

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

February 5, 2025

[Virtual Meeting via Zoom](#)

6:30 p.m.

1. **Written Comments:** You can send comments on agenda items to mpo@cityofmadison.com.
2. **Register for Public Comment:**
 - Register to speak at the meeting.
 - Register to answer questions.
 - Register in support or opposition of an agenda item (without speaking).
 - **Watch the Meeting:** If you would like to join the meeting as an observer, please visit <https://www.cityofmadison.com/clerk/meeting-schedule/watch-meetings-online>
 - **Listen to the Meeting by Phone:** You can call in to the **Greater Madison MPO** using the following number and meeting ID:
 - (888) 475-4499
 - Meeting ID: 894 2539 7832

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

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

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

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

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

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

如果您出席会议需要一名口译人员、不同格式的材料，或者其他的方便设施，请与 Madison Planning, Community & Economic Development Dept. 联系，电话是 (608) 266-4635 或 TTY/TEXTNET (866) 704-2318。
请在会议开始前至少 72 小时提出请求，以便我们做出安排。

AGENDA

1. Roll Call and Introductions
2. Approval of January 8, 2025, Meeting Minutes
3. Communications
 - a. Metropolitan Planning Area (MPA) Boundary approval letter
 - b. Transportation Improvement Plan (TIP) Amendment approval letter
4. Public Comment (for items **not** on MPO Agenda)

5. MPO 2025 Resolution No. 1 Adopting the 2025-2029 Transit Development Plan for the Madison Urban Area
6. MPO 2025 Resolution No. 2 Approving Transportation Improvement Program (TIP) Amendment No. 3 to the 2025-2029 TIP for the Madison Metropolitan Area & Dane County
 - Revise the John Nolen Drive (Broom Street to Lakeside Street) reconstruction project listing, revising the project funding, adding the project ID numbers, adding the bridge ID numbers, and identifying the railroad crossing safety improvements.
7. MPO 2025 Resolution No. 3 Approving Changes to the Rules & Procedures Related to Technical Coordinating Committee (TCC).
8. Announcements and Staff Reports
 - 2025 UPWP Amendment and a RoundTrip program update will be on March meeting agenda
9. Adjournment

Next meeting: Wednesday March 5th, 2025, Virtual

DRAFT

**Greater Madison Metropolitan Planning Organization (MPO)
January 8, 2025, Meeting Minutes**

Virtual Meeting hosted via [Zoom](#)

Opitz called the meeting to order at 6:32 p.m.

1. Roll Call and Introductions

Members present: Richelle Andrae (arrived at 6:56 p.m.), Liz Callin, Phil Caravello, John Duncan, Michelle Elias, Derek Field, Tom Lynch, Mark Opitz, Kristi Williams, Doug Wood

Members absent/excused: Clement Abongwa, Paul Esser (excused), MGR Govindarajan, Barbara Harrington-McKinney (excused)

MPO staff present: Alex Andros, Ben Lyman, Prasad Packirisamy

Others present in an official capacity: None

2. Approval of December 4, 2024, Meeting Minutes

Andros noted that there were some instances of resolutions being misnumbered in the meeting minutes for the December 4, 2024 meeting. She asked that the minutes be revised to change Resolution 23 to Resolution 26, Resolution 24 to Resolution 27, Resolution 25 to Resolution 28, and Resolution 26 to Resolution 29. Opitz asked that the minutes also be revised to reflect that he arrived at the meeting at 6:33 p.m.

Williams moved, Field seconded, to incorporate the changes suggested by Andros and Opitz and approve the revised December 4, 2024, meeting minutes. Motion carried.

3. Communications

- WisDOT 2025 UPWP authorization letter

WisDOT and FHWA approved the MPO's 2025 Unified Planning Work Program.

- WisDOT 2025 TIP approval letter

The funding numbers are correct and in line with what the MPO anticipated.

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

None.

5. Presentation of the Transit Development Plan and potential adoption of MPO 2025 Resolution No. 1 Adopting the 2025-2029 Transit Development Plan for the Madison Urban Area

Lyman explained that this Transit Development Plan (TDP) was delayed for a number of reasons and that the last adopted TDP was for the years 2013-2017. He noted that the Board could adopt Resolution No. 1, formally adopting the TDP, tonight if it chooses.

He described the three-party agreement between WisDOT, Madison Metro Transit, and the MPO that requires the MPO to lead the development of the TDP and requires the TDP to include certain components. Lyman then summarized the key aspects of the plan.

Opitz asked whether Lyman had received a lot of input from Madison Metro staff throughout the process of developing the TDP. Lyman replied that he had received a lot of input from Metro. He described his process of reaching out to Metro and area municipalities for initial input and review of draft sections.

Callin asked about when recommendations will be developed. Lyman said that he developed draft recommendations that have been shared with Metro but that Metro staff did not have sufficient time to review and comment on those recommendations during 2024. He said that he will be working with Metro during 2025 to develop final recommendations.

Opitz suggested taking up the potential adoption of MPO 2025 Resolution No. 1 Adopting the 2025-2029 Transit Development Plan for the Madison Urban Area at the next Board meeting.

Lynch motioned, Field seconded, to table the potential adoption of MPO 2025 Resolution No. 1 Adopting the 2025-2029 Transit Development Plan for the Madison Urban Area to the next Board meeting. Motion carried.

6. Announcements and Staff Reports

- CARPC Population Projections

Andros told the Board that CARPC is now collaborating with other area communities and agencies to develop new population projections.

- Welcome Prasad Packirisamy, new Transportation Planner

Andros introduced Packirisamy. Packirisamy greeted the Board and provided a summary of his background and work experience.

7. Adjournment

Williams moved, Lynch seconded, to adjourn. Motion carried. Meeting adjourned at 7:53 p.m. The next meeting will be held on March 5, 2025.



Wisconsin Department of Transportation
Office of the Secretary
4822 Madison Yards Way, S903
Madison, WI 53705

Governor Tony Evers
Secretary Kristina Boardman
wisconsindot.gov
Telephone: (608) 266-1114
Email: sec.exec@dot.wi.gov

January 10, 2025

Dear Transportation Partner,

In accordance with 49 USC 5303(b)(1), (c)(2), and (e)(2)(A); and 23 CFR 450.312, and with authority delegated to the Secretary of the Wisconsin Department of Transportation (WisDOT) by the Governor of Wisconsin, I am sending this letter to inform you that all of the Metropolitan Planning Area (MPA) boundaries in Wisconsin have been approved. Each is listed below with the date of approval.

| | |
|-------------------------|------------------|
| Appleton (Fox Cities) | June 28, 2024 |
| Beloit | August 30, 2024 |
| Chippewa-Eau Claire | August 30, 2024 |
| Dubuque | November 7, 2024 |
| Duluth-Superior | November 7, 2024 |
| Fond du Lac | June 28, 2024 |
| Green Bay | November 7, 2024 |
| Janesville | August 30, 2024 |
| La Crosse | November 7, 2024 |
| Madison | November 7, 2024 |
| Oshkosh | June 28, 2024 |
| Sheboygan | November 7, 2024 |
| Southeast Wisconsin RPC | August 30, 2024 |
| Wausau | August 30, 2024 |

WisDOT's Bureau of Planning and Economic Development (BPED) staff will send final GIS files and a .pdf map which will also note the date of approval to each respective Metropolitan Planning Organization (MPO) electronically. The map depicts the official MPA boundaries until they are reapproved by the state.

WisDOT will post all final MPA maps on its internet site and send a copy of each map to FHWA's Wisconsin Division Office.

If you have any questions about your final MPA boundary map, please contact Colleen Hoesly or John Nordbo in the Bureau of Planning and Development, Planning Section.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kristina Boardman', with a long horizontal flourish extending to the right.

Kristina Boardman

Secretary



Wisconsin Department of Transportation
Office of the Secretary
4822 Madison Yards Way, S903
Madison, WI 53705

Governor Tony Evers
Secretary Kristina Boardman
wisconsindot.gov
Telephone: (608) 266-1114
Email: sec.exec@dot.wi.gov

January 17, 2025

Glenn Fulkerson
Division Administrator
Federal Highway Administration
U.S. Department of Transportation
525 Junction Rd., Suite 8000
Madison, Wisconsin 53717

Kelley Brookins
Regional Administrator
Federal Transit Administration
U.S. Department of Transportation
200 W. Adams Street, Suite 320
Chicago, Illinois 60606

Dear Mr. Fulkerson and Ms. Brookins:

Under the authority delegated to me by Governor Tony Evers, I am hereby approving the Greater Madison Metropolitan Planning Organization's (Madison MPO) amendment to the 2025-2029 Transportation Improvement Program (TIP) for the Dane County urbanized area. The amendment was approved and adopted by the Madison MPO on December 4, 2024. We will reflect by reference the 2025-2028 federal aid projects covered by this approval in our 2025-2028 Statewide Transportation Improvement Program (STIP).

Copies of the TIP Amendment and 2024 Resolution Number 25 for the Madison MPO are enclosed. This TIP amendment represents a comprehensive, continuous, and cooperative effort between the MPO, local communities, affected transit operators, and the Wisconsin Department of Transportation (WisDOT), and is designed to meet the objectives of Title 23 USC 134 and 135 and their implementing regulations 23 CFR 450 and the MPO regional transportation system plan.

We have determined that the proposed amendment: 1) is consistent with the adopted Long Range Transportation Plan for the MPO, 2) conforms to this state's approved implementation plan under the federal Clean Air Act and 42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR 93 (23 CFR 450.222(a)(7), and 3) ensures that the TIP remains fiscally constrained in that federal funding resources are sufficient to support the new or modified projects.

Sincerely,

A handwritten signature in black ink, appearing to read "Kristina Boardman", written over a horizontal line.

Kristina Boardman
Secretary

cc: Alexandra Andros, Greater Madison MPO
Mary Forlenza, FHWA
Anthony Greep, FTA
Ellis Combes, FTA
Michelle Ellias, WisDOT Southwest Region
Charles Wade, WisDOT Bureau of Planning and Economic Development
Colleen Hoesly, WisDOT Bureau of Planning and Economic Development

MPO 2024 Resolution No. 25

Amendment No. 2 to the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

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

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

WHEREAS, the Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2025–2028 must be included in the effective TIP; and

WHEREAS, an amendment is needed to remove the Metro Transit Onboard Survey project listing; and

WHEREAS, an amendment is needed to add the federally funded Metro Transit Route B End of Line Charging Infrastructure project; and

WHEREAS, an amendment is also needed to add the federally funded Nelson Road Railroad Safety Crossing project sponsored by WisDOT; and

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

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

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves Amendment No. 2 to the 2025-2029 *Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project revisions and additions as shown on the attached project listing table:

1. **REMOVE** the Metro Transit Onboard Survey Project listing from page 29 of the Transit Capital Projects section.
2. **ADD** the Metro Transit Route B End of Line Charging Infrastructure project to page 29 of the Transit Capital Projects section.
3. **ADD** the Nelson Road Railroad Crossing Safety Project to page 37 of the Streets/Roadway Projects section.

December 4, 2024

Date Adopted



Mark Opitz, Chair, Greater Madison MPO

PROJECT LISTINGS FOR AMENDMENT NO. 2 TO THE 2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM

12/4/24 - Revised

| Primary Jurisdiction/ Project Sponsor | Project Description | Cost Type | Jan.-Dec. 2025 | | | | Jan.-Dec. 2026 | | | | Jan.-Dec. 2027 | | | | Jan.-Dec. 2028 | | | | Jan.-Dec. 2029 | | | | Comments | |
|--|--|-----------|----------------|--------|------------|-------|----------------|--------|------------|-------|----------------|--------|------------|--------|----------------|--------|-------|-------|----------------|--------|-------|-------|--|--------------------------------------|
| | | | Fed | State | Local | Total | Fed | State | Local | Total | Fed | State | Local | Total | Fed | State | Local | Total | Fed | State | Local | Total | | |
| TRANSIT CAPITAL | | | | | | | | | | | | | | | | | | | | | | | | |
| CITY OF MADISON | METRO TRANSIT CAPITAL PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| | 40-ft. Low-Floor Buses electric and charging equipment 5307 | New/Repl | 7,600 | | 1,900 | 9,500 | 7,920 | | 1,980 | 9,900 | 8,190 | | 2,048 | 10,238 | 7,730 | | 1,933 | 9,663 | 7,730 | | 1,933 | 9,663 | Future s. 5307 UAFP grants | |
| | 40-ft. Low-Floor Buses electric (up to 15/year) 5337 | New/Repl | 1,350 | | 338 | 1,688 | 1,350 | | 338 | 1,688 | 1,400 | | 350 | 1,750 | 900 | | 225 | 1,125 | 900 | | 225 | 1,125 | Future s. 5337 UAFP grants | |
| | 40-ft. Low-Floor Buses electric (up to 15/year) 5339 | New/Repl | 1,930 | | 482 | 2,412 | 1,930 | | 482 | 2,412 | 1,930 | | 482 | 2,412 | 1,930 | | 482 | 2,412 | 1,930 | | 482 | 2,412 | Future s. 5339 UAFP grants | |
| | 40-ft. Low-Floor Buses diesel (up to 15/year) VW Settlement | RE/PE/Cap | | | | | | | | | | | | | | | | | | | | | Anticipate future funding. Amount | |
| | 60' Articulated Buses (5339C Low-No) | Cap | | | | | | | | | | | | | | | | | | | | | FY2023 s. 5339C Low-No grant | |
| | Maintenance Equipment for 60' articulated buses (5339C Low-No) | Cap | | | | | | | | | | | | | | | | | | | | | FY2023 s. 5339C Low-No grant | |
| | Workforce Development for 60' buses & solar panels (5339C Low-No) | Cap | | | | | | | | | | | | | | | | | | | | | FY2023 s. 5339C Low-No grant | |
| | E-Bus Project Management & Technical Support (5339C Low-No) | Cap | | | | | | | | | | | | | | | | | | | | | FY2023 s. 5339C Low-No grant | |
| | Remodel, renovate existing bus maintenance facility (5339C Low-No) | PE/Const | | | 40 | 40 | | | 40 | 40 | | | 40 | 40 | | | 40 | 40 | | | 40 | 40 | FY2023 s. 5339C Low-No grant & GF- GO borrowing | |
| | Remodel, renovate bus maintenance facility (5307) | PE/Const | | | | | | | | | | | | | | | | | | | | | GF- GO borrowing | |
| | Remodel, renovate bus maintenance facility (5337) | PE/Const | | | | | | | | | | | | | | | | | | | | | Carryover & Future s. 5307 UAFP grants | |
| | Remodel, renovate bus maintenance facility (5339) | PE/Const | | | | | | | | | | | | | | | | | | | | | Carryover & Future s. 5339 UAFP grants | |
| | Employee Education and Training | New/Repl | | | | | | | | | | | | | | | | | | | | | Carryover & Future s. 5307 UAFP grants | |
| | Maintenance Equipment | New/Repl | 276 | | 69 | 345 | 180 | | 45 | 225 | 368 | | 92 | 460 | 224 | | 56 | 280 | | | 65 | 65 | s. 5307 & GF- GO borrowing | |
| | Support Vehicles | New/Repl | 72 | | 18 | 90 | 176 | | 44 | 220 | | | | | 160 | | 40 | 200 | | | 66 | 66 | s. 5307 & GF- GO borrowing | |
| | Facility/Infrastructure Enhancements | New/Repl | | | 1,000 | 1,000 | | | | | | | | | | | | | | | | | GF- GO borrowing | |
| | Metro On-Board Passenger Survey | PL | | | | | | | | | | | | | | | | | | | | | s-5304 Statewide Planning grant | |
| | Route B End of Line Charging | Cap | 3,100 | | | | | | | | | | | | | | | | | | | | Future s. 5307 UAFP grants | |
| | Route service planning | PL | | | Continuing | | | | | | | | | | | | | | | | | | Seeking Route Planning Restoration Program grants. 5307 (ARPA) | |
| | Articulated bus safety equipment for VRU protection | New/Repl | | | | | | | | | | | | | | | | | | | | | Seeking federal earmark funding | |
| | Regional Transit Planning | PL | | | 800 | 800 | | | Continuing | | | | | | | | | | | | | | Seeking s. 5304 Statewide Planning grant | |
| | | TOTAL | | 14,328 | | 4,647 | 18,975 | 11,556 | | 2,929 | 14,485 | 11,888 | | 3,012 | 14,900 | 10,944 | | 2,776 | 13,720 | 10,560 | | 2,811 | 13,371 | |
| | | | | 5307/ | | | | 5307/ | | | | 5307/ | | | | 5307/ | | | | 5307/ | | | | Update following city budget action. |
| | | | | 5337/ | | M | | 5337/ | | M | | 5337/ | | M | | 5337/ | | M | | 5337/ | | M | | |
| | | | | 5339 | | | | 5339 | | | | 5339 | | | | 5339 | | | | 5339 | | | | |
| STREET/ROADWAY PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | |
| WISDOT | NELSON ROAD | | | | | | | | | | | | | | | | | | | | | | 1009-85-37 | |
| NEW | Town of Burke | PE | | | | | | | | | | | | | | | | | | | | | | |
| * | WSOR RR Crossing ID 392208U | UTL | | | | | | | | | | | | | | | | | | | | | | |
| | Railroad Ops/Safety/OCR/Signals & Gates | CONST | 250 | 135 | | 385 | | | Continuing | | | | Continuing | | | | | | | | | | | |
| 111-25-006 | | TOTAL | 250 | 135 | | 385 | | | | | | | | | | | | | | | | | | |
| | | | NHPP | WI | | | | | | | | | | | | | | | | | | | | |

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

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

NOTE: Funds Key page 9.

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

Amendment No. 2 - Revised
12/4/24

| Funding Source | | Programmed Expenditures | | | | | Estimated Available Funding | | | | |
|--------------------------------|--|-------------------------|---------|---------|---------|---------|-----------------------------|---------|---------|---------|---------|
| Agency | Program | 2025 | 2026 | 2027 | 2028 | 2029 | 2025 | 2026 | 2027 | 2028 | 2029 |
| Federal Highway Administration | National Highway Performance Program | 34,355 | 53,915 | 35,757 | 16,274 | 45,269 | 34,355 | 53,915 | 35,757 | 16,274 | 45,269 |
| | Bridge Replacement and Rehabilitation | 32,786 | 3,394 | 763 | 0 | 0 | 32,786 | 3,394 | 763 | 0 | 0 |
| | Surface Transp. Block Grant Program - Madison Urban Area | 9,488 | 5,413 | 10,395 | 11,139 | 10,239 | 9,488 | 5,413 | 10,395 | 11,139 | 10,239 |
| | Surface Transp. Block Grant Program - State Flexibility | 5,202 | 3,625 | 0 | 3,228 | 0 | 5,202 | 3,625 | 0 | 3,228 | 0 |
| | Surface Transp. Block Grant Program - Transp. Alternatives | 6,340 | 1,167 | 1,774 | 1,386 | 0 | 6,340 | 1,167 | 1,774 | 1,386 | 0 |
| | Highway Safety Improvement Program | 3,054 | 907 | 1,967 | 0 | 0 | 3,054 | 907 | 1,967 | 0 | 0 |
| | Safe Streets and Roads for All (Madison projects will continue through 2029) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Reconnecting Communities (Design for Madison's Perry Street Overpass will continue through 2026) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Wisconsin Electric Vehicle Infrastructure Program | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Carbon Reduction Program | unknown | unknown | unknown | unknown | unknown | unknown | unknown | unknown | unknown | unknown |
| | Charging and Fueling Infrastructure (Dane County Project will continue through 2027) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal Transit Administration | Section 5307 Urbanized Area Formula Program | 17,048 | 20,870 | 21,780 | 21,934 | 22,146 | 17,048 | 20,870 | 21,780 | 21,934 | 22,146 |
| | Sec. 5339 Bus & Bus Facilities | 1,970 | 2,028 | 2,087 | 2,148 | 2,211 | 1,970 | 2,028 | 2,087 | 2,148 | 2,211 |
| | Sec. 5337 State of Good Repair | 1,350 | 1,390 | 1,483 | 981 | 1,010 | 1,350 | 1,390 | 1,483 | 981 | 1,010 |
| | Sec. 5310 E/D Enhanced Mobility Program | 539 | 0 | 0 | 0 | 0 | 539 | 489 | 499 | 509 | 519 |
| | Sec. 5311 Rural Area Formula Program | 1,477 | 1,520 | 1,565 | 1,611 | 1,658 | 1,477 | 1,520 | 1,565 | 1,611 | 1,658 |
| | Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Areas of Persistent Poverty | 670 | 0 | 0 | 0 | 0 | 670 | 0 | 0 | 0 | 0 |
| | CARES/ARPA | 19,679 | 0 | 0 | 0 | 0 | 19,679 | 0 | 0 | 0 | 0 |

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

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

Note:

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

MPO Agenda Cover Sheet

February 5, 2025

Item No. 5

Re:

2025-2029 Transit Development Plan Update and Potential Adoption of *MPO 2025 Resolution No. 1 Adopting the 2025-2029 Transit Development Plan for the Madison Urban Area*

Staff Comments on Item:

The Transit Development Plan is a short- to medium-range strategic plan intended to identify transit needs and proposed improvements for a five-year planning horizon. The Greater Madison MPO is responsible for developing and maintaining the TDP with assistance and cooperation from Metro Transit and other transit providers.

The Draft 2025-2029 Transit Development Plan was available for public review and comment from November 27, 2024, through December 31, 2024. The only substantive comments received were from: 1) Jason Beloungy (Access to Independence) and call for the prioritization of piloting a demand-responsive microtransit program to improve transportation equity and access for people with disabilities; and 2) Nathanael Brown (DCHS) providing updates on county transportation services and programs.

Historically, the TDP Recommendations have been adopted by resolution by both the MPO Policy Board and the City of Madison Transportation Commission. Due to Metro staff workloads in 2024, this Draft Transit Development Plan does not include any recommendations or updates to service planning guidelines. These will be developed and adopted separately in 2025.

The TDP was discussed during the January 8, 2025, Policy Board meeting, and action was deferred to the February 5, 2025, meeting.

Materials Presented on Item:

1. [DRAFT 2025-2029 Transit Development Plan](#)
2. December 26, 2024, emailed comments from Jason Beloungy, Access to Independence
3. January 13, 2025, emailed comments from Nathanael Brown, Dane County Dept. of Human Services
4. MPO 2025 Resolution No. 1 Adopting the 2025-2029 Transit Development Plan for the Madison Urban Area
5. January 8, 2025, [presentation slides](#)

Staff Recommendation/Rationale:

Staff recommends approval to MPO Resolution No. 1.

From: [Jason Beloungy](#)
To: [Lyman, Benjamin](#)
Cc: [Shar Brunes](#); [Rebecca Patterson](#)
Subject: RE: DRAFT 2025-2029 Transit Development Plan Available for Review and Comment
Date: Thursday, December 26, 2024 12:31:47 PM

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

Hello Ben,
I hope you've been doing well.

I am sending this email as my public comment in response to the Draft 2025-2029 Transit Development Plan.

First, I want to thank you and the Greater Madison MPO for the time and effort put into this draft plan. The effort to reach people with disabilities for input was appreciated, and the needs and concerns identified through those efforts were clear in this draft. I hope that we will find ways to reach more people with a variety of disabilities for future planning, and Access to Independence is willing to assist as it can.

My comments and recommendations focus on the inequity that exists for people with disabilities who are unable to use the same fixed route system as those without disabilities. As the draft noted, there are individuals with various types of disabilities who struggle to access the fixed route system due to the distance to the nearest stop, the barriers (such as weather and construction) along the route to that stop, or because they lack support needed to get from their home to their nearest stop. Such individuals often rely on Paratransit or Specialized Transportation Services that require no less than 24 hours advance reservation. These programs are important, but they deny users basic freedoms to be spontaneous, or to run a little late in their day, without being penalized. Imagine waking up a little late for work, and rather than simply catching the next bus, you've lost your ride that day and lose a day of work (along with other possible repercussions). Imagine your friends plan to meet downtown for a night out that same evening, but you don't have the ability to simply catch the bus in a few hours, so they go on without you. This is simply not acceptable, and cannot be solved through an ADA Compliance approach.

It is the inequity of our transit system that I support immediately exploring Microtransit and/or On-Demand Transit opportunities that feed the fixed route transit system. I was discouraged to read the following on page 78 of the draft:

"In the Madison area, there are several potential candidate areas for microtransit service. These areas may warrant further study and pilot projects to test the efficiency of

microtransit in serving the needs of area residents and employees. Given that Metro will be actively engaged in rolling out and adjusting the redesigned transit network and BRT in the coming years, Metro staff do not believe that they will have the resources to pursue microtransit evaluation or planning within the horizon of this plan.”

I believe this exploration needs to be prioritized as part of the planning and roll-out for the BRT system, for which the rest of the network feeds. I believe that focusing on a Microtransit or On-demand Transit pilot program specifically for people with disabilities will be a crucial part of eliminating the inequity that exists for those with disabilities unable to access the fixed route system. I also believe that such a pilot could be part of mobility hubs that further feed access to the fixed route system.

Thank you for the opportunity to provide comment on the plan and have a Happy Holiday Season!

Jason

Jason Beloungy, *Executive Director*

Pronouns: he/him/his

Access to Independence

3810 Milwaukee Street

Madison, WI 53714

Direct Line: 608-716-7266

(Fax) 608-242-0383

www.accesstoind.org

From: Lyman, Benjamin <BLyman@cityofmadison.com>

Sent: Wednesday, November 27, 2024 2:56 PM

Subject: DRAFT 2025-2029 Transit Development Plan Available for Review and Comment

The Greater Madison MPO is pleased to announce that the DRAFT 2025-2029 Transit Development Plan is available for review and comment at <https://www.greatermadisonmpo.org/planning/PublicTransit.cfm>.

The Transit Development Plan is a short- to medium-range strategic plan intended to identify transit needs and proposed improvements for a five-year planning horizon. The Greater Madison MPO is responsible for developing and maintaining the TDP with assistance and cooperation from Metro Transit and other transit providers.

The Draft 2025-2029 Transit Development Plan is available for public review and comment from November 27, 2024 through December 31, 2024. Please submit comments to [Ben Lyman](#). After December 31, 2024, comments may be submitted but will not be included in the

draft plan presented to the MPO Policy Board for consideration at their January 2025 meeting; staff will provide those comments to the Policy Board for consideration.

Note that this Draft Transit Development Plan does not include any recommendations or updates to service planning guidelines. These will be developed and adopted separately in 2025 as Appendix A.

Ben Lyman (he|they)

TRANSPORTATION PLANNER

ph: (608) 243-0182

email: blyman@cityofmadison.com

GreaterMadisonMPO.org

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From: [Brown, Nathanael](#)
To: [Lyman, Benjamin](#)
Subject: RE: DRAFT 2025-2029 Transit Development Plan Available for Review and Comment
Date: Monday, January 13, 2025 3:28:01 PM
Attachments: [image001.png](#)
[Boundaries for Transportation RFP - 300 dpi.pdf](#)

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

Hi Ben,

I started this email weeks ago and apologize that I did not get it to you by the end of the year. I did not read the whole plan, just the Specialized Transportation Services Section and the scrolled through the rest very quickly. Maybe you won't be able to use this this time, but thought I would send it in case you can or maybe next time around it could be useful.

Paratransit section: On page 33 (on the bottom of the page, 37 according to Adobe) the second paragraph in the right column repeats the last two sentences.

Metro Transit Facilities Bus Stops section: On page 37 (on the bottom of the page, 41 according to Adobe) the first and second paragraphs are exactly the same.

Specialized Transportation Services Section

Page 50 (54) First full paragraph below the chart in the left column. The first part of the first sentence could be removed, we are no longer doing trips for adult day services. Those were our GRADC trips we were doing for the Family Care MCOs and they have contracted directly with transportation providers now, instead of having Dane County be the middleman.

Page 50 (54) the bottom paragraph in the left column talks about GAS funding as says "Dane County uses county levy and highway department funds to pay for the service." We use don't use highway department funds, just levy and fare revenue in addition to the funding from Metro mentioned in the sentence before this.

Page 50 (54) Rural Senior Group actually has 11 geographic areas. The Verona Senior Center has an area that is the City and Town of Verona that we split off from the Sugar River Senior Center area. I can send you a map we used in the RFP last summer that shows this.

Page 51 (55) See attached map.

Page 52 (56) Work-N-Wheels Where section it says "Loan applications are approved by DCDHS and Southwest Community..." You could delete the DCDHS as SWCAP handles the applications.

Thanks,
Nathanael

Nathanael Brown, CMM
Transportation Coordinator

Dane County Department of Human Services
2865 N Sherman Ave
Madison, WI 53704
(608) 242-6486
brown.nathanael@danecounty.gov



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From: Lyman, Benjamin <BLyman@cityofmadison.com>

Sent: Wednesday, November 27, 2024 2:02 PM

To: Andros, Alexandra <PAndros@cityofmadison.com>; Haas, Kayla M <KHaas2@cityofmadison.com>; Mountford, Connor M <CMountford@cityofmadison.com>; Davis, Norman <NDavis@cityofmadison.com>; Hedgpeth, Sean T <SHedgpeth@cityofmadison.com>; Hoyt, Rebecca <RHoyt@cityofmadison.com>; Stuehrenberg, Justin <JStuehrenberg@cityofmadison.com>; Kumar, Kristy <KKumar@cityofmadison.com>; Rusch, Mick <MRusch@cityofmadison.com>; Cechvala, Michael <MCechvala@cityofmadison.com>; Sanon, Reuben A <RSanon@cityofmadison.com>; Sobota, Timothy <TSobota@cityofmadison.com>; Adam Schleicher (aschleicher@cityofsunprairie.com) <aschleicher@cityofsunprairie.com>; Ann Kovich <annelizabethkovich@gmail.com>; 'aoppenheimer@cityofsunprairie.com'; Brad Bruun <bbruun@ci.monona.wi.us>; Brown, Nathanael <Brown.Nathanael@danecounty.gov>; Cechvala, Michael <MCechvala@cityofmadison.com>; Cedric Hodo <cdhodo@madison.k12.wi.us>; 'csmithson@uwhealth.org'; 'cwhite3@madisoncollege.edu'; 'dahlke@madisoncollege.edu'; Dan M. Brown <Dan.Brown@ho-chunk.com>; 'darwin.ward@wisc.edu'; David Salmon <dsalmon@cityofsunprairie.com>; Field, Derek <district3@cityofmadison.com>; 'gabe.mendez@wisc.edu'; Hedgpeth, Sean T <SHedgpeth@cityofmadison.com>; Isaac Schrock <ischrock@epic.com>; Jamie Aulik <jamie.aulik@ci.verona.wi.us>; 'jdbain@madison.k12.wi.us'; Juli Aulik <'JAulik@uwhealth.org'>; Ken Thomas <krthomas1@madison.k12.wi.us>; Houtakker, Marc <mhoutakker@ci.monona.wi.us>; Margaret Bergamini <mbergamini@wisc.edu>; mopitz <mopitz@ci.middleton.wi.us>; Mountford, Connor M <CMountford@cityofmadison.com>; 'patrick.kass@wisc.edu'; Andrae, Richelle <Andrae.Richelle@danecounty.gov>; Ritz, Ian - DOT <Ian.Ritz@dot.wi.gov>; Rusch, Mick <MRusch@cityofmadison.com>; 'Tim.Voelker@fitchburgwi.gov'; Tom Veith <tveith@cityofsunprairie.com>; William.Wheeler@dot.gov; Andrew Bremer

<andrew.bremer@mcfarland.wi.us>; Brian Mooney <bmooney@cross-plains.wi.us>; Dean Grosskopf <dgrosskopf@townofwestport.org>; Erin Ruth <eruth@village.cottage-grove.wi.us>; Hallg@deforestwi.gov; Judd Blau <Blauj@vi.deforest.wi.us>; Matt Schuenke <Matt.Schuenke@mcfarland.wi.us>; tswadley@cityofstoughton.com

Subject: DRAFT 2025-2029 Transit Development Plan Available for Review and Comment

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The Draft 2025-2029 Transit Development Plan is available for public review and comment from November 27, 2024 through December 31, 2024. Please submit comments to [Ben Lyman](#). After December 31, 2024, comments may be submitted but will not be included in the draft plan presented to the MPO Policy Board for consideration at their January 2025 meeting; staff will provide those comments to the Policy Board for consideration.

Note that this Draft Transit Development Plan does not include any recommendations or updates to service planning guidelines. These will be developed and adopted separately in 2025 as Appendix A.

Thank you all for your assistance in developing this plan over the past several years. It is fantastic to finally get it out to the public.

Ben Lyman (he|they)

TRANSPORTATION PLANNER

ph: (608) 243-0182

email: blyman@cityofmadison.com

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MPO 2025 Resolution No. 1

Adopting the 2025-2029 Transit Development Plan for the Madison Urban Area

WHEREAS, the Transit Development Plan (TDP) for the Madison Urban Area is a strategic plan and transit improvement and budgeting guide to identify the near-term direction of the transit system, which is generally updated every five years by the Greater Madison Metropolitan Planning Organization (MPO) in cooperation with Metro Transit, the operator of the most of the public transit services in the Madison area; and

WHEREAS, the recommendations and service planning guidelines of the last TDP were adopted in April 2013 for the 2013 to 2017 period, and many of those recommendations have been implemented; and

WHEREAS, the 2017 Cooperative Agreement for Continuing Transportation Planning for the Madison, WI Metropolitan Area between the State (WisDOT), MPO, and City of Madison (for Metro Transit) calls for the MPO to be responsible for and considered the lead agency in coordination of the TDP as well as long-range transit planning; and

WHEREAS, a *2025-2029 Transit Development Plan (TDP) for the Madison Urban Area* has been developed by the MPO in cooperation with Metro Transit and other transit operators within the framework of the MPO's long-range regional transportation plan; and

WHEREAS, the many factors which have an impact on transit service design and usage, including residential and business development, socioeconomic characteristics of the population, changes in travel and living patterns, service trends and performance, and capital and operating costs and revenues, have been considered; and

WHEREAS, recent changes to the Metro transit system have included a comprehensive Transit Network Redesign that was implemented in June 2023, the launch of Metro Rapid Route A – the Madison area's first Bus Rapid Transit (BRT) route – and the opening of a new satellite maintenance facility; and

WHEREAS, planning for Metro Rapid Route B, a north-south BRT route, is underway and expected to begin operations in 2028; and

WHEREAS, any significant expansion of Metro transit service is currently limited by the current transit funding structure and state law restricting the area's ability to fund and operate regional transit service; and

WHEREAS, the TDP was prepared based on a service and capital needs assessment and serves as a guide for prioritizing future service change and facility improvements if additional facility capacity and operating funds are made available over the next five years; and

WHEREAS, Metro staff did not have the capacity to develop or prioritize recommendations in 2024 due to the launch of Rapid Route A, east-west BRT, Metro and MPO staff will work with stakeholders to develop recommendations in 2025 to be adopted separately;

WHEREAS, the TDP does not bind the Greater Madison MPO or Metro Transit to any particular actions, policies, or projects;

NOW, THEREFORE BE IT RESOLVED that the Greater Madison MPO adopts the *2025-2029 Transit Development Plan for the Madison Urban Area* dated November 2024 as a framework to guide transit system development of the 2025 to 2029 period, subject to the availability of adequate funding resources for capital equipment and annual operations and annual review of service productivity and ridership response.

February 6, 2025
Date Adopted

Mark Opitz, Chair, Greater Madison MPO



2025-2029 Transit Development Plan

Ben Lyman, Transportation Planner, Greater
Madison MPO

January 8, 2025

Three -Party Cooperative Agreement between: Wisconsin Department of Transportation (WisDOT), Metro, & MPO

- MPO leads Transit Development Plan (TDP)
- Requires the TDP to include:
 - Transit system policies (Chapter 3, page 56).
 - An assessment of service demands (Chapters 4 and 5).
 - Planned service improvements (Chapter 5).
 - Transit fares (Chapter 3, page 43 and Chapter 5, page 86).
 - Transit system capital facility needs (Chapter 5, page 82).



Additional Considerations

- Transit Network Redesign impacts.
- Bus Rapid Transit.
- Equity.
- COVID-19 repercussions.
- First- and last-mile connections.
- Emerging trends and technologies.

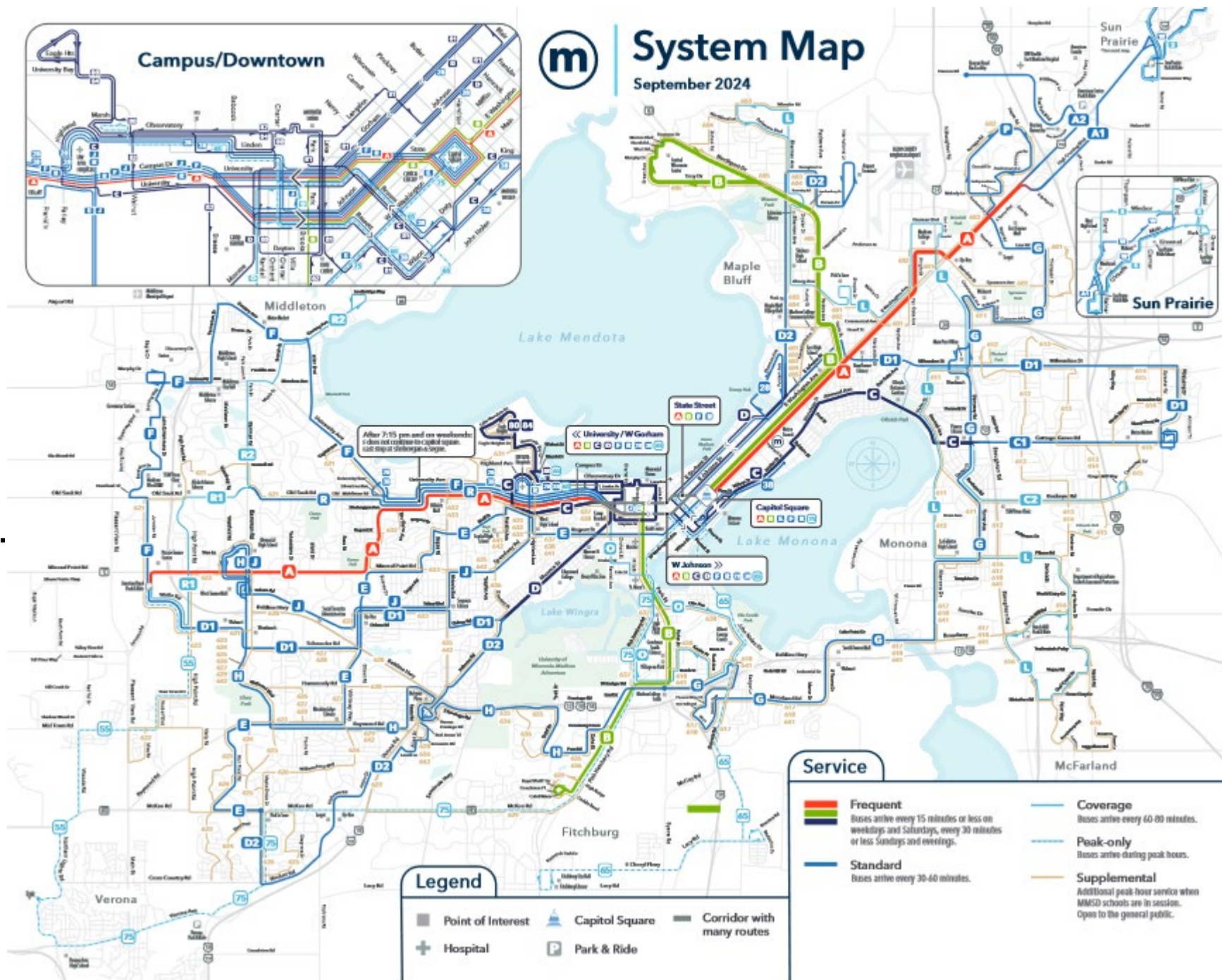


TDP Goals (Unchanged from 2013 -2017):

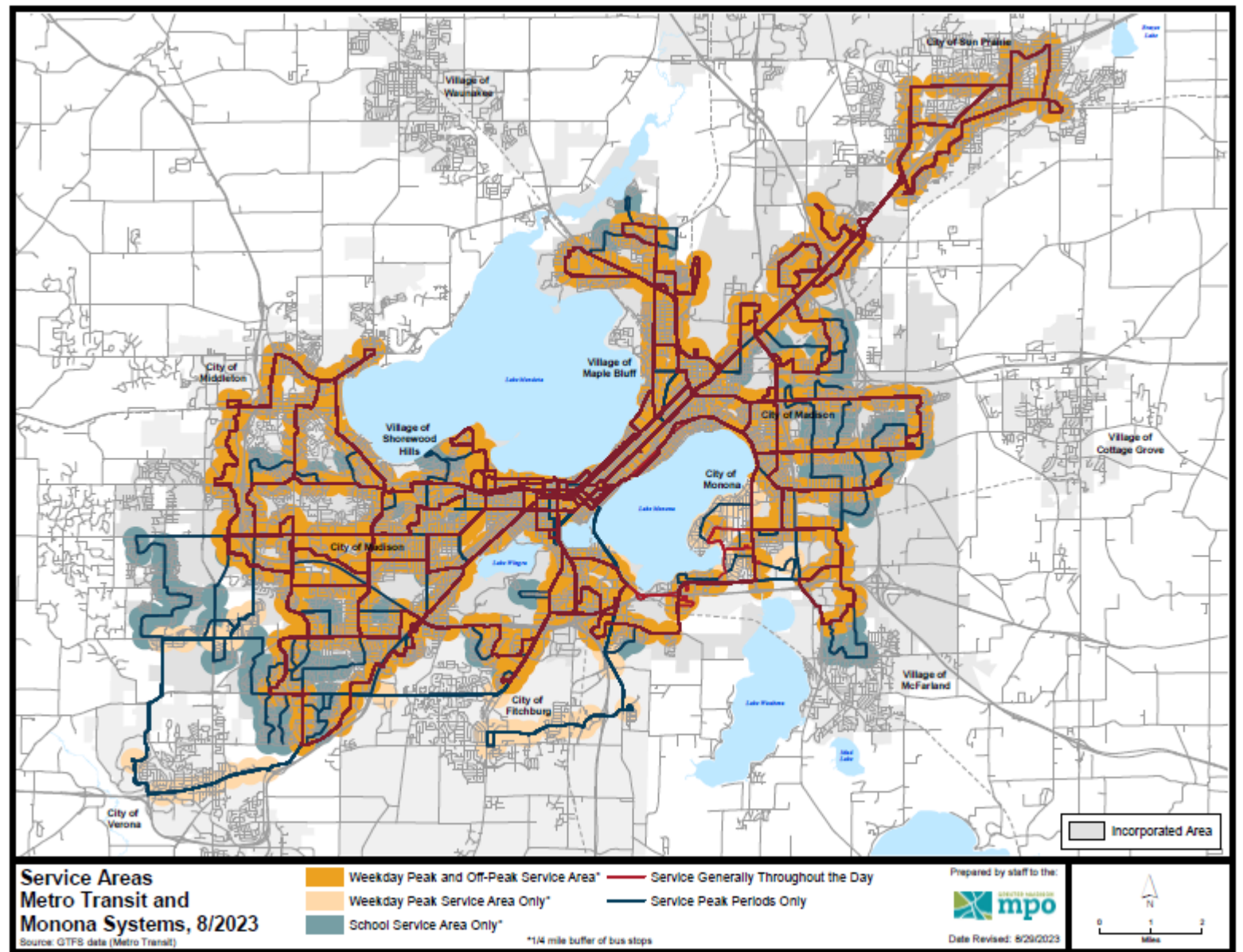
1. Meet people's daily mobility needs.
2. Increase transit ridership to manage congestion in constrained travel corridors.
3. Increase transit's mode share to achieve sustainability goals and reduce climate change.
4. Provide cost efficient and effective transit service.
5. Provide reliable transit service that is convenient, comfortable, and affordable.
6. Provide for the safety and security of transit passengers, operators, and facilities.
7. Maximize connections to other transportation modes, including intercity rail and bus lines.
8. Provide transportation that is accessible to all.
9. Support land use development that maximizes the safety and efficiency of the transportation system.

Metro Transit Network

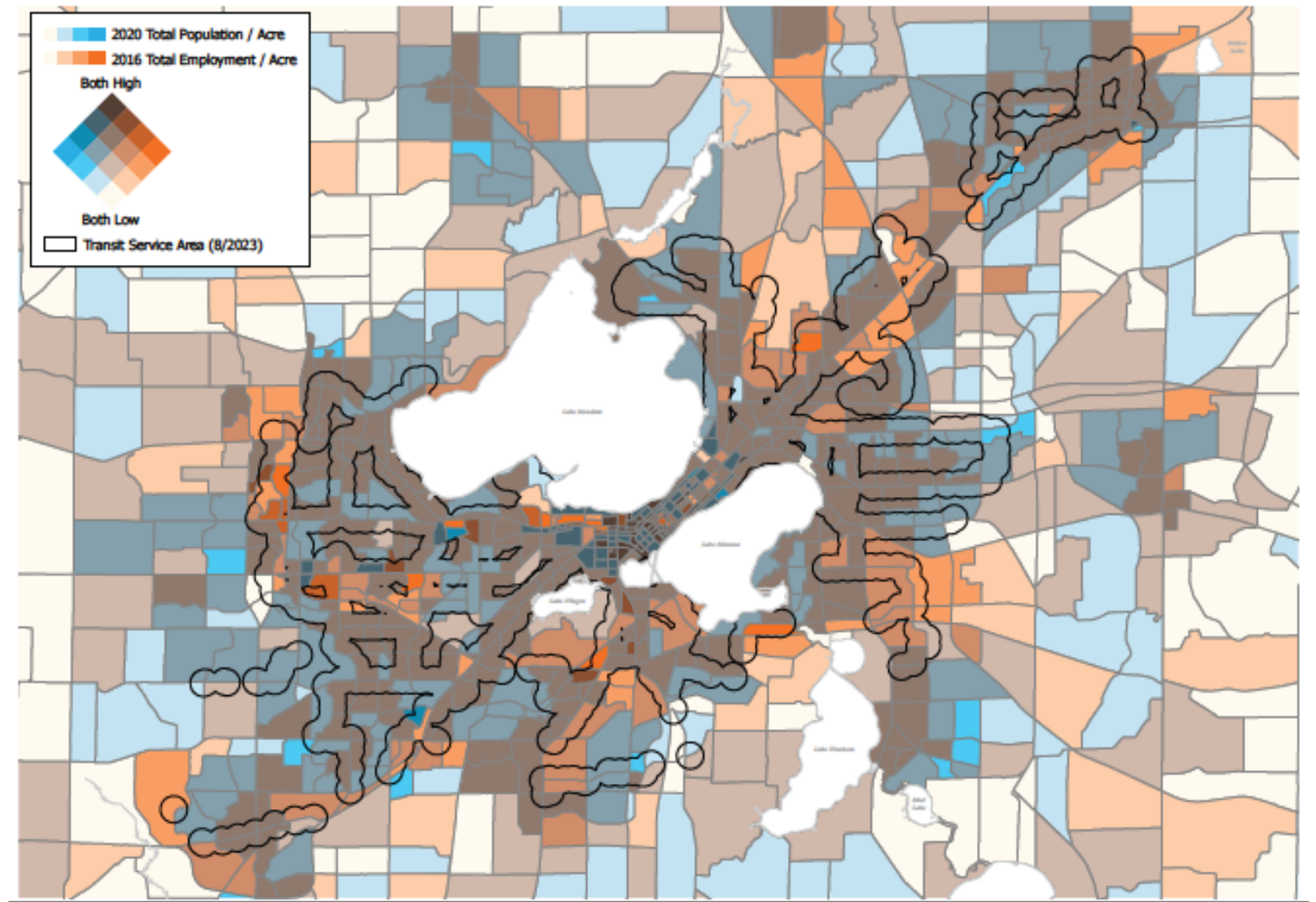
- New stops on new routes.
- Dedicated bus lanes.
- Increased service frequency.
- Transit Signal Priority (TSP).
- New local Sun Prairie service.
- Potential for future Monona and Cottage Grove routes.
- Routes farther from one another than in pre -2023 network.



Metro and Monona Transit Service Areas (2023)



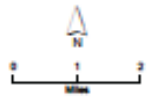
2016 Employment and 2020 Population with Transit Service Area



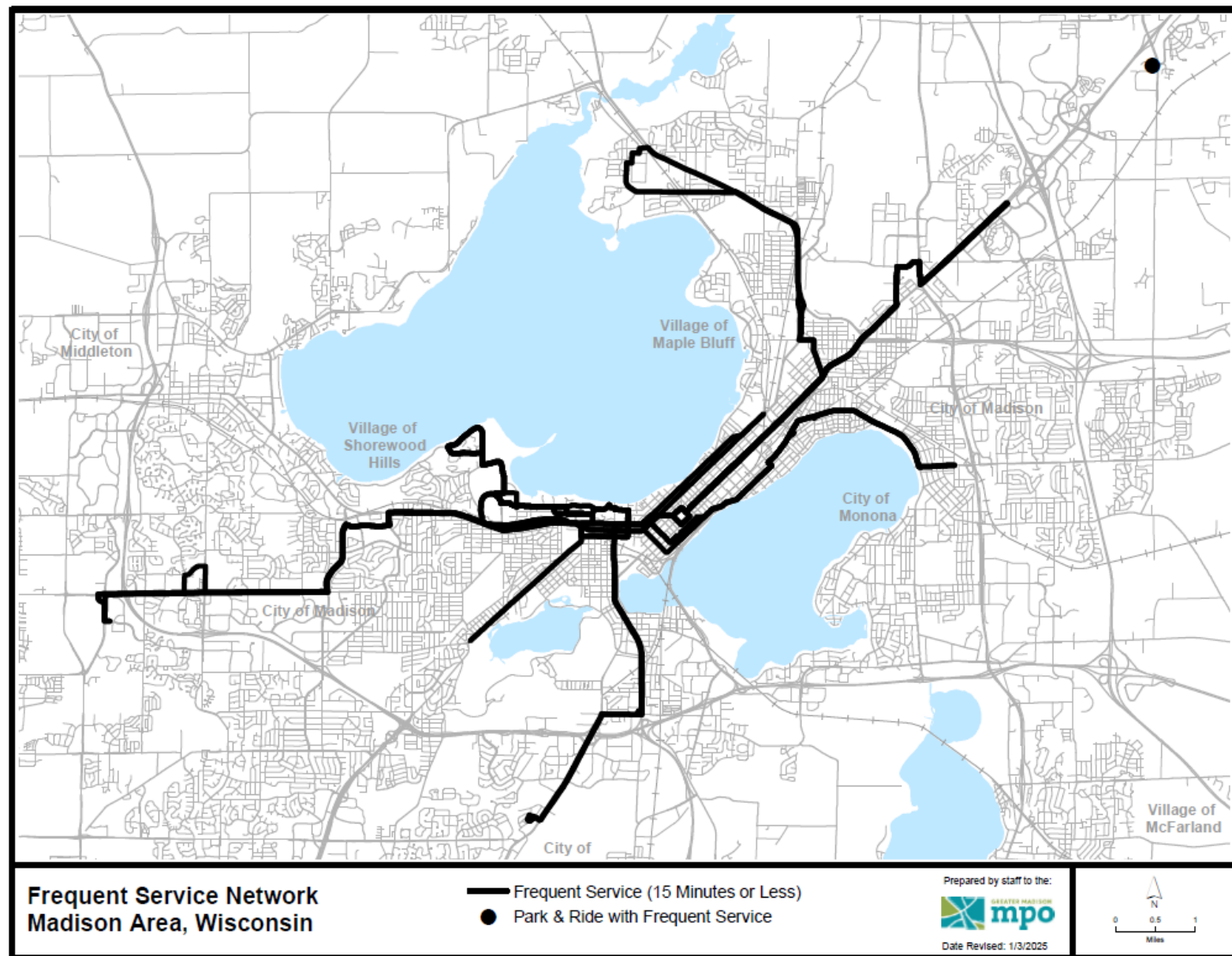
2016 Employment / 2020 Population
by Traffic Analysis Zone
Madison Area, Wisconsin

Prepared by staff to the:

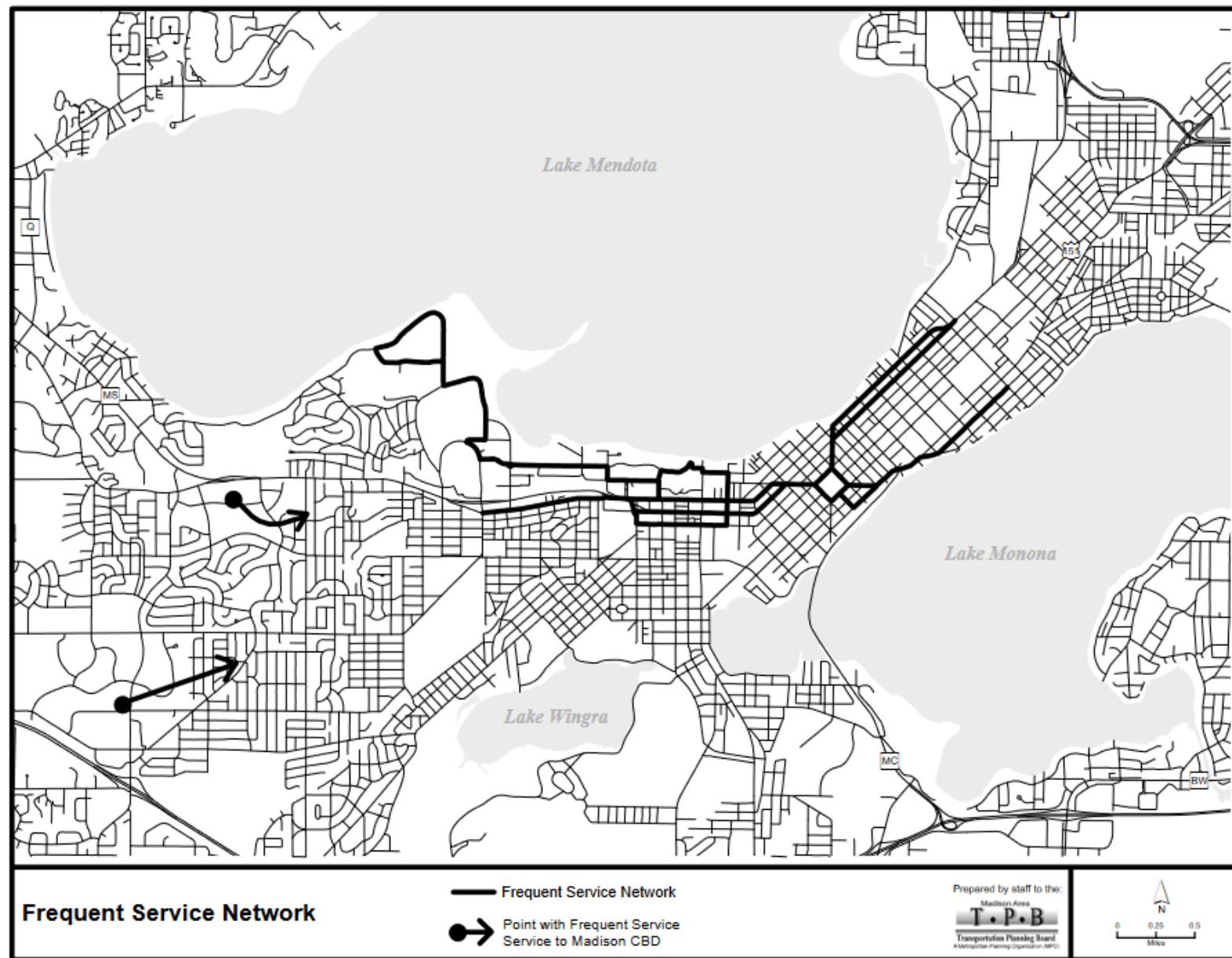
Date Revised: 9/27/2023



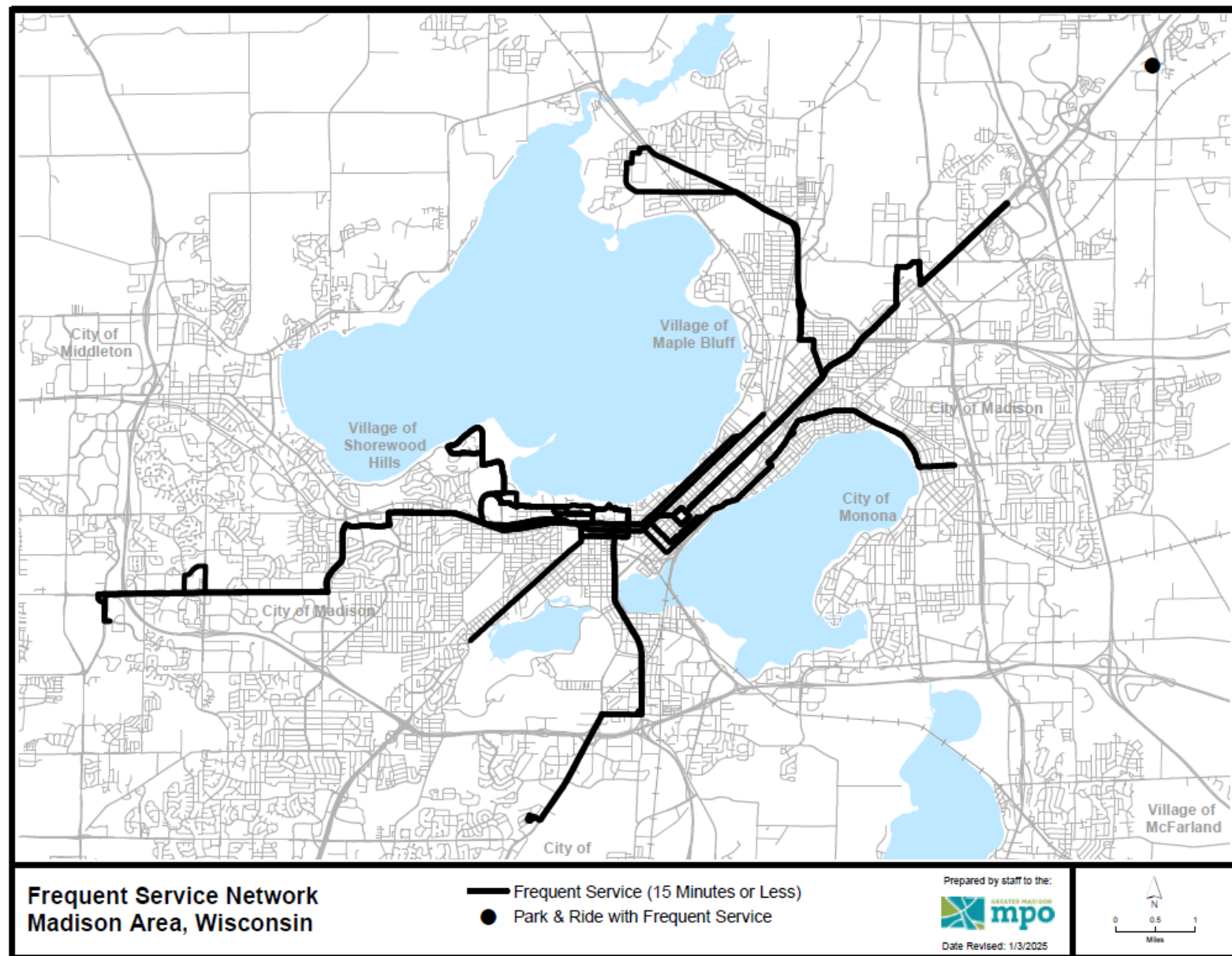
Metro's Frequent Service Network (2023)



Metro's Frequent Service Network (2013)

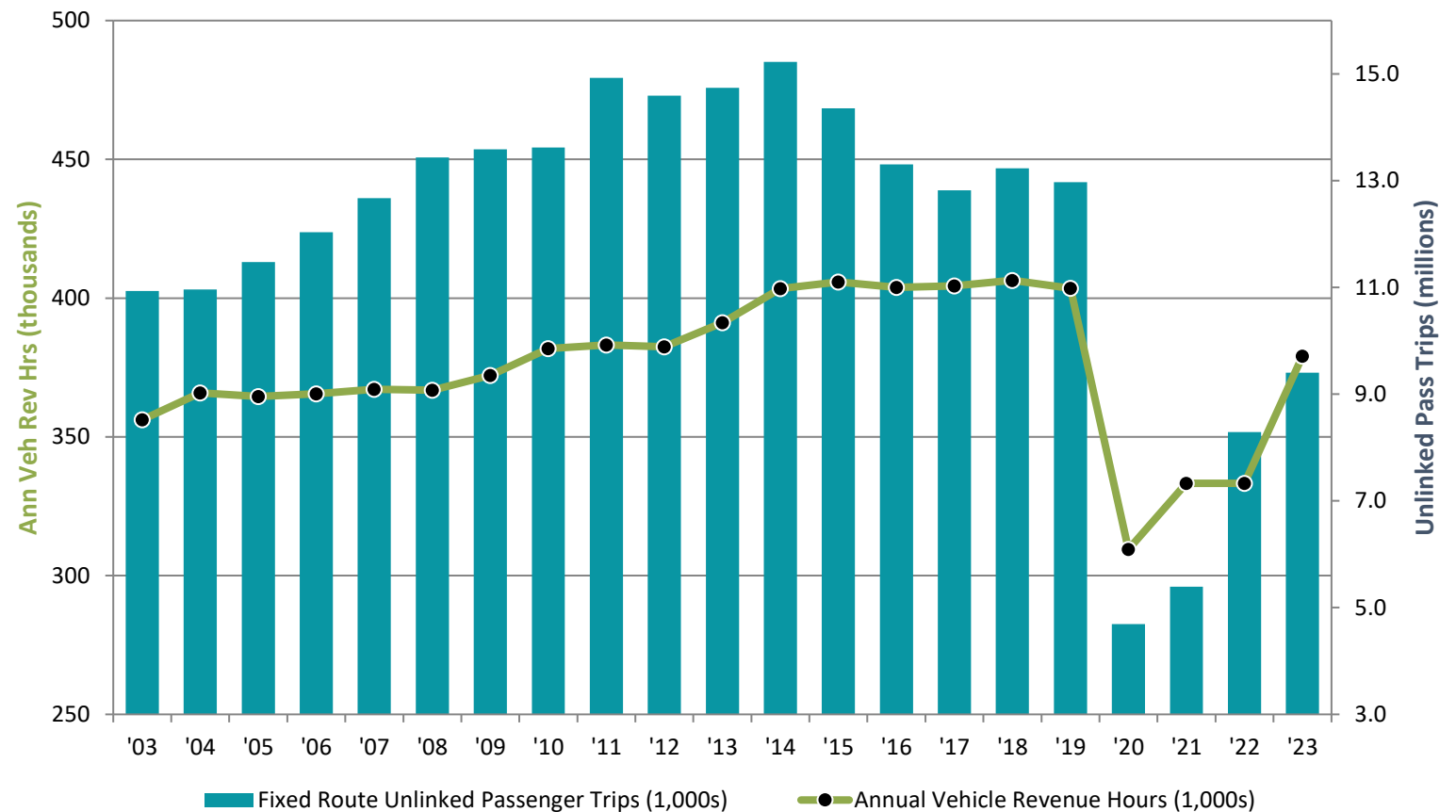


Metro's Frequent Service Network (2023)

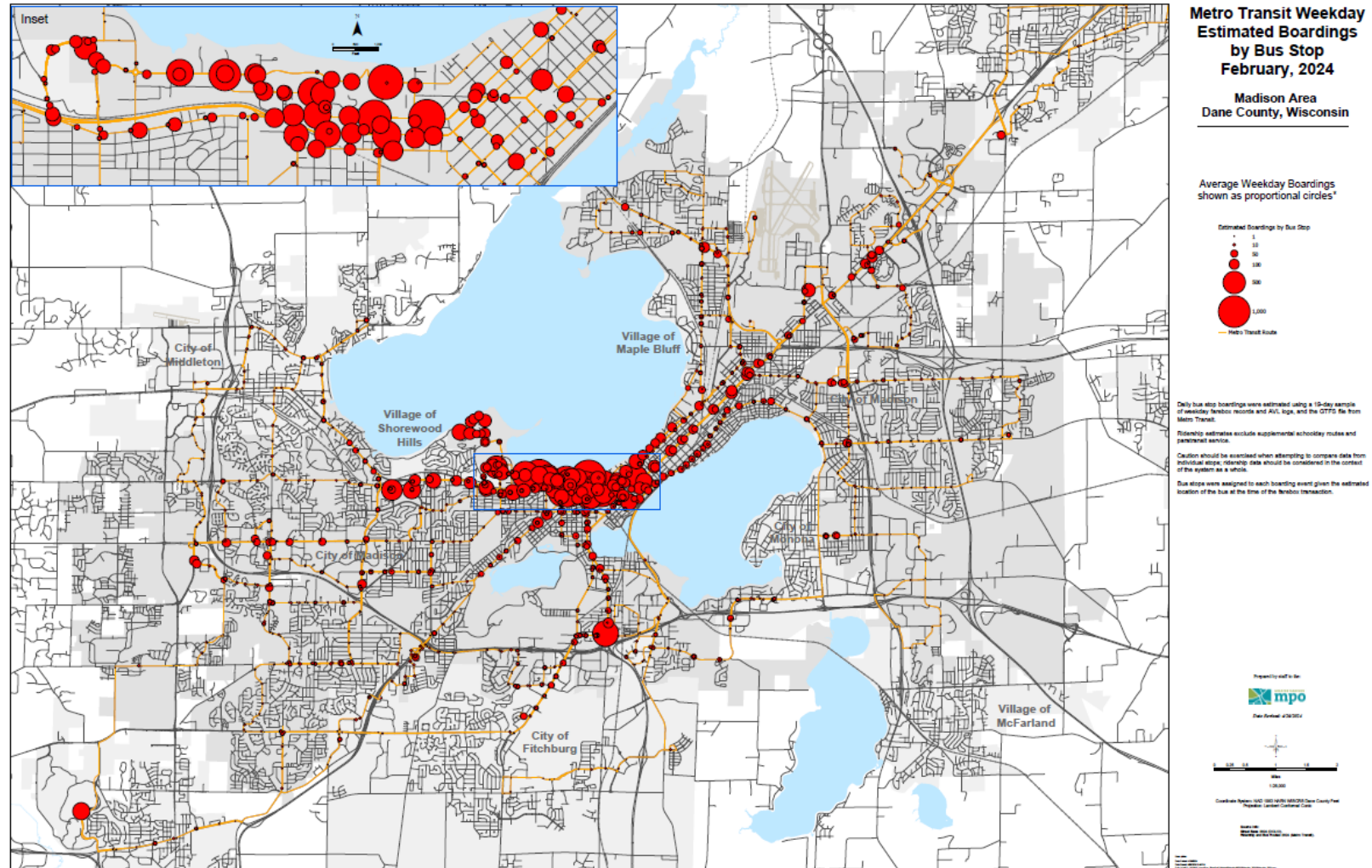




Metro Transit Fixed Route Service Annual Vehicle Revenue Hours and Ridership 2003 - 2023



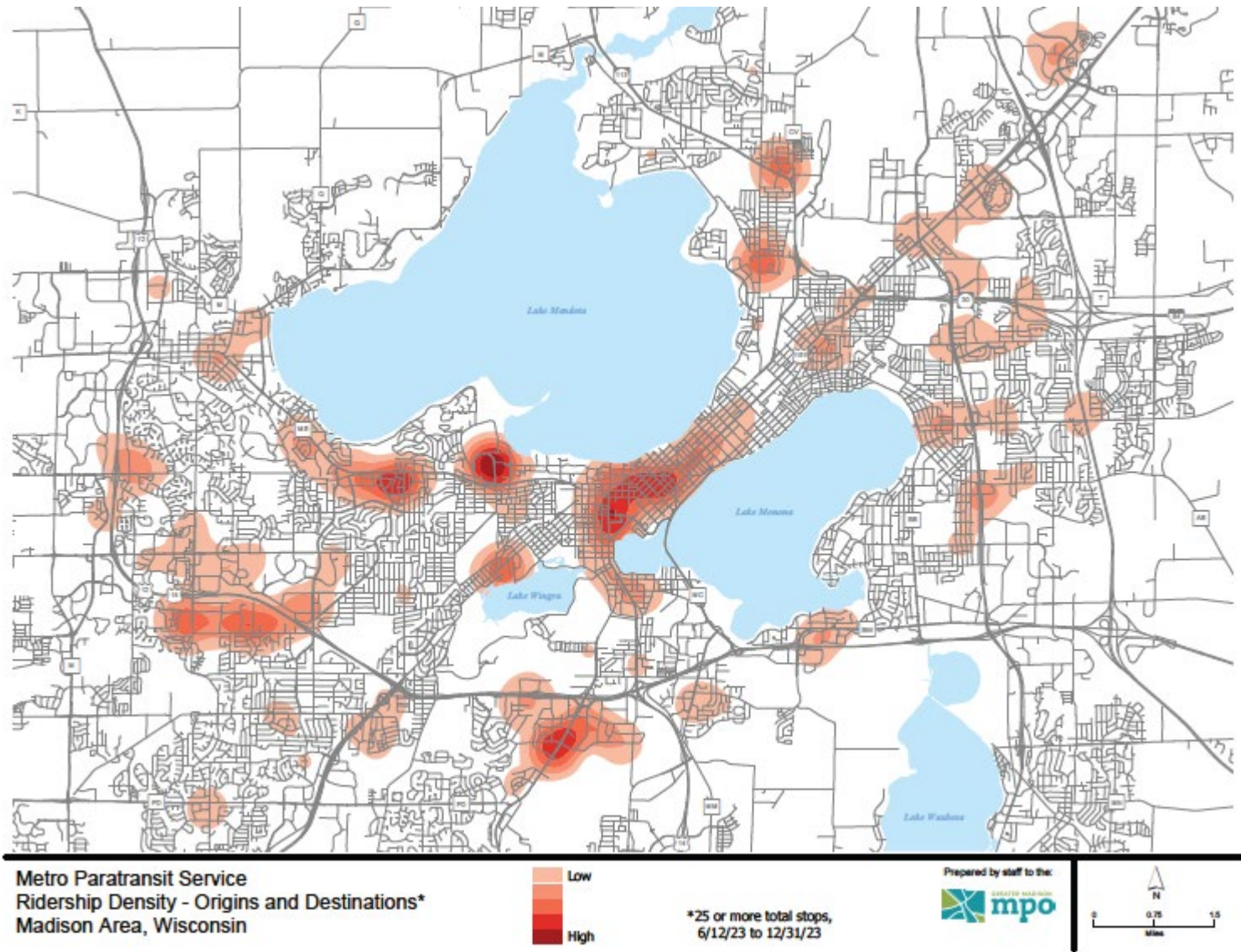
Metro Weekday Estimated Boardings by Bus Stop - February 2024





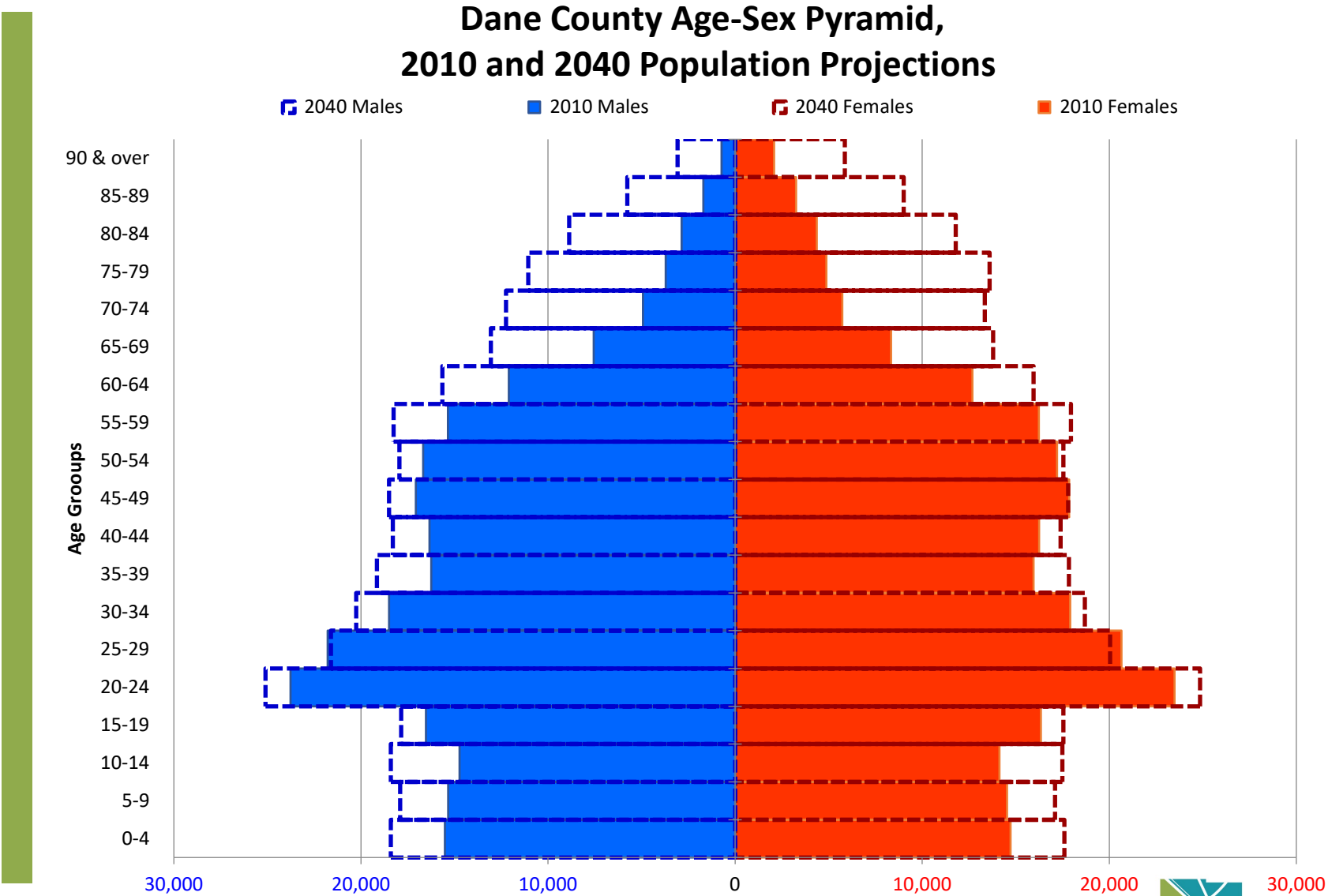
Metro Paratransit Service Hotspots

(25 or more
trips between
6/12/23 and
12/31/23)





Dane County's Aging Population



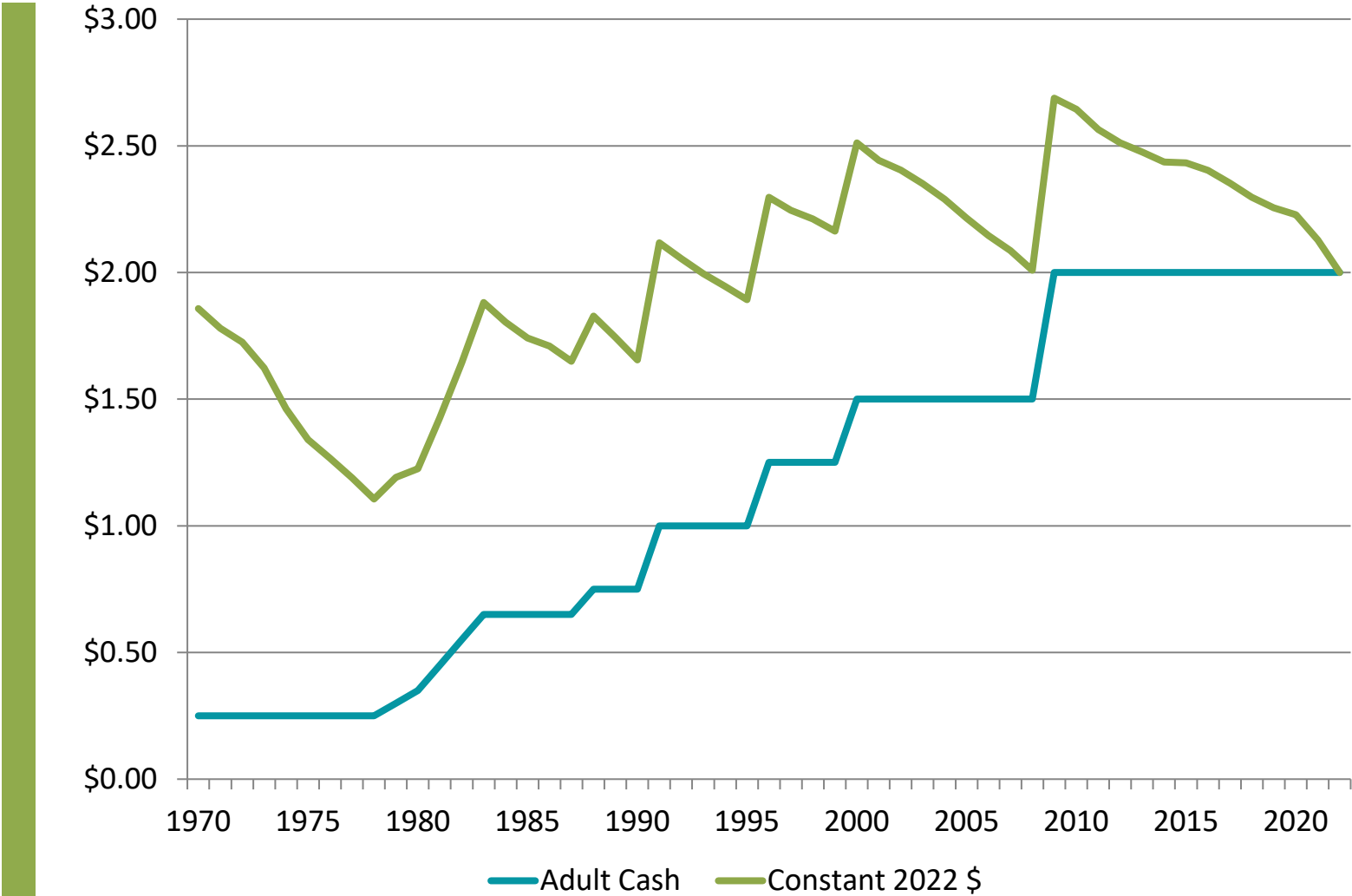
Drawing of South Whitney at Tokay northbound, routes D, E, and J. (Stop 2549)

Image credit: Rachel Litchman,
used with
permission





Metro Historical Cash Fares adjusted for inflation





Actual and Projected Ridership 2012

-2018 (NAS)

| Description | Average Values | | | Ridership Effect | |
|---|----------------|---------|--------|------------------|---------|
| | 2012 | 2018 | % Diff | Absolute | % Diff |
| Vehicle Revenue Miles | 4822860 | 5032180 | 4.3% | 288330 | 1.90% |
| Average Fare (2018\$) | 0.91 | 0.97 | 6.2% | -268570 | -1.80% |
| Network Restructure | - | - | - | - | 0% |
| Major Maintenance Event | - | - | - | - | 0% |
| Population + Employment | 908510 | 1023550 | 12.7% | 375120 | 2.50% |
| Share of Population and Employment in Transit | | | | | |
| Supportive Density | 0.25 | 0.25 | -2.5% | -36750 | -0.20% |
| Average Gas Price (2018\$) | 3.93 | 2.72 | -30.9% | -629310 | -4.20% |
| Median Per Capita Income (2018\$) | 33390 | 38810 | 16.2% | -149210 | -1% |
| % of Households with 0 Vehicles | 8 | 7 | -4.1% | -10770 | -0.10% |
| % Working at Home | 4 | 5.5 | 37.5% | -163030 | -1.10% |
| Years Since Ride-hail Start | - | 4 | 4 | -1852950 | -12.30% |
| Bike Share | 1 | 1 | - | - | 0.00% |
| Electric Scooters | - | - | - | - | 0.00% |
| New Reporters | | | | - | 0 |
| Total Modeled Ridership | | | | | -15.90% |
| Total Observed Ridership | | | | | -9.30% |
| Unexplained Change | | | | | 6.50% |



Metro Fleet and Unlinked Passenger Trips 2000 - 2023 and Projected to 2030

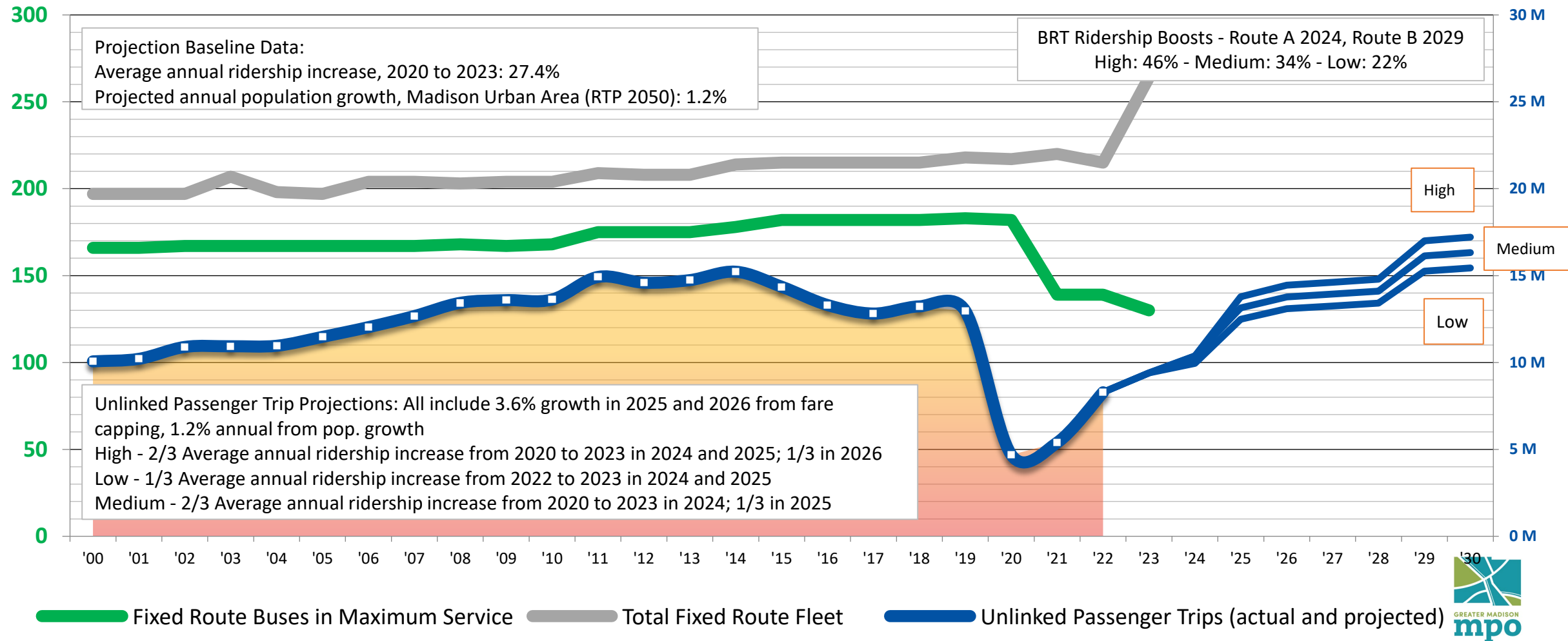
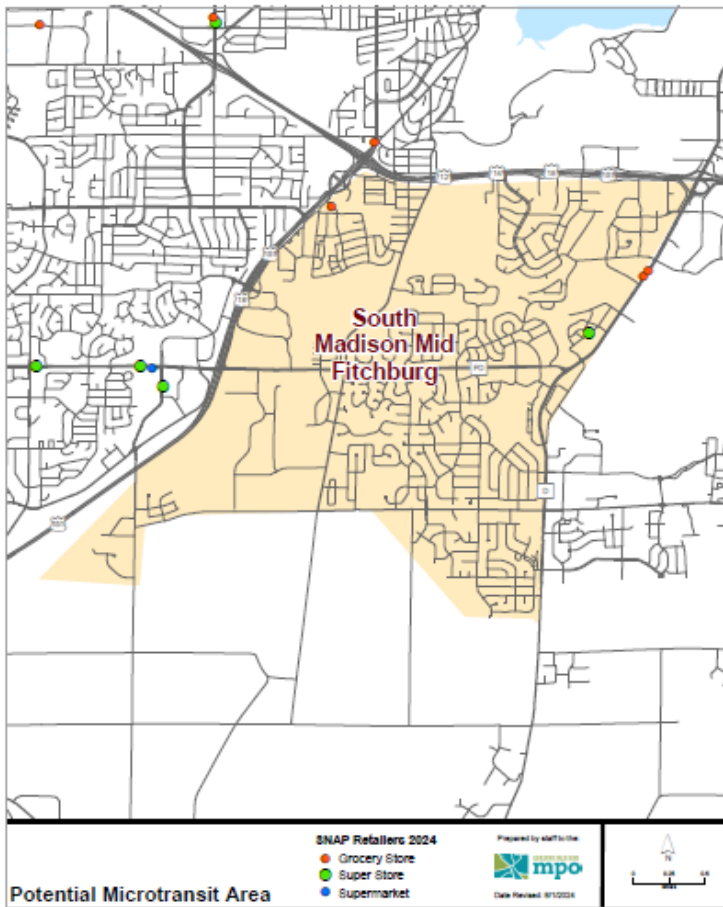




Figure 45: South Madison Mid Fitchburg

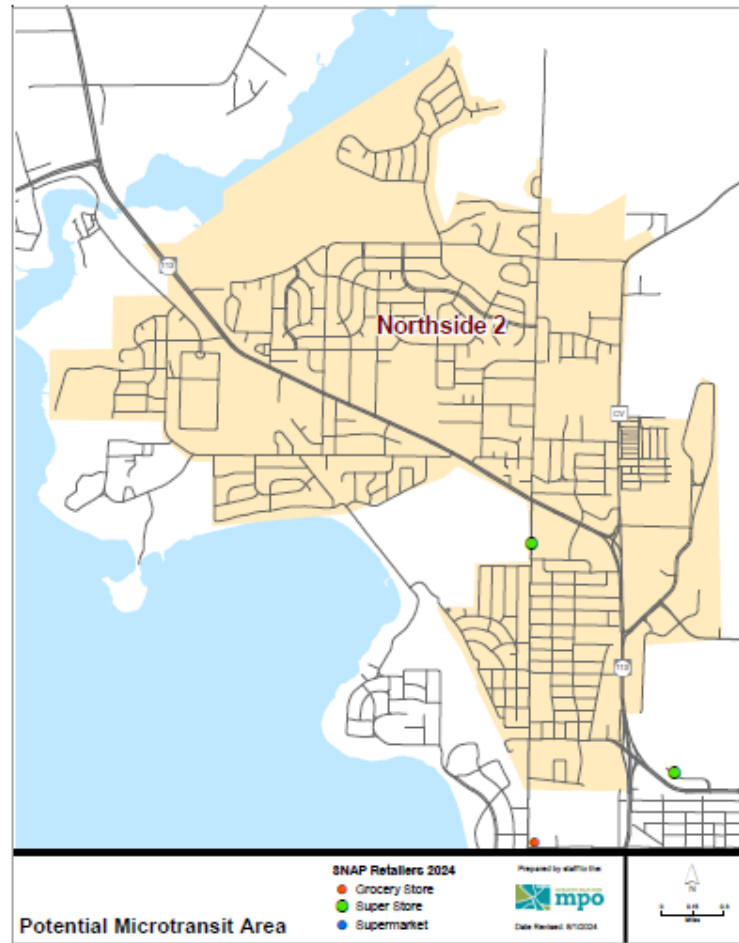


South Madison Mid Fitchburg -

Est. 206 Rides/Week

Est. \$38.06 Operating Cost/Ride

Figure 46: Northside 2



Northside 2

Est. 200 Rides/Week

Est. \$39.20 Operating Cost/Ride

Outreach & Community Engagement



Wisconsin Hmong Association
Focus Group

- Five focus Groups:
 - Latino Academy of Workforce Development (Spanish)
 - Vera Court (English and Spanish)
 - Madison Area Chinese Community Organization (Chinese)
 - Wisconsin Hmong Association (Hmong)
 - Access to Independence (ASL)
- Survey for Persons with Disabilities
- Survey for General Public
- Also consider Connect Greater Madison 2050 Regional Transportation Plan feedback



Takeaways

Routes and BRT stops being farther apart makes access difficult for people with limited mobility, physical disabilities, cognitive disabilities, low vision, etc. This will become a larger problem as the area population ages.

Transfers are more difficult without timed transfers at transfer points.

- But -

Many riders did not feel safe at transfer points.

Preliminary data from the April 2024 On-Board Survey indicate that fewer riders are transferring than during the 2015 On-Board Survey.

Takeaways

Ridership is expected to continue to increase and is likely to reach and sustain pre-pandemic levels in 2025.

North-South BRT will likely boost ridership again in 2029.

Factors that affect ridership the most are largely within the control of policy makers and system leadership (Internal).

External factors such as land use, density, and parking policies are also within the control of policy makers.



Thank You!

Ben Lyman, Transportation Planner

blyman@cityofmadison.com

608-243-0182

MPO Agenda Cover Sheet

February 5, 2025

Item No. 6

Re:

MPO 2025 Resolution No. 2 Approving Amendment No. 3 to the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Staff Comments on Item:

This TIP amendment makes several minor technical corrections to the John Nolen Drive (Broom Street to Lakeside Street) reconstruction project.

First, the amendment clarifies that WSOR funding is local funding, not federal funding. This results in total federal funding for the project decreasing from \$41.591 million to \$41.527 million, and local funding increasing from \$12.504 million to \$12.568 million. The total cost of the project -- \$54.095 million -- remains unchanged

Second, the amendment adds WisDOT project ID numbers to each component of the project.

Third, the amendment specifies that the bridges within the project limits will be replaced rather reconstructed and lists the ID numbers of those bridges.

Fourth, the amendment identifies the railroad safety improvements that are part of the project.

Materials Presented on Item:

1. MPO 2025 Resolution No. 2 Approving TIP amendment (with attachments)

Staff Recommendation/Rationale: Staff recommends approval.

MPO 2025 Resolution No. 2

Amendment No. 3 to the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

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

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

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

WHEREAS, the Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2025–2028 must be included in the effective TIP; and

WHEREAS, an amendment is needed to revise the John Nolen Drive (Broom Street to Lakeside Street) reconstruction project listing, revising the project funding, adding the project ID numbers, adding the bridge ID numbers, and identifying the railroad crossing safety improvements.

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

WHEREAS, the revised project is consistent with *Connect Greater Madison: Regional Transportation Plan 2050*, the long-range regional transportation plan for the Madison Metropolitan Planning Area as adopted on May 11, 2022:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves Amendment No. 3 to the *2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project revision as shown on the attached project listing table:

1. **REVISE** the John Nolen Drive (Broom Street to Lakeside Street) reconstruction project listing on page 42 of the Streets/Roadway Projects section, revising the project funding, adding the project ID numbers, adding the bridge ID numbers, and identifying the railroad crossing safety improvements.

February 5, 2025

Date Adopted

Mark Opitz, Chair, Greater Madison MPO

2/5/25

NOTE: Funds Key page 9.

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

Amendment No. 3
2/5/25

| Funding Source | | Programmed Expenditures | | | | | Estimated Available Funding | | | | |
|--------------------------------|--|-------------------------|---------|---------|---------|---------|-----------------------------|---------|---------|---------|---------|
| Agency | Program | 2025 | 2026 | 2027 | 2028 | 2029 | 2025 | 2026 | 2027 | 2028 | 2029 |
| Federal Highway Administration | National Highway Performance Program | 34,355 | 53,915 | 35,757 | 16,274 | 45,269 | 34,355 | 53,915 | 35,757 | 16,274 | 45,269 |
| | Bridge Replacement and Rehabilitation | 32,786 | 3,394 | 763 | 0 | 0 | 32,786 | 3,394 | 763 | 0 | 0 |
| | Surface Transp. Block Grant Program - Madison Urban Area | 9,488 | 5,413 | 10,395 | 11,139 | 10,239 | 9,488 | 5,413 | 10,395 | 11,139 | 10,239 |
| | Surface Transp. Block Grant Program - State Flexibility | 5,202 | 3,625 | 0 | 3,228 | 0 | 5,202 | 3,625 | 0 | 3,228 | 0 |
| | Surface Transp. Block Grant Program - Transp. Alternatives | 6,340 | 1,167 | 1,774 | 1,386 | 0 | 6,340 | 1,167 | 1,774 | 1,386 | 0 |
| | Highway Safety Improvement Program | 3,054 | 907 | 1,967 | 0 | 0 | 3,054 | 907 | 1,967 | 0 | 0 |
| | Safe Streets and Roads for All (Madison projects will continue through 2029) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Reconnecting Communities (Design for Madison's Perry Street Overpass will continue through 2026) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Wisconsin Electric Vehicle Infrastructure Program | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Carbon Reduction Program | unknown | unknown | unknown | unknown | unknown | unknown | unknown | unknown | unknown | unknown |
| | Charging and Fueling Infrastructure (Dane County Project will continue through 2027) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal Transit Administration | Section 5307 Urbanized Area Formula Program | 17,048 | 20,870 | 21,780 | 21,934 | 22,146 | 17,048 | 20,870 | 21,780 | 21,934 | 22,146 |
| | Sec. 5339 Bus & Bus Facilities | 1,970 | 2,028 | 2,087 | 2,148 | 2,211 | 1,970 | 2,028 | 2,087 | 2,148 | 2,211 |
| | Sec. 5337 State of Good Repair | 1,350 | 1,390 | 1,483 | 981 | 1,010 | 1,350 | 1,390 | 1,483 | 981 | 1,010 |
| | Sec. 5310 E/D Enhanced Mobility Program | 539 | 0 | 0 | 0 | 0 | 539 | 489 | 499 | 509 | 519 |
| | Sec. 5311 Rural Area Formula Program | 1,477 | 1,520 | 1,565 | 1,611 | 1,658 | 1,477 | 1,520 | 1,565 | 1,611 | 1,658 |
| | Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Areas of Persistent Poverty | 670 | 0 | 0 | 0 | 0 | 670 | 0 | 0 | 0 | 0 |
| | CARES/ARPA | 19,679 | 0 | 0 | 0 | 0 | 19,679 | 0 | 0 | 0 | 0 |

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

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

Note:

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

MPO Agenda Cover Sheet

February 5, 2025

Item No. 7

Re:

MPO 2025 Resolution No. 3 Approving Changes to the Rules and Procedures Related to Technical Coordinating Committee (TCC)

Staff Comments on Item:

This change to the MPO's [Operating Rules & Procedures](#) will simplify administration, increase flexibility for participating communities, improve transparency, and improve committee member attendance and group cohesion.

The primary changes include:

- Eliminating the annual transition from voting to alternate membership status for committee members representing Cities and Villages outside of the City of Madison.
- Clarifying that facilitating dialog between members to enable communities to learn from and coordinate with one another is a purpose of the TCC.
- Opening membership to all cities and villages in the MPO area.
- Removing references to the specific staff titles in each community/agency that are eligible to serve on the committee.
- Reducing the term of the Chair and Vice Chair from two years to one year.
- Clarifying that members are expected to attend all TCC meetings.
- Prohibiting standing substitutes for committee members.
- Dismissing committee members who are absent from four consecutive meetings from the TCC.

Materials Presented on Item:

1. MPO 2025 Resolution No. 3 Approving Changes to the Rules & Procedures Related to Technical Coordinating Committee (TCC) (with attachments)

Staff Recommendation/Rationale: Staff recommends approval.

MPO 2025 Resolution No. 3
Approving Changes to the MPO Operating Rules and Procedures Related to Technical Coordinating Committee (TCC)

WHEREAS, the Greater Madison MPO has established an intergovernmental Technical Coordinating Committee (TCC) composed of staff from local units of government in the metropolitan area and various agencies to assist the MPO by providing professional expertise in the development of the MPO's transportation plans, studies, and programs; and

WHEREAS, the TCC reviews, coordinates, and advises on all transportation planning matters, and provides input to the board on issues directed to it by the board or MPO Director/Planning Manager; and

WHEREAS, the MPO recognizes the importance of promoting regular participation in the TCC by committee members, engaging a broad set of MPO communities; and facilitating a robust dialog between members; and

WHEREAS, the current rules and operating procedures governing the TCC have made administration complex, hindered the ability of communities and agencies to choose their most appropriate representatives, reduced group cohesion among committee members, reduced transparency, and created unnecessary confusion:

NOW, THEREFORE BE IT RESOLVED that the Greater Madison MPO amends the MPO's Operating Rules and Procedures by replacing Section III.B. with the text shown in Attachment A – Draft TCC Rules Update.

February 5, 2025

Date Adopted

Mark Opitz, Chair, Greater Madison MPO

B. MPO Technical Coordinating Committee

1. Authority and Responsibilities

The MPO shall establish an intergovernmental Technical Coordinating Committee (TCC) with staff from local units of government in the metropolitan area and various agencies or facets of transportation planning to assist in carrying out its responsibilities. The TCC provides professional expertise in the development of the MPO's transportation plans, studies, and programs, ensuring a high-quality technical review of the planning process and a direct communication liaison with the policy board. The TCC also facilitates communication between members to enable staff in different communities to learn from and coordinate with one another.

The TCC shall review, coordinate, and advise on all transportation planning matters, and provide input to the board on issues directed to it by the board or MPO Director/Planning Manager. Drafts of all required documents and programs shall be submitted to the TCC for review and recommendation to the board. The TCC is strictly advisory to the policy board.

2. Membership, Voting, and Officers

The TCC is comprised of voting members representing all cities and villages in the MPO area, Dane County, and the Wisconsin Department of Transportation, and non-voting members representing the Federal Highway Administration and the Federal Transit Administration.

Communities/agencies should ensure that their selected representatives will be able to maintain regular attendance at TCC meetings.

Voting TCC Members:

One staff member with expertise in transportation (planning, engineering, or public works) from each city and village in the MPO planning area.

Four City of Madison staff members; one representative from each of the following departments/divisions:

- | | |
|------------------------|------------------|
| 1. Traffic Engineering | 3. Planning |
| 2. Engineering | 4. Metro Transit |

Two Dane County staff members; one representative from each of following departments:

1. Planning & Development
2. Highway and Transportation

Two Wisconsin Department of Transportation staff members; one representative from each of following:

1. The Bureau of Planning and Economic Development
2. The Southwest Region Office

Non-Voting TCC Members:

One Federal Highway Administration (FHWA) Community Planner from the Wisconsin Division

One Federal Transit Administration (FTA) Transportation Program Specialist from Region V

Officers:

The TCC shall elect a Chair and Vice Chair by simple majority vote of the voting members. The Chair shall be responsible for presiding at all meetings. The term of the Chair and Vice Chair shall be one year. There shall be no limit on the number of terms a member may hold the office of Chair. In the absence of the Chair, the Vice Chair shall preside at the meeting. In the absence of either, the TCC shall select another member to preside at that meeting.

3. Meetings and Quorum

Regular meetings shall be held monthly in accordance with the annual meetings schedule included in the annual Unified Planning Work Program, unless cancelled by the MPO Director/Planning Manager due to a lack of a sufficient number of agenda items. Special meetings may be held as needed. All meetings shall be publicly noticed with both the City of Madison and Dane County. Agendas and meeting packets shall also be posted on the MPO website. Meetings may be held virtually or in person. In-person meetings shall be in a place that is ADA accessible. In-person meetings shall be in a location that is transit accessible. All meetings shall be conducted in conformance with Sections 19.81 to 19.98 of the Wisconsin Statutes, which set forth the public policy and requirements for open meetings of governmental bodies.

Members are expected to attend all TCC meetings. A quorum is formed by the presence of a simple majority of the voting membership. Communities that choose not to appoint a representative will not be counted in the committee's total voting membership.

Voting members may designate a substitute to attend a meeting and represent them in their absence. Such designation may be for a specific meeting, only. Standing substitutions are not allowed. Substitutes to voting members shall count for quorum purposes and have voting privileges.

Members who are absent from four consecutive meetings, regardless of whether they have been represented by a substitute, shall be removed from the committee. Following three consecutive absences by a member, that member and their supervisor(s) will be notified by MPO staff that an additional absence will result in dismissal from the committee.

No action shall be taken without a quorum in attendance at that meeting, but information may be presented to those in attendance so long as the meeting was properly noticed.

4. Subcommittees of the TCC

The MPO may establish standing or ad hoc subcommittees of the TCC, as needed.

Meetings of subcommittees shall be held as necessary to carry out their duties. A quorum is formed by a simple majority of the members. No action shall be taken without a quorum in attendance, but information may be presented to those in attendance if the meeting was properly noticed.