programs.

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

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

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

2025 Work Highlights: The MPO maintains up-to-date pedestrian and bicycle facility geodatabases and networks, including a bicycle level of traffic stress network. The pedestrian facility geodatabase and network includes data on sidewalks, crosswalks, and curb ramps. The networks were updated in late 2024 and throughout 2025 based on high-resolution orthophotography gathered in early 2024. Staff have also been researching and testing different methods of acquiring data about bike and pedestrian features as part of our effort of continuous improvement.

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

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



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

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

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

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

Work Activities for 2026

- Continue to provide staffing support to the Dane County Traffic Safety Commission (TSC), lead preparation of an annual safety trends report for the commission, and participate in the TSC emphasis area workgroups (impaired driving, risky driving behavior, and pedestrian safety) to pilot infrastructure and behavioral countermeasures in Dane County.
- Adopt the Active Transportation Plan for Dane County, which will update the Bicycle Transportation Plan and include pedestrian considerations as well.
- Continue exploring the development of a working group with community planning staff to coordinate on safety projects and initiatives.
- Provide assistance to local governments as needed in implementing the Active Transportation Plan for Dane County and bicycle- and pedestrian-related RTP recommendations, including data collection and analysis, providing recommendations on best practices, prioritizing projects based on gaps and barriers, and building community support. This includes the ongoing project to assist the Village of Oregon in developing multimodal transportation recommendations.
- Provide assistance to communities with ADA transition planning, including identifying gaps and barriers in the accessible pedestrian network and development of improvement prioritization metrics.
- Continue to maintain the bicycle facility, bicycle level of traffic stress, and pedestrian facility geodatabases and networks, and update them based on information from local staff on projects completed in 2025. Update the combined pedestrian, bicycle, and transit network for conducting accessibility analyses.
- Continue to implement the [MPO Complete Streets Policy](#).
- Continue to implement the Regional Comprehensive Safety Action Plan, including administering the SS4A grant if awarded.

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

Work Element 2300: Data Collection Activities

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

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

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

Work Activities for 2026

- Continue to collect and analyze data for the MPO's transportation performance management process and reporting. Continue to update transportation network geodatabases needed for this data and maintain the online dashboard. Staff will continue to explore potential changes or better alternative measures for some goals as new tools and data become available.
- Collect and analyze data for the Congestion Management Process (CMP) and other planning efforts, such as Transit Development Plan (TDP) updates. This includes traffic and incident data on the Beltline and Interstate system and other major arterials, travel speeds and other traffic operations data, VMT, bicycle and pedestrian count and travel data, Metro Transit boarding and passenger loading, and bus on-time performance data. It also includes data for the analysis of the impact of congestion mitigation projects in particular corridors. TDP-related data/maps include low-wage jobs and transit access to them, as well as various demographic data.
- Continue to collect and analyze American Community Survey (ACS) and other Census data, employment data, and data collected as part of WisDOT major corridor studies for ongoing planning work. This includes new 2020 Census data and mapping. This also includes Data Axel (formerly InfoUSA) employment data and destinations data. Begin review and refinement of new base year employment database for the next travel model update.
- Continue to utilize the StreetLight Data analytics platform or a similar platform to obtain data to support MPO and local planning projects. Continue to participate in periodic trainings and meetings sponsored by StreetLight and continue to hold meetings of the StreetLight Data users group to provide peer learning on the platform.
- Continue to maintain and update the MPO's [online transportation performance measures data dashboard](#). The dashboard provides information across a wide variety of measures detailing performance in the areas of traffic congestion and reliability, mode choice, vehicle-miles traveled (VMT), transit system performance, roadway and bridge condition, and road safety.
- Continue to work with CARPC and local planners to track new land use plans and developments, and obtain other information to be used to assist in preparing and making project-level adjustments to the TAZ-level household and employment forecasts that serve as the key input to the regional travel model.
- Continue other work to implement the MPO's Strategic Work Plan for improving its planning analysis tools and the data to support them. This includes maintenance of geodatabases such as street centerlines, bicycle and pedestrian facilities, and transit routes. It also includes research on new software such as ArcGIS Image Analyst. Also, continue development of enterprise GIS data stores, and ArcGIS Online maps and applications from these databases.

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

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

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

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

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

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

Work Activities for 2026

- Continue to implement the Dane County Electric Vehicle Charging Infrastructure Plan, providing coordinating support for public and private market sector partners in implementing policies and strategies from the plan, monitoring the transition to EVs in the Madison Metropolitan Area, and preparing annual updates for MPO communities.
- Engage City of Madison Traffic Engineering and other agency partners to oversee and direct Iteris's development of the TSMO Plan.
- Continue to implement the Congestion Management Process and monitor CMP performance measures, including the impact of congestion mitigation projects implemented.
- Continue to provide data and other support for the City of Madison and City of Sun Prairie Vision Zero initiatives, including Madison's implementation of SS4A grant projects and planning initiatives.
- Monitor and assist WisDOT as needed with special corridor studies to manage access and address safety and traffic operations along state highway corridors and at interchange areas.
- Assist Dane County in the implementation of the Charging and Fueling Infrastructure Grant.

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

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

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

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

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

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

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

Work Activities for 2026

- Continue to analyze the 2024 onboard passenger survey results (see also Work Element 2300).
- Assist and support the Village of Oregon in identifying transit needs and working with the Ad Hoc Transportation Committee, village staff, and their consultant to identify and plan desired services. Also assist other suburban communities as needed in planning and applying for funding for shared-ride taxi, vanpool, on-demand transit, or other transit service.
- Support Metro Transit efforts as needed to identify important transit priority improvements and implement recommendations of the bus stop improvement study.
- Continue to assist Metro Transit in processing and analyzing passenger boarding and alighting, passenger loading, and on-time performance data for use in transit service planning, Title VI compliance, and performance monitoring.
- Continue to implement the Program Management & Recipient Coordination Plan for the Section 5310 (Enhanced Transportation for Seniors and Persons with Disabilities) Program, with the MPO selecting projects and preparing the Program of Projects, and Metro administering the projects funded.
- Continue to provide assistance to Metro Transit and Dane County Department of Human Services (DCHS) staff in implementing the 2024–2028 Coordinated Public Transit-Human Services Transportation Plan.
- Monitor construction and use of a new intercity bus terminal built in conjunction with the reconstruction of the Lake Street garage. Also monitor and assist as needed with a consultant-led study sponsored by the City of Madison to evaluate station options, programming and budgeting, and other actions needed for bringing passenger rail service to Madison as proposed in Amtrak’s Connect U.S. plan.
- Continue planning assistance to DCHS staff and coordination efforts to improve specialized transportation services, as needed. This includes collecting and analyzing ACS and other data for use in service planning.
- Assist the Dane County Specialized Transportation Coordinator in working with local governments, senior centers, and other service agencies to improve the efficiency of rural elderly group transportation service, as needed.
- Assist DCHS staff in selecting transportation providers for competitively bid services, as needed.
- Support Metro and City of Madison efforts to plan for regional transit service, including participation in a proposed Regional Transit Plan for which Metro is seeking WisDOT Section 5304 funding. Support the development and implementation of a Regional Transit Authority if allowed by state law.
- Support Metro and other public transit providers in planning, design, construction, and operations through coordination, outreach, and other means as needed, including projects funded through federal and state programs including sections 5303, 5304, 5305, 5307, 5310, 5311, 5312, 5314, 5324, 5337, 5339, 20005, earmarks, Accelerating Innovative Mobility, Advanced Driver Assistance Systems, All Stations Accessibility Program, Areas of Persistent Poverty, BUILD, Carbon Reduction Program, Enhancing Mobility Innovation, CMAQ, Innovative Coordinated Access and Mobility, Integrated Mobility Innovation, LoNo–CAP, Mobility, Access & Transportation Insecurity, Reconnecting Communities, Safety Research and Demonstration, Standards Development, Transit Worker and Rider Safety, Transportation Alternatives, STBG–U, 85.20, 85.21, and WETAP.

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

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

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

Work Element 2600: Transportation Improvement Program (TIP)

Objective: Program anticipated transportation improvements needed for the metropolitan area and outer portions of the county for all modes over a five-year period with annual or biennial updating. Provide for coordination of implementation efforts where needed. Develop criteria for selection of projects with MPO suballocated funding and assist WisDOT in managing implementation of the projects.

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

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

Work Activities for 2026

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

Other 2026 activities include participation by WisDOT and local staff on the TIP Committee, initiation of anticipated projects and priorities by implementing agencies, and coordination on project implementation.

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

Work Element 2700: Roadway Transit Corridor and Special Area Studies

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

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

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

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

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

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

Work Activities for 2026

- Continue to provide data and other support to the interagency staff team and consultant working to complete the detailed design for the Bus Rapid Transit (BRT) project in the north-south corridor.
- Provide transportation planning assistance as needed (e.g., travel forecasts) for large-scale developments, neighborhood and comprehensive plans, and corridor plans. This includes assistance as needed to City of Madison Planning staff in completing area plans.
- Continue preparation of small area or project-level traffic forecasts for Dane County, the City of Madison, and other units of government upon request.
- Continue to provide travel model and data support and planning/technical review assistance on major WisDOT-sponsored Alternatives Analysis/EIS-type studies. This includes participation on technical advisory committees and progress and special meetings to address specific issues, such as the consideration of multimodal transportation improvements in the corridors. The currently ongoing studies include the [USH 51 \(Stoughton Road\) South Study](#) (Voges Road to STH 30), [Beltline \(USH 14 to CTH N\) Study](#), and [Interstate 39/90/94 \(Beltline in Madison to USH 12/STH 16\) EIS Study](#). New studies include the [Dodgeville to Verona Freeway Conversion Study \(USH 151 in Dodgeville to CTH G\)](#) and the Verona Bypass/Expansion Study (CTH G to CTH PD).
- Provide assistance as needed to City of Madison Planning and Transportation staff with follow-up planning activities to implement study recommendations from the city's [Madison in Motion Transportation Plan](#).
- Monitor and provide assistance as needed to WisDOT with corridor preservation studies focused on access management, safety, and traffic operations.

- Continue to monitor and coordinate efforts among private and public groups concerned with rail corridors and their use, such as the old Union Pacific line from the City of Madison to Evansville and the Wisconsin River Rail Transit Commission's efforts to continue rail service in the Prairie du Chien-Madison-Fox Lake corridor.
- Assist the City of Madison and WisDOT in planning for future Amtrak passenger rail service, upon request.
- Assist local units of government with other inter-jurisdictional land use/transportation planning issues and/or projects, as needed, and with local comprehensive plans or studies.

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

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

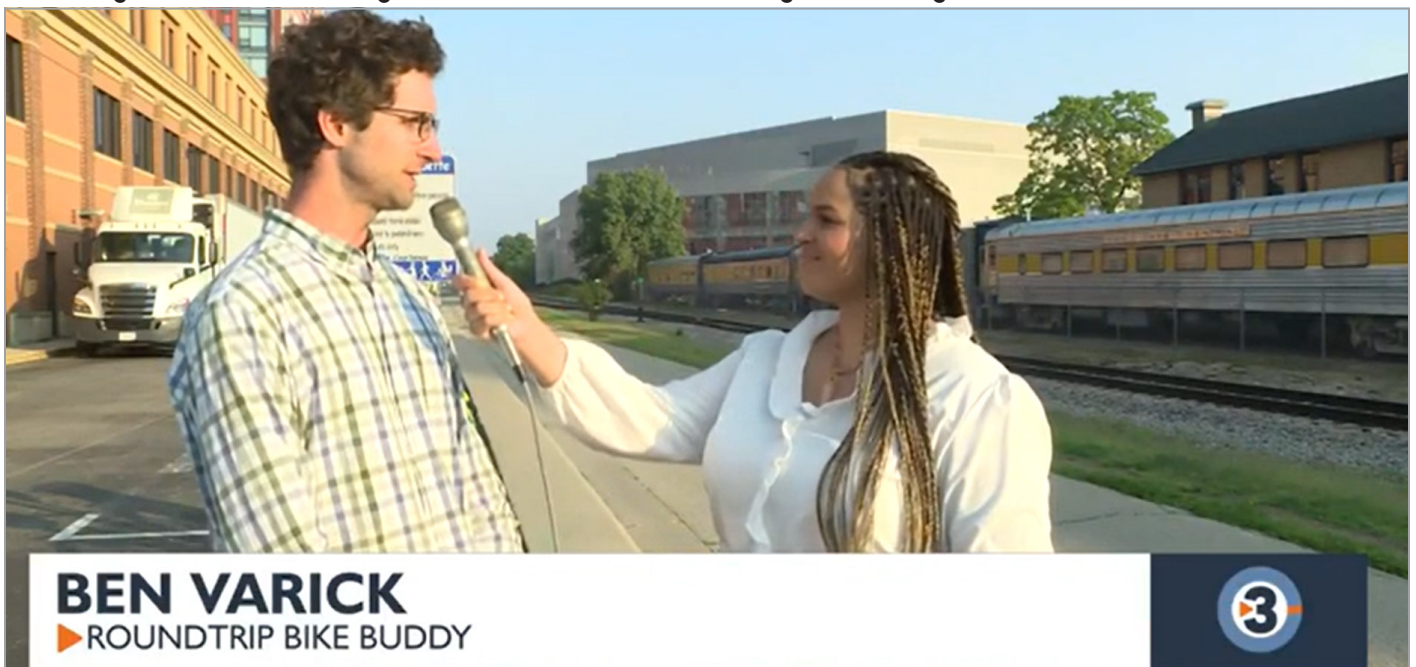
Work Element 2800: Ridesharing/Transportation Demand Management (TDM)

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

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

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

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



Work Activities for 2026

- Promote and administer the Dane County Employee Bus Pass Program and the Dane County Emergency Ride Home (ERH) Program.
- Coordinate with WisDOT and Southeast Wisconsin Regional Planning Commission (SEWRPC) TDM staff on administration and promotion of the statewide ride-matching platform.
- Provide ride-matching services and promote alternatives to driving alone through presentations, tabling, challenges, employer engagement, and other activities.
- Work with partners, including Dane County, UW-Madison, local communities, Downtown Madison Inc., Sustain Dane, and others to grow public awareness and increase employer engagement. Support employer-sponsored commute programs, conduct employee outreach, and expand employer use of the rideshare platform for ride-matching and incentives.
- Coordinate with UW-Madison, Dane County, and Metro Transit to implement and continuously improve the jointly funded annual rideshare advertising campaign.
- Implement the RoundTrip marketing strategy via tactics including print and digital materials, advertising, presentations, tabling, and partnerships with local organizations. Work with the MPO Marketing and Communications Specialist to increase outreach to employers and individuals, expand social media and earned media, and develop new communication tools.
- Coordinate with Commute with Enterprise to support the State of Wisconsin Vanpool Program.
- Convene quarterly regional TDM Coordinating Committee meetings to engage regional partners and facilitate intergovernmental coordination of TDM programs and initiatives.
- Assist area communities with TDM initiatives, including the City of Madison TDM Program, workforce transportation, and TDM during development and redevelopment. Assist with surveys, presentations, research, and strategy development as needed.
- Plan and implement TDM incentives, including transportation challenges and targeted promotions for transit, carpooling, bicycling, walking, and telework, to grow RoundTrip platform membership and increase the use of non-drive-alone transportation options.
- Work with area communities and organizations to raise awareness about initiatives related to TDM, including the National Week Without Driving, National TDM Week, and Walk/Bike to School/Work days. Assist active living groups and initiatives in the region, such as the Dane County Safe Routes to Schools program, Madison Age-Friendly Community Workgroup, and others.
- Support the production and distribution of the Dane County Bicycle Map.
- Maintain program databases and track key performance indicators.
- Explore opportunities to grow the TDM program through strategic planning, employer-based incentive partnerships, and targeted outreach to new residents and movers.

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

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

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

Work Activities for 2026

The MPO will continue to contract with CARPC for transportation planning services. This work has historically included providing analyses of the impact of sewer service area amendments on the overall transportation system, including traffic impacts, street connectivity, and pedestrian and bicycle facility and transit service considerations, and an assessment of overall consistency of the amendment with the goals and policies of the Regional Trans-

portation Plan. At the request of CARPC staff, the MPO conducts its review of transportation impacts outside of CARPC's review process. CARPC has eliminated the land use/transportation review of amendments and replaced that with assistance with and reviews of comprehensive plans. MPO staff will provide assistance to CARPC staff in preparing the transportation element of comprehensive plan updates for communities or providing other transportation-related local planning assistance. MPO staff will also assist CARPC staff in preparing RTP and RDF consistency reviews of comprehensive plans and may participate on CARPC's Proactive Planning committee. Work will also continue with CARPC staff to integrate regional land use and transportation planning generally and coordinate performance measure tracking and outreach efforts.

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

2026 Work Program Budget

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

A summary table of the proposed 2026 Greater Madison Metropolitan Planning Organization (MPO) budget is located on page 20. This table summarizes costs and anticipated funding sources for each of the previously discussed work elements.

For planning staff costs shown, a uniform cost per person-month of \$12,832 was used which reflects direct costs plus indirect costs. Direct costs per person-month are the average salary and fringe benefits of the MPO and MPO planning support personnel. Indirect costs include all administrative support staff costs and other costs incurred (e.g., office rent, computer hardware and software, copying, printing, travel/training, etc.) in support of the direct time spent, and is added as a percent of direct costs. It does not include non-staff direct costs for the purchase of the StreetLight data/analytics platform subscription and consulting services. This is reviewed at the end of 2025, and adjustments will be made in billings as needed. The employee benefits are included in the direct and indirect rates. These provisional rates are approved by the Wisconsin Department of Transportation.

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

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

A small percentage (10%) of the time of the City of Madison Planning Division Director, the Planning Division’s Program Assistant (5%), and a Finance staff person (7%) are billed to MPO planning activities and included as part of indirect costs along with the MPO’s Administrative Clerk (See the detailed Cost Allocation Plan on page 22).

Staff and Indirect Costs

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

Other Direct Costs

Work Element	Budget	Funding Source									
	\$	FHWA \$	%	Wis-Dot \$	%	MPO/Local \$	%	ST-BG-U \$	%	Other \$	%
2150: Public Participation Activities	\$5,000	\$4,000	80%	\$240	4.80%	\$760	15.20%	-	-	-	-
2200: Long-Range System-Wide Transportation Planning	-	-	-	-	-	-	-	-	-	-	-
2250: Safe and Accessible Transportation Options ¹	\$50,000	\$50,000	100%	-	-	-	-	-	-	-	-
2800: Ridesharing/TDM - Ad, Consultant Services, Materials, Etc.	\$30,000	-	-	-	-	\$12,675	25%	\$17,325	80%	-	-
2850: Ridesharing/TDM - Partner Advertising ²	\$12,000					\$3,000	25%			\$9,000	75%
4030: StreetLight Data Analytics Platform Subscription ³	\$131,000	\$104,800	80%	\$6,286	4.80%	\$19,914	15.20%	-	-	-	-
4050: Misc. Consulting Services, potentially including TSMO Plan & Active Transportation Plan ³	\$38,155	\$30,524	80%	\$1,831	4.80%	\$5,800	15.20%	-	-	-	-
4060: Fly Dane county-wide imagery ⁴	-	-	-	-	-	-	-	-	-	-	-
¹ Other SATO Direct Costs											
² Three partners give \$3,000/each, which the MPO matches.											
³ Data Software and Consultant Services											
⁴ MPO contribution to Dane LIO. City & others also contribute											

Total

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

Carryover of Unspent 2025 Funds

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

Provisional 2026 Cost Allocation Plan

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

The following paragraphs provide details on the cost breakdowns for direct, indirect, and other expenses that were used in preparing the UPWP.

The UPWP programming of costs uses a uniform rate of \$12,832 per person-month throughout the report, reflecting both direct staff costs and indirect costs. Direct costs per person-month represent the average salary and fringe benefits of planning and planning support (GIS) staff. Indirect costs include all administrative and overhead expenses (such as administrative staff, office rent and supplies, software services, and printing) that support direct work time. These are applied as a percentage of direct costs for programming and billing purposes.

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

2026 Direct MPO Staff Costs

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

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

2026 Other Direct Costs

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

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

Total Direct Costs

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

2026 Indirect Costs

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

Indirect Salaries of Support Staff

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

Other Indirect Costs

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

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

Total Indirect Costs

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

Provisional 2026 Cost Allocation Rate

Based on the Direct Staff Cost and Indirect Cost tables, the provisional 2025 cost allocation rate can be calculated as follows:

Total Indirect Costs \$160,517 = 14.67%

Total Direct Staff Costs \$1,094,466

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

Direct cost per month \$11,191

Indirect cost @ 14.67% \$1,641

Total Direct Plus Indirect \$12,832 / month

Actual Billing Procedure

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

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

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

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

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

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

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

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

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

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

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

Regular Salary x Fringe Benefit Rate = Benefit Costs

Direct Salary + Benefit Cost = Total Direct Cost

Total Direct Cost x Indirect Rate = Indirect Cost

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

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

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

APPENDIX A

Cost Shares & Benefits to Funding Agencies

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

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

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

Work Elements 2100, 2150, 2200, 2250, and 2300 cover long-range, multimodal, system-wide transportation planning activities. These include maintaining the Regional Transportation Plan and sub-elements such as the Bicycle Transportation Plan; conducting data collection, monitoring, and analysis; performing growth and travel forecasting; and managing the work program, providing staff support, and engaging and serving the public. These activities are funded 80% with FHWA and FTA Section 5303 planning funds, with WisDOT and local matching funds. A portion of Work Element 2250 is funded 100% federally under the Complete Streets planning waiver.

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

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

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

Work Element 2700 covers roadway and transit corridor and special area studies. This includes assistance with WisDOT roadway corridor studies, local corridor or area studies, and major transit corridor studies such as those

for Bus Rapid Transit (BRT). These activities are funded 80% with FHWA and FTA Section 5303 planning funds, with WisDOT and local matching funds.

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

Work Element 2900 (CARPC) covers transportation planning and analysis work for the Capital Area Regional Planning Commission (CARPC) and is funded with pass-through FHWA/FTA funds and local matching funds.

APPENDIX B

Organization & Advisory Committees

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

Organization of MPO Policy Board

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

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

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

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

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

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

Greater Madison MPO Policy Board Members

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

Advisory Committee Structure

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

MPO Technical Coordinating Committee (TCC)

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

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

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

Greater Madison Technical Coordinating Committee Members

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

Other Activities

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

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

APPENDIX C

Madison Area Transportation Planning and Programming Structure and History

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

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

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

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

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

APPENDIX D

Greater Madison MPO UPWP Self-Certification Summary

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

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

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

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

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

MPO Documentation of Compliance:

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

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

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

MPO Documentation of Compliance:

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

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

MPO Documentation of Compliance:

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

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

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

MPO Documentation of Compliance:

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

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

MPO Documentation of Compliance:

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

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

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

MPO Documentation of Compliance:

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

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

MPO Documentation of Compliance:

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

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

MPO Documentation of Compliance:

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

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

MPO Documentation of Compliance:

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



**GREATER MADISON
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