

MPO 2024 Resolution No. 5

**Amendment No. 3 to the 2024-2028 Transportation Improvement Program
for the Madison Metropolitan Area & Dane County**

WHEREAS, the Greater Madison MPO (Metropolitan Planning Organization) approved the *2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County* on October 4, 2023; and

WHEREAS, the Greater Madison MPO adopted MPO 2023 Resolution No. 16 on December 6, 2023, approving Amendment No. 1; and

WHEREAS, the Greater Madison MPO adopted MPO 2023 Resolution No. 4 on April 3, 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 2024–2027 must be included in the effective TIP; and

WHEREAS, an amendment is needed to advance construction of the East Rusk Shared-Use Path and the Moorland Road Shared-Use Path projects from 2028 to 2027, and to move construction of the West Beltline Frontage Road Shared-Use Path project from 2028 to 2029; and

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

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

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves Amendment No. 3 to the *2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project revisions as shown on the attached project listing table:

1. **REVISE** the City of Madison’s East Rusk Shared-Use Path Project on page 18 of the Ped/Bike Projects section, advancing construction from 2028 to 2027.
2. **REVISE** the City of Madison’s Moorland Road Shared-Use Path Project on page 18 of the Ped/Bike Projects section, advancing construction from 2028 to 2027.
3. **REVISE** the City of Madison’s West Beltline Frontage Road Shared-Use Path Project on page 19 of the Ped/Bike Projects section, moving construction from 2028 to 2029.



May 1, 2024
Date Adopted

Mark Opitz, Chair, Greater Madison MPO

PROJECT LISTINGS FOR AMENDMENT NO. 3 TO THE 2024-2028 TRANSPORTATION IMPROVEMENT PROGRAM

5/1/24

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Jan.-Dec. 2028				Comments	
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total		
PEDESTRIAN/BICYCLE PROJECTS																								
CITY OF MADISON * <u>111-24-021</u>	EAST RUSK SHARED-USE PATH Construct a new shared-use path along East Rusk Ave from North Rusk Ave to Rimrock Rd (0.5 miles)	PE																						
		UTL																						
		CONST																						
		TOTAL																						
* <u>111-24-022</u>	MOORLAND ROAD SHARED-USE PATH Construct a new shared-use path along Moorland Road from Capital City Trail at Raywood to Wayland Dr, with improved roadway crossings at Manor Drive and Wayland Drive (0.6 miles)	PE																						
		UTL																						
		CONST																						
		TOTAL																						
* <u>111-24-023</u>	WEST BELTLINE FRONTAGE ROAD SHARED-USE PATH Construct a new shared-use path along the West Beltline Frontage Road from east of Seminole Highway to Landmark Place (0.6 miles)	PE																					TA funding in 2029, potential to move up to 2028 if fiscal authority is available. 884 TA, 476 M, 1,360 total (construction).	
		UTL																						
		CONST																						
		TOTAL																						

¹ Project programming shown in 2027 is for informational purposes only.
(x) = Major project with capacity expansion. (*) = MPO action required. Shading denotes those projects programmed for Federal funding.
NOTE: Funds Key page 9.

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

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2024	2025	2026	2027	2028	2024	2025	2026	2027	2028
Federal Highway Administration	National Highway Performance Program	37,281	34,951	51,293	35,919	10,768	37,281	34,951	51,293	35,919	10,768
	Bridge Replacement and Rehabilitation	777	1,304	4,067	0	0	777	1,304	4,067	0	0
	Surface Transp. Block Grant Program - Madison Urban Area	1,032	8,238	18,973	12,341	2,925	1,032	8,238	18,973	12,341	2,925
	Surface Transp. Block Grant Program - State Flexibility	2,200	4,545	3,352	0	5,956	2,200	4,545	3,352	0	5,956
	Surface Transp. Block Grant Program - Transp. Alternatives	2,368	1,437	1,191	1,802	1,402	2,368	1,437	1,191	1,802	1,402
	Highway Safety Improvement Program	2,969	3,130	0	1,999	0	2,969	3,130	0	1,999	0
	Carbon Reduction Program	1,100	unknown	unknown	unknown	unknown	1,100	unknown	unknown	unknown	unknown
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	15,090	14,071	14,419	14,777	15,144	15,090	14,071	14,419	14,777	15,144
	Sec. 5339 Bus & Bus Facilities	40,897	1,978	2,027	2,077	2,129	40,897	1,978	2,027	2,077	2,129
	Sec. 5337 State of Good Repair	1,325	922	945	969	993	1,325	922	945	969	993
	Sec. 5310 E/D Enhanced Mobility Program	410	0	0	0	0	410	489	499	509	519
	Sec. 5311 Rural Area Formula Program	1,477	1,514	1,551	1,590	1,629	1,477	1,514	1,551	1,590	1,629
	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 (2028) 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.