



U.S. Department
of Transportation

Federal Highway
Administration

Federal Transit
Administration

Transportation Management Area Planning Certification Review

Madison Urbanized Area



February 27, 2026

Summary Report



EXECUTIVE SUMMARY

On January 15, 2026, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the certification review of the transportation planning process for the Greater Madison Metropolitan Planning Organization (MPO) as the Transportation Management Area (TMA) for the Madison urbanized area. The previous certification review was conducted in 2022. FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least once every four years to determine if the process meets the Federal planning requirements.

As a part of the TMA certification review process, FHWA and FTA employ a risk-based approach containing various factors to determine which topic areas require additional evaluation during the certification review. The certification review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. This certification review was conducted to highlight best practices, identify opportunities for improvements, and ensure compliance with regulatory requirements.

The certification review included a desk review of the MPO's planning products and processes conducted July-December of 2025, an opportunity for public comment via a web-based survey posted from November 21, 2025 to January 5, 2026, and a site review with staff from the Greater Madison MPO and the Wisconsin Department of Transportation (WisDOT) on January 15, 2026.

Based on the findings from the certification review, the FHWA and FTA jointly notified the Greater Madison MPO and WisDOT by letter signed February 27, 2026 that the Madison TMA's planning process met or exceeded federal requirements and was re-certified. The Federal Review Team recognized three (3) commendations, no corrective actions, and nine (9) recommendations.

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1.0 INTRODUCTION

Pursuant to 23 U.S.C. 134(k)(6) and 49 U.S.C. 5303(k)(6), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least once every four years.

A certification review focuses on compliance with Federal regulations, challenges, successes, and experiences of the cooperative relationship between the Metropolitan Planning Organizations (MPOs), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process. The Greater Madison MPO is the designated MPO for the Madison urbanized area, the Wisconsin Department of Transportation (WisDOT) is the responsible State agency, and Metro Transit is the responsible public transportation operator. In general, the reviews consist of four primary activities: a site visit, a review of planning products (in advance of and during the site visit), public comment opportunity, and preparation of a Certification Review Report that summarizes the review and offers findings.

Certification of the TMA planning process is a prerequisite to the approval of Federal funding for transportation projects. The certification review is also an opportunity to provide assistance on new programs and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed capital and operating investment decisions.

The Certification Review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide opportunities for this type of review and comment, including Unified Planning Work Program (UPWP) approval, the Metropolitan Transportation Plan (MTP), metropolitan and statewide Transportation Improvement Program (TIP) findings, air-quality (AQ) conformity determinations (in nonattainment and maintenance areas), as well as a range of other formal and less formal contact provide both FHWA/FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process. While the Certification Review Report itself may not fully document those many intermediate and ongoing checkpoints, the “findings” of Certification Review are, in fact, based upon the cumulative findings of the entire review effort.

The Madison review process was individually tailored to focus on topics of significance to their metropolitan planning area. Federal reviewers prepare Certification Review Reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process reviewed, whether or not they relate explicitly to formal “findings” of the review.

This certification review included a desk review of the MPO’s planning products and processes conducted July-December of 2025, an opportunity for public comment via a web-based survey

posted from November 21, 2025 to January 5, 2026, and a site review with staff from the Greater Madison MPO and the Wisconsin Department of Transportation (WisDOT) on January 15, 2026. The findings of the certification review are provided in section 3 of this report.

Appendix A: Listing Site Visit Participants

Appendix B: Site Visit Meeting Agenda

Appendix C: Summary of Public Survey Results

2.0 PROGRAM REVIEW

2.1 Metropolitan Planning Area Boundaries

2.1.1 Observations

This topic area was not selected for additional review based on the results of the risk assessment process.

2.1.2 Findings

The MPO's Metropolitan Planning Area Boundaries substantially satisfies federal requirements (23 U.S.C. 134(e) and 23 CFR 450.312(a)).

2.2 MPO Structure and Agreements

2.2.1 Observations

MPO's agreements were reviewed, however, the MPO structure was not selected for additional review based on the results of the risk assessment process. The MPO has six agreements related to the transportation planning process in the Madison metropolitan planning area. The MPO is working with the Madison transit service provider to establish a new agreement and has started discussion with WisDOT for a new agreement related to the annual approval of the unified planning work program. The MPO agreement with the Capital Area Regional Planning Commission is being reviewed to determine if it is still relevant and may be terminated.

2.2.2 Findings

The MPO's Structure and Agreements substantially satisfy the federal requirements (23 U.S.C. 134(d) and 23 CFR 450.314(a)).

Recommendations:

The Greater Madison MPO is encouraged to continue to work with WisDOT and other planning partners to review and update existing agreements related to the transportation planning process on a regular schedule to ensure agreements remain relevant and signatories are current. The MPO should also consider additional agreements to better define planning, financial, and reporting responsibilities for the planning process in the metropolitan planning area. A continued recommendation from the previous certification review is to establish a new agreement with the Madison transit service provider.

2.3 Unified Planning Work Program (UPWP)

2.3.1 Observations

This topic area was not selected for additional review based on the results of the risk assessment process. Processing and approval of the 2026 Calendar Year UPWPs highlighted the need for more time at the end of the process for review and approval.

2.3.2 Findings

The MPO's Unified Planning Work Program substantially satisfy federal requirements (23 CFR 450.308).

Recommendations:

The Greater Madison MPO is encouraged to work with WisDOT and Wisconsin MPOs to review and update Unified Planning Work Program (UPWP) development timelines. The development timeline should allow more time at the end of the process for review, potential changes, and approval. The MPO should update their internal UPWP development schedules to ensure submittal to WisDOT by the identified MPO deadline for approval.

2.4 Metropolitan Transportation Plan (MTP)

2.4.1 Observations

The majority of the MTP was not selected for additional review based on the results of the risk assessment process. The review focused on fiscal constraint/financial planning, integration of performance measures and the System Performance Report, and the listing of projects in the MTP.

2.4.2 Findings

The MPO's Metropolitan Transportation Plan substantially satisfies federal requirements (23 U.S.C. 134(c), (h) & (i), 23 CFR 450.324(f)(11)(i) and 23 CFR 450.324 & ((f)(11)(i)).

Commendation:

The Greater Madison MPO is commended for their Performance Measures Dashboard website as it provides performance measure data in an easily accessible and easy to understand graphic format that is kept up to date with the most recent data available.

Recommendations:

The Greater Madison MPO is encouraged to work with WisDOT and Wisconsin MPOs to develop and implement a more standardized fiscal constraint demonstration for Metropolitan Transportation Plans (MTP) that provides both detailed and summary information to clearly demonstrate fiscal constraint for time bands and totals through the horizon year of the MTP. A summary table demonstrating fiscal constraint should be supported by text and tables that clearly explain how revenues are estimated annually and projected through the horizon year of the plan. Similarly, expenditures in the summary table should be supported by text and clearly reflective of the fiscally constrained project listing. Illustrative projects should be documented separately from the fiscally constrained project listing. Management and Operations should be included in the MPT financial analysis and, related to recommendations for performance management, the MPO should consider better integrating performance management into the financial analysis.

The Greater Madison MPO should consider aligning categories of projects within the Metropolitan Transportation Plan (MTP) fiscal constraint demonstration with performance measures (PM) to better illustrate how the plans are working towards achieving PM targets and goals and objectives.

The System Performance Report in the Metropolitan Transportation Plan (MTP) (Appendix B) and performance measures (PM) section of the Transportation Improvement Program (TIP) (Attachment E) show the required PM targets and describe how various MPO efforts work to achieve the targets. The website Performance Measures Dashboard tracks historic PM data over time. The Greater Madison MPO should consider integrating trend data from the dashboard into PM information in the MTP and TIP and add verbiage to these sections to help explain the trends. The MPO is also encouraged to standardize data and terminology included for each performance measure documented in the TIP, MPT, and website to clearly and accurately show baseline data, current data, targets, and trends.

2.5 Transit Planning

2.5.1 Observations

This topic area was not selected for additional review based on the results of the risk assessment process.

2.5.3 Findings

The MPO's Transit Planning substantially satisfies federal requirements (49 U.S.C. 5303, 23 U.S.C. 134, and 23 CFR 450.314).

2.6 Transportation Improvement Program (TIP)

2.6.1 Observations

The majority of the TIP was not selected for additional review based on the results of the risk assessment process. The review focused on fiscal constraint/financial planning, integration of performance measures, and the listing of projects in the TIP.

2.6.3 Findings

The MPO's Transportation Improvement Program substantially satisfies federal requirements (23 U.S.C. 134(c),(h) & (j) and 23 CFR 450.326 & (j)).

Commendation:

The Greater Madison MPO is commended for their efforts and leadership to implement an electronic TIP to manage transportation projects more efficiently and effectively in their metropolitan area. e-TIPs go above and beyond the basic functionality of a spreadsheet or database to help manage all aspects of a TIP including fiscal constraint, project tracking, reporting, processing, and document management. The MPO is encouraged to stay engaged in statewide e-TIP conversations to help make the S/TIP process more efficient and effective statewide.

Recommendations:

The Greater Madison MPO is encouraged to work with WisDOT and Wisconsin MPOs to review federal and State Transportation Improvement Program (TIP) regulations and guidance to ensure local MPO TIP policies and procedures conform. As part of this effort the MPO will need to update their TIP amendment policies and procedures to more clearly define individual project amendment and administrative modification thresholds. The financial impact of a project change on the overall MPO program is one factor to monitor for amendments and administrative modifications but thresholds must assess scope changes for individual projects.

The Greater Madison MPO is encouraged to work with WisDOT and Wisconsin MPOs to review and update Transportation Improvement Program (TIP) and State TIP development timelines. The STIP and TIPs should be approved and in place prior to the start of the program period which for a calendar year program is January 1. The MPO should update their internal TIP development schedules to ensure submittal to WisDOT by the identified MPO deadline for approval and inclusion in the STIP.

The Greater Madison MPO is encouraged to work with WisDOT and Wisconsin MPOs to develop and implement a more standardized fiscal constraint demonstration for Transportation Improvement Programs (TIP) that provides both detailed and summary information to clearly demonstrate fiscal constraint by year and total for the plan. A summary table demonstrating fiscal constraint should be supported by text and tables that clearly explain how revenues are estimated annually and projected through the horizon year of the plan. Similarly, expenditures in the summary table should be supported by text and clearly reflective of the project listing. Illustrative projects should be documented separately from the fiscally constrained project listing. Management and Operations should be included in the TIP financial analysis and, related to recommendations for performance measures, the MPO should consider better integrating performance measures into the financial analysis.

Performance measures (PM) are one of the newer focus areas of recent transportation planning legislation. MPOs are required to show how Transportation Improvement Program (TIP) project programming is working to meet PM goals and targets set for their metropolitan planning area (MPA). The Greater Madison MPO should document in the TIP how performance-based planning is informing project selection and consider aligning categories of projects within the TIP fiscal constraint demonstration with performance measures (PM) to better illustrate how the TIP projects are working towards achieving PM targets and goals and objectives.

2.7 Public Participation

2.7.1 Observations

This topic area was not selected for additional review based on the results of the risk assessment process. The MPO highlighted public participation activities in a presentation to the federal review team and one activity is being recognized as a commendation.

2.7.2 Findings

The MPO's Public Participation substantially satisfies federal requirements (23 U.S.C. 134(i)(6), 23 CFR 450.316, and 23 CFR 450.326(b)).

Commendation:

The Greater Madison MPO is commended for their use of yard signs with QR codes to advertise projects and to direct the public to additional information and participation opportunities for

each project. The signs are reusable and the MPO frequently rotates the signs to cover a larger geographic area. The MPO uses different QR codes for an area or project to help track responses for surveys to help reduce the need for additional data entry from the public. This type of outreach can be used for various types of projects and is a simple and cost-effective tool to help advertise a project and to direct the public to up-to-date project information, surveys (data collection), and additional participation opportunities.

2.8 Consultation and Coordination

2.8.1 Observations

This topic area was not selected for additional review based on the results of the risk assessment process.

2.8.2 Findings

The MPO's Consultation and Coordination substantially satisfies federal requirements (23 U.S.C. 134(g) & (i), 23 CFR 450.316, 23 CFR 450.324(g)).

2.9 List of Obligated Projects

2.9.1 Observations

This topic area was not selected for additional review based on the results of the risk assessment process.

2.9.2 Findings

The MPO's List of Obligated Projects substantially satisfies the federal requirements (23 U.S.C. 134(j)(7) and 23 CFR 450.334).

2.10 Freight Planning

2.10.1 Observations

This topic area was not selected for additional review based on the results of the risk assessment process.

2.10.2 Findings

The MPO's Freight Planning substantially satisfies the federal requirements (23 U.S.C. 134(h), and 23 CFR 450.306).

2.11 Transportation Safety

2.11.1 Observations

This topic area was not selected for additional review based on the results of the risk assessment process.

2.11.2 Findings

The MPO's Transportation Safety Planning substantially satisfies federal requirements (23 U.S.C. 134(h)(1)(B), 23 CFR 450.306(b)(2), 23 CFR 450.306 (d), and 23 CFR 450.324(h)).

2.12 Transportation Security Planning

2.12.1 Observations

This topic area was not selected for additional review based on the results of the risk assessment process.

2.12.2 Findings

The MPO's Transportation Security Planning substantially satisfies federal requirements (23 U.S.C. 134(h)(1)(C), 23 CFR 450.306(b)(3), 23 CFR 450.306(d), and 23 CFR 450.324(h)).

2.13 Travel Demand Forecasting

2.13.1 Observations

This topic area was not selected for additional review based on the results of the risk assessment process.

2.13.2 Findings

The MPO's Travel Demand Forecasting substantially satisfies federal requirements (23 CFR 450.324(f)(1)).

2.14 Air Quality

2.14.1 Observations

This topic area was not selected for additional review based on the results of the risk assessment process.

2.14.3 Findings

The MPO's Air Quality Planning substantially satisfies federal requirements (42 U.S.C. 7401, 40 CFR Part 93, 23 CFR 450.324(m)).

2.15 Congestion Management Process / Management and Operations

2.15.1 Observations

This topic area was not selected for additional review based on the results of the risk assessment process.

2.15.2 Findings

The MPO's Congestion Management Process/Management and Operations Planning substantially satisfies federal requirements (23 U.S.C. 134(k)(3) and 23 CFR 450.322).

3.0 CONCLUSION AND RECOMMENDATIONS

Based on the findings from the certification review, the FHWA and FTA jointly notified the Greater Madison MPO and WisDOT by letter signed February 27, 2026 that the Madison TMA's planning process met or exceeded federal requirements and was re-certified. Amended and newly approved MPO products must meet all federal requirements and conform with current Executive Orders when approved. The Federal Review Team recognized three (3) commendations, no corrective actions, and nine (9) recommendations.

3.1 Commendations

The following are noteworthy practices that the Greater Madison MPO is doing well in the transportation planning process:

The Greater Madison MPO is commended for their Performance Measures Dashboard website as it provides performance measure data in an easily accessible and easy to understand graphic format that is kept up to date with the most recent data available.

The Greater Madison MPO is commended for their efforts and leadership to implement an electronic TIP to manage transportation projects more efficiently and effectively in their metropolitan area. e-TIPs go above and beyond the basic functionality of a spreadsheet or database to help manage all aspects of a TIP including fiscal constraint, project tracking, reporting, processing, and document management. The MPO is encouraged to stay engaged in statewide e-TIP conversations to help make the S/TIP process more efficient and effective statewide.

The Greater Madison MPO is commended for their use of yard signs with QR codes to advertise projects and to direct the public to additional information and participation opportunities for each project. The signs are reusable and the MPO frequently rotates the signs to cover a larger geographic area. The MPO uses different QR codes for an area or project to help track responses for surveys to help reduce the need for additional data entry from the public. This type of outreach can be used for various types of projects and is a simple and cost-effective tool to help advertise a project and to direct the public to up-to-date project information, surveys (data collection), and additional participation opportunities.

3.2 Corrective Actions

There were no corrective actions identified for the Greater Madison MPO.

3.3 Recommendations

The following are recommendations that would improve the transportation planning process:

The Greater Madison MPO is encouraged to continue to work with WisDOT and other planning partners to review and update existing agreements related to the transportation planning process on a regular schedule to ensure agreements remain relevant and signatories are current. The MPO should also consider additional agreements to better define planning, financial, and reporting responsibilities for the planning process in the metropolitan planning area. A continued recommendation from the previous certification review is to establish a new agreement with the Madison transit service provider.

The Greater Madison MPO is encouraged to work with WisDOT and Wisconsin MPOs to review and update Unified Planning Work Program (UPWP) development timelines. The development timeline should allow more time at the end of the process for review, potential changes, and approval. The MPO should update their internal UPWP development schedules to ensure submittal to WisDOT by the identified MPO deadline for approval.

The Greater Madison MPO is encouraged to work with WisDOT and Wisconsin MPOs to develop and implement a more standardized fiscal constraint demonstration for Metropolitan Transportation Plans (MTP) that provides both detailed and summary information to clearly demonstrate fiscal constraint for time bands and totals through the horizon year of the MTP. A summary table demonstrating fiscal constraint should be supported by text and tables that clearly explain how revenues are estimated annually and projected through the horizon year of the plan. Similarly, expenditures in the summary table should be supported by text and clearly reflective of the fiscally constrained project listing. Illustrative projects should be documented separately from the fiscally constrained project listing. Management and Operations should be included in the MTP financial analysis and, related to recommendations for performance management, the MPO should consider better integrating performance management into the financial analysis.

The Greater Madison MPO should consider aligning categories of projects within the Metropolitan Transportation Plan (MTP) fiscal constraint demonstration with performance measures (PM) to better illustrate how the plans are working towards achieving PM targets and goals and objectives.

The System Performance Report in the Metropolitan Transportation Plan (MTP) (Appendix B) and performance measures (PM) section of the Transportation Improvement Program (TIP) (Attachment E) show the required PM targets and describe how various MPO efforts work to achieve the targets. The website Performance Measures Dashboard tracks historic PM data over time. The Greater Madison MPO should consider integrating trend data from the dashboard into PM information in the MTP and TIP and add verbiage to these sections to help explain the trends. The MPO is also encouraged to standardize data and terminology included for each performance measure documented in the TIP, MPT, and website to clearly and accurately show baseline data, current data, targets, and trends.

The Greater Madison MPO is encouraged to work with WisDOT and Wisconsin MPOs to review federal and State Transportation Improvement Program (TIP) regulations and guidance to ensure local MPO TIP policies and procedures conform. As part of this effort the MPO will need to update their TIP amendment policies and procedures to more clearly define individual project amendment and administrative modification thresholds. The financial impact of a project change on the overall MPO program is one factor to monitor for amendments and administrative modifications but thresholds must assess scope changes for individual projects.

The Greater Madison MPO is encouraged to work with WisDOT and Wisconsin MPOs to review and update Transportation Improvement Program (TIP) and State TIP development timelines. The STIP and TIPs should be approved and in place prior to the start of the program period which for a calendar year program is January 1. The MPO should update their internal TIP development schedules to ensure submittal to WisDOT by the identified MPO deadline for approval and inclusion in the STIP.

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Performance measures (PM) are one of the newer focus areas of recent transportation planning legislation. MPOs are required to show how Transportation Improvement Program (TIP) project programming is working to meet PM goals and targets set for their metropolitan planning area (MPA). The Greater Madison MPO should document in the TIP how performance-based planning is informing project selection and consider aligning categories of projects within the TIP fiscal constraint demonstration with performance measures (PM) to better illustrate how the TIP projects are working towards achieving PM targets and goals and objectives.

APPENDIX A – LISTING OF SITE VISIT PARTICIPANTS

The following individuals were involved in the Appleton urbanized area on-site review:

FHWA Wisconsin Division

Jason Nordberg, Transportation Planner

FTA Region 5

Mark Kane, Lead Community Planner

Wisconsin Department of Transportation

Chuck Wade, DTIM Planning and Economic
Development Bureau Director

Colleen Hoesly, DTIM Planning Section Chief

Kory Dercks, DTIM Traffic Forecasting Section
Chief

Miao Zhang, DTIM Traffic Forecasting Urban and
Regional Planning Advanced

Matt Schreiber, DTSD SW Region Urban and
Regional Planner Advanced

Michelle Elias, DTSD SW Region Planning Chief

Greater Madison MPO

Alexandra Andros, Director

Ben Lyman, Transportation Planner

David Kanning, Transportation Planner

Metro Transit

Jamie Acton, General Manager

APPENDIX B – SITE VISIT MEETING AGENDA

Agenda

Greater Madison MPO Transportation Management Areas

Metropolitan Transportation Planning Certification Review

January 15, 2026

Greater Madison MPO Conference Room, 100 State Street, Suite 400 (4th floor), Madison, WI 53703

Thursday, January 15, 2026

Time	Minutes	Review Topic
8:30 AM	15	Welcome, Introductions, and Purpose
8:45 AM	30	Madison MPO Discussion of Prior Certification Recommendations and MPO Overview
9:15 AM	15	Summary of Public Participation Survey Results
9:30 AM	15	MPO Agreements
9:45 AM	15	BREAK
10:00 AM	20	TIP Amendment Policies
10:20 AM	20	Financial Planning/Fiscal Constraint
10:40 AM	20	Transit Planning and Coordination
11:00 AM	20	Performance Based Planning
11:20 AM	60	LUNCH and Federal Review Team Caucus
12:20 PM	30	Federal Review Team Findings and discussion with Madison MPO/other stakeholders
		WRAP-UP AND ADJOURN

APPENDIX C – SUMMARY OF PUBLIC SURVEY RESULTS

The Greater Madison Metropolitan Planning Organization conducted a web-based public survey on behalf of FHWA and FTA to collect public input on the federal transportation planning process in the Greater Madison Metropolitan Planning Area. The survey was posted on the Madison MPO Website from November 21st to January 5th. The MPO Technical Coordinating Committee (TCC) was emailed the public comment notice along with a link to the survey. The committee was asked to fill out a survey and to pass it along to others. The information was posted on the MPO website, posted on the MPO's LinkedIn account, and there were multiple posts on the MPO's Facebook page. A copy of the survey and various notices is provided after the following summary.

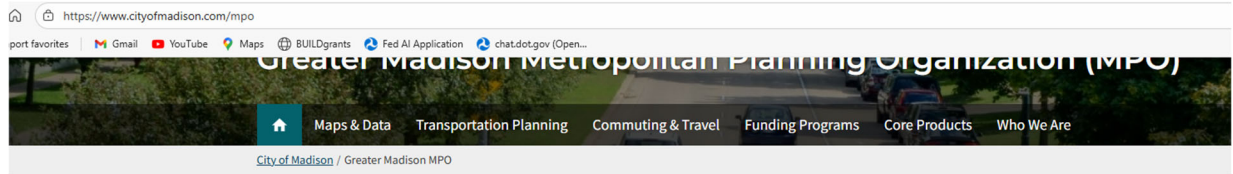
Summary of Results

- 39 surveys were completed
- 30 noted that they are involved with the MPO planning process, 9 are not.
- Results generally reflect that all aspects of the identified MPO work are going well.
- All transportation modes and users are represented in planning: 1 Survey Disagrees
- There is adequate opportunity to participate in planning process: 3 Disagree
- MPO plans and documents are easily accessible: 3 Disagree
- All members of the public have equal opportunity to be involved in the transportation planning process: 4 Disagree

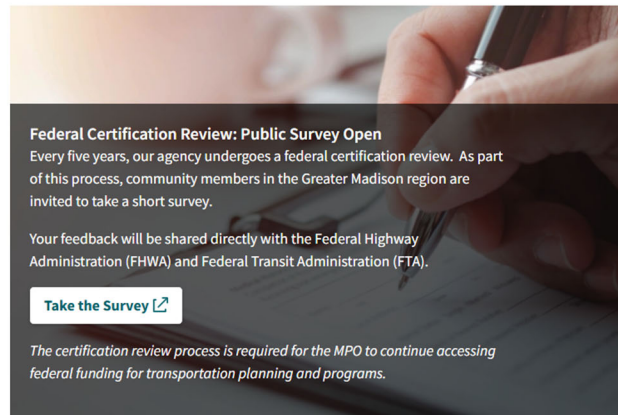
12 Additional Write-in Comments

- The MPO is doing an OK job. The only way to get the input of under resourced communities, who often don't have time to attend public meetings is to meet them where they are at: church, day laborer centers, homeless shelters, low income housing developments, etc. I am not aware that MPO is doing this kind of outreach, though they might be. Planning continues to favor automobiles at the expense of all other modes and the quality of community life, health, and wealth.
- IMHO there is too little consideration of the use of existing infrastructure—e.g. the rail network including abandoned or unused rights-of-way.
- We need light rail in the city/suburbs and commuter rail that connects us to surrounding cities (Milwaukee, Chicago, St. Paul, etc)
- Glad to see working with land use planning
- MPO is a wonderful example of what we need more of in Dane County -- regional planning --since positive and negative impacts of growth do not necessarily stop at municipal boundaries.
- Keep up the good work!
- The Greater Madison MPO a major asset to our region, as they are knowledgeable, professional, diligent, and fair in all of their work efforts and play a key role in ensuring coordination amongst multiple agencies and high standards in completing important plans, projects, and analyses.
- Given the level of sprawl within the MPO's planning boundary, I'm pleased with the available public transit (Buses, BCycle, Paratransit). I'm also grateful for the RoundTrip program, which facilitates carpooling and offers opportunities for Bike Buddies, in addition to their twice yearly non-car trip challenges

- Accessing the website is a little clunky, it isn't listed under the Department's tab and you have to go through the transportation department page, and even then you can't go to the main page you have to go to one of the subpages first.
- I think the MPO team is doing a great job! I appreciate their thoughtfulness and communication skills.
- Let's think more about how to promote services and opportunities to young people.
- None at this time



The Greater Madison MPO coordinates transportation planning for the region. Our goal is to balance roadway, public transit, bicycle, pedestrian, and other transportation needs to achieve an exceptional quality of life for all in the Greater Madison area.



Federal Certification Review: Public Survey Open
Every five years, our agency undergoes a federal certification review. As part of this process, community members in the Greater Madison region are invited to take a short survey.

Your feedback will be shared directly with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

[Take the Survey](#)

The certification review process is required for the MPO to continue accessing federal funding for transportation planning and programs.

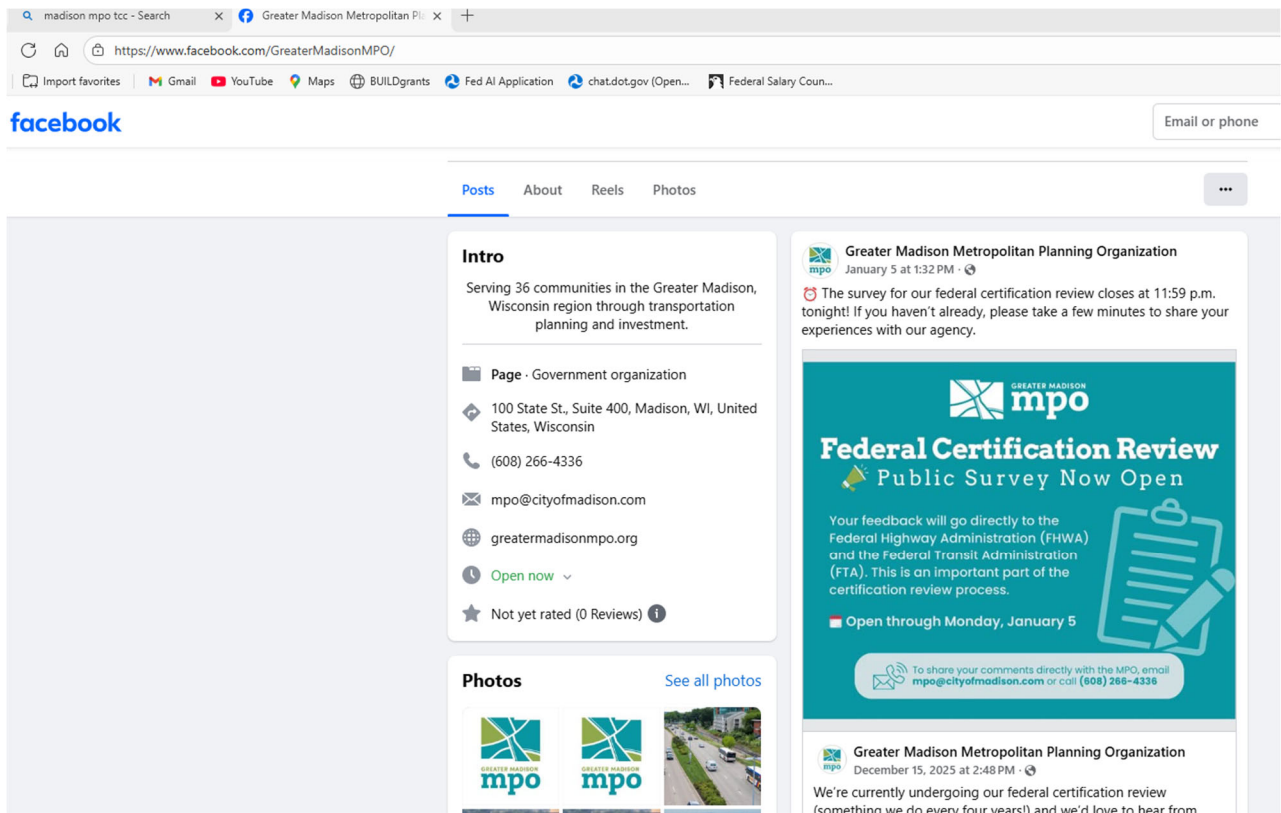
Say Hello to the New RoundTrip App!

RoundTrip is the MPO's free program connecting Dane County commuters with carpool options and other car-free ways to get around—helping you save money and ease traffic for everyone.

Our new and improved mobile app just launched, making it easier than ever to compare your travel choices. Search RoundTrip Greater Madison in the Google Play Store or Apple App Store to download the app and start planning smarter, greener trips!

[Apple App Store](#)

[Google Play Store](#)



madison mpo tcc - Search x Greater Madison Metropolitan Pl x +

https://www.facebook.com/GreaterMadisonMPO/

Import favorites Gmail YouTube Maps BUILDgrants Fed AI Application chat.dot.gov (Open... Federal Salary Coun...

facebook

Email or phone

Posts About Reels Photos

Intro
Serving 36 communities in the Greater Madison, Wisconsin region through transportation planning and investment.

Page · Government organization

100 State St., Suite 400, Madison, WI, United States, Wisconsin

(608) 266-4336

mpo@cityofmadison.com

greatermadisonmpo.org

Open now

Not yet rated (0 Reviews)

Photos See all photos

Greater Madison Metropolitan Planning Organization
January 5 at 1:32 PM · 🌐

The survey for our federal certification review closes at 11:59 p.m. tonight! If you haven't already, please take a few minutes to share your experiences with our agency.

Federal Certification Review
Public Survey Now Open

Your feedback will go directly to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). This is an important part of the certification review process.

Open through Monday, January 5

To share your comments directly with the MPO, email mpo@cityofmadison.com or call (608) 266-4336

Greater Madison Metropolitan Planning Organization
December 15, 2025 at 2:48 PM · 🌐

We're currently undergoing our federal certification review (something we do every four years!) and we'd love to hear from



Greater Madison MPO Certification Review Survey: 2025

Part One: Your Involvement with the Greater Madison MPO

Every five years, our agency undergoes a federal certification review. As part of this process, community members in the Greater Madison region are invited to share feedback directly with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

Please share your experiences working with or engaging with the MPO. Your input helps assess how well the MPO is fulfilling its responsibilities—an important component of the certification process.

The certification review process is required for the MPO to continue accessing federal funding for transportation planning and programs.

* 1. Have you been involved in the Greater Madison MPO transportation planning process?

- ☐ Yes (Continue to Question 2)
☐ No (Skip to Question 3)

2. In what ways have you interacted with or participated in the MPO's transportation planning work?

Select all that apply.

- ☐ Attended an MPO Policy Board and/or Technical Coordinating Committee (TCC) meeting
☐ Served on a committee or working group
☐ Participated in public workshops or focus groups
☐ Reviewed MPO plans or studies

From: Andros, Alexandra
Subject: Federal certification survey
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Attachments: image001.png

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MPO TCC Members,

Every five years, our agency goes through a certification review to make sure we're meeting federal guidelines and requirements. As part of this process, **we're asking all MPO TCC members to [complete our public survey](#)**. Your responses will be shared directly with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The survey has ten questions and should take about five minutes. Please also feel free to pass the survey along to any staff, elected officials, or community members who regularly—or even occasionally—attend MPO events, interact with our staff, or use our data, maps, or other resources.

Your participation is especially important since the certification review is required for the MPO to continue accessing federal funding for transportation planning and programs. If you have any questions, just send me an email or give me a call.

Alex

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