



GREATER MADISON
mpo

2026

**UNIFIED PLANNING WORK
PROGRAM (UPWP)**

Greater Madison Metropolitan Planning Organization (MPO)

2026 Unified Planning Work Program

November 2025

Prepared by Greater Madison MPO staff

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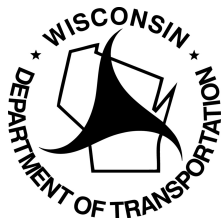
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The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title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

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

MPO 2025 Resolution No. 21
Approving the Greater Madison MPO 2026 Unified Planning Work Program

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

WHEREAS the UPWP for the Greater Madison MPO (Metropolitan Planning Organization) is annually updated, and the 2026 Work Program is the first year of the 2026-2028 work program plan; and

WHEREAS separate grant applications will be required to apply for the 2026 programmed planning grant funds, including applications to the Federal Transit Administration, Federal Highway Administration, Wisconsin Department of Transportation, Dane County, and various local governmental units; and

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

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

BE IT FURTHER RESOLVED that the MPO Transportation Planning Manager is authorized and directed to submit necessary applications to appropriate state, local, and federal departments for planning activities indicated for 2025 and 2026 and to execute appropriate agreements and contracts with said agencies on behalf of the MPO; and

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

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

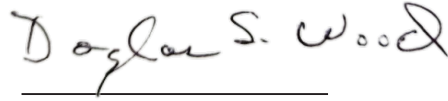
BE IT FURTHER RESOLVED, in accordance with 23 CFR 450.334(a) the MPO hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
3. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 11101(e) of the Infrastructure Investment & Jobs Act (Pub. L. 117-58, also known as the Bipartisan Infrastructure Bill) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

8. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

November 6, 2025

Date Adopted

A handwritten signature in black ink that reads "Douglas S. Wood". The signature is written in a cursive style with a large, stylized "D" and "W".

Doug Wood, Chair
Greater Madison MPO

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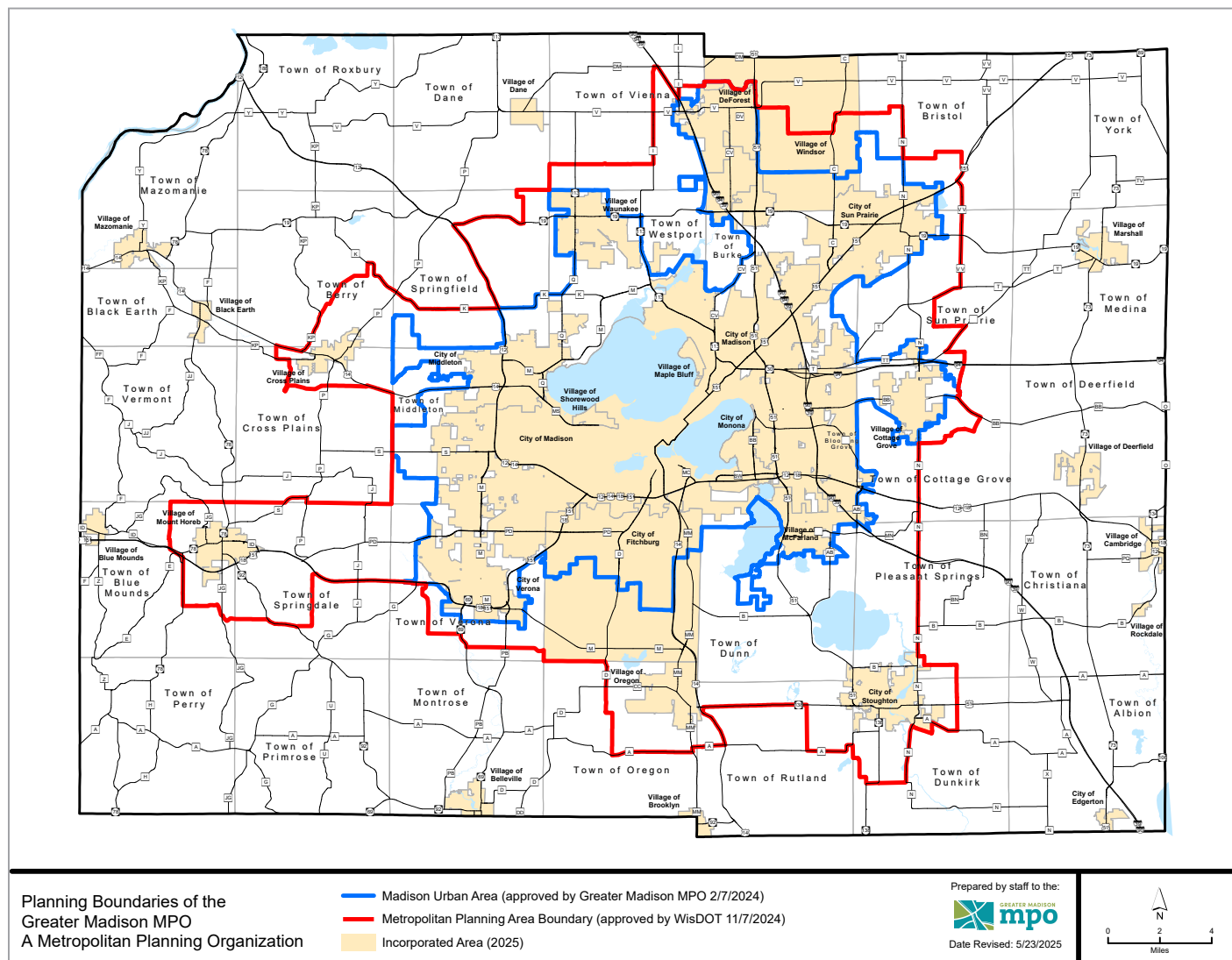
Introduction

The 2026 Unified Planning Work Program (UPWP) outlines the planning activities of the Greater Madison Metropolitan Planning Organization (MPO)—the officially designated MPO and transportation planning policy body for the Madison metropolitan area.

Published annually, the UPWP identifies major transportation planning issues, describes the MPO’s planned activities for the coming year, summarizes recent planning efforts and accomplishments, and details how federal, state, and local transportation funds will be allocated across these activities. Publication of an MPO work program is required by federal law as a condition of receiving federal transportation funding.

Federal law also requires MPOs to coordinate with state departments of transportation, major transit operators, local governments, and other stakeholders. The Greater Madison MPO, the Wisconsin Department of Transportation (WisDOT), and Metro Transit are parties to a cooperative agreement for continuing transportation planning in the Madison metropolitan area. [This agreement](#) is posted on the MPO’s website. In addition, MPOs must maintain

Figure 1: MPO Planning Boundary



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.

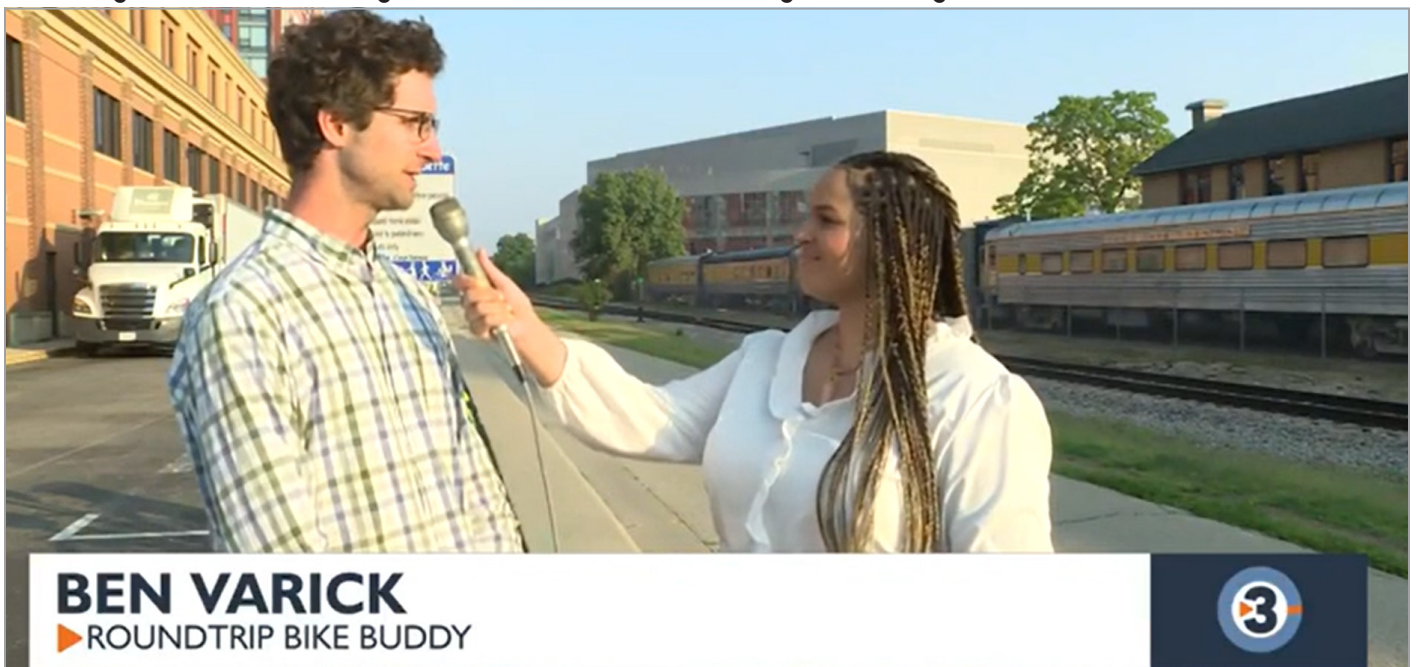
Work Element 2800: Ridesharing/Transportation Demand Management (TDM)

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.

(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.



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