



October 2024

GREATER MADISON  
**mpo**

**Greater Madison Metropolitan Planning Organization**  
**2025-2029 TRANSPORTATION**  
**IMPROVEMENT PROGRAM**

Greater Madison MPO

# Transportation Improvement Program

## 2025-2029

October 2024

*Prepared by Greater Madison MPO staff with assistance from staff of other agencies.*

# Greater Madison Metropolitan Planning Organization

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*Transportation Planner*

Kayla Haas  
*Communications Specialist*

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*GIS Specialist*

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

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



## MPO 2024 Resolution No. 18

### Adopting the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

**WHEREAS**, the Infrastructure Investment & Jobs Act (IIJA), also known as the Bipartisan Infrastructure Bill (BIL), (Pub. L. 117-58) and U.S. Department of Transportation (USDOT) regulations (23 C.F.R. Parts 450 and 500, 49 C.F.R. Part 613) require that the designated metropolitan planning organization (MPO) for each urbanized area develop, in cooperation with the State, local officials, and any affected transit operator, a Transportation Improvement Program (TIP) for the area for which it is designated; and

**WHEREAS**, the IIJA and USDOT regulations require that the TIP be updated at least once every two years and be approved by the designated metropolitan planning organization and the Governor<sup>1</sup>; and

**WHEREAS**, the Greater Madison Area Metropolitan Planning Organization (MPO) is the designated MPO for the Madison, Wisconsin Metropolitan Area with responsibilities to perform metropolitan transportation planning and programming; and

**WHEREAS**, working with local units of government, Wisconsin Department of Transportation (WisDOT), Metro Transit, and other implementing agencies, the Greater Madison MPO has prepared a coordinated, comprehensive listing of transportation improvement projects proposed to be implemented over the next five years, including a priority list of proposed federally supported projects to be undertaken in 2025-2029; and

**WHEREAS**, this listing of capital and non-capital transportation improvement projects relates to all modes of surface transportation, including public transit, pedestrian and bicycle facilities, roadways, and other transportation improvements; and

**WHEREAS**, in developing the TIP, the Greater Madison MPO has provided local officials, citizens, affected public agencies, private transit providers, and other interested parties with reasonable notice of and an opportunity to participate and comment on the proposed program, including holding a public hearing on the draft TIP on September 4; and

**WHEREAS**, the draft TIP has been published and made available for public review, including in an electronically accessible format on the MPO's Website; and

**WHEREAS**, the Greater Madison MPO's public involvement process for development of the TIP is also used by the City of Madison (Metro Transit) to satisfy the public participation requirements for development of the Program of Projects required under the Federal Transit Administration's Section 5307 Urbanized Area Formula Program; and

**WHEREAS**, the MPO established the annual Transit Asset Management (TAM) performance measure targets through MPO 2024 Resolution No. 3, adopted on April 3, 2024; and

**WHEREAS**, the MPO established the annual Public Transit Agency Safety Plan performance measure targets through 2024 MPO 2024 Resolution No. 17, adopted on October 2 2024; and

**WHEREAS**, the established annual Transit Asset Management (TAM) performance measure targets and Public Transit Agency Safety Plan performance measure targets have been incorporated into the 2025-2029 TIP:

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<sup>1</sup> The Governor has delegated TIP approval authority to the WisDOT Secretary.



**NOW, THEREFORE, BE IT RESOLVED** that the Greater Madison MPO approves the *2025–2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, which incorporates the changes to the Draft TIP, dated August 2024, listed in the Addition/Change Sheet, dated September 26, 2024, and provides specific approval of the listed 2025-2028 projects, including the Priority Surface Transportation Block Grant (STBG)—Urban Projects for 2025-2029; and

**BE IT FURTHER RESOLVED** that project notification and review procedures (in accordance with the successor rules to the Office of Management and Budget Circular A-95) are hereby being met, unless otherwise specifically noted, for all 2025 through 2028 listed projects utilizing federal funding (many of which had earlier received favorable A-95 reviews); and

**BE IT FURTHER RESOLVED** that the Greater Madison MPO and WisDOT agree that the first year of the TIP constitutes an “agreed to” list of projects for project selection purposes and no further project selection action is required for WisDOT or Metro Transit, the major transit operator, to proceed with federal funding commitment; and, even though a new TIP has been developed and approved by the MPO, WisDOT can continue to seek federal funding commitment for projects in the previous TIP until a new State TIP (STIP) has been jointly approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA); and

**BE IT FURTHER RESOLVED** that projects from the second, third, or fourth year of the TIP may be advanced by WisDOT or Metro Transit for federal funding commitment without further project selection action by the MPO, and concerning federal funding sources for projects in the TIP WisDOT may interchange eligible FHWA funding program sources without necessitating a TIP amendment, subject to the expedited project selection procedures outlined in the TIP; and

**BE IT FURTHER RESOLVED** that financial capacity assessment regulations have been met as set forth in UMTA Circular 7008.1, dated March 30, 1987, and financial capacity exists to undertake the programmed projects; and

**BE IT FURTHER RESOLVED** that the Greater Madison MPO certifies that the federal metropolitan transportation planning process is addressing major issues facing the metropolitan area and is being conducted in accordance with all applicable federal requirements, including:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Sections 1101(b) of the FAST Act (Pub. L. 114-357) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT funded projects;
5. 23 C.F.R. Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. 23 U.S.C. 324 regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. 27 regarding discrimination against individuals with disabilities; and

**BE IT FURTHER RESOLVED** that the Greater Madison MPO certifies that all of the listed federally funded and regionally significant projects in the TIP are consistent with the *Connect Greater Madison: 2050*

*Regional Transportation Plan*, adopted in May 2022, the currently adopted regional transportation plan, and additional sub-element plans incorporated as part of the plan.

October 2, 2024

Date Adopted

A handwritten signature in black ink that reads "Mark Opitz". The signature is written in a cursive style with a long horizontal stroke at the end of the word "Opitz".

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Mark Opitz, Chair  
Greater Madison MPO



# Table of Contents

Summary of Transportation Improvement Program Major Anticipated 2025-2029 Projects .....	i
<b>Introduction.....</b>	<b>1</b>
Funding by Transportation Mode and Project Type .....	2
Federal Transportation Programs .....	3
Project Selection for Federal and State Transportation Funding .....	4
Selection Process for Federal Funding Sources Available to Local Transit and Highway Projects .....	5
List of Obligated Projects .....	7
TIP Amendment Process .....	7
Expedited Project Selection Procedures.....	7
2025-2029 Madison Area STBG-Urban Projects .....	9
<b>Key Sources of Funds.....</b>	<b>11</b>
<b>Madison Metropolitan Planning Area Project Listings .....</b>	<b></b>
Rideshare.....	13
Parking Facilities.....	14
Pedestrian/Bicycle.....	15
Transit Capital.....	28
Transit Operating.....	31
Streets/Roadways.....	33
<b>Outer Area Project Listings.....</b>	<b></b>
Streets/Roadways.....	53
Discretionary Program (FHWA Administered).....	56
<b>Attachments .....</b>	<b></b>
<b>Attachment A: Selection Process for Surface Transportation Block Grant (STBG) – Urban Program .....</b>	<b>A-1</b>
<b>Attachment B: Financial Summary Information .....</b>	<b>B-1</b>
<b>Attachment C: Past Transportation Improvements .....</b>	<b>C-1</b>
<b>Attachment D: Environmental Justice Analysis of the 2025-2029 Transportation Improvement Program .....</b>	<b>D-1</b>
<b>Attachment E: Analysis of Anticipated Effect of TIP Toward Achieving Federal Performance Measure Targets.....</b>	<b>E-1</b>
<b>Attachment F: Summary of Public Comments Received on the Draft 2025–2029 Transportation Improvement Program ..</b>	<b>F-1</b>
<b>Attachment G: Procedure for Preparing and Amending the Transportation Improvement Program .....</b>	<b>G-1</b>

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# Summary of Transportation Improvement Program Major Anticipated 2025–2029 Projects

Following is a listing of major programmed transportation improvement projects, which are included in the 2025–2029 Transportation Improvement Program (TIP). More detailed project descriptions and information on costs, funding sources, and anticipated timing are included in the full project listings in the report. An asterisk (\*) following the project indicates it has programmed Federal transportation funds, requiring MPO approval.

## Rideshare and Parking Projects

- Greater Madison MPO Travel Demand Management (TDM) Program\*
- State Street Campus-Lake Street Parking Garage and Intercity Bus Terminal

## Pedestrian and Bicycle Projects

- Glacial Drumlin Trail (I-39/90 to Buckeye Road)\*
- CTH MM Underpass (Approximately 1,500 feet north of Lacy Road)\*
- Fitchrona Road Bike Lanes and Path (Lacy Road to Nesbitt Road)
- Fitchrona Road Bike Lanes (North of Whalen to South of Whalen)
- Irish Lane Bike Lanes (Fish Hatchery Road to South of Whalen)
- McKee Road Path (Fish Hatchery Road to Seminole Highway)
- Seminole Highway (Lacy Road to Sub Zero Parkway) & Lacy Road (Wayfair Street to Savannah Oaks MS) Paths
- Syene Road Bike Lanes (McCoy Road to north City Limit)
- S. Syene Road Bike Lanes (E. Cheryl Parkway to W Clayton Street)
- Autumn Ridge Path (Portland Parkway to Ziegler Road) and Bridge over USH 30\*
- Badger Rusk Path\*
- Bicycle Count Program Visual Bike Counters at Southwest Path at Monroe St and Capital City Path at John Nolen/North Shore \*
- Capital City Trail (Segments 5 and 6) (Wagon Trail to I-39/90)\*
- East-Rusk Shared-Use Path (North Rusk Avenue to Rimrock Road)\*
- Hermina Street Bridge over Starkweather Creek
- John Nolen Drive Path (North Shore Drive to Lakeside Street; Lakeside Street to Olin Avenue; Wingra Creek to Beltline)\*
- Moorland Road Shared-Use Path (Capital City Trail at Raywood Road to Wayland Dr.)\*
- Madison Pedestrian/Bicycle Safety Education and Coordination\*
- Madison Safe Routes to School Plan
- Safe School Crossing Equipment\*
- Tancho Drive Path
- Troy Drive RR Bridge
- West Towne Path Phases 2 and 3 (High Point Road to Zor Shrine Place; Zor Shrine Place to Gammon Road)\*
- Woodward Drive and Forster Drive Shared-Use Path (Sheridan Drive to Marcy Road; Woodward Drive to Warner Park Path)\*
- Allen Boulevard Shared-Use Path (Maywood Avenue to Century Avenue)
- Nichols Road Path (Winnequah Road to Maywood Road)\*
- Coopers Causeway Path (Ridge Street to Ridge Street terminus)
- S. Fourth Street Corridor Path (Milwaukee Street to Isham Street)\*
- USH 51 Underpass (Connecting STI Development to west side of USH 51)
- North Loop Trail (Lincoln Avenue to STI Development)
- Jefferson Street Bridge (Pedestrian Bridge Deck Replacement)
- South Loop Trail Extension (Lowell Park to Magnolia Meadows)
- Yahara River Trail Settler's Point Segment (along Yahara River, starting at CTH N/CTH B)
- Yahara River Trail (4th Street to River Park) (4th Street to Water Street)
- N. Bird Street Path and RRFBs (Existing Path to 1,280' S of Egge Road)\*
- N. Bird Street Corridor Path and Cycletrack on USH 151 Bridge (STH 19 to USH 151)\*
- Patrick Marsh Trail Link (Stone Quarry Road south to existing path along Town Hall Drive)
- Stone Quarry Road Trail (Columbus Street to the Patrick Marsh Wildlife Area)
- Sun Prairie Loop Wayfinding\*



- Sun Prairie Safe Routes to School Plan\*
- CTH C Multiuse Path Gap (St. Albert the Great Drive through Shonas Highlands Park Woods to existing path within park)
- Military Ridge State Trail (Old CTH PB to USH 18/151), Pave Trail
- Reddan Park Connector Path (Ineichen Drive to Cross Country Road)
- W. Verona Avenue & Westlawn Ave RRFB
- Bike Path Extension (Southing Grange to CTH N)
- Community Park Path Connection to CTH BB
- CTH BB/Buss Road Path and Intersection Improvement
- CTH BB/CTH N Intersection Improvement
- CTH N / Northlawn Drive Intersection Improvement
- CTH N/North School Road Intersection Improvement
- E. Taylor/Weald Bridge/Main St. (CTH N) Intersection Improvement
- Path Connection through Thaden (East-West Path Connection between Farwell Drive and W. Oak Street)
- Path Connection to McCarthy Park
- Westlawn Drive Bike Improvements (CTH BB to W. Oak Street)
- W. Oak Street Bike Improvements (Westlawn to CTH BB)
- Vilas Road Path Connection to Bakken Park (Progress Drive to Bakken Park Driveway)
- North Street (CTH V) Corridor Path (Stokely Drive to Main Street)
- Vinburn Road Corridor Path (North Towne Road to Rumley Run)\*
- Siggelkow Road Path Extension (Catalina Parkway to CTH AB)
- Oregon Bicycle & Pedestrian Transportation Study\*
- Park Street Connector Trail (Perry Parkway to Janesville Street)
- Windsor Road Path (Charlie Grimm Road to CTH CV; Sunset Meadows Drive to N. Town Road)\*
- Dane County Safe Routes to Schools (SRTS) Programs\*

## Transit

### City of Fitchburg

- Transit Vehicle Purchase
- Extend Bus Rapid Transit

### City of Madison Transportation Capital Projects

- North-South BRT Planning & Design\*
- North-South BRT Construction
- Roadway Improvements, TSP, and Stations [Note: Will seek federal Small Starts grant]
- Intercity Rail Station & Planning
- Madison Regional Transit Planning

### Metro Transit Capital Projects

- New 40-Foot Low-Floor Electric Buses\*
- 60-foot Articulated Buses\*
- Maintenance Equipment for 60-foot Articulated Buses\*
- Remodel, Renovate Existing Bus Maintenance Facility\*
- Support Vehicles and Maintenance Equipment
- Facility/Infrastructure Enhancements
- Route Service Planning [Note: Seeking federal route planning/restoration grant]
- Preventive Maintenance and Capital Leasing (tires, etc.)\*

### Federal Section 5310 Enhanced Mobility for E/D Persons Grants

- Madison Paratransit Eligibility Determinations & Mobility Coordinator\*
- Dane County Dept. of Human Services – One-Call Center and Mobility Management Program\*
- Down Syndrome Association of Wisconsin – Accessible Vehicle Purchase (1)\*
- Newbridge Madison – Driver Salary & Operations\*
- The Hmong Institute – Accessible Vehicle Purchase (1)\*
- YW Transit – Driver Salary & Operations\*

### Intercity Rail & Bus Projects

- Jefferson Bus Lines – Intercity Bus Service (Madison to LaCrosse)\*

- Lamers – Intercity Bus Service (Madison to Green Bay, Wisconsin Rapids, and Dubuque, IA)\*

### **State Section 85.20 and Sec. 85.21 Operating Assistance**

- Metro Transit
- Dane County E/D Transportation and Group Access Services
- Stoughton Shared Ride Taxi System and Monona Transit System
- Metro Contracted Service Partner Contributions

### **Discretionary Program Projects (FHWA Administered)**

- Charging and Fueling Infrastructure (CFI)
- Safe Streets and Roads for All (SS4A)
- Perry Street Overpass (Design)

## **Streets and Roadways**

### **Madison Metropolitan Planning Area (By Sponsoring Agency)**

#### **WisDOT**

- W. Beltline EIS Studies\*
- W. Beltline (Terrace Avenue to Gammon Road) Resurfacing\*
- Interstate 39/90/94 (USH 12/18 to STH 60) Preliminary Engineering to Environmental Document/EA
- Interstate 39/90/94 (Madison to Portage) USH 151 to 0.55 miles south of CTH V; (0.55 miles S of CTH V to NCL) Resurfacing\*
- Interstate 39/90/94 and I-94 (Madison to Portage) I-39/90/94 Collector Distributor Bridges over USH 151 and
- Interstate 94 EB Bridge over I-39/90: Maintenance and Rehabilitation\*
- Interstate 39/90/94, I-39/90, and I-94 Various Bridges: SW Region-Wide Thin Polymer Overlays\*
- Interstate 39/90 (CTH BB/Cottage Grove Rd and Hanson Road Bridges) Preventative Maintenance\*
- Interstate 39/90 (South Beltline/USH 12/18 to STH 30) Concrete Pavement Repair\*
- Interstate 39/90 (Lien Road to USH 51) Resurfacing\*
- Interstate 94 (CTH N to Airport Road) Resurfacing\*
- USH 14 (Fitchburg North City Limit to South City Limit) Mill and Overlay\*
- USH 18/151 (CTH G to STH 69) Ramp/Auxiliary Lane and Bridge Widening\*
- USH 18/151 (Dodgeville to Madison) (USH 151 to CTH PD) PE through Environmental Document/Study\*
- USH 51/Stoughton Road (Terminal Drive to STH 30) Preliminary Planning Pre-NEPA
- USH 51/Stoughton Road (STH 30 to STH 19) Preliminary Engineering through Environmental Document
- USH 51 (Interstate 39/90 to Spring Road; Spring Road to 5th Street; 5th Street to Harrison Street; Harrison Street to Jackson Street; Roby Road to Exchange Street; Exchange Street to Larson Beach Road; Larson Beach Road to Voges Road) Reconstruction\*
- USH 51 (Jackson Street to Roby Road) Expand Roadway to Four Lanes\*
- USH 151/Park Street (Badger Road to W. Washington Avenue) Pavement Replacement\*
- USH 151 (Madison to Sun Prairie) (I-39/90/94 to Main Street) Resurfacing\*
- STH 19 (Westmount Drive Intersection) Reconstruct Intersection with Roundabout\*
- STH 19 (Windsor Street & Bristol Street) (North Street to Main Street) Mill & Overlay\*
- STH 19 (Division Street to River Road) Resurfacing\*
- STH 19 (Wood Violet Lane to Maunasha River Bridge) Resurfacing\*
- STH 19 (USH 151 Interchange) Safety Improvements\*
- STH 113 (Sunset Lane to CTH V) Pavement Replacement\*
- STH 138 (STH 59 to Milwaukee Street) Replace Pavement\*
- CTH AB/Buckeye Road (City of Madison) WSOR Railroad Crossing/Signal Work\*
- Southwest Region Pavement Marking (USH 12/14/18/151 (USH 14 to I-39/90/94) and USH 151 (CTH N to E. County Line)\*)

#### **Dane County**

- CTH AB (CTH MN to USH 12) Resurfacing
- CTH BB Koshkonong Creek Bridge Reconstruction\*
- CTH BW/West Broadway (Bridge Road to Stoughton Road) Resurfacing
- CTH CC/Jefferson Street (West Village Limits to CTH D) Resurfacing
- CTH CV/Lake Road (STH 19 to Vinburn Road) Reconstruction
- CTH M/Century Avenue (Parmenter Street to West Point Road) Resurfacing



- CTH M (East of Branch Street Intersection) Bridge Replacement over Pheasant Branch Creek\*
- CTH MM/Wolfe Street (Janesville Street to South Village Limits) Reconstruct
- CTH MM/Rimrock Road (John Nolen Drive to USH 12/18; USH 12/18 to McCoy Road) Pavement Replacement w/ bike facilities\*
- CTH MN Door Creek Bridge (Reconstruction)\*
- CTH N Little Door Creek Bridge (Reconstruction)\*
- CTH N Koshkonong Creek Bridge (Reconstruction)\*
- CTH N (Progress Way to North County Line)

#### **City of Fitchburg**

- Anton Drive & Fitchrona Road (Anton Drive/King James Way Intersection) Construct Roundabout and sidewalk along the east side of Anton Drive, on both sides of King James Way, and on the north side of McKee Road. Add bike path on Fitchrona Rd, on the north and west sides of the Wingra Property.
- Fish Hatchery Road (Sparkle Stone Crescent to 450' S. of Byrneland Street) Reconstruction, Widen to 4-Lane Roadway
- Fitchrona Road (Lacy Road to Nesbitt Road) Reconstruction to Urban Cross Section w/Bike Lanes and Multi-Use Path
- Fitchrona Road (680' north of Whalen Road to 2,650' south of Whalen Road) Resurfacing w/Bike Lanes
- Haight Farm Road (Lacy Road to USH 14) Reconstruction to Urban Cross Section
- Irish Lane (CTH D to S. Syene Road) Reconditioning w/ Buffered Bike Lanes
- Lacy Road and Seminole Highway (Seminole Highway: Lacy Road to Schumann Drive; Lacy Road: Seminole Highway to east of Savannah Oaks Middle school) Installation of Multi-use Path and Sidewalk
- S. Syene Road (Nannyberry Park to W. Clayton Rd.) Reconstruction to Urban Cross Section W/ Bike Lanes
- S. Syene Road (W. Clayton Road to McCoy Road) Reconstruction and Reconfiguration of S. Syene Road/McCoy Road intersection\*

#### **City of Madison**

- Gammon Road/Watts Road -- Intersection Improvements\*
- John Nolen Drive (Lakeside Street to Broom Street) Reconstruction and Widen Path\*
- John Nolen Drive (Lakeside Street to Olin Avenue) Reconstruction and Ped/Bike Improvements\*
- CTH MC/John Nolen Drive/Olin Avenue (Wingra Creek to Beltline) Reconstruction w/ Path\*
- High Point Road – Construct Roadway on New Alignment\*
- Mineral Point Road (Beltline Highway to S. High Point Road) Pavement Replacement w/ Path\*
- Mineral Point Road/South High Point Road – Reconstruct Intersection\*
- Regent Street (Randall Avenue to Park Street) Reconstruction
- E. Wilson Street and E. Doty Street (Martin Luther King Jr. Boulevard. to S. Franklin Street) Reconstruction w/ two-way Cycle Track
- S. Whitney Way (Odana Road Intersection) Intersection Improvements\*

#### **City of Middleton**

- Parmenter Street (450' north of Century Avenue to Greenbriar Road) Reconstruction to Urban Cross Section with Ped/ Bike improvements
- Spring Hill Drive (Lynn Street to Algonquin Drive) Resurfacing
- N. Westfield Road (Parmenter Street to S. City Limits) Resurfacing

#### **City of Monona**

- Nichols Road (Winnequah Road to Maywood Road) Resurfacing and Partial Reconstruction w/ Path\*
- Tecumseh Avenue Lagoon Du Nord Bridge Replacement\*

#### **City of Stoughton**

- S. Fourth Street (Milwaukee Street to Isham Street) Reconstruction w/ Path\*
- Lincoln Avenue (CTH B to Kriedeman Drive) and Kriedeman Drive (Lincoln Avenue to Page Street)
- Nygaard Street (Jackson to Buckingham) Resurfacing
- Racetrack Road (USH 51 to CTH A) Reconstruction
- E. South Street (Dunkirk Avenue to S. Academy Street) Reconstruction
- Wilson Street (Van Buren Street to Lincoln Avenue) Resurfacing

#### **City of Sun Prairie**

- N. Bird Street (STH 19/Windsor Street to USH 151) Pavement Rehabilitation with Cycle Track and Path\*
- Broadway Drive (St. Albert the Great Drive to Stonehaven Drive) Pavement Rehabilitation
- Clarmar Drive – Extend to Bailey Road

- Linnerud Drive (S. Walker Way to S. Bird Street) Pavement Rehabilitation
- E. Main Street (Bristol Street to Church Street; Dewey Street to Wood Violet Lane) Pavement Replacement
- Main Street (Walker Way, Bird Street, Linnerud Drive) Intersections – Intersection Improvements\*
- O’Keefe Avenue (Reiner Road to Summerfield Way) Resurfacing, Reduce Lanes, add Bike Lanes\*
- O’Keefe Avenue (McCoy Road/Sunfeld St. Intersection) Intersection Improvements\*
- Rattman Road (Hoepker Road to W. Main Street) Reconstruction and Widening to 4-Lane Divided Roadway w/Bike Lanes
- St. Albert The Great Drive (Broadway Drive to Bird Street) Resurfacing w/Bike Lanes\*
- N. Thompson Road (W. Main Street to St. Albert the Great Drive) and St. Albert the Great Drive (CTH C to N. Thompson Road) Resurfacing, Partial Reconstruction w/Bike Lanes & Partial Path Segment\*

#### **City of Verona**

- West Verona Avenue (Legion Street Intersection) Intersection and Signal Improvements \*
- West Road (Country View Road to Ridge Road) Construct Two-Lane New Road with Bridge crossing over the Sugar River and Military Ridge State Trail.
- Country View Road (CTH PD to Future West Road) Construct Two-Lane Roadway on New Alignment.

#### **Village of Cottage Grove**

- Cottage Grove Road/CTH BB(CTH N to East Village Limits) Reconstruction to Urban Cross Section

#### **Village of DeForest**

- Acker Parkway (Seminole Way to CTH CV) Reconstruction
- /N. Main Street (Commerce Street to CTH V) Resurfacing
- CTH V/E. North Street (N. Main Street to Nelson Court) Reconstruction
- CTH V/E. North Street (Stevenson Street to N. Halsor Street) Resurfacing
- E. Holum Street (Railroad to N. Town Road) Reconstruction\*
- W. Lexington Parkway (Eagle Nest Lane to River Road)
- South Street (Hill Street to S. Main Street; Riverwood Bend to Mayapple Circle) Resurfacing
- Vinburn Road (N. Towne Road Intersection) Intersection Improvements\*
- Vinburn Road (Main Street to North Towne Road) Reconstruction to Urban Cross Section w/Path\*

#### **Village of McFarland**

- CTH MN/Broadhead Street (N. Peninsula Way to CTH AB) Reconstruction w/Bike Lanes
- Creamery Road & Elvehjem Road (Milwaukee Street to CTH AB) Reconstruction
- Siggelkow Road (Catalina Parkway to CTH AB) Reconstruction to Urban Cross Section w/Path

#### **Village of Oregon**

- N. Burr Oak Avenue (Netherwood Road to Jefferson Street) Reconditioning
- E. Lincoln Street (N. Main Street to N. Perry Parkway) Reconstruction\*
- S. Main Street (State St to S Perry Pkwy) Reconstruction
- N. Oak Street (East Lincoln Street to Brook Street; Netherwood Road to E. Lincoln Street) Reconstruction

#### **Village of Waunakee**

- S. Division Street (Knightsbridge to Main Street) Pavement Replacement
- N. Madison Street (Cross Street to Easy Street) Pavement Rehabilitation
- Uniek Road (Moravian Valley Rd. to Raemisch Rd.) and Raemisch Rd. (Uniek Rd. to Frank H St.) Pavement Rehabilitation

#### **Village of Windsor**

- Vinburn Road (Portage Road to North Towne Road) Resurfacing
- Windsor Road (Charlie Grimm Road to CTH CV) Reconstruction to Urban Cross Section w/ Path\*

#### **Town of Burke**

- Daentl Road -- Token Creek Bridge Replacement\*
- Hoepker Road (CTH CV to USH 51) Pavement Replacement

#### **Town of Middleton**

- Pioneer Road (Old Sauk Way to Valley View Road) Reconditioning

#### **Town of Sun Prairie**

- Bailey Road (Forward Drive to Grove Street/CTH N) Reconstruction with Paved Shoulders\*

# Outer County Area (Information Purposes Only)

## Pedestrian and Bicycle Projects

### Dane County:

- Great Sauk/Walking Iron Trail Bridge over Wisconsin River\*

### Village of Belleville:

- Belleville Schools Safe Route Path Study\*

## Streets and Roadways

### WisDOT

- Interstate 94 (CTH N to Airport Road) Resurfacing\*
- USH 51 (I-39/90 to Spring Road) Reconstruction with Intersection Improvements\*
- USH 51 (DeForest to Portage) (1 Mile North of CTH V to STH 22) Mill and Overlay\*
- STH 19 (Wood Violet Lane to Mauneshia River Bridge) Resurfacing\*
- STH 113 (CTH V to CTH P) Pavement Replacement\*

### Dane County

- CTH A (Koshkonong Creek Bridge) Reconstruct Bridge\*
- CTH A (Saunders Creek Bridge) Reconstruct Bridge\*
- CTH A (CTH G to STH 92) Resurfacing
- CTH CC (Ash Street to West Village Limits) Resurfacing
- CTH G (Mt. Vernon Cr. Bridge) Reconstruct Bridge\*
- CTH G (W. Br. Sugar River Bridge) Reconstruct Bridges\*
- CTH JJ (Vermont Creek Bridge) Reconstruct Bridge\*
- CTH P (CTH PD to CTH S) Resurfacing
- CTH PQ (Koshkonong Creek Bridge) Reconstruction\*
- CTH TT (Mauneshia River Bridge) Reconstruction\*
- CTH V (Snowy Owl to CTH N; CTH N to CTH VV North) Recondition\*
- CTH Y (Black Earth Creek Cr Bridge) Reconstruction\*

### Town of Rutland

- Lake Kegonsa Road (0.2 miles south of CTH A) – Replace Bridge over Badfish Creek\*



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# 2025 - 2029 Transportation Improvement Program (Major Roadway Projects in the Madison Metropolitan Planning Area)

## Year Programmed

- 2025
- 2026
- 2027
- 2028
- 2029

— Study

- - - MPO Planning Boundary

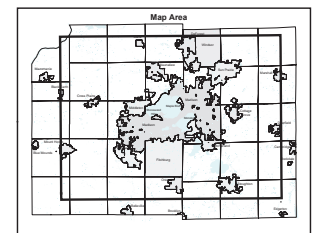
Reconstruction Programmed  
Federal Funding

Reconstruction State and/or Local  
Funding Only

Reconstruction Red Text Denotes  
Planned Major Capacity  
Expansion Project

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

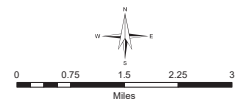
Dane County, Wisconsin



Prepared by staff to the:

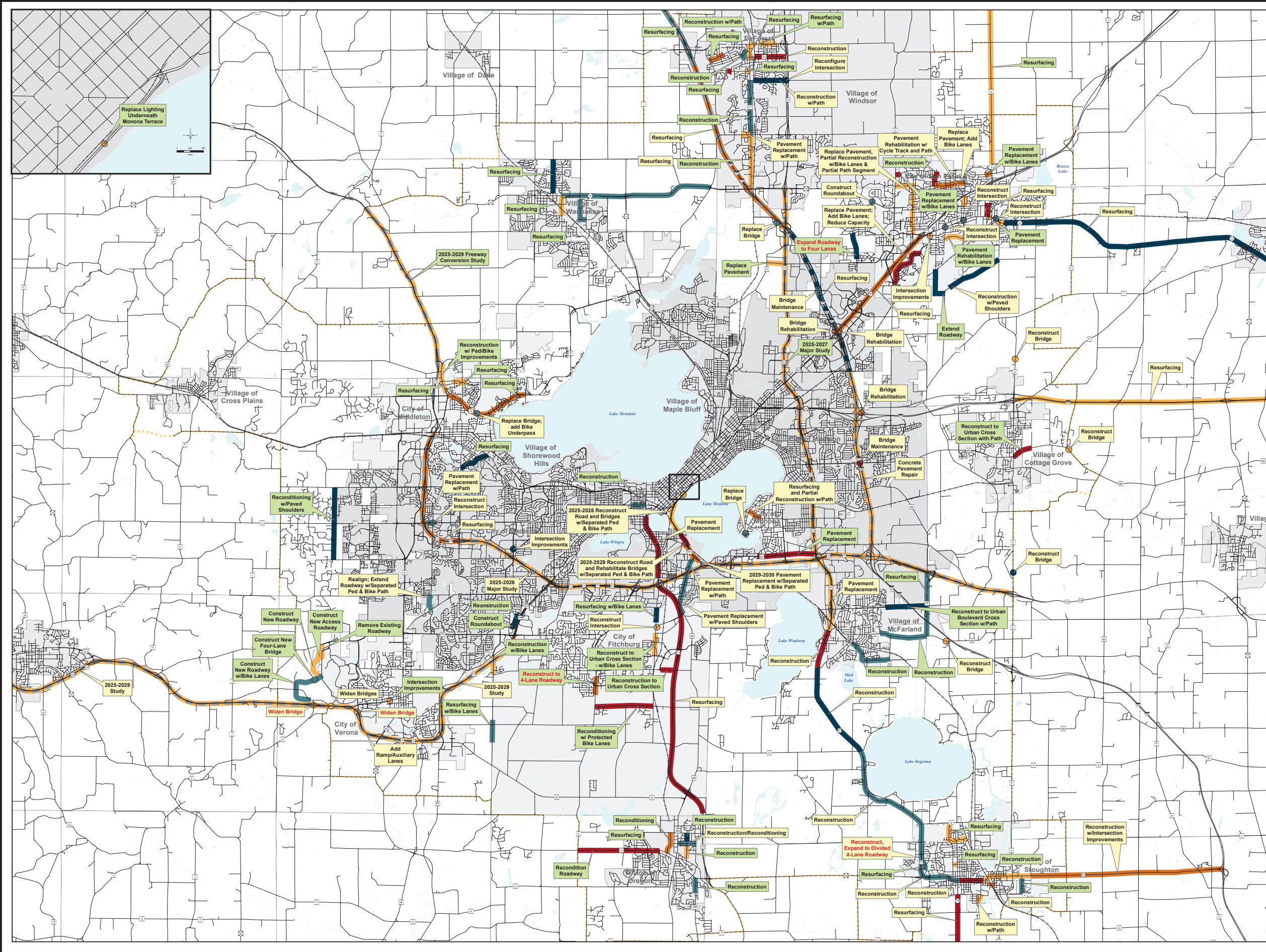


Date Revised: 10/28/2024



Coordinate System: NAD 1983 HARN WISCONSIN Dane County Feet  
Projection: Lambert Conformal Conic

Source Info:  
Street Data: 2023 (DCLJ)  
Hydrography: 1200, 1:24,000 (WINDR)  
Civil Districts: Limits: 2023; Annotations: Records (DCLJ)  
Transportation Improvement Program: 2025 - 2029 (MPO)





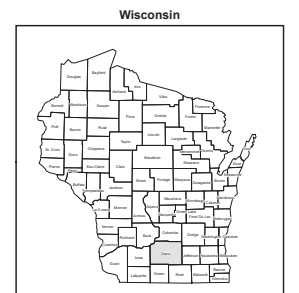
# 2025 - 2029 Transportation Improvement Program (Major Roadway Projects in the Outer Dane County Area)

- Year Programmed**
- 2025
  - 2026
  - 2027
  - 2028
  - 2029
  - Study
  - MPO Planning Boundary

- Reconstruction Programmed Federal Funding
- Reconstruction State and/or Local Funding Only
- Reconstruction Red Text Denotes Planned Major Capacity Expansion Project

NOTE: Outer area projects shown for informational purposes. MPO approval not required.

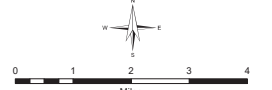
NOTE: Year of construction shown. See project listings for information on obligation of federal funding.



Prepared by staff to the:



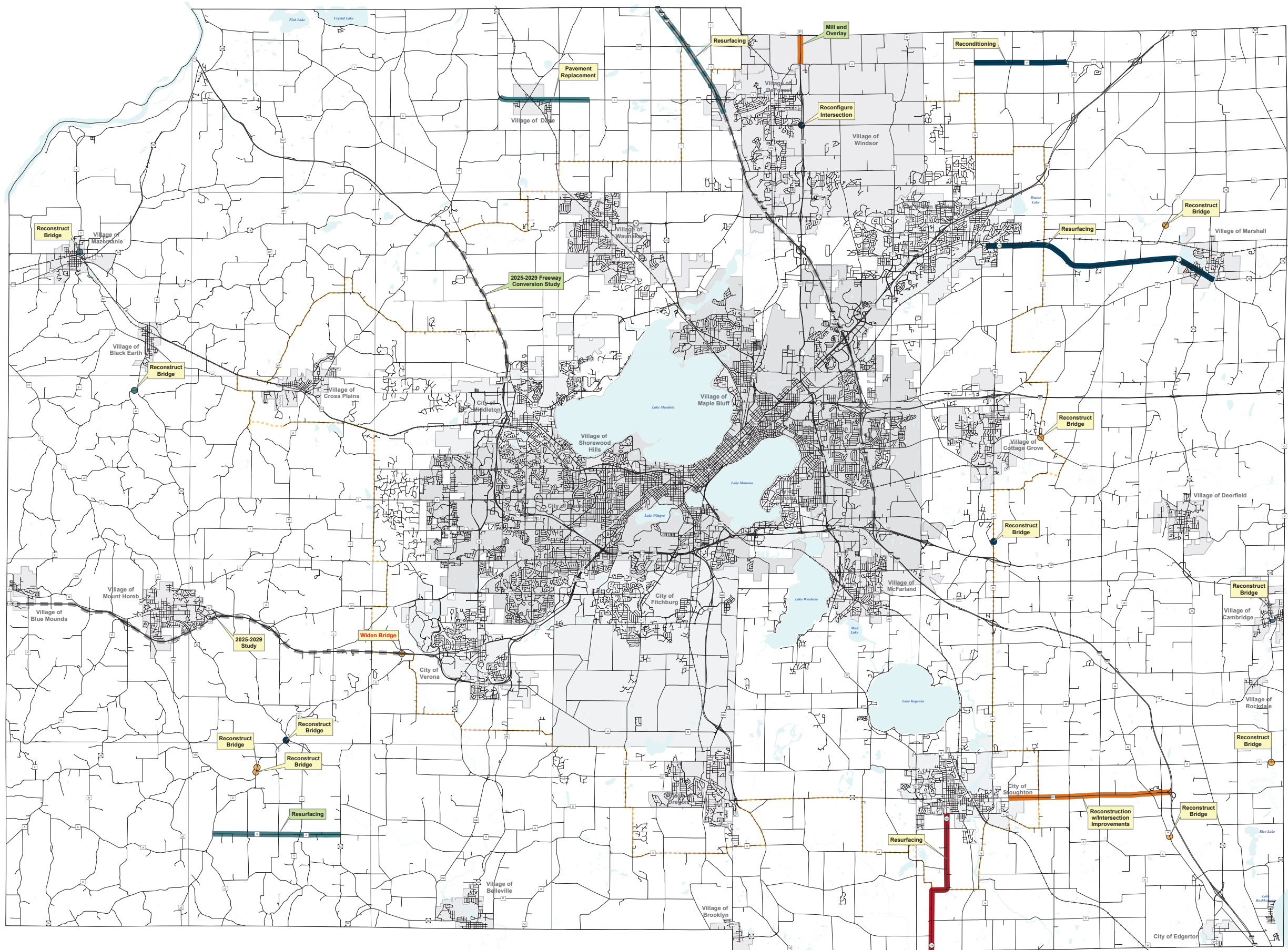
Date Revised: 10/10/2024



Coordinate System: NAD 1983 HARN WISCONSIN Dane County Feet  
Projection: Lambert Conformal Conic

Source Info:  
Street Base: 2023 (DCLJ)  
Hydrography: 1:50,000, 1:24,000 (WDNR)  
Civil Division Limits: 2023, Annotation Records (DCLJ)  
Transportation Improvement Program: 2025 - 2029 (MPO)

Map Date: 10/10/2024  
Map Time: 10:00:00  
Map User: 10/10/2024 10:00:00  
Map Path: C:\Users\jgibson\OneDrive\Documents\GIS\2025-2029\2025-2029\_TIP\_Map.aprx



# Introduction

This document presents an updated listing of short-range transportation improvement projects anticipated to be undertaken in the period from 2025 through 2029 in the Madison Metropolitan Area & Dane County. Inclusion in this coordinated program is required to make projects eligible to receive Federal funding assistance in the Madison Metropolitan Planning Area. Outer area projects are separately listed for informational purposes.

This transportation improvement program is part of an annual effort to specify a coordinated, multi-modal transportation program that includes the full range of transportation improvements to be considered for implementation during the next five-year period. This annual updating of projects allows for adjustments in the relative priorities of transportation improvements and provides an up-to-date indication of needed area-wide improvements.

This coordinated listing has been prepared as a cooperative staff effort by state and local implementing agencies and the staff of the Greater Madison MPO (Metropolitan Planning Organization) and is primarily based upon state and local capital improvement programs and budgets. Implementing agencies have submitted their listings of proposed projects to MPO staff to coordinate into a comprehensive listing of proposed major transportation improvements, with indications of scope, cost, funding, and timing. This listing is subject to review by the MPO Technical Coordinating Committee, MPO Policy Board, and local units of government. The MPO strongly encourages public participation in the development of all projects, including those for which Federal funding is being sought. The MPO also provides several opportunities for public involvement, including a public hearing, in the development of the Transportation Improvement Program (TIP) for the region.\* Following refinements and action by the MPO Policy Board, this document is submitted to appropriate state and Federal agencies as an indication of transportation improvement projects anticipated to be undertaken in this area, particularly for years 2025, 2026, 2027, and 2028. By annually pursuing this procedure, an up-to-date program of transportation projects is ensured.

Project listings for years 2025 through 2028 are of particular importance in this program, since necessary funding has been, or is expected to be, sought to implement these projects. These first four-year listings are further intended to meet the rules and requirements of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as they relate to the Madison Metropolitan Planning Area. These rules generally indicate that projects must be included among the listings of projects to be considered by the Federal agencies for possible funding. FHWA and FTA consider projects in the fifth year as informational.

All projects may not be able to proceed as scheduled due to: change in state or local budgets; delay in project development activities, such as real estate acquisition or environmental review; delay in planned land use development; changes in implementation priorities; and/or other factors that may be unknown at this time. Project implementation timing is planned for many of the projects to coincide with: major land use developments; scheduled major transit service improvements; utility work; and/or the availability of local, state, and Federal funding. The project listings include an indication of the anticipated source of funding for projects.

The program schedule is based on the project schedule date. Obligation of Federal funds typically occurs six weeks prior to the scheduled let date. In those cases where funding will be obligated in the fall, but the project will not be constructed until the following calendar year, funds are shown in the project listings in the year of obligation with a note regarding the year of construction. The project maps show the year of construction.

The tables on pages 13 through 56 present the transportation improvement projects through 2029 in separate listings for the Madison Metropolitan Planning Area and the Outer Area. In each listing, activities are categorized as follows:

- 1) Rideshare/TDM
- 2) Parking Facilities
- 3) Pedestrian/Bicycle Projects
- 4) Transit Capital Grants
- 5) Transit Operating
- 6) Streets and Roadways
- 7) Discretionary Program Projects

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*\*The MPO's public involvement process associated with development of the TIP is used by the City of Madison (Metro Transit) to satisfy the public participation requirements for development of the Program of Projects required under the Federal Transit Administration's Section 5307 Urbanized Area Formula Program. The Wisconsin Dept. of Transportation (WisDOT) relies on the public involvement process conducted by the MPO in the development of their STIP, to satisfy the Federal Transit Administration program and planning requirements, as established for Section 5307 and 5309 programs.*

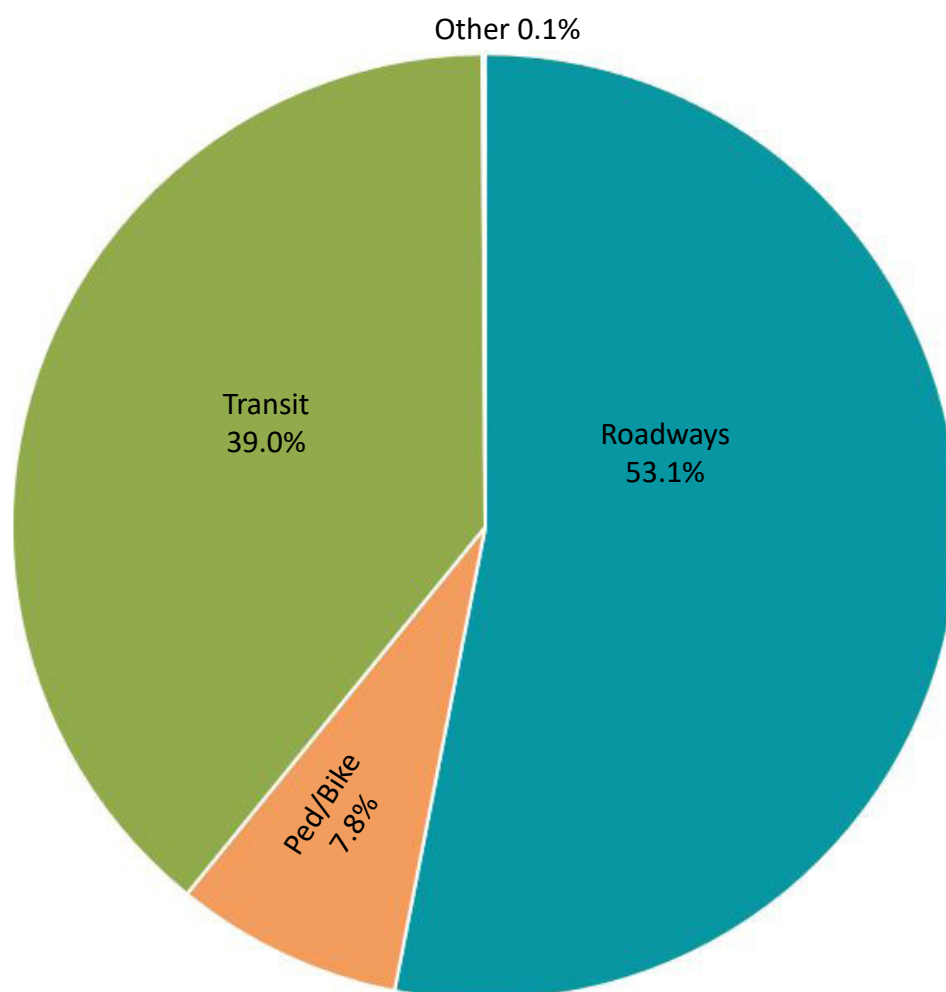
Shading of the project description indicates those projects programmed with Federal funds. State and locally funded projects and those planned, but without programmed funding, are included for information and coordination purposes. Projects are listed by primary project sponsor in each category, such as state, county, or local municipality. The projects included have been drawn from adopted area-wide plans and programs including:

- 1) *Connect Greater Madison: 2050 Regional Transportation Plan (RTP)* (adopted by the MPO in May 2022);
- 2) *2013-2017 Transit Development Plan for the Madison Urban Area* (adopted by the MPO in April 2013; update underway);
- 3) *Bicycle Transportation Plan for Madison Metropolitan Area & Dane County* (adopted by the MPO in September 2015);
- 4) *2016 Regional Intelligent Transportation Systems (ITS) Strategic Plan for the Madison Metropolitan Area* (adopted by the MPO in January 2016);
- 5) *2019-2023 Coordinated Public Transit – Human Services Transportation Plan for Dane County* (adopted by the MPO in June 2019); and
- 6) Other ongoing area/corridor transportation plans and studies.

## Funding by Transportation Mode and Project Type

The following charts show the percentage of total programmed funding in Dane County by transportation mode (i.e., Roadways, Transit, Ped/Bike, Other) and roadway project type (i.e., Maintenance/Preservation, Capacity Expansion, Safety/TSM). Programmed funding includes federal, state, and local funding for 2025-2029.

### 2025–2029 Percentage of Programmed Funding by Mode

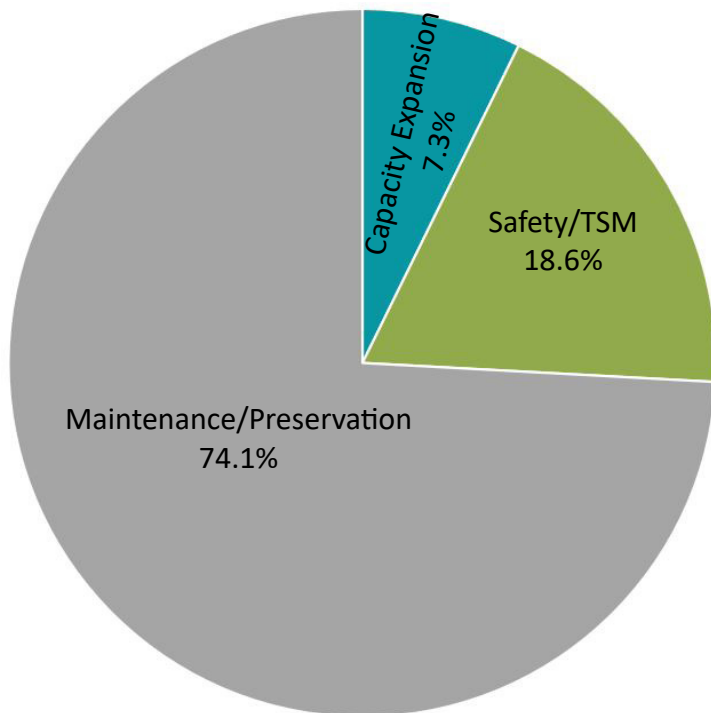


"Other" includes rideshare/planning activities and City of Madison parking facilities.

Notes: Funding totals for "Roadways" and "Ped/Bike" have been adjusted to account for roadway projects with pedestrian/bicycle accommodations. Local Enhancement/Transp Alternatives Program projects programmed through 2029. Excludes State highway projects that are mostly outside Dane County.



## 2025–2029 Percentage of Programmed Streets/Roadway Funding by Project Type



TSM is Transportation System Management and includes various engineering strategies to improve the safety and operation of the roadway system, including intersection improvements, access management, new collector streets, freeway ramp meters, and addition of traffic signals.

Note: Many projects fit more than one of the project types. The predominant type was used, although in some cases the project cost was split between more than one type (e.g. a maintenance/preservation project that also included safety/TSM improvements. Excludes State highway projects that are mostly outside Dane County.

## Federal Transportation Programs

The Federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) ushered in landmark changes in Federal policy and established a variety of new programs for funding transportation improvements. Subsequent reauthorization bills have maintained the basic structure of Federal programs established in ISTEA for funding transportation improvements. The Moving Ahead for Progress in the 21st Century (MAP-21) bill, adopted in July 2012, built on and refined many of the programs and policies established in 1991. MAP-21 restructured the core highway and transit formula programs, consolidating some of the previous programs. Eligibility of the programs authorized under the prior bill, SAFETEA-LU, was retained within the condensed structure of the MAP-21 funding programs. The Fixing America’s Surface Transportation (FAST) Act, adopted in December 2015, built upon the program structure of MAP-21. The Infrastructure Investment & Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), adopted in November 2021, added a number of new formula and discretionary programs and significantly increased funding for existing programs. The tables below describe the major applicable Federal highway and transit programs under the IIJA.

### Major Federal-aid Highway Programs under the IIJA, aka BIL

Program	Description
National Highway Performance Program (NHPP)	Formula program that funds projects to construct new facilities on or improve the condition and performance of the National Highway System (NHS)
Surface Transportation Block Grant Program (STBG), including TA Set Aside	Formula program that provides flexible funding for wide range of eligible projects and programs to address state and local transportation needs; suballocation of funding to MPOs; also set-aside for Transportation Alternatives (TA) Program for which MPOs also receive a suballocation of funding which funds primarily bicycle/pedestrian projects
Carbon Reduction Program	Formula program under the IIJA that provides funds for projects designed to reduce transportation emissions, defined as CO2 emissions from on-road highway source; suballocation of funding to MPOs
Highway Safety Improvement Program (HSIP)	Formula program that funds projects to reduce traffic fatalities and serious injuries on public roads; set aside for Railway-Highway Crossings Program
National Highway Freight Program	Formula program that funds construction, operational improvements, freight planning, and performance measures

Bridge Program	New formula program that provides funds to replace, rehabilitate, preserve, and construct highway bridges. There is no suballocation of funding to MPOs. Sets aside 15% of each State's apportionment for "off-system" bridges (i.e., not on federal aid highways).
Promoting Resilient Operations for Transformative, Efficient and Cost Saving Transportation (PRTOECT) Program	New program under the IIJA that includes both formula funding distributed to State and competitive grants. Purpose is to make the transportation system more resilient to natural hazards, including climate change, flooding, extreme weather events, etc. through support of planning activities, resilience improvements, and evacuation routes. There is not a suballocation to MPOs.
National Electric Vehicle Infrastructure Program (NEVI)	New formula program that provides funding to States to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.
Safe Streets and Roads for All (SS4A) Program	New discretionary program under the IIJA, which supports local initiatives to prevent death and serious injuries on streets, commonly referred to as "Vision Zero." Funds safety action plans and implementation projects identified in a safety plan.
Reconnecting Communities Pilot Program	New pilot discretionary program under the IIJA, which supports planning and infrastructure projects designed to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation facilities.
Rebuilding American Infrastructure with Sustainability and Equity	New discretionary program under the IIJA, which provides grants for infrastructure projects that will have a significant local or regional impact, making the system safer and more accessible, affordable, and sustainable.

#### Major Federal-aid Transit Programs under the IIJA, aka BIL

Program	Description
Urbanized Area Formula Grants (5307)	Provides funding to public transit systems in large urban areas for capital, planning, job access projects, and some qualified operating expenses such as ADA paratransit and preventive maintenance
Capital Investment Grants (5309)	Discretionary program for funding fixed guideway investment projects such as bus rapid transit (BRT), light rail, and streetcars
Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	Program to assist local transit agencies, governments, and nonprofit groups in meeting needs of elderly and persons with disabilities; sub allocation of funding to large MPOs
Rural Area Formula Grants (5311)	Provides funding for capital, planning and operating assistance to support public transportation in small urban and rural areas under 50,000 in population
State of Good Repair Formula Program (5337)	Provides capital assistance for maintenance, replacement, and rehabilitation of existing fixed guideway (e.g., rail lines, bus lanes) facilities to maintain state of good repair
Bus and Bus Facilities Formula Program (5339a)	Provides funding to transit agencies and states to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities
Bus and Bus Facilities Discretionary Grants (5339b)	Discretionary component of the program to fund the same bus and bus facility improvements; includes Low or No Emissions Bus Program

### Project Selection for Federal and State Transportation Funding

Federal and state transportation funding have specific project eligibility and other requirements. For instance, funding may be limited to a specific transportation mode, type of project, or geographic area. Many of the programs may only be used for capital projects and not for operating expenses. In some cases, Federal law allows the transfer or flexing of FHWA funds, such as Surface Transportation Block Grant (STBG) or National Highway Performance Program (NHPP), to fund transit capital projects. The MPO has in the past flexed some of its STBG – Urban funds to FTA funds to purchase buses for Metro Transit and vans for YWCA's JobRide program.

The amount of federal funding available for state and local transportation projects is determined by federal authorization bills, annual federal appropriations bills, and, along with state funding, is established in the state biennial budget. The biennial budget is prescriptive with regard to Federal and state funding available for different types of transportation projects. The process for selection of projects for use of Federal and state funding and inclusion in the TIP and the MPO's role in that process varies depending upon funding source. The vast majority of federal highway funding and all state funding is programmed by the WisDOT. The vast majority of federal transit funding coming to the Madison urban area is programmed by

Metro Transit, which is the designated recipient of this funding. The primary role of the MPO is to ensure that in the case of Federally funded and regionally significant projects that they are consistent with the MPO's long-range regional transportation plan (RTP), including modal and strategic plans that have been incorporated into the RTP. However, as discussed below, as a large MPO with an urbanized area population over 200,000, the Greater Madison MPO receives a sub-allocation of funding under three Federal aid highway programs: STBG – Urban; STBG Program – Transportation Alternatives Set Aside; and the new Carbon Reduction Program. The MPO solicits applications, evaluates applications using adopted scoring criteria, and prioritizes projects for funding under these three programs. The MPO also receives a sub-allocation of funding under the Section 5310 transit program. Metro Transit is the designated of the recipient of those funds as with other FTA funding, but the MPO prepares the Section 5310 program management plan and prioritizes projects for funding.

For state projects, WisDOT provides the MPO with a listing of projects proposed for inclusion in the TIP with use of Federal and state funding, including Federal NHPP funding and STBG funding available to projects statewide. The process for selecting state highway projects varies depending upon the size and complexity of the projects. Most state highway rehabilitation and reconstruction projects are funded under Federal NHPP and/or the State Highway Rehabilitation (SHR) program. WisDOT SW Region staff select projects based on roadway condition, crash rates, traffic congestion, and public input. Large projects, particularly those involving a major capacity expansion, are generally funded under the State Majors Program. Projects in the SW Region compete with other projects statewide under this program. Majors projects and studies are selected for enumeration in the state biennial budget by the state's Transportation Projects Commission based on criteria developed by the commission.

For local projects, WisDOT solicits projects for most FHWA funding programs and some FTA programs. The solicitations typically occur biennially in conjunction with the biennial budget process. WisDOT evaluates and recommends local projects for Bridge and Highway Safety Improvement Program (HSIP) funding. For transit projects, WisDOT distributes FTA Section 5311 Non-Urbanized Area Formula Grant funding to urban transit systems outside urbanized areas and for some intercity bus services. WisDOT also solicits projects for FTA Section 5310 program funding located outside urbanized areas. WisDOT also distributes state transit operating funding to urban transit systems through the Section 85.20 program and to counties for specialized transportation under the Section 85.21 program. As noted above, the MPO selects projects in the Madison urban area for funding under the STBG – Urban and STBG Transportation Alternatives Set Aside programs, Carbon Reduction program, and the Section 5310 program, while Metro programs projects with other FTA funding for the Madison area in cooperation with the MPO.

## **Selection Process for Federal Funding Sources Available to Local Transit and Highway Projects**

The following sections provide summaries of processes used to select local projects for primary FTA and FHWA funding sources.

FTA Section 5307 Urbanized Area Formula Funding. FTA Section 5307 funding is available for transit operators within urbanized areas to fund transit capital, or capitalized maintenance, projects. FTA announces annually the amount of FTA Section 5307 funding that will be allocated to urbanized areas having a population of 200,000 or more, including the Madison urbanized area. Metro Transit is the designated recipient of this funding and responsible for selection of projects in cooperation with the MPO. The MPO has worked with Metro in the past to distribute some funding to municipalities that are not part of the Metro service area, such as Stoughton and Sun Prairie (now in the service area). Projects selected by Metro Transit are provided to the MPO for review and approval and the MPO also solicits input on the projects from local transit providers and others on behalf of Metro.

FTA Section 5337 State of Good Repair Funding. FTA announces annually the amount of FTA Section 5337 funding to assist transit operators in maintaining their fixed-guideway transit systems (rail or bus on dedicated lane). The State of Good Repair Grants Program (49 U.S.C. 5337) provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans. Metro Transit is the recipient of FTA Section 5337 funds.

FTA Section 5339 Bus and Bus Facilities Program Funding. FTA announces annually the amount of FTA Section 5339 funding available to capital bus and bus facilities projects statewide and to urbanized areas with populations of 200,000 or more, such as Madison. The program provides funding for capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Metro Transit is the recipient of FTA Section 5337 funds that are distributed by formula. Metro has also applied in the past for discretionary funds under that part of this program, including the subprogram for purchase of low or no emission vehicles.



FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program Funding. The purpose of the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program is to enhance mobility for seniors and persons with disabilities by providing funds for projects or programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. FTA announces annually the amount of FTA Section 5310 funding available to urbanized areas with populations of 200,000 or more, such as Madison, and statewide. Since the enactment of MAP-21 in 2012, FTA Section 5310 program has required the designation of at least one recipient in large urbanized areas and a determination of a method for distributing the funding. In 2015, Metro Transit was named the designated recipient for Section 5310 funding allocated to the Madison urbanized area. Metro is the designated recipient for other FTA funds and has the legal, financial, and staffing capabilities to receive and administer federal funds. As the designated recipient, Metro Transit is responsible for administering grant agreements, applying for federal funds, and satisfying documentation and reporting requirements. However, the MPO selects the projects for funding. WisDOT solicits, evaluates, and recommends projects separately for 5310 funding available to projects in areas outside of the large urbanized areas.

FHWA Surface Transportation Block Grant Program – Madison Urbanized Area (STBG – Urban) Funding. . Starting with the 2016-2020 program cycle, the MPO has solicited projects biennially for FHWA STBG-Urban funding. The STBG (formerly STP) provides flexible funding that may be used for projects to preserve and improve the conditions and performance on any Federal-aid roadway (i.e., classified as an arterial or collector), for bridge projects on any public road, for pedestrian and bicycle infrastructure or programs, and for transit capital projects. Eligible recipients are Dane County and local units of government. As a large MPO, the Greater Madison MPO receives a sub-allocation of funding under the program, referred to as STBG – Urban, and selects the projects for funding. The MPO's annual allocation of funding had been \$6.86 million per year, but was increased to \$8.99 million under the IIJA. The MPO's estimated annual allocation in 2025-2029 is \$10.319 million. The map on page 8 shows the approved 2020 Census urban area boundary for the Madison urban area within which STBG – Urban funds can be spent per MPO policy. The MPO adopted the 2020 Census urban area boundary in February 2024.

The MPO approved revised STBG – Urban program policies and project screening and scoring criteria for evaluating project applications in 2023. The scoring criteria utilize the following seven categories: (1) importance to the regional transportation system and supports regional development framework; (2) system preservation; (3) congestion mitigation/TSM; (4) safety enhancement; (5) enhancement of multi-modal options; (6) environment; and (7) equity. The STBG – Urban Project Selection Process document, which outlines the process, policies, and project scoring criteria is included as Attachment A of the TIP. It also provides an overview of the program. The table on page 9 lists the approved and new priority projects for 2025-2029 for use of STBG – Urban funds.

FHWA STBG Transportation Alternatives Set Aside Program Funding. The Moving Ahead for Progress in the 21st Century Act (MAP-21) established the Transportation Alternatives Program (TAP or TA), which replaced the funding from some previously separate federal programs, including Transportation Enhancements (TE), Safe Routes to Schools (SRTS), and Recreational Trails, consolidating them into a single funding source. As a result, WisDOT incorporated its previously separate SRTS, TE, and state funded Bicycle & Pedestrian Facilities Program (BFPF) into one program and application process. The Fixing America's Surface Transportation (FAST) Act, adopted in December 2015, restructured some of the federal programs, replacing TAP with a set-aside of STBG program funding for Transportation Alternatives (TA). The IIJA maintained the same program structure.

WisDOT solicits and selects projects for TA funding available statewide. Project solicitation is typically conducted biennially. In addition, over one-half of the available statewide TA funding is allocated directly to MPOs such as the Greater Madison MPO. The MPO selects projects for funding with that allocation. The MPO updated its TAP program policies and project scoring criteria in 2021. The Madison area received a sub-allocation of \$617,000 for the 2022-2026 program cycle, but this was increased to \$1.24 million under the IIJA. The MPO's estimated annual allocation in 2025-2029 is \$1.373 million. The MPO approved projects for use of its "base" TAP funding and the supplemental FY 2022 funding under the IIJA. A solicitation was issued for projects using the MPO's supplemental FY 2023-2028 funding in June 2023.

The eligible project categories under the TA program per federal law and MPO policy are:

- Provision of on- and off-street facilities for pedestrians and bicycles;
- Provision of infrastructure and systems that provide safe routes for non-drivers;
- Conversion and use of abandoned rail corridors for trails; and
- Safe routes to school program activities.

FHWA Bridge Funding. Since the adoption of MAP-21 in 2012, bridge projects on the National Highway System are funded under the National Highway Performance Program and bridge projects not on the National Highway System are funded under the STBG Program (formerly STP), rather than a separately funded bridge program. However, the state biennial budget continues to allocate a portion of the Federal funding that the state receives for local bridge projects. WisDOT typically solicits

biennially for local bridge projects. WisDOT evaluates and recommends projects for FHWA funding based on procedures specified in Wisconsin Administrative Code Trans 213.01 (04). As part of these procedures, WisDOT rates and ranks projects based on a system whereby each county is credited bridge funds available in the respective funding cycle based on their relative need represented by their proportional share of the total estimated replacement cost of eligible bridges (sufficiency ratings of less than 50) identified throughout the state. These need-based credits are accumulated with debits occurring from each county's balance as projects are selected for implementation. Each candidate project is rated and prioritized under the evaluation and selection process based on each governmental unit's credit balance and the estimated project cost in the order of the priorities indicated by each county. WisDOT provides a listing of the projects within Dane County recommended for FHWA Bridge Replacement funding to the MPO review and consideration for inclusion in the TIP. As noted above, the IJA created a new Bridge program as well now.

FHWA Highway Safety Improvement Program (HSIP) Funding. WisDOT solicits projects two times a year for FHWA HSIP funding available to local projects statewide. WisDOT is responsible for evaluating and recommending local projects, as well as state projects, for FHWA HSIP funding. WisDOT provides a listing of the local and state safety projects in Dane County recommended for FHWA HSIP funding for review and consideration of inclusion in the TIP.

## List of Obligated Projects

Each year, MPO staff, in coordination with staffs from WisDOT, FHWA, FTA, and Metro Transit, prepares a listing of projects that were obligated for FHWA or FTA funding during the previous calendar year. The obligation of funds for a project by the appropriate Federal agency – FHWA or FTA – indicates the Federal government's commitment to fund the approved Federal share of the cost of a project. The listing of obligated projects is completed within the first three months of the year and made available to the public on the TIP webpage of the MPO's website. It should be noted that projects for which funds have been obligated are not necessarily initiated or completed in the four program years of the TIP, though in most cases the projects are completed.

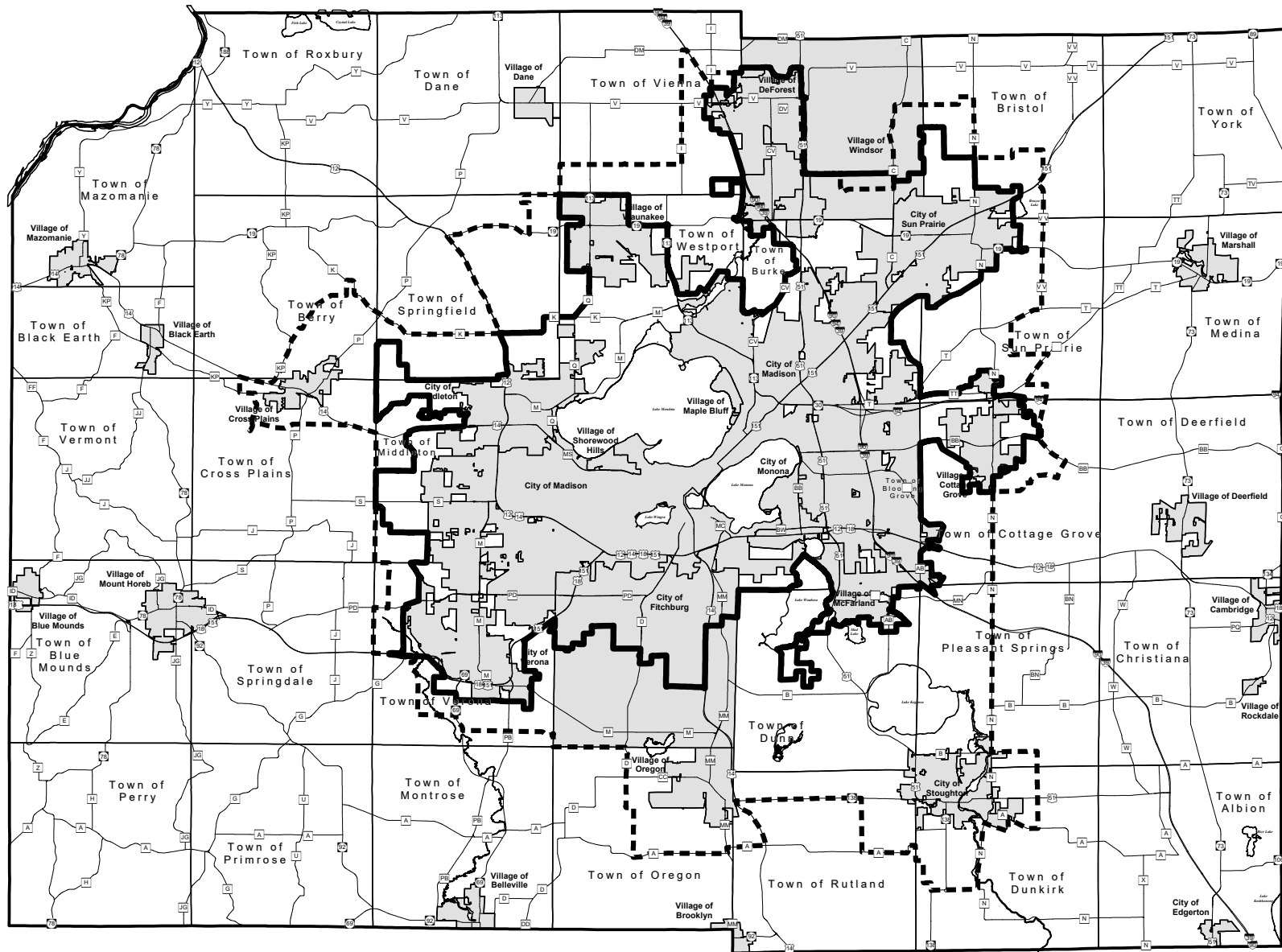
## TIP Amendment Process

Following approval of the annual TIP update by the MPO and WisDOT for incorporation into the state TIP, changes to projects listed in the TIP and the addition or deletion of projects in the TIP are requested periodically by project sponsors. Amendments to the TIP are used for adding projects to, or removing projects from, the TIP and for changes to projects already listed in the TIP that would substantially modify project cost, scope, or timing. Attachment G provides information on the MPO's TIP amendment procedures.

## Expedited Project Selection Procedures

The MPO, WisDOT, and Metro Transit have agreed to the following procedures to be used in advancing projects from the approved TIP for federal funding commitment:

1. The first year of the TIP constitutes an agreed-to list of projects for project selection purposes and no further project selection action is required by the MPO for WisDOT or Metro Transit to proceed with federal funding commitment.
2. Projects from the second, third or fourth year of the TIP can be advanced by WisDOT or Metro Transit for federal fund commitment without further project selection action by the MPO.
3. Concerning the federal funding sources identified for individual projects in the TIP, it is agreed that WisDOT may unilaterally interchange eligible FHWA funding program sources without necessitating an amendment to the TIP, subject to the project selection authority federal regulations and state and local program procedures reserve for the State and the MPO, and subject to reconciliation under item 4.
4. To maintain accountability and fiscal constraint as changes occur during implementation of the TIP, the MPO, WisDOT and Metro Transit will monitor projects in the TIP and account for all significant changes in scheduled years and costs in a TIP amendment at the midpoint of the calendar year if the changes have not already been accounted for in previous TIP amendments.



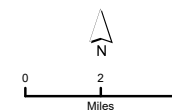
Planning Boundaries of the  
Greater Madison MPO  
A Metropolitan Planning Organization

- Madison Urban Area (approved by Greater Madison MPO 2/7/2024)
- Metropolitan Planning Area Boundary (approved by WisDOT 7/30/13)
- Incorporated Area (2024)

Prepared by staff to the:



Date Revised: 8/13/2024



**2025 - 2029 Madison Area STBG Urban Program**

Project	Project ID	Score	Fed. Fiscal Year	Total Est. Cost <sup>1</sup> (thousands)	Max. Percent (Fed \$)	Federal Funds Approved (thousands)	Comments
<b>Programmed Priority Projects</b>							
MPO Rideshare Program 2025-2029	5992-08-39,52-54	<sup>2</sup>	2024-2029	\$710	80	\$568	Ongoing support per MPO policy. 3% annual increase, with 4% annual increase starting in 2027
C. Madison Ped/Bike Safety Education Program 2025-2029	5992-08-49, 50, 60	<sup>2</sup>	2024-2029	\$611	80	\$489	Ongoing support per MPO policy. 3% annual increase.
Mineral Point Rd. (Beltline Hwy. to S. High Point Rd.)	5992-10-19, -20	68 <sup>4</sup>	2026	\$5,772	80	\$4,600	Funding obligated in '25. Const. in '26. Stormwater box added to project. Const. cost has increased. 79.7% Fed. funding.
John Nolen Drive (Lakeside St. to North Shore Dr.)	5992-11-20, -21-23	57 <sup>4</sup>	2025	\$54,095		\$1,250	Receiving an additional \$40,341 in federal funding from BIP, BR, PROIECT, and TA programs. Const. cost has increased.
N. Bird Street (STH 19 to USH 151)	3996-00-35	50 <sup>5</sup>	2025	\$953	80	\$762	80% Fed. funding. Const. cost has decreased.
N. Thompson Rd. (Main St. to St. Albert the Great Dr.) & St. Albert the Great Dr. (CTH C to N. Thompson)	3996-00-31	43 <sup>5</sup>	2025	\$3,349	80	\$2,679	80% Fed. funding.
Windsor Road (Charlie Grimm Rd. to CTH CV)	6992-00-21	38 <sup>5</sup>	2025	\$1,376	80	\$1,100	80% Fed. funding.
Nichols Road (Winnequah Rd. to Maywood Rd.)	5994-00-02, -03	38 <sup>5</sup>	2029	\$1,685	65	\$1,095	Project moved from FFY25 to FFY29. Const. cost has been adjusted accordingly. 65% Fed. funding. Selected for funding as "small" project.
S. Fourth Street (Milwaukee St. to Isham St.)	5998-00-01, -02	34 <sup>5</sup>	2025	\$0		\$0	No longer requires STBG-U funding.
				\$68,551		\$12,543	<b>TOTAL</b>
<b>New Priority Projects Approved in October 2023</b>							
West Towne Path (Zor Shrine Place to S. Gammon Road)		86	2028	\$3,740	65%	\$2,431	New Path.
Glacial Drumlins Path (I-39/90 to CTH AB/Buckeye Road)		68	2027	\$11,114	65%	\$7,224	New Path.
Windsor Road Path (Sunset Meadows Drive to N. Towne Road) New Path on South side of Roadway		65	2029	\$620	76.41%	\$474	New Path. Qualifies for 76.41% federal share based on cost formula for projects less than \$1M from Selection Process Document.
Ph. 3 John Nolen Drive / CTH MC/ Olin Avenue (Wingra Creek to Beltline Highway on/off ramps) Pavement Replacement		62.6	2029	\$11,750	65%	\$7,638	
Ph. 2 John Nolen Drive (Olin Avenue to Lakeside St.) Reconstruction		58	2028	\$6,870	65%	\$4,466	New path on west side of roadway may be constructed.
CTH MM/Rimrock Road (John Nolen Drive to Beltline Highway on/off ramps)		51	2026	\$1,356	80%	\$1,085	Qualifies as a "small" project. Includes a New Path. 80% Fed. funding.
CTH MM / Rimrock Road (McCoy Rd to Beltline Highway on/off ramps) Pavement Replacement		45	2026	\$2,156	80%	\$1,725	Qualifies as a "small" project. Includes a New Path. 80% Fed. funding.
O'Keefe Avenue (Reiner Road to Summerfield Way) Pavement Replacement		44	2028	\$2,253	65%	\$1,464	Qualifies as a "small" project. Will convert two of four travel lanes to bike/bus lanes.
St. Albert the Great Drive (Broadway Drive to N. Bird Street) Pavement Replacement		42	2029	\$1,241	65%	\$807	Qualifies as a "small" project. Includes bike lanes.
Vinburn Road (Main Street to N. Towne Road) Reconstruct to Urban Cross Section		37	2027	\$2,764	65%	\$1,797	Qualifies as a "small" project. Includes bike lanes.
Holum Street (Railroad to N. Towne Road) Reconstruction		30	2028	\$3,939	65%	\$2,560	
Bailey Road (CTH N to Forward Drive) Reconstruction w/ paved shoulders		30	2027	\$1,791	65%	\$1,164	Qualifies as a "small" project. Includes bike lanes.
				\$49,594		\$32,834	<b>TOTAL</b>

<sup>1</sup> Includes participating cost only (excludes sanitary sewer and water and construction engineering)

<sup>4</sup> Score from regular 2022-2026 program application cycle in 2021.

<sup>2</sup> Funded annually per MPO policy

<sup>5</sup> Score from supplemental funding 2022-2026 program application cycle in 2022.

<sup>3</sup> Score from 2020-2025 program application cycle under previous version of criteria.



**2025 - 2029 Madison Area STBG Urban Program**

Project	Project ID	Score	Fed. Fiscal Year	Total Est. Cost <sup>1</sup> (thousands)	Max. Percent (Fed \$)	Federal Funds Approved (thousands)	Comments
<b>New Priority Projects Eligible for Funding</b>							
South High Point Road (Mid Town Meadows Plat Limit to Raymond Road) Construct Roadway on New Alignment		29.1	2026	\$3,000	80%	\$2,400	New project addition in CY24. 80% Fed. funding.
				\$3,000		\$2,400	<b>TOTAL</b>

# Key Sources of Funds

## Federal Transit Administration Funding Categories

Sec. 5307	Urbanized Area Formula Capital Grants
Sec. 5309	Fixed-Guideway Capital Investment Grants
Sec. 5310	Enhanced Mobility of Seniors and Individuals with Disabilities
Sec. 5311	Rural Area Formula Grants
Sec. 5312	Public Transportation Innovation Program
Sec. 5337	State of Good Repair Grants
Sec. 5339a	Bus and Bus Facilities Formula Grants
Sec. 5339b	Bus and Bus Facilities Discretionary Program
Sec. 5339c	Low or No Emission Vehicle Discretionary Program
AoPP	Areas of Persistent Poverty Program

## Federal Highway and Rail Funding Categories

BR	Bridge Replacement and Rehabilitation
NHPP	National Highway Performance Program
TA	Surface Transportation Block Grant Program – Transportation Alternatives Set Aside
FLX	Surface Transportation Block Grant Program – State Flexibility
URB	Surface Transportation Block Grant Program – Madison Urban Area Sub-allocation
RU	Surface Transportation Block Grant Program – Small Urban/Rural Area
SAF (YS30/ZS30/ZS3E)	Highway Safety Improvement Program (HSIP) General
SAF (YS40/ZS40/ZS4E)	HSIP - Rail/Highway – Rail Highway Crossing Hazard Elimination
SAF (ZS50/ZS5E)	HSIP - Rail Highway Protective Devices
SS4A	Safe Streets for All

## U.S. Department of Transportation and Other Federal Funding Categories

RAISE	Rebuilding American Infrastructure with Sustainability and Equity (previously BUILD and TIGER) (USDOT)
ARPA	American Rescue Plan Act (2021)
Cares Act	Coronavirus Aid, Relief and Economic Security (CARES) Act (2020)
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act (2021)
EAR	Earmark

## State Highway Funding Categories

CHIP	County Highway Improvement Program
LRIP	Local Road Improvement Program
MLS	Multimodal Local Supplement Grant Program

## State Funding Sources

WI	WI Department of Transportation
DOA	WI Department of Administration
DNR	WI Department of Natural Resources
OCR	WI Office of Commissioner of Railroads
UW	University of Wisconsin-Madison

## Local Funding Sources

BF	Wisconsin Bike Federation	SH	Village of Shorewood Hills
CA	Village of Cambridge	SP	City of Sun Prairie
CG	Village of Cottage Grove	ST	City of Stoughton
DC	Dane County	TB	Town of Burke
DeF	Village of DeForest	TM	Town of Middleton
DR	Village of Deerfield	TR	Town of Rutland
DSAW	Down Syndrome Association of WI	THI	The Hmong Institute
F	City of Fitchburg	TSP	Town of Sun Prairie
FSC	Forward Service Corporation	TV	Town of Verona
M	City of Madison	TWE	Town of Westport
McF	Village of McFarland	V	City of Verona
MI	City of Middleton	VB	Village of Belleville
MO	City of Monona	VD	Village of Dane
MPO	Greater Madison MPO	W	Village of Waunakee
MZ	Village of Mazomanie	WIN	Village of Windsor
NB	NewBridge Madison	WSOR	Wis. & Southern Railroad
OR	Village of Oregon	YW	YWCA of Madison
SC	Sauk County		

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2025-2029 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Jan.-Dec. 2028				Jan.-Dec. 2029 <sup>1</sup>				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>RIDESHARE</b>																							
RIDESHARE: Non-capital intensive transportation programs can assist in establishing maximum operational efficiency of a total transportation system. Examples of such programs are: (1) flexible work hours (in effect for City and State employees); (2) carpooling and vanpooling encouragements; (3) parking policies (guiding parking rates within the central business district); and (4) neighborhood traffic redirection projects.																							
GREATER MADISON AREA MPO  * 111-22-001 111-24-001	RIDESHARING/TDM PROGRAM Provide ride matching services and promotion of alternatives to driving alone, provide inter-governmental coordination of TDM activities, conduct employer sponsored TDM programs, and assist with local TDM initiatives	PL	106		26	132	110		27	136	113		28	141	118		29	146	123		30	153	5992-08-52, 53, -54  Projects are obligated in the year they occur.
		TOTAL	106		26	132	110		27	136	113		28	141	118		29	146	123		30	153	
		URB			MPO		URB			MPO		URB			MPO		URB			MPO		URB	
CITY OF MADISON	TRAVEL DEMAND MANAGEMENT PROGRAM Administration	PL			74	74			76	76			79	79			82	82			84	84	
		TOTAL			74	74			76	76			79	79			82	82			84	84	
		M			M		M		M		M		M		M		M		M		M		

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2025 - 2029 (\$000s) Madison Metropolitan Planning Area**

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	
<b>PARKING FACILITIES</b>																							
<b>MADISON METROPOLITAN PLANNING AREA</b>																							
CITY OF MADISON	PARKING UTILITY VEHICLE REPLACEMENT	PE																					
		CAP			101	101			36	36			84	84			97	97			42	42	
		CONST																					
		TOTAL			101	101			36	36			84	84			97	97			42	42	
					M			M			M			M			M			M			
	<b>INTERCITY BUS TERMINAL</b> Construct intercity bus terminal as part of the State Street Campus Garage reconstruction project.	PE																					
		RE																					
		CONST																					
		TOTAL																					
	<b>STATE STREET CAMPUS-LAKE STREET PARKING GARAGE</b> Construct new parking garage and intercity bus terminal with development above.	PE																					
		RE																					
		CONST																					
		TOTAL																					
NOTES: Four park-and-ride lots are currently designated in the Madison Urban Area with transit service provided to Central Madison. There is also a park-and-ride lot at the American Center with limited transit service. City of Madison parking garages are owned by the City Parking Utility.																							

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2025 - 2029 (\$000s) Madison Metropolitan Planning and Outer Areas**

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	
<b>PEDESTRIAN/BICYCLE PROJECTS</b>																							
<b>CITY OF FITCHBURG</b>  * 111-23-017	<b>GTH MM UNDERPASS</b> Approximately 1,500 north of Lacy Road 50 foot long prefabricated concrete structure with headwalls on each end, retaining walls along the path on both sides of the roadway, and approximately 500 feet of additional path to connect with existing path south of the underpass	PE			150	150																Funding obligated in 2025 for 2026 construction	
		ROW																					
		CONST	432		324	756			Continuing														
		TOTAL	432		474	906																	
		TA			F																		
	<b>FITCHRONA ROAD BIKE LANES AND PATH</b> Lacy Road to Nesbitt Road Add buffered bike lanes and east side shared-use path.	PE																				Project to be done as part of the Fitchrona Road street reconstruction project. Const. anticipated in 2025	
		ROW																					
		CONST																					
		TOTAL																					
	<b>FITCHRONA ROAD BIKE LANES</b> North of Whalen to South of Whalen Add 5' bike lanes as part of resurfacing.	PE																				Project to be done as part of the Fitchrona Road street resurfacing project. Const. anticipated in 2026.	
		ROW																					
		CONST																					
		TOTAL																					
	<b>IRISH LANE BIKE LANES</b> Fish Hatchery Road to S. Syene Road Add 6' bike lanes as part of resurfacing.	PE																				Project to be done as part of the Irish Ln resurfacing project. Const. anticipated in 2028	
		ROW																					
		CONST																					
		TOTAL																					
	<b>MCKEE ROAD PATH</b> Fish Hatchery Road to Seminole Highway	PE			80	80																CIP Project # 3431	
		ROW																					
		CONST																					
		TOTAL			80	80																	
					F																		
	<b>SEMINOLE HWY &amp; LACY ROAD PATHS</b> Seminole Hwy: Lacy Road to Sub Zero Parkway Lacy Rd: Wayfair Street to Savanna Oaks MS Construct multi-use path.	PE			60	60																Const. anticipated in 2026. CIP Project # 3495	
		ROW			90	90																	
		CONST			600	600																	
		TOTAL			750	750																	
					F																		
	<b>SIDEWALK AND PATH MAINTENANCE AND IMPROVEMENTS</b>	PE																				CIP# 3486	
		ROW																					
		CONST			112	112			116	116			119	119			123	123			127	127	
		TOTAL			112	112			116	116			119	119			123	123			127	127	
					F				F				F				F				F		
	<b>SYENE ROAD BIKE LANES</b> McCoy Road north to city limit Add 5' paved shoulders as part of resurfacing.	PE																				Project to be done as part of the Syene Road street resurfacing project. Const. anticipated in 2027.	
		ROW																					
		CONST																					
		TOTAL																					
	<b>S. SYENE ROAD BIKE LANES</b> E Cheryl Parkway to W Clayton St Add buffered bike lanes and make spot improvements to side path as part of street reconstruction	PE																				Project to be done as part of S Syene Road reconstruction project. Const. anticipated in 2025	
		ROW																					
		CONST																					
		TOTAL																					

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2025 - 2029 (\$000s) Madison Metropolitan Planning and Outer Areas**

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		
<b>PEDESTRIAN/BICYCLE PROJECTS</b>																								
<b>CITY OF FITCHBURG</b>	<b>TRAFFIC CALMING PROGRAM</b> Installation of traffic calming devices and speed feedback boards	PE ROW CONST  TOTAL			30	30																		
	<b>WHALEN ROAD BIKE LANES</b> Fitchrona Rd to Fish Hatchery Rd Add 4' paved shoulders.	PE ROW CONST  TOTAL																					Not programmed. Timing uncertain.	
<b>CITY OF MADISON</b>  *  111-22-002	<b>AUTUMN RIDGE PATH &amp; OVERPASS</b> Milwaukee Street to Ziegler Road Construct new ped/bike trail and overpass of STH 30. (0.76 mi.)	PE ROW CONST  TOTAL			Continuing																		5992-11-10, -11 Includes new bridge over STH 30. Authorized for construction in CY 2023, scheduled in CY 2024, overpass placement in CY 2025.	
*  111-23-001	<b>BADGER RUSK PATH</b> New Shared-Use Path along Badger and Rusk Roads. (0.36 miles)	PE ROW CONST  TOTAL			667	453	1,120																	5992-02-28, -29 Authorized for construction in CY 2023, scheduled in CY 2025
*  111-24-024	<b>BICYCLE COUNT PROGRAM</b> Visual bike counters to include new counters at Southwest Path at Monroe St and Capital City Path at John Nolen/North Shore and addition of new counters on new facilities.	PL   TOTAL			Continuing																		5992-11-41 2024 Redistribution funding.	
	<b>BIKEWAYS &amp; MISC. IMPROVEMENTS</b> General fund for resurfacing and other ped/bike improvements.	PE ROW CONST  TOTAL			600	600			600	600			648	648			698	698			768	768	Managed by City Engineering Division.	
	<b>CANNONBALL BIKE TRAIL</b> Railroad to Bowman Field Construct new ped/bike trail. (0.28 mi.)	PE ROW CONST  TOTAL																					TID #42 will provide funding. Was programmed for 2024, construction postponed due to RR ROW issues. Timing uncertain.	
	<b>CAPITAL CITY TRAIL (Buckeye Extension)</b> Dondee Rd. to Vondron Rd. on south side of rail line Construct new path. (0.67 mi.)	PE ROW CONST  TOTAL																					Not programmed. Timing Uncertain due to issues with RR re shared ROW	
	<b>CAPITAL CITY TRAIL (Buckeye Extension)</b> Vondron Rd. to East of Wagon Trail Construct new path, RR crossing, and sanitary sewer. (0.65 mi)	PE UTL CONST  TOTAL																					Not programmed. Timing Uncertain due to issues with RR regarding shared ROW	

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2025 - 2029 (\$000s) Madison Metropolitan Planning and Outer Areas**

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	
<b>PEDESTRIAN/BICYCLE PROJECTS</b>																							
CITY OF MADISON *  (111-15-001) 111-23-018	<b>CAPITAL CITY TRAIL (Buckeye Extension)</b> Segments 5 and 6. Wagon Trail to I-39/90 Construct new multi-use path with rail crossing. (0.21 mi.)	PE																	Includes RR crossing at Wagon Trail				
		ROW																					
		CONST					1,134 756 1,890																
		TOTAL					1,134 756 1,890																
							TA				M												
	<b>CROSS ISTHMUS IMPROVEMENTS</b> Variety of treatments to improve north-south bicycle routes east of the Capitol.	PE																	Timing uncertain; May seek TAP funding				
		ROW																					
		CONST																					
		TOTAL																					
	<b>EAST RUSK SHARED-USE PATH</b> Construct a new shared-use path along East Rusk Ave from North Rusk Ave to Rimrock Rd (0.5 miles)	PE																					
		ROW									755 395 1,150												
		CONST									755 395 1,150												
		TOTAL									755 395 1,150												
											TA				M								
	<b>HERMINA ST - STARKWEATHER BRIDGE</b> New Hermina St. ped/bike bridge (0.06 mi.)	PE																					
		ROW																					
		CONST									50 50												
		TOTAL									450 450												
											500 500												
											M												
	<b>JOHN NOLEN DRIVE UNDERPASS</b> Broom Street to North Shore Drive Construct new ped/bike underpass	PE																	Seeking federal funding. Const. anticipated in 2028. Est. const. cost: \$10,000 Not programmed.				
		ROW																					
		CONST																					
		TOTAL																					
	<b>JOHN NOLEN DRIVE PATH</b> North Shore Drive. to Lakeside St. Widen separated path and delineate bicycle and pedestrian lanes with road and bridge reconstruction.	PE																	Construct with John Nolen Dr. reconstruction in 2025-2026.				
		ROW																					
		CONST																					
		TOTAL																					
	<b>JOHN NOLEN DRIVE PATH</b> Lakeside St. to Olin Avenue Widen path w/ reconstruction project.	PE																	Construct with John Nolen Dr. reconstruction in 2028.				
		ROW																					
		CONST																					
		UTL																					
		TOTAL																					
	<b>JOHN NOLEN DRIVE / OLIN AVE</b> Wingra Creek to USH 12/18 Construct path with reconstruction project.	PE																	Construct with John Nolen Dr. reconstruction in 2029.				
		ROW																					
		CONST																					
		TOTAL																					
	<b>MOORLAND ROAD SHARED-USE PATH</b> 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																					
		ROW																					
		CONST									749 392 1,141												
		TOTAL									749 392 1,141												
											TA				M								

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2025 - 2029 (\$000s) Madison Metropolitan Planning and Outer Areas**

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						
<b>PEDESTRIAN/BICYCLE PROJECTS</b>																												
CITY OF MADISON	<b>OLD MIDDLETON UNDERPASS</b> Replace Knoche's Underpass Construct new ped/bike underpass.	PE ROW CONST  TOTAL																					Construction not programmed. Timing uncertain.					
	<b>OLD SAUK TRAIL OVERPASS</b> New ped/bike overpass over Beltline.	PE ROW CONST  TOTAL																					Construction not programmed. Timing uncertain.					
* 111-22-003 111-24-003	<b>PEDESTRIAN &amp; BICYCLE SAFETY EDUCATION</b> City-wide program to educate pedestrians, bicyclists, and motorists about safe practices. Involves community education and outreach and coordination with other agencies, schools, non-profits, etc. Includes both school based programs and adult classes, events, etc.	PL   TOTAL	91	23	114	95	24	119	98	24	122	101	25	126	104	26	130	5992-08-45,-46,-47,-48,-49 Projects are obligated in the year they occur. Education of school-aged children in ped/bike safety. Projected 3% annual increase.										
			91	23	114	95	24	119	98	24	122	101	25	126	104	26	130											
			URB	M		URB	M		URB	M		URB	M		URB	M												
*	<b>REINDAHL PARK TO EAST SPRINGS BIKE CONNECTION</b> New Low Traffic Stress bicycle facility (0.9 miles)	PE ROW CONST  TOTAL	(See SS4A project listing in Discretionary Program (FHWA Administered) Projects Section)																									
	<b>SAFE ROUTES TO SCHOOL PLAN</b> School specific SRTS Plans for approximately 18 schools, additional equity and youth focused engagement, school travel mode data collection, review of crossing guard placement locations and development of school traffic safety campaign.	PL   TOTAL	Continuing																									
* 111-24-025	<b>SAFE SCHOOL CROSSING EQUIPMENT</b> Purchase of MUTCD compliant stop paddles with LED lighting functionality.	PL   TOTAL	Continuing																									
	<b>SIDEWALK PROGRAM</b> City-wide program General fund for repair of existing sidewalk and new sidewalk.	PE ROW CONST  TOTAL																					Managed by the City Engineering Division.					
			5,025		5,025	5,275		5,275	5,525		5,525	5,775		5,775	6,025		6,025											
			5,025		5,025	5,275		5,275	5,525		5,525	5,775		5,775	6,025		6,025											
			M			M			M			M			M													
	<b>TANCHO DRIVE PATH</b> Separated path from Tancho Drive to USH 151 (2,500 feet in length)	PE ROW CONST  TOTAL	Continuing																									
	<b>TROY DRIVE RR BRIDGE</b> New RR bridge over Troy Dr.	PE ROW CONST  TOTAL																					WisDOT Freight Rail Preservation Program funding.					
			3,000		1,000	4,000																						
			3,000		1,000	4,000																						
			FRP		M																							

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2025 - 2029 (\$000s) Madison Metropolitan Planning and Outer Areas**

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	
<b>PEDESTRIAN/BICYCLE PROJECTS</b>																							
CITY OF STOUGHTON	S. FOURTH ST CORRIDOR PATH Milwaukee St to Isham St Construct new separated path along street	PE																					To be done with S. Fourth St reconstruction project, scheduled for 2025
		ROW																					
		CONST																					
		TOTAL																					
	USH 51 PEDESTRIAN UNDERPASS Underpass connecting STI Development to west side of HWY 51	PE																					
		ROW																					
		CONST																					
		TOTAL																					
	HIGHWAY 51 Sidewalk - CTH B to B to Roby Rd Installation of new 10' wide sidewalk on both sides of USH 51 from Roby Rod to CTH B	PE																					State ID 5845-16-04/24/74 Sidewalk and crosswalk constructed with WisDOT USH 51 project
		ROW																					
		CONST																					
		TOTAL																					
	NORTH LOOP TRAIL Lincoln Ave to STI Development	PE																					
		ROW																					
		CONST																					
		TOTAL																					
	JEFFERSON STREET BRIDGE Pedestrian bridge deck replacement	PE																					
		ROW																					
		CONST																					
		TOTAL																					
	SOUTH LOOP TRAIL EXTENSION Lowell Park to Magnolia Meadows Construct new trail.	PE																					
		ROW																					
		CONST																					
		TOTAL																					
	YAHARA RIVER TRAIL Settler's Point Segment Construct trail along Yahara River, starting at intersection of CTH N/CTH B.	PE																					
		ROW																					
		CONST																					
		TOTAL																					
	YAHARA RIVER TRAIL 4th St to River Park Construct new whitewater trails, underpass, plazas, amenities, and trail connecting to River Park.	PE																					DNR \$239 Stewardship Grant, \$980 Land Water Conservation Fund Grant obligated in 2024, construction in 2025.
		ROW																					
		CONST																					
		TOTAL																					
	YAHARA RIVER TRAIL 4th St to Water St Construct new trail as part of whitewater park.	PE																					NPS Land and Water Conservation Fund grant \$887, ST \$887, \$1,774 total construction (2023), in DNR permitting, construction anticipated in 2026.
		ROW																					
		CONST																					
		TOTAL																					

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2025 - 2029 (\$000s) Madison Metropolitan Planning and Outer Areas**

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	
<b>PEDESTRIAN/BICYCLE PROJECTS</b>																							
<b>CITY OF STOUGHTON</b>	<b>YAHARA RIVER TRAIL</b> Viking Park to Business Park segment Construct new trail.	PE ROW CONST  TOTAL																					Not programmed. Timing uncertain.
<b>CITY OF SUN PRAIRIE</b>	<b>KATHERINE DR SIDEWALK</b> Construct sidewalk between end of current sidewalk at Mockingbird Ln and Schuster Rd	PE ROW CONST  TOTAL													75 75  75 75 SP								
*	<b>N. BIRD ST CORRIDOR PATH</b> STH 19 to USH 151 Construct cycle track on USH 151 bridge and separated path as part of reconstruction project.	PE ROW CONST  TOTAL																	To be constructed with N. Bird St reconstruction project, scheduled for 2025				
*  111-23-002	<b>N. BIRD STREET PATH AND RRFBS</b> Existing path to 1280' S of Egre Road RRFBs at Path crossing of N Bird Street, & intersection of Longhorn and Egre.	PE ROW CONST  TOTAL	276		87	363													3996-00-18, -19				
	<b>OFF-STREET PATH REPLACEMENT</b> Standing CIP item for various off-street path replacements to be completed annually.	PE ROW CONST  TOTAL									100 100  100 100 SP				100 100  100 100 SP								
	<b>PATRICK MARSH TRAIL LINK</b> Multi-use path from Stone Quarry Rd south to existing path along Town Hall Dr. Route TBD, may be paved.	PE ROW CONST  TOTAL									76 76  76 76 SP				430 430  430 430 SP				May seek federal funding				
	<b>PEDESTRIAN SAFETY IMPROVEMENTS</b> Standing CIP item for various pedestrian safety improvements to be completed annually.	PE ROW CONST  TOTAL					100 100  100 100 SP				100 100  100 100 SP				100 100  100 100 SP								
	<b>SHEEHAN PARK SCENIC POINT TRAIL LINK</b> Sheehan Park to Heritage Court Construct trail extension.	PE ROW CONST  TOTAL																	Not programmed, timing uncertain				
	<b>STONE QUARRY RD TRAIL</b> Construct a multi-use path along the south side of Stone Quarry Rd from Columbus St to the Patrick Marsh Wildlife Area	PE ROW CONST  TOTAL													65 65  65 65 SP				365 365  365 365 SP	May seek federal funding			

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2025 - 2029 (\$000s) Madison Metropolitan Planning and Outer Areas**

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>PEDESTRIAN/BICYCLE PROJECTS</b>																							
<b>CITY OF SUN PRAIRIE</b>	<b>SUN PRAIRIE SAFE ROUTES TO SCHOOL PLAN</b>	PL ROW CONST															120	30	150				
*		TOTAL															120	30	150				
111-25-002																	TA	SP					
	<b>SUN PRAIRIE LOOP WAYFINDING</b> Implementation of signage plan for bike wayfinding loop around the City of Sun Prairie.	PE ROW CONST	146		37	183	Continuing																
*		TOTAL	146		37	183																	
111-23-020			TA		SP																		
	<b>CTH C MULTI-USE PATH GAP</b> New multi-use path from St. Albert the Great Dr. through Shonas Highlands Park woods to existing path within the park.	PE ROW CONST																			148	148	
		TOTAL																			148	SP	
<b>CITY OF VERONA</b>	<b>MILITARY RIDGE RESERVE TRAIL</b> Military Ridge State Trail Junction to Glacier Ridge Trail Pave existing path.	PE ROW CONST																					
		TOTAL																				Not programmed Timing uncertain	
	<b>MILITARY RIDGE STATE TRAIL</b> (Old CTH PB to USH 151) Pave existing path.	PE ROW CONST			40	40				880	880												
		TOTAL			40	40				880	880												
					V					V													
	<b>RECTANGULAR RAPID FLASHING BEACONS</b> Install RRFBs at various locations.	PE ROW CONST			33	33			40	40			34	34			34	34					
		TOTAL			33	33			40	40			34	34			34	34					
					V				V				V				V						
	<b>REDDAN PARK CONNECTOR PATH</b> Ineichen Drive to Cross Country Road Construct Paved Path.	PE ROW CONST							40	40													
		TOTAL							40	40			235	235									
									V				V				V						
	<b>RANGE TRAIL INTERSECTION</b> At CTH M Construct Paved Path.	PE ROW CONST																				Not programmed Timing uncertain	
		TOTAL																					
	<b>SIDEWALK REHABILITATION PROGRAM</b> City Wide Sidewalk replacement.	PE ROW CONST			75	75			75	75			75	75			75	75					
		TOTAL			75	75			75	75			75	75			75	75					
					V				V				V				V						

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2025 - 2029 (\$000s) Madison Metropolitan Planning and Outer Areas**

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>PEDESTRIAN/BICYCLE PROJECTS</b>																							
<b>CITY OF VERONA</b>	<b>WEST VERONA AVE &amp; WESTLAWN AVE RRFB</b> Install a new Rectangular Rapid-Flash Beacon, relocate crosswalk to west side of intersection and install new curb ramps.	PE ROW CONST  TOTAL			74	74																	
<b>VILLAGE OF COTTAGE GROVE</b>	<b>BIKE PATH EXTENSION</b> Southing Grange to CTH N Convert sidewalk to multi-use path along south side of CTH BB	PE ROW CONST  TOTAL			100	100																	
	<b>COMMUNITY PARK PATH CONNECTION TO CTH BB</b> Route to be determined, path will connect path on south side of park to path along CTH BB	PE ROW CONST  TOTAL							40	40													
	<b>CONNECT TOWN/VILLAGE STREETS WITH PATH(S)</b>	PE ROW CONST  TOTAL											110	110									
	<b>CTH BB/BUSS ROAD PATH AND INTERSECTION IMPROVEMENT</b> Continue off-street path west on CTH BB and north on Buss Rd to meet path installed along new school frontage on Buss Rd.	PE ROW CONST  TOTAL							100	100													
	<b>CTH BB/ CTH N INTERSECTION IMPROVEMENT</b>	PE ROW CONST  TOTAL															60	60					
	<b>CTH N/NORTHLAWN DRIVE INTERSECTION IMPROVEMENT</b>	PE ROW CONST  TOTAL											50	50									
	<b>CTH N/SCHOOL ROAD INTERSECTION IMPROVEMENT</b>	PE ROW CONST  TOTAL																			60	60	
	<b>E TAYLOR/WEALD BRIDGE/MAIN ST. (CTH N) INTERSECTION IMPROVEMENT</b>	PE ROW CONST  TOTAL			50	50															420	420	
																					480	480	

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>PEDESTRIAN/BICYCLE PROJECTS</b>																							
<b>OUTER AREA</b>																							
<b>DANE COUNTY</b>	<b>GREAT SAUK/WALKING IRON TRAIL BRIDGE</b> Approximate 500' clear span bridge over Wisconsin River at former RR trestle bridge location in Sauk City. Also includes repurposing of an approximate 530' existing RR trestle into a multi use recreation trail.	PE ROW CONST  TOTAL	7,600	1,000		8,600																	Dane/Sauk County partnership to prepare PSE for clear span multi purpose trail bridges across Wisconsin River. PSE 2022-24, Construction 2025. TAP grant awarded Sauk City \$5.6 million. \$1 mil. Earmark from Rep. Pocan. \$1 million DNR grant from snowmobile fund.
	<b>WALKING IRON TRAIL</b> Proposed rail trail conversion on existing active rail line between Sauk City and Mazomanie.	PE ROW CONST  TOTAL	1,000		10,000	11,000																	Rail Trail conversion complete. PSE for multi use trail WI River to DNR state wildlife area parking lot on STH 78 2023-24. Dane County approved \$11 million development budget request 2024, \$1 million in statewide TA funding.
	<b>CAMBRIDGE TO GLACIAL DRUMLIN TRAIL</b> Partnership with Village of Cambridge for connector trail between CamRock County Park in Rockdale to the Glacial Drumlin State Trail approximately 1 mile west of London.																						Pending acquisition of necessary lands between Cambridge Foundation park lands on State Farm Road to the Glacial Drumlin State Trail.
<b>VILLAGE OF BELLEVILLE</b>	<b>BELLEVILLE SCHOOLS SAFE ROUTE PATH (STUDY)</b>	PL   TOTAL			Continuing																		Statewide TA funding authorized in FY2022, scheduled in CY2023, in contracting CY2024.
<b>VILLAGE OF CAMBRIDGE</b>	<b>KOSHKONONG CONNECTOR BRIDGE, BOARDWALK AND TRAIL</b> Construct a bridge, boardwalk and trail over Koshkonong Creek in the downtown area.	PE ROW CONST  TOTAL																					May seek Dane County PARC & Ride program funding.  Const. cost est: \$425 Not programmed.
<b>EDGERTON SCHOOL DIST.</b>	<b>EDGERTON SCHOOL DISTRICT SRTS PLAN</b>	PL   TOTAL																					Statewide TA funding of \$20 authorized in 2023, local share \$5. Primarily in Rock County.

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2025-2029 (\$000s) Madison Metropolitan Planning Area**

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>TRANSIT CAPITAL</b>																							
CITY OF FITCHBURG	TRANSIT SHUTTLE Vehicle purchase	PL																			Will seek s. 5310 funding		
		PE																					
		Cap							80	80			2	2			2	2				3	3
	TOTAL							80	80			2	2			2	2			3	3		
								F				F			F				F				
	EXTEND BUS RAPID TRANSIT (BRT)	PL																					
		PE																					
		Cap			1500	1500																	
		TOTAL			1500	1500																	
					F																		
CITY OF MADISON  TR-24-009	CITY TRANSPORTATION CAPITAL PROJECTS																						
	Inter-City Passenger Rail Station & Planning	PL			400	400															GF- GO borrowing		
	BUS RAPID TRANSIT (BRT) PROJECT-NORTH/SOUTH (N/S) CORRIDOR																						
	North-South BRT Planning and Design	PL/PE			Continuing				Continuing													FY2023 Areas of Persistent Poverty grant Will seek s. 5309 FTA Small Starts discretionary grant for BRT costs in '24. Includes additional \$40,000 in unsecured federal funding in 2025. N/S BRT construction funding appropriated in 2024, construction in 2025- 26.	
	North-South BRT Construction (roadway improvements, TSP, and stations)	Cap			21,230	21,230			158,131	158,131			Continuing										
	TOTAL				21,630	21,630			158,131	158,131											Update following city budget action.		
					M				M														

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2025-2029 (\$000s) Madison Metropolitan Planning Area**

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>TRANSIT CAPITAL</b>																							
<b>CITY OF MADISON</b>																							
	<b>METRO TRANSIT CAPITAL PROJECTS</b>																						
	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 TBD					
TR-24-010	60' Articulated Buses (5339C Low-No)	Cap																FY2023 s. 5339C Low-No grant					
TR-24-011	Maintenance Equipment for 60' articulated buses (5339C Low-No)	Cap																FY2023 s. 5339C Low-No grant					
TR-24-012	Workforce Development for 60' buses & solar panels (5339C Low-No)	Cap																FY2023 s. 5339C Low-No grant					
TR-24-013	E-Bus Project Management & Technical Support (5339C Low-No)	Cap																FY2023 s. 5339C Low-No grant					
TR-24-014	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					
TR-24-015	Remodel, renovate bus maintenance facility (5307)	PE/Const																Carryover & Future s. 5307 UAFP grants					
TR-24-016	Remodel, renovate bus maintenance facility (5337)	PE/Const																Carryover & Future s. 5337 UAFP grants					
TR-24-017	Remodel, renovate bus maintenance facility (5339)	PE/Const																Carryover & Future s. 5339 UAFP grants					
TR-24-018	Employee Education and Training	New/Repl																Carryover & Future s. 5307 UAFP grants					
TR-24-019	Maintenance Equipment	New/Repl	276	69	345	180	45	225	368	92	460	224	56	280				s. 5307 & GF- GO borrowing					
TR-24-020	Support Vehicles	New/Repl	72	18	90	176	44	220				160	40	200				s. 5307 & GF- GO borrowing					
TR-24-021	Facility/Infrastructure Enhancements	New/Repl		1,000	1,000													GF- GO borrowing					
	Metro On-Board Passenger Survey	PL																s. 5304 Statewide Planning grant					
	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					
	<b>TOTAL</b>		11,228	3,847	15,075	11,556	2,929	14,485	11,888	3,012	14,900	10,944	2,776	13,720	10,560	2,811	13,371						
			5307/5337/5339	M		5307/5337/5339	M		5307/5337/5339	M		5307/5337/5339	M		5307/5337/5339	M		Update following city budget action.					
	<b>METRO TRANSIT CAPITAL MAINTENANCE PROJECTS</b>																						
*	Capital Leasing - office space	Cap/Oper		351	351		361	361	298	74	372	298	74	372	298	74	372	Future s. 5307 UAFP grant application.					
TR-24-022	Preventive Maintenance	Cap/Oper	6,000	1,500	7,500	6,000	1,500	7,500	5702	1426	7,128	5702	1426	7,128	5702	1426	7,128	Carryover & Future s. 5307 UAFP grants					
	<b>TOTAL</b>		6,000	1,851	7,851	6,000	1,861	7,861	6,000	1,500	7,500	6,000	1,500	7,500	6,000	1,500	7,500	Update following city budget action.					
			5307	M		5307	M		5307	M		5307	M		5307	M							
	<b>PARATRANSIT ELIGIBILITY &amp; MOBILITY COORDINATOR PROGRAM</b>																						
*	Project provides funding for mobility specialist to perform ADA complementary paratransit eligibility determinations, interviews and functional testing (IPA), transit orientation, and paths of travel assessments to/from residence and bus stops.	Cap	148	37	185																		
TR-25-001		TOTAL	148	37	185																		
			5310	M																			
	<b>MOBILITY MANAGEMENT PROGRAM</b>																						
	Continue mobility management program w/ multiple activities related to improving the effectiveness & efficiency of specialized transportation funding, coordination, and customer access to information.	Cap	162	41	203																		
TR-25-002		TOTAL	162	41	203																		
			5310	DC																			
	<b>ACCESSIBLE VEHICLE PURCHASE</b>																						
	Purchase one accessible medium large bus.	Cap	126	32	158																		
TR-25-003		TOTAL	126	32	158																		
			5310	DSAW																			
	<b>MOBILITY MANAGEMENT PROGRAM</b>																						
	Provide coordination for people with intellectual and developmental disabilities within the Madison urban area. Provide one-on-one travel training. Serve DSAW programs, other community venues, employment, non-medical appointments, shopping, and other activities.	Cap																					
DOWN SYNDROME ASSOCIATION OF WISCONSIN		TOTAL																May seek Section 5310 funding					

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2025-2029 (\$000s) Madison Metropolitan Planning Area**

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<b>TRANSIT CAPITAL</b>																							
<b>THE HMONG INSTITUTE</b>	<b>ACCESSIBLE VEHICLE PURCHASE</b> Purchase one accessible vehicle																						
*		Cap	68		17	86																	
TR-25-004		TOTAL	68		17	86																	
			5310			THI																	
<b>INTERCITY RAIL/BUS</b>																							
<b>JEFFERSON BUS LINES</b>	<b>INTERCITY BUS SERVICE (Madison to LaCrosse)</b> Capital cost of contracting for service (total is est. net operating deficit)	Cap/Oper	332			332	332			332			332			332			332				
*		TOTAL	332			332	332			332			332			332			332				
			5311			5311	5311			5311			5311			5311			5311				
<b>LAMERS BUS LINES</b>	<b>INTERCITY BUS SERVICE (Madison to Dubuque, IA)</b> Capital cost of contracting for service (total is est. net operating deficit)	Cap/Oper	296			296	296			296			296			296			296				
*		TOTAL	296			296	296			296			296			296			296				
			5311			5311	5311			5311			5311			5311			5311				
<b>INTERCITY RAIL/BUS</b>																							
<b>LAMERS BUS LINES</b>	<b>INTERCITY BUS SERVICE (Madison to Wausau)</b> Capital cost of contracting for service (total is est. net operating deficit)	Cap/Oper	416			416	416			416			416			416			416				
*		TOTAL	416			416	416			416			416			416			416				
			5311			5311	5311			5311			5311			5311			5311				
<b>LAMERS BUS LINES</b>	<b>INTERCITY BUS SERVICE (Madison to Green Bay)</b> Capital cost of contracting for service (total is est. net operating deficit)	Cap/Oper	433			433	433			433			433			433			433				
*		TOTAL	433			433	433			433			433			433			433				
			5311			5311	5311			5311			5311			5311			5311				

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total				
<b>TRANSIT OPERATING</b>																										
<b>CITY OF FITCHBURG</b>	<b>TRANSIT SHUTTLE OPERATIONS</b>	TOTAL			35	35			36	36			37	37			38	38			38	38				
					F			F			F			F			F			F						
<b>CITY OF MADISON</b>	<b>METRO TRANSIT</b> Operating assistance covers fixed-route and paratransit vehicle operating and maintenance costs, driver wages/benefits, administration, & marketing. The funding supplements farebox and misc. revenue and local financial support. The City of Madison's 2025 contribution is expected to be \$18,442,237. Contributions are also made by Cities of Middleton, Fitchburg, Verona, & Sun Prairie, Village of Shorewood Hills, UW - Madison, MATC, and the Madison Metropolitan School District for an expected 2025 total of \$13,063,821.	TOTAL	18,513	31,506	50,019			18,883	32,136	51,019			19,261	32,779	52,040			19,646	33,434	53,081			20,039	34,103	54,142	Assumes increase of 2% per year from full state funding amount from 2026-'29. Fixed asset costs are based on the fixed asset replacement schedule. The figures reflect a high level estimate, which will change when more information is received following local and Federal budget actions. See Metro Capital Maintenance Projects for federal capital funding used for eligible operating expenses.
			85.20	M & OTHER			85.20	M & OTHER			85.20	M & OTHER	85.20	M & OTHER			85.20	M & OTHER			85.20	M & OTHER				
			Implement annual service changes. Incorporate TDP recommendations in annual service planning process.				Implement annual service changes. Incorporate TDP recommendations in annual service planning process.				Implement annual service changes. Incorporate TDP recommendations in annual service planning process.				Implement annual service changes. Incorporate TDP recommendations in annual service planning process.				Implement annual service changes. Incorporate TDP recommendations in annual service planning process.							
<b>CITY OF MONONA</b>	<b>MONONA TRANSIT SYSTEM</b> Operating assistance covers vehicle operating and maintenance costs, driver wages/benefits, and administration. Funding supplements farebox revenue (projected to be \$19,768 in 2025) and local financial assistance.	TOTAL	167	142	309			171	145	315			174	148	322			178	150	328			181	153	335	Assumes 2% per year increase in operating expenses and passenger revenues. Monona Transit to be replaced with Metro service in March 2025.
			85.20	MO			85.20	MO			85.20	MO	85.20	MO			85.20	MO			85.20	MO				
<b>CITY OF STOUGHTON</b>	<b>STOUGHTON TAXI</b> Shared-ride taxi service. Operating assistance covers vehicle operating and maintenance costs, driver wages/benefits, and administration. Funding supplements passenger revenue (projected to be \$179,989 in 2025) and local financial assistance.	TOTAL	218	180	398			223	183	406			227	187	414			232	191	422			236	194	431	Assumes 2% per year increase in operating expenses and passenger revenues.
			85.20	ST			85.20	ST			85.20	ST	85.20	ST			85.20	ST			85.20	ST				
<b>CITY OF SUN PRAIRIE</b>	<b>SUN PRAIRIE TRANSIT</b> Local bus and BRT extension service. Operating assistance covers vehicle operating and maintenance costs, driver wages/benefits, and administration. Funding supplements passenger & misc. revenue (projected to be \$275,706 in 2025) and local financial assistance.	TOTAL	552	317	869			563	324	886			574	330	904			586	337	922			597	343	941	Assumes 2% per year increase in operating expenses and passenger revenues.
			85.20	SP			85.20	SP			85.20	SP	85.20	SP			85.20	SP			85.20	SP				
<b>DANE COUNTY</b>	<b>GROUP ACCESS SERVICE</b> Operating assistance (within Madison Urbanized Area) Passenger fares supplement public funding	TOTAL			346	346			346	346			346	346			346	346			346	346			346	\$85.20 pass-thru funding for GAS (\$154) included in Metro Transit budget.
					DC/M			DC/M			DC/M			DC/M			DC/M			DC/M			DC/M			

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2025 - 2029 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Jan.-Dec. 2028				Jan.-Dec. 2029 <sup>1</sup>				Comments															
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total																
<b>TRANSIT OPERATING</b>																																						
DANE COUNTY	<b>ELDERLY/DISABLED TRANSPORTATION</b> E/D State Aid Program State 85.21 Funds will be used to support E/D transportation services in rural Dane County and the City of Madison's paratransit service. Program is administered by the Adult Community Services Division of the Dane County Department of Human Services. Includes both RSG and RSVP programs.	TOTAL	737	213	951	85.21	DC/M			767	217	984	85.21	DC/M			798	222	1,019	85.21	DC/M			829	226	1,056	85.21	DC/M			863	231	1,093	85.21	DC/M			Update following County budget action.  Assumes 4% increase in state funding from 2024-2028.
DOWN SYNDROME ASSOCIATION OF WISCONSIN	<b>OPERATING ASSISTANCE</b> Operating support for rent, vehicle parts and maintenance, fuel, and insurance.	Oper TOTAL																																		May seek Section 5310 funding.		
FORWARD SERVICE CORP.	<b>FORWARD SERVICE CORPORATION</b> Transit coordination provision of vanpools for low-income workers to employment sites.	Oper TOTAL																																		May seek cont. WETAP funding. State funding not yet programmed.		
NEWBRIDGE MADISON * TR-25-005	<b>NEWBRIDGE MADISON OLDER ADULT TRANSPORTATION</b> Operating assistance to support driver salaries, benefits, and operating costs	Oper TOTAL	31		31	62																																
UNION CAB OF MADISON COOPERATIVE	<b>SHARED RIDE TAXI SERVICE</b> Provide shared ride service to work and for other work related trips to the non-driving population.	Oper TOTAL																																		DWD Commute to Careers program grant in 2020. May seek cont. funding in future.		
YW TRANSIT	<b>JOB RIDE PROGRAM</b> Provide and expand employment transportation for low-income persons to jobs and training for trips not served by Metro Transit. Funding supplements passenger	Oper TOTAL																																		DWD Commute to Careers program grant in 2020. May seek cont. funding in future. Will also seek WETAP funding.		
YW TRANSIT * TR-24-027	<b>DRIVER SALARY &amp; OPERATIONS</b> Hire one full-time driver for specialized transportation, and fund related operational expenses	Oper TOTAL																																		Federal Section 5310 funding awarded in 2023; project continuing in 2025.		

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
WisDOT * 111-16-008	<b>S. AND W. BELTLINE (USH 12/14/18/151)</b> Madison to Cambridge USH 14 to CTH N EIS studies through Final EIS Tiered EIS	PE ROW CONST  TOTAL	Continuing				Continuing																5304-02-02 Continuation through 2026.
* 111-22-011	<b>W. BELTLINE HIGHWAY (USH 12/14)</b> Sauk City to Madison Terrace Avenue to Gammon Road Resurfacing (3.6 miles)	PE ROW CONST  TOTAL	Continuing				Continuing				10,394	2,598	12,992		Continuing				Continuing				5300-00-02, -72 Construction dollars obligated in 2027 and scheduled in 2029. Project will also address pavement between ramp terminals on Old Sauk Road, Mineral Point Road, and Gammon Road.
	<b>INTERSTATE 39/90/94</b> Madison to Portage USH 12/18 to STH 60 Preliminary Engineering to Environmental Document/EA	PE  ROW CONST  TOTAL	Continuing				Continuing				Continuing												1012-05-02 Authorized in 2022 for \$10.8 Million State Design Funds for Planning and Admin.
* 111-23-004	<b>INTERSTATE 39/90/94</b> Madison to Portage 0.55 miles S of CTH V to NCL Resurfacing	PE ROW CONST  TOTAL	14,421	1,602	16,023		Continuing																1011-01-00, -70 Design Authorized in 2022 for \$1 million State funds for design/PE. Construction obligated in 2025 and scheduled in 2026
* 111-23-022	<b>INTERSTATE 39/90/94</b> Madison to Portage USH 51 to 0.55 Miles South of CTH V Resurfacing	PE UTL CONST  TOTAL	Continuing				Continuing				Continuing								12,600	1,400	14,000		1011-03-07, -77 Construction scheduled for 2029.
* 111-24-030	<b>INTERSTATE 39/90/94</b> CTH I Bridge Thin Polymer Overlays	PE UTL CONST  TOTAL	Continuing				Continuing				Continuing				Continuing				Continuing				1067-01-34, -64 B-13-0639 IH 39/90/94 near the north edge of DeForest. (CTH I). Construction in 2032.
* 111-23-023	<b>I-39/90/94 and I-94</b> Madison to Portage I-39/90/94 Collector Distributor Bridges over USH 151 and I-94 EB Bridge over I-39/90. Maintenance and Rehabilitation. Bridge Work (replace expansion joints, repair approach slabs and deck ends): B-13-0438, B13-0451, B13-0452	PE UTL CONST  TOTAL	Continuing				Continuing				Continuing				Continuing				1,500	168	1,668		1010-00-35, -65 Construction Scheduled for 2029.
* 111-23-024	<b>I-39/90/94, I-39/90, and I-94</b> Various Bridges SW Region-Wide Thin Polymer Overlays	PE UTL CONST  TOTAL	Continuing				Continuing				Continuing				Continuing				730	811	1,541		1066-00-34, -64
											730	811	1,541						NHPP	WI			

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2025 - 2029 (\$000s) Madison Metropolitan Planning Area**

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	
<b>STREET/ROADWAY PROJECTS</b>																							
WisDOT	<b>INTERSTATE 39/90</b> CTH BB/Cottage Grove Rd/CTH BB and Hanson Rd. Bridges Preventative Maintenance CTH BB/Cottage Grove Road Bridge over IH 39/90 is B13-0112. Hanson Road Bridge over I-39/90 is B-13-0540.	PE ROW CONST  TOTAL	Continuing				Continuing				466 517 983 Continuing				466 517 983 NHPP WI								1010-00-34, -64 Preventative Maintenance for both bridges. Construction dollars obligated in 2027 and scheduled for 2028
*	<b>111-22-027</b>		Continuing				Continuing				Continuing				1,700 259 1,959 1,700 259 1,959 NHPP WI				1002-01-02, -72, -92 Cost for -72: \$1,700 Fed. Funding and \$199 State. Cost for -92: \$60 (100% State) Construction funding anticipated to be obligated in 2029. Construction in 2030.				
	<b>111-14-003 (111-11-014)</b>		Continuing				Continuing				Continuing				Continuing								1001-00-36, -66 Fed. Design \$ obligated in 2019. Const. obligated in 2024 and scheduled in 2025
*	<b>111-19-023</b>		Continuing				Continuing				Continuing				Continuing								1010-01-19, -89 Construction in 2027.
	<b>111-20-006</b>		Continuing				16,230 1,803 18,033 16,230 1,803 18,033 NHPP WI				Continuing												1066-03-05, -75 Construction obligated in 2024 and scheduled in 2025
*	<b>111-20-007</b>		Continuing				Continuing				Continuing				Continuing								5300-05-00  Funding obligated in 2006. Anticipate study to be ongoing through 2030.
	<b>111-22-009</b>		Continuing				Continuing				Continuing				Continuing								1206-04-04, -84 Construction scheduled in 2031 at \$2,303 Federal (NHPP) funds and \$576 State Funds
*	<b>111-20-011</b>		Continuing				Continuing				8,812 2,203 11,015 8,812 2,203 11,015 NHPP WI				Continuing								5155-02-35, -65 Construction obligated in 2027 and scheduled in 2028

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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	
<b>STREET/ROADWAY PROJECTS</b>																							
WisDOT * 111-23-033	<b>USH 18/151</b> CTH G to STH 69 CTH G to Verona Avenue: Add auxiliary lanes & CTH G ramp lanes, widen CTH G bridge and bridges and Sugar River, extend the box culvert over Military Ridge Trail. Verona Avenue to STH 69: Add EB ramp/auxiliary lanes, widen Epic Lane on ramp bridge (B-13-573).	PE ROW CONST TOTAL	Continuing																				1204-08-03, -73, -74 Construction scheduled for 2025. Verona cost share amount unknown.
	<b>USH 51 (STOUGHTON RD.)</b> Madison to DeForest STH 30 to STH 19 Preliminary Engineering through Environmental Document	PE ROW CONST TOTAL	Continuing				Continuing				Continuing												5410-08-01 Authorized in 2022 for \$4 Million State design Funds for Planning and Admin.
	<b>USH 51 (STOUGHTON RD.)</b> Madison to DeForest Voges Road to STH 30 Preliminary Planning Pre-NEPA	PE ROW CONST TOTAL	Continuing				Continuing				Continuing												5410-06-00 Authorized in 2022 for \$3.3 Million State Design Funds for Planning and Admin.
* 111-21-015	<b>USH 51</b> Stoughton to McFarland <b>Segment 1</b> - Interstate 39/90 to Spring Road Reconstruction with intersection improvements and a new mile-long bypass lane between Washington Road and Tower Drive. (5.49 mi.)	PE ROW CONST TOTAL	Continuing				Continuing				Continuing				Continuing				15,500 3,900 19,400 15,500 3,900 19,400 NHPP WI				5845-16-01, -21, -71 Construction scheduled in 2029. Const. cost est. is \$19,400 to be funded with \$15,500 NHPP and \$3,900 State.
X* 111-21-015	<b>USH 51</b> Stoughton to McFarland <b>Segment 2</b> - Spring St. to Harrison n St. (Section 1) and Harrison St. to Roby Rd. (Section 2) Section 1: Urban 2 - 4 lane reconstruction with improved pedestrian and bicycle accommodations added to the corridor. Bike lanes on USH 51 where possible. New sidewalk will be added and existing sidewalk replaced where the width is deficient. Section 2: Urban 4-lane expansion with a curbed median, curb and gutter along the outside paved shoulders, and sidewalk on both sides of USH 51, possibly 10 ft. on one side (3.65 mi.)	PE ROW CONST TOTAL	Continuing				Continuing				Continuing				Continuing				7,709 1,948 221 9,878 8,483 2,838 11,321 5,160 1,544 284 6,988 7,709 1,948 221 9,878 8,483 2,838 11,321 5,160 1,544 284 6,988 NHPP WI ST NHPP WI NHPP WI				5845-16-02, -22, -23, -72, -73, -82 ID 82 5th Street to Harrison Street scheduled in 2028. ID 72 is in 2025 (Spring Road to Fifth Street). ID 73 is in 2026 (Harrison to Roby Road)
X* 111-21-015	<b>USH 51</b> Stoughton to McFarland <b>Segment 3</b> - Roby Road to CTH B/CTH AB (Section 1) and CTH B/CTH AB to Exchange Street (Section 2) Reconstruction with intersection improvements. New roundabouts at CTH B and Exchange street. (6.57 mi.)	PE ROW UTL CONST TOTAL	Continuing				Continuing												1,372 1,372 1,414 1,414 2,786 2,786 27,667 6,917 34,584 27,667 6,917 34,584 9,243 2,310 11,553 9,243 2,310 11,553 WI NHPP WI NHPP WI				5845-16-04, -24, -25, -45, -74, -75, -84 Section 1 (ID 74 & 84) Construction scheduled in 2026. Section 2 (ID 75) construction scheduled for 2027. Note: CTH B/AB roundabout (2024 project) is separate from overall Majors funded projects

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2025 - 2029 (\$000s) Madison Metropolitan Planning Area**

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	
<b>STREET/ROADWAY PROJECTS</b>																							
*  111-21-015	<b>USH 51</b> Stoughton to McFarland <b>Segment 4</b> - Exchange St. to Larson Beach Rd. (Section 1) and Larson Beach Rd. to Voges Rd. (Sec. 2) Section 1: Urban 4-lane reconstruction with a median or TWLTL; sidewalk on both sides of USH 51. Intersection improvements and added left turn to SB USH 51 at Farwell Street. Section 2: Pavement replacement of the existing 4-lane expressway. An auxiliary lane to be added between the north ramps of the Siggelkow Road interchange and Meinders road. Two options are being considered at the Siggelkow ramp terminals: signalized intersections or roundabouts. (2.71 mi.)	PE ROW CONST	Continuing 436			436	Continuing				Continuing											5845-16-06, -26, -27, -76, -77, -86 Section 2: (ID's 77 & 86) scheduled in 2025. Section 1 (ID 76) construction scheduled for 2028.	
		TOTAL	10,228	2,557		12,785									9,763	2,740	1,523	14,026					
			NHPP	WI										NHPP	WI	McF							
*  111-21-015	<b>USH 51</b> Stoughton to McFarland Entire Corridor - Interstate 39/90 to Voges Road Corridor Management and Program Controls	PE ROW CONST  TOTAL	Continuing				Continuing				Continuing										5845-16-00 Continued through final project of TPC approved USH 51 projects in 2029 (5845-16-76)		
*  111-21-020	<b>USH 151 (PARK STREET)</b> City of Madison Badger Road to W. Washington Ave. Utility Improvements and Pavement Replacement	PE UTL CONST  TOTAL	Continuing		3,683 2,500	3,683 2,500	Continuing				Continuing	4,835 1,209		6,044							5400-00-01, -71 2025 Local utility Improvements for N-S BRT Project: \$2,500 stormwater; \$3,683 sanitary sewer. Construction \$ obligated in 2027 and scheduled in 2028.		
					6,183 M	6,183					4,835 NHPP	1,209 WI		6,044									
*  111-23-025	<b>USH 151 (NB &amp; SB)</b> Madison to Sun Prairie I-39/90/94 to Main Street Resurfacing	PE UTL CONST  TOTAL	Continuing				Continuing				Continuing							8,300 NHPP	2,000 WI		10,300	1112-07-08, -78 Construction Scheduled for 2029.	
*  111-24-029	<b>USH 151</b> Main Street to CTH VV Resurfacing	PE UTL CONST  TOTAL	Continuing				Continuing				Continuing										1112-07-09, -79 Construction in 2031 \$9,673 Federal and \$2,418 State Total const. cost: \$12,091		
*  111-24-033	<b>USH 151</b> Dodgeville to Madison USH 151 to CTH PD PE Through Environmental Doc/Study	PE UTL CONST  TOTAL	Continuing				Continuing				Continuing										1200-07-00 Master group ID for the Dodgeville to Verona Freeway Conversion Study (USH 151 in Dodgeville to CTH G) and the Verona Bypass/Expansion Study (CTH G to CTH PD).		
*  (111-19-008) 111-21-010	<b>STH 19</b> Westmount Drive Intersection Reconstruct with Roundabout. (0.43 mi.)	PE UTIL CONST  TOTAL		1,747 NHPP	437 WI	618 SP	2,802	Continuing													6085-02 -06, -26, -76, -78 Construction obligated in 2025 and scheduled in 2026. Intersection to be reconstructed as a RAB		

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
WisDOT	* 111-21-011 STH 19 (WINDSOR STREET & BRISTOL STREET) North Street to Main Street Mill & Overlay	PE UTIL CONST	Continuing				Continuing				Continuing				Continuing								3050-05-02, -72, -73 Construction currently scheduled for 2028. Enumerated in 2020 at \$520, incl. \$232 local funds for water main. Project may be advanceable.
		TOTAL																					
*	111-20-007 STH 19 Mazomanie to Sun Prairie Division Street (in Waunakee) to River Road (in Westport) Resurfacing (3.5 mi.)	PE ROW CONST	5,202	1,300	1,748	8,250	Continuing																5290-02-01, -71 Const. \$ to be obligated in '25. Const. scheduled for 2026.
		TOTAL	5,202	1,300	1,748	8,250																	
*	111-20-008 STH 19 Sun Prairie to Watertown Wood Violet Ln (in Sun Prairie) to Maunasha River Bridge (in Marshall) Resurfacing (6.4 mi.)	PE ROW CONST	Continuing				3,522	880	4,402		Continuing												3050-01-06, -76 Const. \$ to be obligated in '26. Const. scheduled for 2027. Also in Jefferson County.
		TOTAL					3,522	880	4,402														
*	111-22-010 STH 138 Cooksville to Stoughton STH 59 to Milwaukee Street Replace Pavement (5.71 Miles)	PE ROW CONST	Continuing				Continuing				Continuing				799	740	1,539						5924-00-02, -72
		TOTAL													2,161	740	3,700						
*	111-23-005 CTH AB (BUCKEYE ROAD) City of Madison WSOR RR Crossing ID 177334Y Railroad Ops/Safety/OCR/Signals & Gates	PE ROW CONST	213	115	328																		1009-85-35 ZSSE is Rail Hwy Protect Dev Fast
		TOTAL	213	115	328																		
*	111-24-031 SW REGION PAVEMENT MARKING USH 12/14/18/151 (USH 14 to I-39/90/94) and USH 151 (CTH N to E. County Line)	PE UTIL CONST	Continuing				Continuing				Continuing				Continuing								1009-13-91 TOPM - Traffic Operations Pavement Marking
		TOTAL																					
DANE COUNTY	CTH AB CTH MN to USH 12 Resurfacing	PE ROW CONST																					
		TOTAL					800				800												
*	111-23-006 CTH BB Koshkonong Cr Bridge (P-13-0032) (New B-13-0916) Reconstruct	PE ROW CONST	586	191		777																	3677-00-07, 77
		TOTAL	586	191		777																	
	CTH BW (WEST BROADWAY) Bridge Road to Stoughton Road Mill & remove asphalt and concrete pavement, spot curb replacement as needed. New HMA pavement, including regrading medians & installation of new light poles.	PE ROW CONST													3,400		3,400						Joint project w/ City of Monona.
		TOTAL													3,400		3,400						

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2025 - 2029 (\$000s) Madison Metropolitan Planning Area**

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			
<b>STREET/ROADWAY PROJECTS</b>																									
<b>DANE COUNTY</b>	<b>CTH CC (JEFFERSON ST.)</b> Ash Street to West Village Limits Resurfacing	PE ROW CONST  TOTAL																					Joint project w/Village of Oregon. Design in 2027 Construction in 2028 In planning.		
	<b>CTH CC</b> West Village Limits to CTH D Resurfacing	PE ROW CONST  TOTAL																1,001			1,001				
	<b>CTH CV (LAKE RD.)</b> STH 19 to Vinburn Rd. Reconstruction	PE ROW CONST  TOTAL			2,358	2,358			1,800	1,800											1,001	1,001	DC	Joint prj. w/V. of Windsor & DeF STH 19 to Windsor Rd; 2025 Windsor Rd. to Vinburn Rd; 2026 Local cost share agreement needed. Windsor will sponsor CTH CV - Windsor Rd int. improvements.	
	<b>FISH HATCHERY ROAD (CTH D)</b> Sparkle Stone to 450' S of Byrneland Reconstruction with intersection improvements and roadway expansion to 4 travel lanes	PE ROW CONST  TOTAL																					(See City of Fitchburg listing for Fish Hatchery Road. (CTH D))	Joint project w/Fitchburg Const. anticipated in 2029.	
	<b>CENTURY AVE. (CTH M)</b> Parmenter St. to West Point Rd. Resurfacing.. (2.66 mi)	PE ROW CONST  TOTAL																			2,700	2,700		Joint project with City of Middleton.	
	<b>CTH M</b> City of Middleton Replace bridge over Pheasant Branch Creek B-13-0046; New Bridge ID: B-13-0905	PE ROW CONST  TOTAL							1,581	834	2,415													5993-01-07, -77	
	<b>JOHN NOLEN DRIVE / CTH MC / OLIN AVENUE</b> Wingra Creek to USH 12/18 Reconstruction w/Path	PE ROW CONST  TOTAL																					(See City of Madison listing for John Nolen Drive/CTH MC/Olin Avenue)	Joint project with City of Madison	
	<b>CTH MM (WOLFE ST.)</b> Janesville Street to south village limits Reconstruction	PE ROW CONST  TOTAL												1,400	1,400									DC/OR	Joint project w/ Village of Oregon. Ph 1: Janesville St. to Pleasant Oak Dr. in 2026. Ph 2: Pleasant Oak Dr. to South Village Limits in 2030
	<b>CTH MM/RIMROCK ROAD</b> McCoy Rd to USH 12/18 Pavement replacement	PE ROW CONST  TOTAL							1,724	432	2,156														Joint project w/ Fitchburg. and City of Madison Project Year Not Finalized.
									1,724	432	2,156													URB DC/F/M	

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2025 - 2029 (\$000s) Madison Metropolitan Planning Area**

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	
<b>STREET/ROADWAY PROJECTS</b>																							
<b>DANE COUNTY</b>	<b>CTH MM/RIMROCK ROAD</b> USH 12/18 to CTH MC/John Nolen Drive Pavement replacement	PE ROW CONST					1,084		272		1,356											Joint project w/Madison. Project Year Not Finalized.	
*		TOTAL					1,084		272		1,356												
111-24-010							URB		DC/M														
	<b>CTH MN</b> Door Creek Bridge (B-13-0953) (New B-13-0915) Reconstruct	PE ROW CONST																				3678-00-00, 70 Construction in 2025.	
*		TOTAL																					
111-23-007																							
	<b>CTH MN/BROADHEAD STREET</b> N. Peninsula Way to CTH AB Reconstruction w/Bike Lanes	PE ROW CONST																				Joint Project with Village of McFarland	
		TOTAL																					
																						(See Village of McFarland listing for CTH MN/Broadhead Street)	
	<b>CTH N</b> Koshkonong Creek Bridge (B-13-0081 ) (New B-13-0911) Reconstruct.	PE ROW CONST					686		200		886											3679-00-03, 73	
*		TOTAL					686		200		886												
111-23-008							BR		DC														
	<b>CTH N</b> Little Door Creek Bridge (B-13-0042 ) (New B-13-0923) Reconstruct.	PE ROW CONST											720		181		901					3679-00-04/74	
*		TOTAL											720		181		901						
111-25-003													BR		DC								
	<b>CTH N</b> Progress Way to NCL Resurfacing	PE ROW CONST					1,163	3,620			4,783												
		TOTAL					1,163	3,620			4,783												
								CHIP															
	<b>CTH V (E NORTH ST.)</b> N. Main Street to Nelson Court Reconstruction to urban standards. Construct ped/bike path.	PE UTL CONST																				Joint project w/Village of DeForest. Project agreement needed. Const. in 2025.	
		TOTAL																					
																						(See Village of DeForest listing for CTH V)	
	<b>CTH V (E NORTH ST.)</b> Stevenson Street to N. Halsor Street Pulverize and pave	PE UTL CONST																				Joint project w/Village of DeForest. Project agreement needed. Const. in 2025.	
		TOTAL																					
																						(See Village of DeForest listing for CTH V)	
<b>CITY OF FITCHBURG</b>	<b>FISH HATCHERY ROAD (CTH D)</b> Sparkle Stone Crescent to 450' S of Byrneland Street Reconstruction with intersection improvements and roadway expansion to 4 travel lanes	PE ROW CONST											1,000		1,000							CIP #3503 Joint project w/Dane County. Construction anticipated in 2029.	
X		TOTAL											1,000		1,000								
													F		F								

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2025 - 2029 (\$000s) Madison Metropolitan Planning Area**

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
<b>CITY OF FITCHBURG</b>	<b>S. SYENE ROAD</b> Ph. 1: Aurora Ave. to Nannyberry Park Ph. 2: Nannyberry Park to W. Clayton Rd. Reconstruct to urban cross-section w/ bike lanes	PE ROW CONST  TOTAL			300 30 3,468 3,798	300 30 3,468 3,798																CIP #3368 Phase 1: Const. in '22-23. Phase 2: Const. in '25	
*	<b>S. SYENE ROAD</b> McCoy Road Intersection Intersection reconfiguration and reconstruction from W. Clayton Road to McCoy Road	PE ROW CONST  TOTAL			1,710 1,710		1,933 1,933		3,643 3,643													5849-02-06, -07	
	<b>MISC - SIDEWALK IMPROVEMENTS</b>	PE ROW CONST  TOTAL				112 112		116 116			119 119												
	<b>MISC - STREET RESURFACING</b>	PE ROW CONST  TOTAL				1,334 1,334		1,461 1,461			1,438 1,438												
<b>CITY OF MADISON</b>	<b>ATWOOD AVENUE</b> "Schenk's Corners" intersection with Winnebago St. Partial reconstruction w/ pavement replacement	PE ROW CONST  TOTAL																				Timing uncertain. Not currently scheduled.	
*	<b>GAMMON ROAD &amp; WATTS ROAD</b> Intersection Improvements Add left-turn lanes and monotube traffic signals.	PE UTIL CONST  TOTAL																				5992-07-18, -19 HSIP project.	
	<b>GAMMON ROAD</b> Schroeder Rd. to Colony Dr. Install Adaptive Traffic Signal Control System	PE ROW CONST  TOTAL																				Not programmed.  Total est. construction cost is \$518.	
*	<b>S. HIGH POINT ROAD</b> Mid Town Meadows Plat Limit to Raymond Road Extend Roadway	PE ROW CONST  TOTAL			500 500	500 500		2,400 2,400		600 600	3,000 3,000												

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2025 - 2029 (\$000s) Madison Metropolitan Planning Area**

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
CITY OF MADISON  *  111-22-014	JOHN NOLEN DRIVE Broom St. to Lakeside St. Reconstruct roadway and bridges Reconstruct shoreline, widen path (1.27 mi.)	PE ROW CONST UTL TOTAL	41,591    41,591	12,504    12,504	54,095    54,095	Continuing																5992-11-20, -21, -22, -23,-28 Project ID#5991-11-21:: BIP Grant: \$15,125 Project ID# 5992-11-22 is for Bridge ID# P-13-0753 Project ID# 5992-11-23 is for Bridge ID# B-13-0332 Project ID#5991-11-28:: STBG: \$1,250; PROTECT: \$4,000; TAP: \$4,763; BR: \$16,389; WSOR: \$64	
*  111-24-011	JOHN NOLEN DRIVE Lakeside St. to Olin Avenue Reconstruct roadway and bridges. Widen Path.	PE ROW CONST UTL TOTAL	Continuing										4,466   4,466	2,404   2,404	6,870   6,870	Continuing							
*  (111-24-012)	JOHN NOLEN DRIVE / CTH MC / OLIN AVENUE Wingra Creek to USH 12/18 Reconstruction w/Path	PE ROW CONST TOTAL	Continuing			Continuing											7,638   7,638		4,112   4,112	11,750   11,750		Joint project with Dane County.	
	JOHN NOLEN DRIVE Monona Terrace Replace tunnel lighting on John Nolen Drive under Monona Terrace.	PE ROW CONST TOTAL			757   2,968  3,725	757   2,968  3,725																Includes fire safety upgrades. Seeking federal funding.	
	MID TOWN ROAD/RAYMOND ROAD Jeffy Trail to Muir Field Road Construct Roadway on new alignment	PE ROW CONST TOTAL			500   500	500   500			3,000   3,000	3,000   3,000												High Point Rd extension (separate project) scheduled for 2026. Mid Town Rd/Raymond Rd anticipated in 2030	
	MILWAUKEE STREET Juneberry Drive to CTH T Construct new divided two-lane street with bike lanes (0.54 miles)																					Construction in 2030. Est. const. cost: \$7,220	
*  111-22-015 (111-17-006)	MINERAL POINT ROAD Beltline Highway to S. High Point Road Replace pavement, add path on north side, and improve pedestrian crossings. Layout consistent with future BRT. (0.22 mi.)	PE ROW CONST TOTAL	4,600   4,600	1,172   1,172	5,772   5,772	Continuing																5992-10-19, -20 Construction scheduled in 2026	
*  111-22-008	MINERAL POINT ROAD S. High Point Road Intersection City of Madison Reconstruct and add left-turn lanes; replace traffic signals with monotubes; add pedestrian count-down timers; upgrade curb ramps; and paint high-visibility crosswalks.	PE ROW CONST TOTAL	761   761	85   85	846   846	Continuing																5992-07-22, -23 HSIP (ZS30/ZS3E) federal safety funds for both design and construction. Scheduled for construction in 2026	

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2025 - 2029 (\$000s) Madison Metropolitan Planning Area**

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total		
<b>STREET/ROADWAY PROJECTS</b>																								
<b>CITY OF MADISON</b>	<b>MINERAL POINT ROAD</b> Junction Road to Whitney Way Install Adaptive Traffic Signal Control System	PE ROW CONST  TOTAL																					Not programmed.  Total est. construction cost is \$690.	
*	<b>PARK STREET (USH 151)</b> City of Madison Badger Road to W. Washington Ave. Pavement Replacement	PE ROW CONST  TOTAL																					5400-00-01, -71 Joint project with WisDOT. 2025 Local utility Improvements for N-S BRT Project: \$2,500 stormwater, \$3,683 sanitary sewer. Construction \$ obligated in 2027 and scheduled in 2028.	
111-21-020																							(See WisDOT listing for USH 151/Park Street)	
X*	<b>PLEASANT VIEW ROAD</b> Phase 2 Old Sauk Road to Mineral Point Road Reconstruct and widen to 4-lane divided roadway w/bike lanes and bike path in corridor.	PE ROW CONST  TOTAL			1,100	1,100																	May seek STBG-Urban funding for construction. Const. anticipated in 2030.	
					1,100	1,100																		
					M																			
	<b>REGENT STREET</b> Randall Avenue to Park Street Reconstruct Roadway (0.45 mi.)	PE ROW CONST  TOTAL			450	450							17,475	17,475										
					450	450							17,475	17,475										
					M								M											
*	<b>S. WHITNEY WAY</b> Odana Road Intersection Construct monotonubes for signals, lighting, and crosswalks.	PE ROW CONST  TOTAL											935	104	1,039									5992-07-06, -07
111-22-017													935	104	1,039									
													ZS30	M										
	<b>MISC - BRIDGE REPAIR AND REPLACEMENT</b> Repair bridges	PE ROW CONST  TOTAL			260	260			270	270			280	280			290	290						
					260	260			270	270			280	280			290	290						
					M				M				M				M							
	<b>MISC - PAVEMENT MANAGEMENT</b> Recondition and resurface existing pavement on local streets	PE UTL CONST  TOTAL			16,860	16,860			23,684	23,684			22,405	22,405			22,718	22,718						
					16,860	16,860			23,684	23,684			22,405	22,405			22,718	22,718						
					M				M				M				M							
	<b>MISC - RAILROAD CROSSINGS &amp; QUIET ZONES</b> Repair railroad crossings and install warning devices.	PE ROW CONST  TOTAL																						
	<b>MISC - RECONSTRUCT LOCAL STREETS</b> Reconstruct neighborhood streets with existing curb and gutter	PE UTL CONST  TOTAL			225	22,663	22,888			225	19,093	19,318			225	20,513	20,738			225	21,082	21,307		
					225	22,663	22,888			225	19,093	19,318			225	20,513	20,738			225	21,082	21,307		
					WI	M				WI	M				WI	M				WI	M			

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2025 - 2029 (\$000s) Madison Metropolitan Planning Area**

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
<b>CITY OF MADISON</b>	<b>MISC - SAFE STREETS MADISON</b> Safety Improvements on Streets	PE ROW CONST  TOTAL			1,642	1,642			1,661	1,661			1,683	1,683			1,683	1,683					Managed by Traffic Engineering.
					1,642	1,642			1,661	1,661			1,683	1,683			1,683	1,683					
					M				M				M				M						
	<b>MISC -- TRAFFIC SIGNAL INSTALLATION</b> This program replaces and modernizes the City's traffic signal network and others under contract with county, municipalities	PE ROW CONST  TOTAL		80	755	835		80	755	835		80	760	840		80	760	840					Managed by Traffic Engineering.
				80	755	835		80	755	835		80	760	840		80	760	840					
				WI	M			WI	M			WI	M			WI	M						
<b>CITY OF MIDDLETON</b>	<b>CENTURY AVE. (CTH M)</b> Parmenter St. to West Point Rd. Resurfacing.. (2.66 mi)	PE ROW CONST  TOTAL																					Joint project with Dane County. Construction scheduled for 2029. City share is \$1,200.
*	<b>CTH M</b> City of Middleton Replace bridge over Pheasant Branch Creek B-13-0046; New Bridge ID: B-13-0905	PE ROW CONST  TOTAL																					5993-01-07, -77 Construction in 2026.
111-22-012																							
	<b>LYNN STREET</b> Knoll Court to Graber Road Full depth resurfacing with spot curb and gutter replacement. (0.09 mi.)	PE ROW CONST  TOTAL			4	4																	
					60	60																	
					64	64																	
					MI																		
	<b>PARMENTER STREET</b> 450' north of Century Ave. to Greenbriar Rd. Reconstruct to an urban cross section with curbs and sidewalk/path pedestrian connections. A portion will be reserved for future lane capacity expansion by removing the median if/when needed.	PE ROW CONST  TOTAL		1,000	3,600	4,600																	\$1 million Multimodal Local Supplement (MLS) grant.
				1,000	3,600	4,600																	
				MLS	MI																		
X*	<b>PLEASANT VIEW ROAD</b> Old Sauk Road to Mineral Point Road Reconstruct and widen to 4-lane divided roadway w/bike lanes and bike path in corridor (Phase 2).	PE ROW CONST  TOTAL																					May seek STBG-Urban funding for construction. Not currently programmed. Const. cost estimate is \$6,410.
	<b>SPRING HILL DR.</b> Lynn St. to Algonquin Dr. Full Depth resurfacing with spot curb and gutter replacement (0.42 mi)	PE ROW CONST  TOTAL			22	22																	
					280	280																	
					302	302																	
					MI																		
	<b>STONEFIELD ROAD</b> Gammon Road to Old Middleton Road Resurfacing																						Const. anticipated in 2027. Cost unknown.

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2025 - 2029 (\$000s) Madison Metropolitan Planning Area**

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
CITY OF STOUGHTON	<b>PREVENTATIVE STREET MAINTENANCE</b> City Wide Crack fill, slag seal, asphalt repair	PE																					
		ROW																					
		CONST			180	180			200	200			200	200			200	200			200	200	
	TOTAL			180	180			200	200			200	200			200	200			200	200		
				ST				ST				ST			ST				ST				
	<b>SIDEWALK PROGRAM</b> City Wide Sidewalk Replacement	PE																					
		ROW																					
		CONST			100	100			100	100			100	100			100	100			100	100	
	TOTAL			100	100			100	100			100	100			100	100			100	100		
				ST				ST				ST			ST				ST				
	<b>PROJECT ENGINEERING</b> Misc. street projects	PE																					
		UTIL			20	20			20	20			20	20			20	20			20	20	
		CONST			100	100			100	100			100	100			100	100			100	100	
	TOTAL			120	120			120	120			120	120			120	120			120	120		
				ST				ST				ST			ST				ST				
CITY OF SUN PRAIRIE *  111-23-011	<b>N. BIRD STREET</b> STH 19/Windsor Street to USH 151 Pavement Rehabilitation wit Cycle Track and	PE																					
		UTIL																					
		CONST	762		953	1,715																	
	TOTAL	762		953	1,715																		
				URB				SP															
	<b>BROADWAY DRIVE</b> St. Albert the Great Dr. to Stonehaven Dr. Rehabilitation w/possible addition of bike lanes.	PE																					
		UTIL												10	10								
		CONST												315	315								
	TOTAL												325	325									
													SP										
	<b>CLARMAR DRIVE EXTENSION</b> Extension of Clarmar Drive Percheron Trail to Bailey Road. w/ potential bike lanes.	PE																					
		ROW																					
		CONST												3,630	3,630								
	TOTAL												3,630	3,630									
													SP										
	<b>LINNERUD DRIVE</b> S. Walker Way to S. Bird Street Pavement Rehab, on-street bike lanes	PE																					
		UTIL			280	280																	
		CONST			1,000	1,000																	
	TOTAL			1,280	1,280																		
				SP																			
*  111-21-013	<b>MAIN STREET</b> Walker Way, Bird St., and Linnerud Dr. Intersections Intersection Improvements. Recondition and widen shoulders.	PE																					
		UTIL																					
		CONST					881		98	979													
	TOTAL					881		98	979														
						ZS30		SP															
	<b>E. MAIN STREET (STH 19)</b> Bristol St. to Church St.; Dewey St. to Wood Violet Lane Pavement Replacement and Pedestrian Improvements	PE																					
		UTIL			56	56																	
		CONST			1,010	1,010																	
	TOTAL			1,066	1,066																		
				SP																			

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2025 - 2029 (\$000s) Madison Metropolitan Planning Area**

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
CITY OF SUN PRAIRIE  *  111-25-005	<b>O'KEEFE AVE</b> Reiner Road to Summerfield Way Pavement replacement, reduce travel lanes from four to two, add bike lanes.	PE ROW CONST															1,464		789	2,253			
		TOTAL																1,464		789	2,253		
*  111-22-020	<b>O'KEEFE AVENUE</b> McCoy Rd./Sunfeld St. Intersection Construct monotubes for signals and lighting.	PE ROW CONST			583			65	648														
		TOTAL			583			65	648														
X	<b>RATTMAN ROAD</b> Hoepker Road to West Main Street Reconstruction and widening to 4-lane divided urban street w/bike lanes.	PE ROW CONST										188	188										
		TOTAL										188	188										
*	<b>ST ALBERT THE GREAT DRIVE</b> Broadway Drive to N. Bird Street Resurfacing	PE ROW CONST																	806		435	1,241	
		TOTAL																	806		435	1,241	
	<b>STONEHAVEN DRIVE</b> CTH C to Dolan Drive Pavement Replacement, with possible addition of on-street bike lanes	PE UTIL CONST																	8		8		
		TOTAL																		119		119	
	<b>STONEHAVEN DRIVE</b> Boulder Way to N. Bristol Street Pavement Replacement, with possible addition of on-street bike lanes	PE UTIL CONST																			6	6	
		TOTAL																				109	109
*  111-23-012	<b>N THOMPSON ROAD &amp; ST ALBERT THE GREAT DRIVE</b> W. Main St. to St. Albert the Great CTH C to N Thompson Road Pavement Rehabilitation, expansion of Shared-Use Path and expansion of on-street bike lanes	PE UTIL CONST			2,679			55	55														
		TOTAL			2,679			725	3,404														
CITY OF VERONA	<b>MARK DRIVE</b> N. Nine Mound to Rita Ave. Reconstruction	PE ROW CONST																					
		TOTAL																					
	<b>N. MARIETTA STREET</b> W. Verona Ave to Richard Includes Stubs on W. Harriet Includes west stub on Plympton	PE ROW CONST											30	30									
		TOTAL											30	30									

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2025 - 2029 (\$000s) Madison Metropolitan Planning Area**

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
<b>VILLAGE OF COTTAGE GROVE</b>	<b>COTTAGE GROVE ROAD/CTH BB</b> (CTH N to eastern village limits) Reconstruct roadway to urban cross section	PE ROW CONST  TOTAL																	210	210			
																			2,100	2,100			
																			2,310	2,310			
																			CG	CG			
	<b>N. MAIN STREET (formerly CTH N)</b> School Road to Oak Street Reconstruction to urban cross-section w/bike lanes	PE ROW CONST  TOTAL																					Timing uncertain. Not programmed.
	<b>S. MAIN STREET (formerly CTH N)</b> Clark St. south to Village limits Asphalt replacement/potential pedestrian improvements/streetscape.	PE ROW CONST  TOTAL																					Timing uncertain. Not programmed. PE: \$100; Const: \$900 Cost could increase depending on direction on ped imp./streetscape
<b>VILLAGE OF DEFOREST</b>	<b>ACKER PARKWAY</b> Seminole Way to CTH CV Reconstruction	PE UTL CONST  TOTAL											486	486									
													486	486									
													DeF	DeF									
	<b>CTH CV (LAKE RD.)</b> STH 19 to Vinburn Rd. Reconstruction	PE ROW CONST  TOTAL																					Joint prj. w/DC & Windsor STH 19 to Windsor Rd: 2025 Windsor Rd. to Vinburn Rd: 2026 Local cost share agreement needed. Windsor will sponsor CTH CV - Windsor Rd int. improvements.
	<b>CTH CV (N. MAIN STREET)</b> Commerce Street to CTH V Resurfacing	PE UTL CONST  TOTAL											760	760									
													760	760									
													DeF	DeF									
	<b>CTH V (E. NORTH STREET)</b> CTH CV to Nelson Court Reconstruction to urban standards. Construct ped/bike path.	PE UTL CONST  TOTAL																					Joint project with Dane County. Project agreement needed.
													1,064	1,064									
													1,064	1,064									
													DC/DeF	DC/DeF									
	<b>CTH V (E. NORTH STREET)</b> Stevenson Street to N Halsor Street Pulverize and pave. Construct ped/bike path.	PE UTL CONST  TOTAL																					Joint project with Dane County. Project agreement needed.
													447	447									
													447	447									
													DC/DeF	DC/DeF									
	<b>CTH V (W. NORTH ST.)</b> Trail Side Drive to CTH CV Reconstruction with ped/bike path.	PE UTL CONST  TOTAL																					Not programmed.

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2025 - 2029 (\$000s) Madison Metropolitan Planning Area**

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	
<b>STREET/ROADWAY PROJECTS</b>																							
VILLAGE OF DEFOREST  *  111-24-013	E. HOLUM STREET Railroad to N. Towne Road Reconstruction	PE																					
		UTL																	2,560		1,379	3,939	
		CONST																					
		TOTAL																	2,560		1,379	3,939	
																			URB		DeF		
	SOUTH STREET Hill Street to South Main Street Resurfacing	PE			12	12																	
		UTL																					
		CONST			78	78																	
		TOTAL			90	90																	
					DeF																		
	SOUTH STREET Riverwood Bend to Mayapple Circle Resurfacing	PE																					
		UTL																					
		CONST																			122	122	
		TOTAL																			122	122	
																					DeF		
*  111-24-014	VINBURN ROAD North Towne Rd. to RR, 500' E of Main St. Reconstruction Ped/bike path to be added as part of development later	PE											313	313									
		ROW							55	55			110	110									
		CONST									1,796		968	2,764									
		TOTAL							55	55	1,796		1,391	3,187									
									DeF		URB		DeF										
*  111-23-031	VINBURN ROAD N. Towne Road Intersection Intersection Reconfiguration, Traffic Signal Installation through HSIP.	PE			Continuing				Continuing		123		14	137									6992-00-06, -76 Construction authorized in 2023, scheduled for 2027.
		UTL			Continuing				Continuing		799		89										
		CONST									922		103	137									
		TOTAL									ZS30		DeF										
	WEST LEXINGTON PARKWAY Eagle Nest Lane to River Road Resurfacing	PE																					
		UTL																					
		CONST																					
		TOTAL																					379 379
																							379 379
																							DeF
VILLAGE OF McFARLAND	BROADHEAD STREET/CTH MN N. Peninsula Way to CTH AB Reconstruction w/Bike Lanes	PE							90	90													Joint Project with Dane County.
		ROW																					
		CONST							1,900	1,900													
		TOTAL							1,990	1,990													
									DC/McF														
	CREAMERY ROAD & ELVEHJEM ROAD Milwaukee St. to CTH AB Reconstruction	PE			50	50			50	50													
		UTL							500	500													
		CONST							650	650													
		TOTAL			50	50			1,200	1,200													
					McF				McF														
	SIGGELKOW ROAD Catalina Parkway to CTH AB Reconstruction w/ boulevard cross section Associated multi-use trail listed separately	PE											1,065	1,065									
		UTL											2,225	2,225									
		CONST											4,670	4,670									
		TOTAL											7,960	7,960									
													McF										

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2025 - 2029 (\$000s) Madison Metropolitan Planning Area**

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		
<b>STREET/ROADWAY PROJECTS</b>																								
<b>VILLAGE OF OREGON</b>	<b>CTH CC</b> Ash Street to West Village Limits Resurfacing	PE ROW CONST  TOTAL																					Joint project with Dane County. Design in 2027 Construction in 2028 In planning.	
	<b>CTH MM (WOLFE ST.)</b> Janesville Street to south village limits Reconstruction	PE ROW CONST  TOTAL													(See Dane County listing for CTH MM)								Joint project w/ Dane County Ph 1: Janesville St. to Pleasant Oak Drive in 2026. ; Ph 2: Pleasant Oak Drive to South Village Limits in 2030	
	<b>N BURR OAK AVE</b> Netherwood Rd to Jefferson St Reconditioning.	PE UTL CONST  TOTAL															192	192					939 939 978 978	
																	192	192					1,917 1,917 OR OR	
*	<b>E. LINCOLN STREET</b> N. Main St. to N. Perry Parkway Reconstruction	PE UTL CONST  TOTAL	Continuing								621	1,041	1,041										5627-00-01, -71  STBG Small Urban Area	
111-23-015											621	995	1,616											
	<b>S MAIN ST</b> State St to S Perry Pkwy Reconstruction	PE UTL CONST  TOTAL																						
	<b>N OAK ST (PHASE 1 - SOUTH)</b> E Lincoln St to Brook St Reconstruction	PE UTL CONST  TOTAL									670	1,417	1,417										792 1,462  2,209 2,879 WI OR	
	<b>N OAK ST (PHASE 2 - NORTH)</b> Netherwood Rd to E Lincoln St Reconstruction	PE UTL CONST  TOTAL															172	172					986 986 961 961  1,947 1,947 OR OR	
<b>VILLAGE OF WAUNAKEE</b>	<b>N. MADISON STREET</b> Cross St. To Easy St. Pavement Rehabilitation HMA replacement, spot repair curb and gutter, and pedestrian ramp modifications	PE UTL CONST  TOTAL																					50 50 1,900 1,900  1,950 1,950 W	Seeking MSID Funding Timing Uncertain.
	<b>UNIEK AND RAEMISCH ROAD</b> Uniek - Moravian Valley to Raemisch Raemisch - Uniek to Frank H. Pavement Rehabilitation HMA replacement, spot repair curb and gutter, and multi use trail construction	PE UTL CONST  TOTAL																					38 38 1,300 1,300  1,338 1,338 W	Seeking MSID Funding Timing Uncertain.

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2025 - 2029 (\$000s) Madison Metropolitan Planning Area**

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	
<b>STREET/ROADWAY PROJECTS</b>																							
VILLAGE OF WAUNAKEE	S. DIVISION STREET Knightsbridge to Main St. Pavement Rehabilitation HMA replacement, spot repair curb & gutter.	PE UTL CONST TOTAL			25 800	25 800																Received MSIS Funding	
VILLAGE OF WINDSOR	CTH CV STH 19 to Vinburn Rd. Reconstruction	PE ROW CONST TOTAL																				Joint prj. w/DC & DeF STH 19 to Windsor Rd: 2025 Windsor Rd. to Vinburn Rd: 2026 Local cost share agreement needed. Windsor will sponsor CTH CV - Windsor Rd int. improvements.	
	VINBURN ROAD Portage Rd to North Towne Rd Resurfacing	PE UTL CONST TOTAL				384																	
*	WINDSOR ROAD Charlie Grimm Road to CTH CV Reconstruction to urban cross-section w/ addition of side path	PE UTL CONST TOTAL					Continuing															6992-00-21 Const. in 2025.	
TOWN OF BURKE	DAENTL ROAD Token Creek Bridge (B-13-0096) Bridge Replacement	PE UTL CONST TOTAL					Continuing															3665-00-00, -70	
	HOEPKER ROAD CTH CV TO USH 51 Replace Pavement	PE UTL CONST TOTAL				677																Timing uncertain.	
	RATTMAN ROAD Portage Rd. to Hoepker Rd. Replace Pavement	PE UTL CONST TOTAL																				Not programmed. Est. const. cost: \$2,219.	
TOWN OF MIDDLETON	PIONEER ROAD Old Sauk Way to Valley View Road Reconditioning with paved shoulders.	PE UTL CONST TOTAL																				Seeking STBG-Urban Funds. Fed funding not programmed.	
TOWN OF SUN PRAIRIE	BAILEY ROAD Forward Dr. to Grove St./CTH N Reconstruction	PE UTL CONST TOTAL																					

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2025 - 2029 (\$000s) Outer Area**

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	
<b>STREET/ROADWAY PROJECTS</b>																							
NOTE: The following listed transportation projects are located outside the Madison Metropolitan Planning Area and are listed here for information and coordination purposes. The Greater Madison Area MPO has an opportunity to review and comment on federally funded projects, but MPO approval is not required for the use of federal funds outside the Metropolitan Planning Area boundary. Ridesharing, planning studies, and parking policies noted in the Madison Metropolitan Planning Area project listings can affect the Outer County Area as well as those in the Madison Metropolitan Planning Area. In similar fashion, transit improvements listed as part of the Madison Metropolitan Planning Area project listings can impact transportation service available in the Outer County Area.																							
WisDOT	<b>INTERSTATE 94</b> Madison - Lake Mills CTH N to Airport Road Resurfacing - Mill & overlay (9.63 miles) EB & WB lanes	PE ROW UTIL CONST Total																				1066-03-05, -75 Construction programmed for CY '25.	
*																						(See Madison Metropolitan Planning Area listing for I-94)	
111-20-007																						5300-05-00  Funding obligated in 2006. Anticipate study to be ongoing through 2030.	
	<b>USH 12</b> Parmenter St. to STH 19 Freeway conversion study	PE ROW CONST  TOTAL																				(See Madison Metropolitan Planning Area listing for USH 12)	
	<b>USH 18/151</b> CTH G to STH 69 CTH G to Verona Avenue: Add auxiliary lanes & CTH G ramp lanes, widen bridges over CTH G and Sugar River, extend the box culvert over Military Ridge Trail. Verona Avenue to STH 69: Add EB ramp/auxiliary lanes, widen bridge (B-13-573).	PE ROW CONST  TOTAL																				(See Madison Metropolitan Planning Area listing for USH 18/151)	
*																						1204-08-03, -73, -74 Construction scheduled for 2025. Verona cost share amount unknown.	
111-23-033																							
	<b>USH 151</b> Dodgeville to Madison USH 151 to CTH PD PE Through Environmental Doc/Study	PE UTL CONST  TOTAL																				(See Madison Metropolitan Planning Area listing for USH 151)	
*																						1200-07-00 Master group ID for the Dodgeville to Verona Freeway Conversion Study (USH 151 in Dodgeville to CTH G) and the Verona Bypass/Expansion Study (CTH G to CTH PD).	
111-24-033																							
	<b>USH 51</b> Stoughton to McFarland <b>Segment 1</b> - Interstate 39/90 to Spring Street Reconstruction with intersection improvements and a new mile-long bypass lane between Washington Road and Tower Drive. (5.49 mi.)	PE ROW CONST  TOTAL																				(See Madison Metropolitan Planning Area listing for USH 51)	
*																						5845-16-01, -21, -71 Construction scheduled in 2029. Const. cost est. is \$19,400 to be funded with \$15,500 NHPP and \$3,900 State.	
111-21-015																							
	<b>USH 51</b> DeForest to Portage 1 Mile North of CTH V to STH 22 Mill and Overlay	PE ROW CONST  TOTAL	Continuing			Continuing				Continuing												6020-00-32, -62 Mostly outside Dane County. Const. \$ obligated in 2028. Const. in 2029	
	<b>STH 19</b> Sun Prairie - Watertown Wood Violet Lane (in Sun Prairie) to Mauneha River Bridge (in Marshall) Resurfacing (6.4 mi.)	PE ROW CONST  TOTAL																				(See Madison Metropolitan Planning Area listing for STH 19)	
*																						3050-01-06, -76  Const. \$ to be obligated in 2026. Const. scheduled for 2027. Also in Jefferson County.	
111-20-008																							

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2025 - 2029 (\$000s) Outer Area**

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	
<b>STREET/ROADWAY PROJECTS</b>																							
	<b>STH 113</b> Madison - Lodi CTH V to CTH P Pavement Replacement (Both Directions) (2.82 miles)	PE ROW CONST  TOTAL	Continuing				2,142 536 190 2,868																5280-03-01, -71
							2,142 536 190 2,868 FLX WI VD																
<b>DANE COUNTY</b>	<b>CTH A</b> Koshkonong Creek Bridge (B-13-0056) (New B-13-0909) Reconstruct	PE ROW CONST  TOTAL	826 50 876																				3672-00-01, 70
			826 50 876 BR DC																				
	<b>CTH A</b> Saunders Cr Bridge (B-13-0950 and B-13-0914) Reconstruct	PE ROW CONST  TOTAL	510 148 658																				3672-00-02, 72 Federal BR Design Funding obligated in 2023.
			510 148 658 BR DC																				
	<b>CTH A</b> CTH G to STH 92 Resurface CHIP-D Funded	PE ROW CONST  TOTAL					479 1,500 1,979																
							479 1,500 1,979 WI DC																
*	<b>CTH BB</b> Koshkonong Cr Bridge (P-13-0032) (New B-13-0916) Reconstruct	PE ROW CONST  TOTAL					(See Madison Metropolitan Planning Area listing for CTH BB)																3677-00-07, 77 Construction in 2025.
111-23-006																							
	<b>CTH G</b> Mt Vernon Cr Bridge (B-13-0028) New B-13-0902 Reconstruct bridge	PE ROW CONST  TOTAL									656 181 837												5889-00-03, 73
											656 181 837 BR DC												
	<b>CTH G</b> West Branch Sugar River Bridge (B-13-0039) New (B-13-0903) Reconstruct bridge	PE ROW CONST  TOTAL	738 201 939																				5889-00-05, 74
			738 201 939 BR DC																				
	<b>CTH G</b> West Branch Sugar River Bridge (B-13-0040) New (B-13-0904) Reconstruct bridge	PE ROW CONST  TOTAL	485 138 623																				5889-00-05, 75
			485 138 623 BR DC																				
	<b>CTH JJ</b> Vermont Creek Bridge (B-13-0918) (New B-13-0928) Reconstruct	PE ROW CONST  TOTAL					499 47 546																5844-00-05/75
							499 47 546 BR DC																

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2025 - 2029 (\$000s) Outer Area**

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	
<b>STREET/ROADWAY PROJECTS</b>																							
<b>DANE COUNTY</b>	<b>CTH N</b> Little Door Creek Bridge (B-13-0042 ) (New B-13-0923) Reconstruct.	PE ROW CONST  TOTAL																			3679-00-04/74		
*			(See Madison Metropolitan Planning Area listing for CTH N)																				
111-25-003																							
	<b>CTH P</b> CTH PD to CTH S Resurface CHIP-S Funded	PE ROW CONST  TOTAL				445	2,935	3,380													CHIP-S Funding		
						445	2,935	3,380															
						WI	DC																
	<b>CTH PQ</b> Koshkonong Creek Bridge (B-13-0072) (New B-13-0910) Reconstruct.	PE ROW CONST  TOTAL							1,172		25	1,197									3686-00-01, 70 Federal BR Design Funding obligated in 2023.		
									1,172		25	1,197											
									BR		DC/CA												
	<b>CTH TT</b> (Mauneshia River Br) B-13-0207 (New B-13-0913) Reconstruct.	PE ROW CONST  TOTAL				754		37	791												3682-00-00, 70 Federal BR Design Funding obligated in 2023.		
						754		37	791														
						BR		DC															
	<b>CTH V</b> Snowy Owl to CTH N Recondition	PE ROW CONST  TOTAL				3,542		886	4,428												6218-00-04, 74 Federal RU Design Funding obligated in 2023.		
						3,542		886	4,428														
						RU		DC															
	<b>CTH V</b> CTH N to CTH VV North Recondition	PE ROW CONST  TOTAL				311		78	389					2,534		635	3,169				Project year not finalized		
						311		78	389					2,534		635	3,169						
						RU		DC						RU		DC							
	<b>CTH V</b> CTH VV North to USH 151 Resurface	PE ROW CONST  TOTAL																			Not programmed. May seek STBG-Rural Funding Const. in 2030 or later.		
	<b>CTH Y</b> Black Earth Cr Bridge (B-13-0026) (New B-13-0901) Reconstruct bridge	PE ROW CONST  TOTAL								1,180		312	1,492								5986-00-03, 73 Joint project w/Village of Mazomanie.		
										1,180		312	1,492										
										BR		DC/MZ											
<b>TOWN OF RUTLAND</b>	<b>LAKE KEGONSA ROAD</b> Badfish Creek Bridge (B-13-0679) 0.2 Miles South of CTH A	PE ROW CONST  TOTAL				Continuing															5742-00-02, 72		

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2025 - 2029 (\$000s) Madison Metropolitan Planning Area**

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	
<b>DISCRETIONARY PROGRAM (FHWA ADMINISTERED) PROJECTS</b>																							
DANE COUNTY  *  111-24-034	<b>Charging and Fueling Infrastructure (CFI)</b> Install up to 92 Level 2, Level 3, and DC Fast Charging EV stations which would provide a total of 368 publicly accessible ports. The funding will bring EV charging to high-density urban and suburban areas, rural areas, and multi-modal transportation hubs, eliminating gaps in charging availability. Charging station locations will be selected during the planning phase of the project, which will begin in Fall 2024.	PE UTL CONST  TOTAL	Continuing	Continuing																	USDOT-administered discretionary grant. \$13.198 million in CFI funding awarded in 2024.		
CITY OF MADISON  *  111-24-023	<b>SAFE STREETS FOR ALL (SS4A)</b> Projects and activities funded include: •Safety improvements along E Washington Ave (US Hwy 30 to Annamark), Schorder Rd, 21 intersections along transit routes and 6 shared-use path crossings. •Road safety audits, community engagement and testing of safety improvements will be conducted and evaluated for four corridors – Regent St (Monroe St to W Washington Ave), S Whitney Way (Schroeder Rd to Williamsburg Way), N Fair Oaks (E Washington to Commercial Ave) and Winnebago St (Thornton to 2nd)/Atwood Ave (1st St to 2nd St) •Design plans for Regent St (Monroe St to W Washington Ave) •Update to the High Injury Network, refinement of the Vision Zero progress report, and development of an equitable engagement plan. •Four demonstration projects to include an Asphalt Art project, School Street project, a Ped/Bike Friendly 65+ driver pilot project and a Teen Crashes pilot project. •An impaired driving program to include launching a Madison Safe Ride program and programming to ensure compliance with regulations and best practices for online alcohol sales.	CONST  TOTAL	Continuing	Continuing	Continuing	Continuing	Continuing	Continuing	Continuing	Continuing	Continuing	Continuing	Continuing	Continuing	Continuing	Continuing	Continuing	Continuing	Continuing	Continuing	USDOT-administered discretionary grant. \$6.267 million in SS4A funding awarded in 2024.  Five-year award, projects may continue through 2029.		
*  111-24-032	<b>PERRY ST OVERPASS</b> Community planning, engagement, and design of multi-modal overpass of the Beltline in the vicinity of Perry Street	PE UTL CONST  TOTAL	Continuing	Continuing	Continuing	Continuing	Continuing	Continuing	Continuing	Continuing	Continuing	Continuing	Continuing	Continuing	Continuing	Continuing	Continuing	Continuing	Continuing	Continuing	\$1 Million Reconnecting Communities grant (USDOT) awarded in 2024 for design. Const. anticipated in 2030.		

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# Attachment A: Selection Process for Surface Transportation Block Grant (STBG) – Urban Program

Below is an excerpt of the Greater Madison MPO’s Selection Process and Policies for the Surface Transportation Block Grant (STBG)- Urban program funding, last revised May 2023. The [full selection criteria document](#), including detailed project scoring criteria, is available on the MPO's website.

## I. Introduction

The [Infrastructure Investment & Jobs Act](#), also known as the Bipartisan Infrastructure Law, signed into law in November 2021, is the current federal transportation law, providing the policy and funding framework for state and metropolitan area transportation planning and project programming of federal funds. Under the metropolitan planning provisions of law, the Greater Madison MPO, as the designated Metropolitan Planning Organization (MPO) for the Madison Urban Area, is responsible for developing, in cooperation with the Wisconsin Department of Transportation (WisDOT), Metro Transit and other transit operators, a long-range Regional Transportation Plan (RTP) and a Transportation Improvement Program (TIP) for the Madison metropolitan area. The MPO’s current RTP, adopted in May 2022, is [Connect Greater Madison: 2050 Regional Transportation Plan \(RTP\)](#).

The TIP is a coordinated listing of multi-modal transportation improvement projects programmed or budgeted for implementation during the next five-year period.<sup>1</sup> All projects within the Madison Metropolitan Planning Area involving federal funding or that are regionally significant (e.g., a new interchange, capacity change on regional roadway) must be included in the TIP. For coordination and public information purposes, the MPO also attempts to include other significant projects (e.g., roadway projects located on the regionally classified network) even if only state and/or local funding is being used. Projects in the TIP must be either specifically included in the RTP – in the case of major capacity expansion projects (e.g., added travel lanes, bus rapid transit) – or consistent with the goals, policy objectives, and general recommendations in the plan.

WisDOT and Metro Transit select the projects for the federal program funds that they control. For WisDOT this includes programs that fund state highway projects (e.g., National Highway Performance Program) and programs that fund local projects which WisDOT administers (e.g., Local Bridge, Highway Safety Improvement Program). These projects are submitted to the MPO for inclusion in the TIP. The MPO determines their consistency with the RTP and approves them as part of the TIP process.

As a large MPO (urbanized area population over 200,000), the MPO receives its own allocation of federal highway funding under the Surface Transportation Block Grant (STBG) (formerly named Surface Transportation Program or STP) program, which includes the Urban program and the Transportation Alternatives (TA) program set aside used to fund bicycle/pedestrian projects. Under the IIJA, the MPO now also receives its own allocation of funding under the Carbon Reduction program. The MPO scores and selects projects for funding under these programs using a set of approved screening and scoring criteria. Eligible applicants are Dane County and local units of government.

The MPO’s average annual funding allocation for the STBG – Urban program \$6.86 million, but increased to \$8.99 million under the IIJA. Most of the MPO’s STBG – Urban funding has historically been used for local arterial street (re)construction projects, but STBG – Urban funding can be used for a wide variety of capital projects such as transit vehicles and bicycle/pedestrian projects and TDM programs such as the MPO’s TDM program (“RoundTrip”).

## II. 2015 and 2021 STBG (formerly STP) – Urban Program Policy and Scoring Criteria Revisions

The MPO conducted a comprehensive review and revision of its STBG – Urban program policies and project scoring criteria in 2014-2015. This was the first comprehensive review since the program policies and scoring criteria were first developed and adopted in the mid-1990s. The project scoring criteria were completely overhauled in order to provide more detailed information to applicants on how projects will be scored and provide more guidance in scoring projects. The changes were also made to better align the criteria with the MPO goals and policies in the Regional Transportation Plan.

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<sup>1</sup> The U.S. Department of Transportation considers the fifth year as informational.



Using a consistent framework of scoring categories, the project scoring system developed in 2015 uses different criteria tailored to the major types of potential projects (roadway, transit, bicycle/pedestrian, intelligent transportation systems or ITS). The scoring category weighting varies for some of the project types to reflect the relevance and significance of each category for those types of projects. Some revisions to the scoring categories and weights were made in 2021 to reflect experience with the new project scoring system, new information, and to again better align the criteria with revised goals and policies in the Regional Transportation Plan 2050. The new *Connect Greater Madison plan* maintains the same core goals. The table included after section VI of this document shows the relationship between the RTP 2050 goals and policies and the scoring criteria categories.

The scoring system scale is the same for all projects, regardless of project type, with all capable of earning up to 100 points. This permits a general comparison of the strength of the different applications. However, because the criteria are different for the different types of projects the scoring system is not designed to permit a direct comparison of the scores for the different types of projects. The projects will only be ranked within the each project category. The decision on the mix of projects to fund will be based on the MPO's STBG – Urban Program objectives outlined in Section IV below and priorities of the MPO in any given application cycle.

The following sections of this document outline the MPO's STBG – Urban program objectives and policies, process for selecting projects, and project screening and scoring criteria for evaluating project applications. Some minor revisions were made to the policies in 2019 and again in 2021.

### **III. Regional Transportation Plan and IJJA Goals**

The following are the goals for the regional transportation system identified in the *Connect Greater Madison: 2050 RTP*:

#### **1. Livable Communities**

*Create connected livable places linked to jobs, services, education, retail, and recreation through a multimodal transportation system that supports compact development patterns, increasing the viability of walking, bicycling, and public transit.*

#### **2. Safety**

*Ensure that the transportation system enables all people to get to where they need to go safely with an emphasis on enhanced protection for vulnerable roadway users through use of a safe systems approach, thereby helping to achieve the long-term goal of eliminating fatal and serious traffic injuries.*

#### **3. Prosperity**

*Build and maintain a transportation system that provides people with affordable access to jobs, enables the efficient movement of goods and services within the region and beyond, and supports and attracts diverse residents and businesses, creating a shared prosperity that provides economic opportunities for all.*

#### **4. Equity**

*Provide convenient, affordable transportation options that enable all people, regardless of age, ability, race, ethnicity, or income, to access jobs, services, and other destinations to meet their daily needs; engage traditionally underrepresented groups; and ensure that the benefits of the regional transportation system are fairly distributed, taking into consideration current inequities resulting from past decisions, and that environmental justice populations are not disproportionately impacted.*

#### **5. Environmental Sustainability**

*Minimize transportation-related greenhouse gas emissions that contribute to global climate change; avoid, minimize, and mitigate the environmental impacts of the transportation system on the natural environment and historic and cultural resources; and design and maintain a transportation system that is resilient in the face of climate change.*

#### **6. System Performance**

*Maximize the investment made in the existing transportation system by maintaining it in a state of good repair and harnessing technological advances; promote compact development and travel demand management to minimize new roadway lane-miles and maximize mobility options; and manage the system to maximize efficiency and reliability.*

The federal transportation act, MAP-21 (2012), set in motion the requirement to implement a performance-driven, outcomes-based, transportation planning and decision making process. The FAST Act carried over and built upon the national performance goals established in MAP-21, and the IJJA continues those goals.

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

## IV. STBG – Urban Program Objectives and Policies

### A. Objectives

The MPO will accept applications for most types of eligible projects under the STBG – Urban program. However, in an effort to maximize federal funding to the region and balance the needs of the different modes of transportation, the availability of alternative federal sources of funding for certain types of projects (e.g., STBG – Transportation Alternatives Set Aside Program for bicycle/pedestrian projects, Bridge Program, Highway Safety Improvement Program (HSIP) for certain safety projects, and FTA transit formula and discretionary programs for transit projects) will be considered in making project funding decisions.

The specific MPO objectives for the STBG – Urban program are to:

- 1) Fund the highest priority projects that will help achieve the goals and recommendations of the RTP as outlined in the Connect Greater Madison: 2050 Regional Transportation Plan (RTP), including sub-element plans, national performance goals specified in the IIJA, and other regional performance measure goals as identified in the MPO's annual Performance Measures Report.
- 2) Evaluate candidate projects fairly, using appropriate criteria reflective of these goals and policy objectives, which are consistently applied.
- 3) Use performance-based standards to evaluate projects, where feasible.
- 4) Utilize STBG-Urban funds for projects with the highest need considering availability of other federal and state funding sources.
- 5) Maximize the amount of discretionary federal and state funding to the Madison metropolitan area, including HSIP and Bridge funds for roadway projects and STBG Transportation Alternatives Set Aside funds for bicycle/pedestrian projects.
- 6) Utilize STBG-Urban funds on projects that have demonstrated local support and commitment and will likely be ready to proceed when scheduled for construction.
- 7) Utilize STBG-Urban funds generally on larger-sized projects with significant beneficial impacts to the regional transportation system to ensure efficient utilization of both local and state administrative resources given the extensive requirements for federally funded projects.
- 8) While recognizing the above objective, also strive to achieve equity in funding of projects over time from a geographic standpoint. In part to achieve this objective, the MPO will seek to utilize on average up to 10% of its funding allocation on smaller, relatively low cost projects over time (see Project Funding under Section B below). This percentage is likely to vary in any particular application cycle depending upon project applications received and prior project funding decisions.

### B. Policies

#### Eligible Project Categories

The MPO will accept applications for most types of projects eligible for funding under the STBG-Urban program, as listed below:

1. Construction, reconstruction, rehabilitation, and operational improvements for roadways functionally classified as arterials

or collectors, and bridges on roadways of all functional classifications, including improvements necessary to accommodate other modes of transportation and drainage systems for roadway runoff.

2. Capital costs for transit projects.
3. Construction or enhancement of multi-use paths and/or grade separated bicycle/pedestrian crossings of major barriers.
4. Roadway and transit safety infrastructure improvements, including projects related to intersections that have disproportionately high crash rates and/or high levels of congestion.
5. Capital and operating costs for traffic monitoring, management, and control facilities and programs.
6. Infrastructure-based intelligent transportation systems (ITS) capital improvements.
7. Surface transportation planning programs.
8. Transportation demand management (TDM) programs, including rideshare/carpool programs and establishment and provision of transportation services by Transportation Management Associations.

Federally eligible projects for which the MPO will not utilize its STBG-Urban funds include reconstruction of existing multi-use paths or recreational trails unless the project includes a substantial enhancement (e.g., paving, widening), independent sidewalk projects (e.g., to comply with ADA), and most “transportation enhancement” activities, including environmental mitigation, historic preservation, and scenic beautification (see 23 U.S.C. Section 133 (b) for the complete list of eligible project activities under federal law).

#### Eligible Cost Categories:

The following are eligible costs for roadway projects under federal law and MPO policy:

1. Street/roadway construction\*
2. Drainage systems needed to carry storm water runoff from street/roadway\*\*
3. Sidewalks\*\*\*
4. Multi-use path, grade separated ped/bike crossing in corridor (where appropriate)
5. Transit facilities (e.g., bus priority treatment, bus pad, bus pull-out, bench or shelter, park-and-ride lot), including real estate cost for transit stops/stations.
6. Park-and-ride facilities in conjunction with roadway or transit projects, including real estate cost.
7. Standard streetscape items (lighting, colored crosswalks, etc.)
8. Signs and signals (where warrants are met)
9. Standard landscaping items (street trees, plants, etc.)

\* The needs of bicyclists and pedestrians must be considered for all roadway projects per federal and MPO policy. Projects must comply with the MPO’s “complete streets” policy.

\*\* Expansion of storm water system for future/planned development is not an eligible cost, but the local unit of government can fund the difference with 100% local funds.

\*\*\* Local units of government may only assess for the local match.

Utilities (e.g., water, sewer) are not an eligible roadway project cost per federal law. Real estate acquisition, engineering/design, and compensable utility relocation are eligible costs per federal law, but not eligible under MPO policy in order to stretch the limited available federal funding. Exceptions: WisDOT design review costs and real estate costs for transit related and park-and-ride facilities, as stated herein

#### Minimum/Maximum Project Cost Amounts

In order to ensure efficient utilization of state and local administrative resources given the significant additional requirements for federal projects and to fund projects with significant beneficial impacts, the MPO will apply the following total project cost minimums to STBG-Urban projects:

- Roadway Infrastructure Projects: \$750,000
- Transit and Independent Pedestrian/Bicycle Infrastructure Projects: \$300,000
- Transit Vehicle, Intelligent Transportation Systems (ITS), and other Capital Purchase Projects: \$125,000
- Non-Infrastructure Projects (e.g., TDM programs): \$75,000

There is no maximum project cost amount, but segmentation of projects over \$10 million is strongly encouraged.

### Project Funding

Per long-standing policy, the City of Madison’s pedestrian/bicycle safety education program and the MPO Rideshare/TDM program will continue to receive an “off-the-top” allocation of total STBG-Urban funding. The allocation for the City of Madison’s pedestrian/bicycle safety education program will be based on a 3% annual inflationary increase from previous year levels. The allocation for the MPO Rideshare/TDM program will be based on a 4% annual inflationary increase from previous year levels, starting with the 2024-2029 program cycle. No “off-the-top” allocation of funding will be provided for any other project at this time.

No set percentage or sub-allocation of funds will be directed toward particular types of projects (e.g., roadway preservation vs. capacity expansion or roadway vs. transit) in order to maintain maximum flexibility to fund the highest priority projects taking into account all other project funding sources and other program objectives.

The MPO will seek to allocate up to 10% of the available funds for projects with a total cost of no more than \$3 million. The actual amount of funding allocated for small, lower cost projects will vary with each program cycle and will depend upon required funding for the highest scoring/priority projects, remaining funds available, number and strength of small project applications, and project funding in previous program cycles.

The MPO will utilize the project scores and ranking by project type and size as the primary basis for awarding project funding. Final decisions on the award of funding, including the distribution of funding between the different project types, will be based on the MPO’s STBG-Urban program objectives outlined above.

### Cost Share

In order to stretch the limited STBG-Urban funding available over a greater number of projects, the MPO generally requires more than the minimum 20% local match for federally funded projects. Under WisDOT local program policy guidance designed to comply with federal fiscal constraint requirements, the MPO is not able to maintain a “reserve or contingency” fund and therefore has little flexibility to increase funding for approved projects that increase in cost from the initial estimate. In order to mitigate the risk of cost increases and provide additional support for priority projects, the MPO reduced the required local share for projects from 50% to 40% for new projects programmed beginning with the 2016-2020 program cycle. The federal cost share was therefore increased from 50% to 60%. Beginning with the 2024-2029 program cycle, the federal share for new projects will be 65% and the local share will be 35%. This applies to all projects costing \$1,000,000 or more. The standard minimum 20% local cost share will be applied for projects not exceeding \$500,000. A sliding scale for cost share will be used for projects costing between \$500,000 and \$1,000,000 as outlined below.

Formula for computing the federal share:

P = Federal participation percentage (round to zero decimal places)

X = Project cost

Total Project Cost	Federal Share (Percentage)
< \$500,000	80%
\$500,000 - \$1,000,000	$P = 80 - ((X - 500,000) / 33,333.33)$
> \$1,000,000	65%

### Conditional Project Approval

Major street construction projects involving capacity expansion, property acquisition, a railroad crossing, potential impacts to sensitive environmental areas or parkland, and/or other complicating factors can take five (5) years or more to complete the process from initial project concept to construction. Because of this and the limited flexibility under WisDOT policy for MPOs to modify the schedules and funding of approved projects, the MPO has adopted a policy providing for conditional approval of major projects beyond the current 5-year program cycle in limited cases for high scoring projects. By conditionally approving a project, the MPO is indicating that it will provide funding for the project in the subsequent program cycle if funding is available after funding already approved projects and any other higher priority projects that have also been conditionally approved (if more than one). New projects for which funding is applied for in the subsequent application cycle will not “bump” the conditionally approved project even if they have a higher score. Any conditional funding shall not exceed 75% of the

anticipated funding available in the next program cycle.

The reason for this conditional approval policy is to provide assurances to a project sponsor that the project will eventually be funded so that the sponsor can feel comfortable investing local funds to begin the design and environmental study process for the project since per MPO policy such costs are not eligible for funding. The condition on which the project is approved is that the design process be far enough along at the time of the next funding cycle that it is reasonably certain the project will be able to be constructed in the year in which funding is programmed. The conditional approval applies only to the scope of the project at the time of the initial project application. Any major changes to the scope of the project or large increases in project cost would render the conditional approval invalid. \_\_\_

### Project Management

Once projects are initially approved by the MPO, the projects are scheduled through a collaborative process that includes input from the local project sponsor and WisDOT, which manages the statewide STBG program for MPOs. The local project sponsor shall provide a schedule update (Environmental document, RE, DSR, PS&E, LET) as part of the annual TIP update process. Subsequent schedule changes must be approved by the MPO and WisDOT per WisDOT's Local Program Guidelines. WisDOT SW Region's Local Program Manager will work with local project sponsors and MPO staff through the project development process to ensure that projects stay on schedule for construction, or in the event of delays or unforeseen circumstances, to make adjustments to the schedule well ahead of construction. Any schedule change must be approved by the MPO and WisDOT.

If a project sponsor is not meeting the schedule for delivering a project, the MPO reserves the authority to withdraw approval of STBG-Urban funding for the project in order to maximize the MPO's allocation of current and future allocations of federal funding and/or avoid the risk of losing federal funding under WisDOT's program guidance. The project sponsor may also decide to not move forward with a project for various reasons. In this event, written notice to the MPO shall be provided as soon as possible to allow the funds to be reallocated to another project. In the event federal funding is removed from an STBG-Urban project under either of these circumstances, the MPO will follow its procedures for major amendments to the TIP, which calls for notice and a minimum 15-day public comment period and hearing before the MPO Policy Board.

### Reallocation of STBG-Urban Funds in the Event of a Project Delay or Cancellation

In the event the MPO must reallocate funding from one project to another due to project delays or cancellation of a project, the general priority for use of the funds is:

- (a) Provide additional funding for already approved project(s) that are short of the maximum 60% federal funding share due to increases in the project cost estimate that are not the result of major changes in the scope of the project;
- (b) Provide funding for new project(s) from the list of candidate projects from previous STBG-Urban application cycles if the project(s) are far enough along in the design process that they are reasonably likely to be ready for construction in the same year(s) as the funding is available.
- (c) Provide additional funding up to the federal maximum of 80% for approved projects programmed in the year the funding is available.
- (d) Provide funding for a new project not on the candidate project list that is reasonably likely to be ready in the same year(s) as the funding is available (e.g., roadway maintenance, bus or ITS equipment purchase).

The ability to follow these general priorities will depend upon the ability to move the funding from one year to another, amount of funding to be reallocated, cost of potential projects to be added, and other factors. In general, funding programmed within the following 2-3 years must be spent in the same year, otherwise the funding will be lost. Given the possibility of project delays or cancellations it is desirable to have projects that are ready or close to ready for construction that can be substituted for cancelled projects. Project sponsors are encouraged to continue to move projects forward through the federally required environmental study and design process even if they are not funded in a given program cycle if they score reasonably well in order to maintain some "on the shelf" projects.

## **V. Process**

MPO staff initiates the process of soliciting applications for STBG-Urban program projects biennially in the spring of odd numbered years in conjunction with the WisDOT Local Program process. A five- to six-year program of projects is maintained with this process. Typically, with each program cycle projects will already be scheduled for the first three years and the biennial process will allow for any needed adjustment in the schedule for those projects. Funding will be available and awarded for the

4<sup>th</sup> and 5<sup>th</sup> (or in some cases 6<sup>th</sup>) year projects in the program.

The request for project applications typically goes out in April. Project applications are generally due in June. Project sponsors are strongly encouraged to meet with MPO and WisDOT SW Region staff well in advance of submitting an application to review the scope, timeline, potential complicating factors, cost estimate, etc.

MPO staff scores and ranks the projects by project type according to the criteria outlined below, and make a recommendation on the projects to be funded. Funding is allocated to projects based on the cost share policy outlined above. The actual cost share for each project will depend upon the cost of all programmed projects and the MPO's funding allocation. Per WisDOT policy<sup>2</sup>, all available funding must be programmed in each program cycle. Funding may not be reserved for cost increases or carried over from one program cycle to another. In cases where there is not sufficient funding to cover the full federal cost share per MPO policy, the local project sponsor may agree to contribute greater than the minimum local cost share but in no case can the federal cost share be less than 50% when the project is first approved and brought into the program.

The MPO's Technical Coordinating Committee (TCC) reviews the MPO staff's scoring of projects and recommendation regarding projects to be funded. The committee make an initial recommendation on the program of projects to the MPO Policy Board. The MPO Policy Board reviews and approves the preliminary program of projects, with any changes, for inclusion in the draft TIP distributed for public review and comment. Following the public review process, the TCC makes a final recommendation on the STBG projects and funding to the MPO Policy Board. The MPO Policy Board reviews and approves the TIP, including the STBG-Urban projects, for submittal to WisDOT for approval and inclusion in the Statewide TIP.

## VI. Project Selection Criteria

Two types of criteria are used in the STBG project selection process: (a) screening criteria; and (b) scoring criteria.

*Screening criteria* are first used to ensure that the proposed projects meet eligibility requirements, are consistent with the adopted *Connect Greater Madison: 2050 Regional Transportation Plan (RTP)*, have local policy body commitment, and have a reasonable expectation of being implemented in the schedule outlined or at a minimum the required time frame. Per WisDOT sunset policy, projects must be constructed and in final acceptance within six and a half years from the start of the year following project approval.

*Scoring criteria* are used to evaluate the merits of the projects. The scoring criteria have been designed to incorporate the goals of the *Connect Greater Madison: 2050 Regional Transportation Plan* and goals of the IJJA. Performance-based criteria have been used to the extent feasible while providing necessary flexibility in the evaluation of projects.

### A. Project Application Screening Criteria

1. All projects must be included in or consistent with the *Connect Greater Madison: 2050 Regional Transportation Plan, Regional Intelligent Transportation Systems (ITS) Strategic Plan*, and other separate mode-specific elements of the plan such as the five-year Transit Development Plan and the Bicycle Transportation Plan.
2. All major roadway and transit capacity expansion projects must be listed by reference in the financially constrained *Connect Greater Madison: 2050 Regional Transportation Plan*.
3. All roadway projects must comply with the MPO's Complete Streets Policy, adopted by the Policy Board at their meeting on May 3, 2023. Sidewalks with ADA compliant curb ramps and appropriate bicycle accommodations are expected for projects in developed and developing areas with limited exceptions (e.g., real estate required and not feasible due to state law).
4. Projects are expected to have a reasonable cost relative to benefit in terms of helping achieve the RTP goals and policies and number of people served. Given limited available funding, project cost is a factor in making project funding recommendations.
5. For bus purchase projects, the transit agency shall maintain a maximum spare ratio of 20% of vehicles operated in peak or maximum fixed-route service after acquisition of the new buses. Any new buses resulting in that ratio being exceeded would not be eligible for funding.

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<sup>2</sup> WisDOT administers the STBG-Urban funding program statewide for all MPOs and smaller urban areas.



6. Bicycle projects must be located on the MPO defined primary or secondary bikeway route system, or in an essentially parallel and equivalent corridor, to be eligible for funding.  
[Note: The bikeway network has been classified into primary, secondary, and local routes according to the function they serve or are planned to serve within the overall network. Primary routes are typically high volume, direct, longer distances routes that are comfortable for the majority of bicyclists and serve major destinations. Secondary routes fill in the gaps between primary bikeways and provide neighborhood access. They typically consist of lower use routes. Local routes provide access to the secondary and primary network.]
7. Projects shall not create significant adverse human health, environmental, social, or economic impacts on Title VI/ environmental justice population groups or fail to avoid those impacts that could be avoided or mitigate unavoidable impacts on these groups.
8. Local Policy Body Commitment

The project must have the approval of the local policy body and a demonstrated commitment of financial resources to provide the required local funds for design and right of way (if needed) and local matching funds for construction in the schedule outlined. The commitment may be demonstrated by inclusion of the project in an approved capital budget plan or by local resolution approving the project application and committing local funds for the project. For multi-jurisdictional projects, an agreement in principle on cost sharing and future jurisdiction and maintenance must be reached within one year of approval of the project and demonstrated through a memorandum of understanding or similar document. Otherwise, approval of the project funded will be rescinded and the funding reallocated to other project(s) based on the policy outlined above.

9. Timely Implementation

In order to be considered for funding, projects must be fully scoped and applicants must demonstrate that the project has a high likelihood of being implemented within the proposed schedule. This [WisDOT document](#), along with other factors such as the need for right of way acquisition, rail crossings, potential environmental issues, and the need for detailed traffic operations analysis, will be used as a general guide in determining whether or not the project is likely to be able to be implemented within the proposed schedule.

According to this WisDOT guidance document, applicants should plan for up to two (2) years for design for simple resurfacing and pavement replacement projects and 4-5 years or more for reconstruction projects depending upon the scope and cost.

10. Financial Requirements

All projects must include reasonable, accurate cost estimates that are supported by an itemized project budget, which should be attached to the application. Cost estimates should be in current year dollars. The MPO will then use an annual inflation rate and the proposed year of construction to determine the funding award. The MPO will provide the contingency factor/percentage to use for projects depending upon the level of design completed. For projects that have not yet reached 30% design, this is typically 20-30% of construction cost. The purpose is to ensure consistency across applications and account for the uncertainty in cost estimates for projects at an early design phase.

For resources to aid in developing roadway project cost estimates, see [local tools developed by WisDOT](#).

Larger projects with construction proposed to be done in phases over multiple years must have a reasonable project phasing schedule. All sources of funding in addition to the requested STBG-Urban funds should be identified.

# Attachment B: Financial Summary Information

This attachment reviews the total funding required to implement the transportation improvements listed in this five-year transportation improvement program. In addition, this attachment compares totals to anticipated revenues from apportionments to the Madison Urban Area for Federal Highway Administration (FHWA) funds, including STBG-Urban (formerly STP-Urban) funds, and Federal Transit Administration (FTA) funds. Additional information is also presented on the Metro Transit system.

## 1. 2025-2029 TIP Funding Summary

Table B-1 on pages B-3 and B-4 summarizes the total amount of funding programmed within Dane County for transportation improvement projects and programs for 2025 through 2029. The 2029 funding is shown for informational purposes only. The funds are categorized by federal, state, and local funding source and separated by funds to be spent within the Madison Metropolitan Planning Area and funds to be spent in the Outer Area of the county. Table B-2 on page B-5 summarizes federal funds programmed within the Madison Metropolitan Planning Area only in year of expenditure dollars and the estimated available Federal funds by funding source. Table B-3 on page B-6 summarizes projected expenses and revenues of transportation projects in the Madison Metropolitan Area in year-of-expenditure dollars.

## 2. Metro Transit Financial Capacity Summary

Table B-4 on page B-7 shows Metro Transit's fixed-route ridership compared to revenue service provided, and its operating expenses compared to passenger revenue. Ridership continued to increase in 2023, up 13.5% from 2022 with 9,403,885 million rides. The number of passengers per revenue service hour increased from 24.0 in 2022 to 24.3 in 2023. Fare box recovery decreased slightly from 16.4% in 2022 to 16.3% in 2023.

A transit system's expenses are usually categorized as either operational or capital. Operational costs include fuel, salaries and benefits, vehicle and facility maintenance, and other overhead items. Capital costs are associated with the acquisition of vehicles and equipment and facility construction and improvements. However, vehicle maintenance-related operating expenses and some overhead items are eligible for federal capital funding and are therefore often grouped under capital costs even though they are really operational costs.

Table B-5 on page B-8 shows Metro Transit System projected expenses and revenues for the years 2025-2030. Budgeted operating expenses for include the continuation of Bus Rapid Transit service in the East-West corridor, and the planned initiation of Bus Rapid Transit service in the North-South corridor in 2028. Operating expenses for 2025 reflect the service changes made in 2023 and the implementation of East-West Rapid Route A (BRT) in 2024. Inflationary increases in operating costs of 1.025% annually are assumed for 2026-2030 at this time. Service improvements and refinements will continue to be made to improve system performance, address overcrowding on some routes, and serve developing areas.

Metro Transit receives an annual block grant appropriation from the Section 5307 Federal Urbanized Area Formula Program (UAFP). Direct Federal operating assistance was phased out in the late 1990s, but the range of capital maintenance-related operating expenses eligible for funding under the UAFP was broadened. These new capital-funding rules have been continued since then. In addition to its annual UAFP appropriation, Metro had also in the past received funding under the Section 5309 Fixed Guideways Program due to the State Street Transit Mall and system of bus lanes. Metro had also received capital funding from the discretionary Section 5309 Bus Capital Program for several years via joint grants that WisDOT has obtained for all transit systems in the state.

The Fixed Guideways and discretionary Bus Capital programs were replaced under MAP-21 by two new formula programs, the Section 5337 State of Good Repair and Section 5339 Bus & Bus Facilities Programs. The formula for Section 5337 includes miles of fixed guideways and/or bus lanes. The formula for Section 5339 is similar to that of Section 5307 with much of the funding based on revenue service miles and passengers. The level of funding Metro now receives under these programs is less than the levels received under the discretionary programs. The MPO approved use of STBG (formerly STP) Urban funds for the purchase of 21 buses in 2015-'17 to temporarily partially offset the loss of FTA funding. A new discretionary Section 5339 Bus & Bus Facilities Program was introduced in the FAST Act legislation passed in late 2015 and continued in the IJA, which has helped somewhat with Metro's capital funding.

There was a large increase in Metro's capital's budget in 2022 for bus purchases, stations, and roadway improvements for Rapid Route A, the East-West BRT route. Sixty-two articulated sixty-foot buses were purchased in 2024 and will be used on both the East-West and future North-South BRT corridors, as well as the local BRT extensions to Middleton (Route F), Sun

Prairie (Route A1), and the American Center (Route A2). Replacement of regular forty-foot buses will be placed on hold until 2025, after BRT goes into service. The BRT project was awarded an FTA Small Starts grant of \$103 million in 2023. Other major capital items include continued renovations to the existing bus maintenance facility, a technology project to replace bus hardware and software, and operational-related capital expenses, such as preventive maintenance and capital leasing. The City of Madison has applied for FTA Small Starts funding for the North-South Rapid Route B, anticipated for construction in 2025-2027 and entering service in 2028.<sup>1</sup>

### **3. Surface Transportation Block Grant (formerly Surface Transportation Program) Urban Funds**

ISTEA programs increased the funding available under the Surface Transportation Program (STP) – Urban. Subsequent reauthorization bills, TEA-21, SAFETEA-LU, MAP-21, the FAST Act, and now the IIJA or BIL have continued the STP Urban program (renamed the Surface Transportation Block Grant program) as well as other core ISTEA programs, though some have now been consolidated. Surface Transportation Block Grant (STBG) Urban funds can be used for a broad array of transportation improvements in the Madison Urban Area. In addition to the FTA Section 5307 formula funds allocated to Metro Transit on an annual basis, the STBG Urban program is the primary source of Federal funds available for local transportation improvements in the Madison Urban Area.

Table B-1, item 3, provides a summary of STBG Urban funds programmed for the 2025 to 2029 period.

STBG Urban project proposals are requested from local units of government and Dane County on a biennial basis as the transportation improvement program is initiated. The MPO prepares a detailed evaluation, scoring and ranking of projects requesting this funding. MPO staff reviews the evaluation of project proposals with the Technical Coordinating Committee prior to approval by the MPO Policy Board. It should be noted that candidate projects for funding typically exceed the allocated STBG Urban funding for the Madison Urban Area. In order to stretch the limited funding available over more projects, the MPO Policy Board changed the cost sharing policy for major STP Urban projects from 80/20 to 50/50 starting in 2010. In 2015, the MPO Board modified the cost share policy to 60/40 starting with newly programmed projects for 2019-2020. In 2023, the MPO Board modified the cost share policy to 65/35 starting with newly programmed projects for the 2025-2029 program cycle. Page 9 of the TIP shows the priority STBG Urban projects for 2025 through 20229 as approved by the MPO Policy Board.

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<sup>1</sup> As this is a City of Madison project, these costs are not included in Metro's Projected Expenses and Revenues shown in Table B-5.

**Table B-1**  
**Summary of 2025-2029 Project Costs by Funding Source**

		Funds Programmed (\$000s)				
		2025	2026	2027	2028	2029
<b>A.</b>	<b>FEDERAL FUNDS</b>					
<b>1.</b>	<b>National Highway System (NHPP)</b>					
	Madison Metropolitan Planning Area	34,105	52,380	33,750	14,923	40,330
	Outer Area	0	0	0	0	0
	<b>TOTAL</b>	<b>34,105</b>	<b>52,380</b>	<b>33,750</b>	<b>14,923</b>	<b>40,330</b>
<b>2.</b>	<b>Surface Transp. Block Grant - (STBG) State Flexible</b>					
	Madison Metropolitan Planning Area	5,202	3,522	0	2,960	0
	Outer Area	0	2,142	0	1,896	0
	<b>TOTAL</b>	<b>5,202</b>	<b>5,664</b>	<b>0</b>	<b>4,856</b>	<b>0</b>
<b>3.</b>	<b>STBG (formerly STP) Urban (Madison Urban Area)</b>					
	Madison Metropolitan Planning Area	9,488	5,413	10,395	11,139	10,239
<b>4.</b>	<b>STBG (formerly STP) Rural and Small Urban Area</b>					
	Madison Metropolitan Planning Area	834	621	0	0	0
	Outer Area	3,853	0	2,534	0	0
	<b>TOTAL</b>	<b>4,687</b>	<b>621</b>	<b>2,534</b>	<b>0</b>	<b>0</b>
<b>5.</b>	<b>STBG Transportation Alternatives Set Aside</b>					
	Madison Metropolitan Planning Area	6,340	1,134	1,674	1,271	0
<b>6.</b>	<b>Highway Safety Improvement Program (HSIP)</b>					
	Madison Metropolitan Planning Area	3,054	881	1,857	0	0
	Outer Area	0	0	0	0	0
	<b>TOTAL</b>	<b>3,054</b>	<b>881</b>	<b>1,857</b>	<b>0</b>	<b>0</b>
<b>7.</b>	<b>Bridge Replacement &amp; Rehabilitation, Bridge Improvement Program</b>					
	Madison Metropolitan Planning Area	32,786	3,297	720	0	0
	Outer Area	3,313	2,851	656	0	0
	<b>TOTAL</b>	<b>36,099</b>	<b>6,148</b>	<b>1,376</b>	<b>0</b>	<b>0</b>
<b>8.</b>	<b>Other Federal (NPS, AoPP, CARES, ARPA, EAR, PROTECT)</b>	5,000	0	0	0	0
<b>9.</b>	<b>Transit Section 5307 Urbanized Area Program</b>					
	Annual Allocation (excludes carryover funding)	13,948	20,276	20,558	20,114	19,730
<b>10.</b>	<b>Transit Sec. 5339 Bus &amp; Bus Facilities</b>					
	Annual Allocation (excludes carryover funding)	1,970	1,970	1,970	1,970	1,970
<b>11.</b>	<b>Transit Sec. 5337 State of Good Repair</b>	1,350	1,350	1,400	900	900
<b>12.</b>	<b>Transit Sec. 5309 (Small Starts)</b>	0	0	0	0	0
<b>13.</b>	<b>Transit Sec. 5310 E/D Enhanced Mobility Program</b>	535	0	0	0	0
<b>14.</b>	<b>Transit Sec. 5311 Non-Urbanized Area Program</b>	1,477	1,477	1,477	1,477	1,477
	<b>SUB-TOTAL FEDERAL FUNDS</b>	<b>123,255</b>	<b>97,314</b>	<b>76,991</b>	<b>56,650</b>	<b>74,646</b>

(continued on next page)

		Funds Programmed (\$000s)				
		2025	2026	2027	2028	2029
<b>B.</b>	<b>STATE FUNDS</b>					
15.	<b>State Highway Funds</b>					
	Madison Metropolitan Planning Area	15,480	12,743	9,142	5,329	8,538
	Outer Area	445	1,015	0	474	0
	<b>TOTAL</b>	<b>15,925</b>	<b>13,758</b>	<b>9,142</b>	<b>5,803</b>	<b>8,538</b>
16.	<b>State Transit</b>					
	Sec. 85.20 Operating Assistance					
	Madison Metropolitan Planning Area	19,450	19,450	19,839	20,236	20,641
	Sec. 85.21 Senior/Disabled Transp. Assistance	737	767	798	829	863
	<b>TOTAL</b>	<b>20,188</b>	<b>20,217</b>	<b>20,637</b>	<b>21,066</b>	<b>21,504</b>
17.	<b>Other State (WisDOA, DWD, WisDNR, UW, Ped/Bike, Rail, WEDC, MLS)</b>					
	Madison Metropolitan Planning Area	4,000	0	0	0	0
	Outer Area	0	0	0	0	0
	<b>TOTAL</b>	<b>4,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>SUB-TOTAL STATE FUNDS</b>	<b>40,113</b>	<b>33,975</b>	<b>29,779</b>	<b>26,869</b>	<b>30,042</b>
<b>C.</b>	<b>LOCAL FUNDING</b>					
18.	<b>Local Funds</b>					
	City of Madison	103,466	235,550	57,325	61,817	11,172
	City of Middleton	4,316	0	0	0	0
	City of Fitchburg	10,908	4,929	7,313	8,313	5,108
	City of Sun Prairie	5,348	803	6,543	2,378	1,606
	City of Verona	28,712	50,095	1,134	109	0
	City of Monona	142	176	148	150	743
	City of Stoughton	5,678	5,714	1,242	1,261	979
	Dane County					
	Madison Metropolitan Planning Area	632	800	4,071	1,001	0
	Outer Area	24,073	1,547	816	0	0
	Joint - City of Fitchburg & Others	2,831	0	0	0	0
	Joint - City of Madison & Others	31,506	32,136	32,779	33,434	34,103
	Joint - City of Middleton & Others	0	0	0	0	0
	Joint - City of Verona & Others	0	0	0	0	0
	Joint - Dane County & Others					
	Madison Metropolitan Planning Area	3,869	5,328	1,400	3,400	2,700
	Outer Area	0	337	0	0	0
	Other Local					
	Madison Metropolitan Planning Area	7,933	6,767	18,335	6,522	2,953
	Outer Area	0	190	0	0	0
	<b>SUB-TOTAL LOCAL FUNDS</b>	<b>229,414</b>	<b>344,371</b>	<b>131,105</b>	<b>118,385</b>	<b>59,365</b>
<b>COMBINED STATE &amp; LOCAL FUNDING</b>		<b>269,527</b>	<b>378,347</b>	<b>160,884</b>	<b>145,254</b>	<b>89,407</b>
<b>GRAND TOTAL - FEDERAL, STATE, LOCAL</b>		<b>392,782</b>	<b>475,660</b>	<b>237,875</b>	<b>201,904</b>	<b>164,052</b>

**Notes:**  
All state roadway projects using applicable funding sources (e.g., NHPP, STBG State Flexible, BR) are programmed through 2029. Local BR, STBG (BR), and STBG Rural projects are programmed through 2029. HSIP (other than annual small HES program) projects are programmed through 2028. 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).

Some projects (e.g., Interstate) are located both within the Metro Planning Area and Outer Area. Because the costs could not be separated out, all of the costs are shown in the Metro area.

City of Madison funding includes parking, which is funded entirely by the parking utility through user fees. City of Madison funding also includes the local share of FTA transit capital grants.

City of Madison & Other funding includes local share funding for operating the Metro Transit system as well as joint city-county roadway projects.

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

**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	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Federal Highway Administration	National Highway Performance Program	34,105	53,915	35,757	16,274	45,269	34,105	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	10,396	11,140	10,239	9,488	5,413	10,396	11,140	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	13,948	20,870	21,780	21,934	22,146	13,948	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 (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.



**Table B-3**  
**Projected Expenses and Revenues of Transportation Projects in the Madison Metropolitan Planning Area**  
**in Year of Expenditure Dollars (Thousands)**  
**2025-2029**

Projected Expenses (\$000s)	2025	2026	2027	2028	2029	2025-2029 Period Total
	<b>State &amp; Federal</b>					
State Highway Operations and Maintenance	10,305	10,607	10,917	11,237	11,567	54,633
Fed. Const. (NHPP, STBG FLEX, HSIP) Funding	42,361	58,447	37,724	19,501	44,482	202,515
State Const. Funding	15,480	13,116	9,686	2,823	9,583	50,689
<b>Subtotal</b>	<b>68,146</b>	<b>82,170</b>	<b>58,327</b>	<b>33,562</b>	<b>65,632</b>	<b>307,837</b>
<b>Dane County &amp; Communities</b>						
Street Operations and Maintenance	66,957	68,919	70,938	73,016	75,156	354,985
Street Construction	72,138	74,252	76,427	78,667	80,972	382,456
Street-Related Facilities	13,815	14,220	14,637	15,065	15,507	73,244
<b>Subtotal</b>	<b>152,910</b>	<b>157,390</b>	<b>162,002</b>	<b>166,748</b>	<b>171,634</b>	<b>810,685</b>
<b>Metro Transit</b>						
Capital Expenses	19,569	14,935	15,370	15,860	16,345	82,079
Operating Expenses	77,425	79,361	81,345	83,378	85,463	406,972
<b>Subtotal</b>	<b>96,994</b>	<b>94,296</b>	<b>96,715</b>	<b>99,238</b>	<b>101,808</b>	<b>489,051</b>
<b>Total Projected Expenses</b>	<b>318,050</b>	<b>333,856</b>	<b>317,044</b>	<b>299,549</b>	<b>339,074</b>	<b>1,607,573</b>
<b>Projected Revenues (\$000s)</b>						
<b>State &amp; Federal</b>						
State Highway Operations and Maintenance	10,028	10,229	10,433	10,642	10,855	52,186
Fed. Const. (NHPP, STBG FLEX, HSIP) Funding	42,361	42,426	54,134	37,387	16,413	192,721
State Const. Funding	15,480	12,998	9,511	2,747	9,242	49,978
<b>Subtotal</b>	<b>67,869</b>	<b>65,652</b>	<b>74,079</b>	<b>50,777</b>	<b>36,509</b>	<b>294,886</b>
<b>Dane County &amp; Communities</b>						
Street Operations and Maintenance	66,957	68,919	70,938	73,016	75,156	354,985
Street Construction	72,138	74,252	76,427	78,667	80,972	382,456
Street-Related Facilities	13,815	14,220	14,637	15,065	15,507	73,244
<b>Subtotal</b>	<b>152,910</b>	<b>157,390</b>	<b>162,002</b>	<b>166,748</b>	<b>171,634</b>	<b>810,685</b>
<b>Metro Transit</b>						
Capital Revenues	19,569	14,935	15,370	15,860	16,345	82,079
Operating Revenues	77,425	79,361	81,345	83,378	85,463	406,972
<b>Subtotal</b>	<b>96,994</b>	<b>94,296</b>	<b>96,715</b>	<b>99,238</b>	<b>101,808</b>	<b>489,051</b>
<b>Total Projected Revenues</b>	<b>317,773</b>	<b>317,338</b>	<b>332,795</b>	<b>316,764</b>	<b>309,951</b>	<b>1,594,621</b>

<sup>1</sup> Roadway inflation rate @ 2.93% per year applied to State & Federal and Dane County & Local Communities expenses and based on CPI over the past ten years. Roadway inflation rate @ 2% per year applied to State & Federal revenues and based on expected IJJA yearly increase in federal apportionments. Roadway inflation rate @ 2.93% per year applied to Dane County & Local Communities revenues.

<sup>2</sup> State Highways Operations & Maintenance based on % of STN miles in MPO planning areas applied to OPFI estimate of \$302m statewide X 2 to better account for lane miles in MPO. State & Federal construction cost/revenue figures are from the 2025-2029 TIP.

<sup>3</sup> Local revenue projections based on 2015-2019 five-year average, adjusted for inflation. 2015-2019 data from State of Wisconsin Department of Revenue.

<sup>4</sup> Metro Transit revenue projections reflect a 2% annual inflationary increase.

**Table B-4**

**Metro Transit Fixed-Route System  
Revenue Service Statistics**

<u>Year</u>	<u>Total Passengers<sup>1</sup></u>	<u>Revenue Vehicle Hours<sup>2</sup></u>	<u>Passengers/ Rev. Veh. Hour</u>	<u>Passenger Revenue<sup>3</sup></u>	<u>Revenue/ Passenger</u>	<u>Operating Expenses<sup>3,4</sup></u>	<u>Expense/ Passenger</u>	<u>Revenue as % Expense</u>
2023	9,403,885	386,374	<b>24.3</b>	\$9,345,849	<b>\$0.99</b>	\$57,399,114	<b>\$6.10</b>	16.3%
2022	8,287,021	345,899	<b>24.0</b>	\$8,384,512	<b>\$1.01</b>	\$51,022,930	<b>\$6.16</b>	16.4%
2021	5,390,018	333,245	<b>16.2</b>	\$8,329,002	<b>\$1.55</b>	\$50,061,816	<b>\$9.29</b>	16.6%
2020	4,693,426	309,446	<b>15.2</b>	\$7,725,570	<b>\$1.65</b>	\$49,175,986	<b>\$10.48</b>	15.7%
2019	12,856,514	403,570	<b>31.9</b>	\$12,403,091	<b>\$0.96</b>	\$49,447,862	<b>\$3.85</b>	25.1%
2018	13,230,698	406,410	<b>32.6</b>	\$12,630,370	<b>\$0.95</b>	\$48,018,558	<b>\$3.63</b>	26.3%
2017	12,817,077	404,395	<b>31.7</b>	\$12,847,443	<b>\$1.00</b>	\$47,343,970	<b>\$3.69</b>	27.1%
2016	13,305,291	403,825	<b>32.9</b>	\$12,799,840	<b>\$0.96</b>	\$46,920,051	<b>\$3.53</b>	27.3%
2015	14,358,261	405,802	<b>35.4</b>	\$12,953,527	<b>\$0.90</b>	\$46,116,510	<b>\$3.21</b>	28.1%
2014	15,223,961	403,466	<b>37.7</b>	\$13,012,124	<b>\$0.85</b>	\$44,909,155	<b>\$2.95</b>	29.0%
2013	14,740,736	391,100	<b>37.7</b>	\$12,596,966	<b>\$0.85</b>	\$43,031,329	<b>\$2.92</b>	29.3%
2012	14,592,214	382,454	<b>38.2</b>	\$11,970,811	<b>\$0.82</b>	\$41,522,887	<b>\$2.85</b>	28.8%
2011	14,923,970	383,107	<b>39.0</b>	\$11,712,963	<b>\$0.78</b>	\$42,090,315	<b>\$2.82</b>	27.8%
2010	13,623,461	381,768	<b>35.7</b>	\$10,737,634	<b>\$0.79</b>	\$40,434,049	<b>\$2.97</b>	26.6%
2009	13,588,426	372,134	<b>36.5</b>	\$9,992,237	<b>\$0.74</b>	\$40,547,797	<b>\$2.98</b>	24.6%
2008	13,433,139	366,786	<b>36.6</b>	\$9,083,451	<b>\$0.68</b>	\$41,288,025	<b>\$3.07</b>	22.0%
2007	12,672,334	367,130	<b>34.5</b>	\$8,721,876	<b>\$0.69</b>	\$36,199,459	<b>\$2.86</b>	24.1%
2006	12,034,468	365,547	<b>32.9</b>	\$7,912,169	<b>\$0.66</b>	\$35,143,898	<b>\$2.92</b>	22.5%
2005	11,475,597	364,491	<b>31.5</b>	\$7,361,203	<b>\$0.64</b>	\$32,974,246	<b>\$2.87</b>	22.3%
2004	10,962,345	365,826	<b>30.0</b>	\$6,295,638	<b>\$0.57</b>	\$31,732,151	<b>\$2.89</b>	19.8%
2003	10,934,125	356,137	<b>30.7</b>	\$5,910,084	<b>\$0.54</b>	\$30,283,752	<b>\$2.77</b>	19.5%
2002	10,895,089	363,063	<b>30.0</b>	\$6,172,079	<b>\$0.57</b>	\$30,029,568	<b>\$2.76</b>	20.6%
2001	10,210,834	373,331	<b>27.4</b>	\$6,308,430	<b>\$0.62</b>	\$28,637,012	<b>\$2.80</b>	22.0%
2000	10,065,495	385,072	<b>26.1</b>	\$5,821,511	<b>\$0.58</b>	\$28,232,128	<b>\$2.80</b>	20.6%
1999	10,110,441	393,883	<b>25.7</b>	\$5,621,793	<b>\$0.56</b>	\$27,576,045	<b>\$2.73</b>	20.4%
1998	10,097,867	344,204	<b>29.3</b>	\$5,862,692	<b>\$0.58</b>	\$25,548,528	<b>\$2.53</b>	22.9%
1997	10,370,107	315,395	<b>32.9</b>	\$6,104,538	<b>\$0.59</b>	\$23,054,329	<b>\$2.22</b>	26.5%
1996	9,816,095	321,778	<b>30.5</b>	\$5,914,372	<b>\$0.60</b>	\$22,355,149	<b>\$2.28</b>	26.5%
1995	9,600,678	318,248	<b>30.2</b>	\$5,271,921	<b>\$0.55</b>	\$20,666,830	<b>\$2.15</b>	25.5%
1994	9,655,615	311,884	<b>31.0</b>	\$5,422,093	<b>\$0.56</b>	\$19,962,607	<b>\$2.07</b>	27.2%
1993	9,554,959	309,895	<b>30.8</b>	\$5,365,315	<b>\$0.56</b>	\$20,326,803	<b>\$2.13</b>	26.4%
1992	9,560,739	309,992	<b>30.8</b>	\$5,078,327	<b>\$0.53</b>	\$19,147,083	<b>\$2.00</b>	26.5%
1991	9,389,637	295,049	<b>31.8</b>	\$4,937,700	<b>\$0.53</b>	\$18,165,516	<b>\$1.93</b>	27.2%
1990	9,096,485	293,995	<b>30.9</b>	\$4,663,216	<b>\$0.51</b>	\$16,498,683	<b>\$1.81</b>	28.3%
1989	9,047,940	287,486	<b>31.5</b>	\$4,598,717	<b>\$0.51</b>	\$15,424,513	<b>\$1.70</b>	29.8%
1988	9,540,787	308,777	<b>30.9</b>	\$4,734,182	<b>\$0.50</b>	\$15,249,227	<b>\$1.60</b>	31.0%
1987	10,063,120	332,137	<b>30.3</b>	\$4,988,896	<b>\$0.50</b>	\$14,751,192	<b>\$1.47</b>	33.8%
1986	11,301,361	314,795	<b>35.9</b>	\$4,965,555	<b>\$0.44</b>	\$14,178,969	<b>\$1.25</b>	35.0%
1985	11,946,337	325,314	<b>36.7</b>	\$5,172,913	<b>\$0.43</b>	\$13,922,792	<b>\$1.17</b>	37.2%

Source: Metro Transit National Transit Database (NTD) Reports

<sup>1</sup>Total Passengers includes passenger boardings (unlinked passenger trips) such as riders boarding with a cash fare, 10-ride card, unlimited ride pass, or transfer, as well as free rides on compaus circulators and children five year old or younger. It is very difficult to accurately count linked passenger trips due to the use of unlimited ride passes. According to a 2015 on-board passenger survey, the percentage of trips that include a transfer is about 20%.

<sup>2</sup>"Revenue Vehicle Hours" includes hours of service available to passengers for transport on routes. Excludes deadhead travel where the bus is traveling between the garage and the route or from the end of service on one route to another, but includes recovery and layover time.

<sup>3</sup>Dollar figures are unadjusted for inflation.

<sup>4</sup>Operating expenses do not include depreciation, interest expenses, and capital leases and rentals.

**Table B-5  
Madison Metro Transit System  
Projected Expenses and Revenues <sup>1</sup>**

	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
	<u>Budgeted</u>	<u>Projected</u>	<u>Projected</u>	<u>Projected</u>	<u>Projected</u>	<u>Projected</u>
<b><u>Expenses</u></b>						
Capital Costs <sup>2</sup>	\$19,568,921	\$14,935,000	\$15,370,000	\$15,860,000	\$16,345,000	\$16,880,000
Operating Costs <sup>3</sup>	\$77,425,165	\$79,360,794	\$81,344,814	\$83,378,434	\$85,462,895	\$87,599,468
<b>Total Costs</b>	<b>\$96,994,086</b>	<b>\$94,295,794</b>	<b>\$96,714,814</b>	<b>\$99,238,434</b>	<b>\$101,807,895</b>	<b>\$104,479,468</b>
<b><u>Revenues</u></b>						
FTA Sec. 5307 <sup>4</sup> , 5337 <sup>5</sup> & 5339 <sup>5</sup> Capital	\$23,938,748	\$19,394,260	\$19,921,054	\$20,495,331	\$21,072,214	\$21,694,332
FTA CARES, CRRSA, & ARPA Funds	\$0	\$0	\$0	\$0	\$0	\$0
FTA Areas of Persistent Poverty Grant	\$0	\$0	\$0	\$0	\$0	\$0
FTA Small Starts	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5339c Low or No Emission Capital Grant	\$0	\$0	\$0	\$0	\$0	\$0
State Sec. 85.20 <sup>6</sup>	\$18,513,404	\$18,976,239	\$19,450,645	\$19,936,911	\$20,435,334	\$20,946,217
Farebox & Other Revenue	\$19,628,376	\$20,119,085	\$20,622,062	\$21,137,614	\$21,666,054	\$22,207,705
Local Funds - Madison <sup>7</sup>	\$21,849,737	\$22,415,793	\$22,995,876	\$23,600,273	\$24,214,279	\$24,850,699
Other Local Funds	\$13,063,821	\$13,390,417	\$13,725,177	\$14,068,306	\$14,420,014	\$14,780,514
<b>Total Revenues</b>	<b>\$96,994,086</b>	<b>\$94,295,794</b>	<b>\$96,714,814</b>	<b>\$99,238,434</b>	<b>\$101,807,895</b>	<b>\$104,479,468</b>

<sup>1</sup> Costs and revenues for 2025 are based upon City Executive budget. All figures are preliminary estimates, subject to final state and federal authorization budgets. Figures differ from TIP Project Listings due to City budgeting FTA funding in prior year CIP.

<sup>2</sup> Includes all fixed asset and operating costs projected to be funded by FTA Section 5307, 5337, 5339 and other discretionary grants. Includes cost of BRT project.

<sup>3</sup> Operating costs net of those costs funded by FTA Section 5307 grants. Costs include debt principal and interest, but not depreciation.

<sup>4</sup> Includes operating expenses related to preventive maintenance, tire leasing, planning, etc. eligible for and projected to be funded through Section 5307 capital grants.

<sup>5</sup> Section 5337 (State of Good Repair) and Section 5339 (Bus and Bus Capital) are formula programs under the IJJA/BIL. Funding levels are based on authorized funding.

<sup>6</sup> Assumes a zero increase each year state s. 85.20 funding.

<sup>7</sup> General obligation (G.O.) debt funds are used for large capital expenses. Smaller capital expenses are assumed to be funded by current year taxes and are included under "Local - Madison."

# Attachment C: Past Transportation Improvements

## A. Transportation Improvements

Numerous transportation improvement projects have been implemented since the 1991 adoption of the Federal Intermodal Surface Transportation Efficiency Act (ISTEA) and subsequent transportation program reauthorization legislation. ISTEA established a variety of new funding programs and provided a special allocation of funding to the Madison area through the Surface Transportation Program (STP) – Urban, now called the Surface Transportation Block Grant (STBG) – Urban program. These programs have been continued with the subsequent bills, though some of the programs have been consolidated.

Some of the major roadway construction and reconstruction projects completed with federal funding during the past 15+ years within the Madison Metropolitan Area include the following:

- McKee Road/CTH PD (all segments);
- E. and W. Johnson Streets;
- Interstate 39/90 (I-94 to USH 12/18, I-94 Badger, USH 151 interchanges);
- Interstate 39/90 (Expansion south of USH 12/18);
- N. Park Street;
- Buckeye Road/CTH AB;
- E. Washington Avenue (including STH 30 Interchange);
- USH 151 (American Parkway to Main St., including CTH C/Reiner Rd. Interchange);
- USH 12/18 and CTH AB Grade-Separated Interchange;
- W. Beltline (USH 12/14/18/151) Fish Hatchery Rd. and Park St. Interchange Ramp Improvements;
- W. Beltline (USH 12/14/18/151) and Verona Road (USH 18/151) Single Point Urban Interchange;
- W. Beltline (USH 12/14/18/151) (Whitney Way to I-39/90) Dynamic Part-Time Shoulder Use (DPTSU);
- Interstate 94 (I-39/90 to CTH N and CTH N interchange);
- CTH M/S. Junction Rd. (Valley View/Pleasant View ext. Intersection) and Mineral Point Rd./CTH S (Pleasant View Rd. Intersection) Roundabouts and CTH M/Junction Intersection Area Reconstruction;
- Pleasant View Rd. Extension;
- Monona Drive Reconstruction;
- STH 113 (Northport/Pennsylvania/Packers Ave.) Reconstruction;
- Fish Hatchery Rd./CTH D (Emil to Wingra Dr.) Reconstruction;
- University Ave. (Segoe Rd. to Allen Blvd.; Shorewood Blvd. to University Bay Drive) Reconstruction;
- University Ave. (Allen Blvd./CTH Q to University Bay Dr.) Adaptive Signal Control System Installation;
- USH 51 (CTH V to STH 19) Reconstruction and Freeway Conversion;
- CTH M (S. Pleasant View Road) CTH PD and Mid Town Segments (Valley View Road to Cross Country Road);
- CTH M (S. Pleasant View Road) (USH 14 to Timber Wolf Trail);
- USH 18/151 (Verona Road);
- E. Washington Avenue (Blair Street to East Springs Drive) Adaptive Signal Control System Installation; and
- CTH M (STH 113 to Oncken Road)

The following are some of the major transit service improvements that have been implemented in more recent years:

- Increased service frequency on Route 2 to 15 minutes all day between the West Transfer Point and the Capitol Square;
- Expansion of service on Route 10 to address overcrowding along University and Sheboygan Avenues and later expansion to west to serve University row development;
- Addition of new weekday peak and weekend service (Route 31) to the low-income Owl Creek neighborhood on the southeast side and later expansion to evenings and holidays;
- Increasing service frequency on Route 50 on weekday middays and evenings from 60 minutes to 30 minutes;
- Restructuring of service in Middleton affecting Routes 71, 72, 73, and deleting Route 74 and the Middleton Transfer Point;
- Restructuring of Routes 44, 48, and adding new Route 49 to expand peak period service to the Swan Creek neighborhood in Fitchburg;
- Increased service frequency and span on Route 26 serving the American Center from hourly weekday middays only to every 30 minutes throughout the weekday and weekends;
- Realignment of Route 18 to improve travel time and allow returning the route to 30-minute service during the weekday p.m. period;

- Expansion of Route 17 service to every 30 minutes on weekends/holidays;
- Improvement of Route 2 and 28 service, serving the job center;
- Expansion of Route 58 to 1 Exact Lane, serving the Exact Sciences facility at this location; and
- Addition of commuter express service between Sun Prairie and downtown Madison.

Service was substantially reduced in spring of 2020 due to the COVID-19 pandemic. Service levels were restored back to 85% of pre-COVID levels in August 2020. A route re-design study was completed in 2022 to evaluate major changes to the system to be implemented just prior to and in conjunction with Bus Rapid Transit (BRT) service in 2023-2024. Infrastructure improvements for East-West Rapid Route A BRT (bus lanes, transit priority signals, etc.) were made in the east-west corridor in 2023-2024, and 60-foot articulated BRT buses were purchased to provide service in both the East-West and the proposed in the North-South Route B corridor; infrastructure improvements in the North-South corridor will occur in the future.

The Transit Network Redesign resulted in an entirely new service plan that was implemented in June of 2023, with needed adjustments in August 2023, which included:

- Route A: Westbound adjustments to provide more time through State St and UW Campus to make better connections to Routes F and R.
- Route B: Westbound adjustments to provide more time through State Street and UW Campus.
- Route C: Morning trips added from Ingersoll to UW campus. New timepoint at University and University Bay.
- Route D: Timepoint on D2 moved from Sherman and Commercial to Fordem and Mcguire. Timepoint on D2 moved from Chalet Gardens and Verona Frontage to Verona Frontage and Williamsburg.
- Route E: Weekday midday service increased from every 60 minutes to every 30 minutes.
- Route F: Schedule adjusted for better connections from Route A.
- Route O: Additional weekday service added near UW campus.
- Route R: Schedule adjusted for better connections from Route A.
- Route 38: Eastbound and westbound service restored to Sheboygan and Eau Claire. Route extended further west.
- Route 75: Timepoint at McKee and Fish Hatchery moved to Fish Hatchery and Caddis.
- Route 80: Frequency added and schedules adjusted to improve reliability.

ISTEA established the Transportation Enhancements (TE) Program in 1991, which dramatically increased the level of funding available for bicycle and pedestrian facilities. The City of Madison and other area communities have been successful in securing funding for projects under the TE funding program. Projects have competed on a statewide basis for use of these funds. The MPO now receives an allocation of funding under the renamed STBG – Transportation Alternatives Set Aside program.

The following are some of the major pedestrian/bicycle path facilities that have been completed over the past 2+ decades with federal funding:

- Capital City Trail (Isthmus, E-Way, and Verona Road segments);
- Wingra Creek Path;
- Southwest Commuter Path, including Beltline overpass;
- Blackhawk Path (Eau Claire to Maple Ter.);
- UW Campus Path Reconstruction;
- Marsh View/E Branch Starkweather Creek Path, including STH 30 underpass;
- Yahara River Bike/Ped Underpass at Johnson Street;
- USH 151 Corridor Path and Underpass;
- Parmenter Street (former USH 12) Underpass and other enhancements (paving, stream crossings) of the Pheasant Branch Creek Trail;
- Ice Age Junction Trail (CTH PD to Military Ridge Trail);
- W. Branch Starkweather Creek Path (Darbo Dr. to MATC) and E. Washington and Aberg Ave. overpasses;
- Badger State Trail (Capital City Trail/Lovell Ln. to Purcell Rd.);
- Woodland Drive path and bike lanes;
- University Ave. path reconstruction and new segment and Spring Harbor underpass;
- Cannonball Trail, including the Beltline and McKee Road overpasses;
- Lower Yahara River Trail, Phase 1 (McDaniel Park in the Village of McFarland to Capital City Trail at the Lussier Family Heritage Center);
- CTH M Corridor Path (Ice Age Junction Path Extension) USH 14 to Timber Wolf Trail; Valley View Road to Cross Country Road;
- Badger State Trail Grade Separated Crossing of CTH PD (East of Spoke Drive);

- Relocation of the Capital City Trail crossing of CTH MM to the McCoy Road intersection;
- The majority of the North Mendota Trail East Segment (CTH M; Highland Way to Signature Drive) was constructed in 2022-2023;
- North Mendota Trail (CTH M; STH 113 to Oncken Road);
- The Main Street (Village of Cottage Grove)/CTH N Corridor Path Extension;
- DeForest Schools Safe Route Path was largely completed in 2022, with the final segment along Jefferson Street constructed in 2023; and
- Autumn Ridge Path & Overpass (Milwaukee Street to Ziegler Road): Largely completed in 2024; overpass will be completed in 2025

Bicycle lanes are now routinely included as part of arterial and collector roadway construction and reconstruction projects. In some cases, it has been possible to add bike lanes through re-striping. In recent years, bicycle lanes have been added or enhanced to segments of the following roadways in the Madison area: Nesbitt Rd.; McKee Rd.; N. Park St.; Lacy Rd.; Old Sauk Rd.; Lien Rd.; Rimrock Rd.; N. Thompson Dr.; High Crossing Blvd.; Buckeye Rd.; Femrite Dr.; W. Washington Ave.; E. Washington Ave.; Marsh Rd., Odana Rd., S. High Point Rd., Cottage Grove Rd., Sprecher Rd., Hoepker Rd., CTH C/Grand Ave., W. Main St. (Sun Prairie), Monona Dr., Broom St., Bassett St., University Ave., Old University Ave., STH 113, Sherman Ave.; Segoe Rd., E. Johnson St., CTH M, and Exchange Street.

The MPO's travel demand management (TDM) program, RoundTrip (formerly Rideshare, Etc.), coordinates the activities of various agencies and organizations to encourage the use of non-drive-alone transportation options (car/vanpool, public transit, bicycling, walking). These efforts help reduce driving and traffic congestion on major corridors and around work sites. Through RoundTrip, MPO staff assists employers with resources including on-site visits, promotional materials, toolkits, employee surveys, and branded networks on the ride-matching website. RoundTrip partners with Dane County, Metro Transit, and UW-Madison to conduct an annual advertising campaign to build public awareness, and responds to requests for assistance via email and phone. RoundTrip also partners with Dane County to administer the Dane County Emergency Ride Home (ERH) program, and manages a website and online ride matching and trip planning platform connected to a statewide database. The platform launched in 2007 in partnership with the Wisconsin Department of Transportation (WisDOT) RIDESHARE program to help commuters connect with other carpoolers, vanpools, transit routes, park-n-rides, and bicycle buddies, and was improved in 2021 with a dedicated RoundTrip website providing tailored resources for Dane County and digital access to the ERH program. Staff worked with WisDOT and the Southeast Wisconsin Regional Planning Commission to make further improvements in 2023 by transitioning to a new platform vendor, RideAmigos, and adding features that support gamification, one-time ride matching, and event-based ride matching. In spring and fall 2023 the RoundTrip program hosted its first transportation challenges in Dane County, and now continues to host at least one challenge annually to promote and encourage the use of non-drive-alone options.

The status of all major projects within the Madison Metropolitan Planning Area programmed for construction in 2024 is shown in Table C-2.

## **B. Air Quality Impacts**

Under the National Ambient Air Quality Standards (NAAQS) included in the Clean Air Act Amendments (CAAA) of 1977, Dane County was designated as a "non-attainment" area for photochemical oxidants for a short period of time. The Act required states to develop a revised State Implementation Plan to bring non-attainment areas into conformance with the air quality standards by the end of 1982. The Dane County Regional Planning Commission (DCRPC) was designated by the State to take the lead in developing a plan to bring Dane County into compliance with the photochemical oxidant standards. This plan, "Transportation/Air Quality Planning for the Dane County Area," was adopted by the DCRPC in April of 1979, and the "non-attainment" designation was removed in late 1982.

The 1990 Clean Air Act Amendments were signed into law on November 1, 1990. Under the revised Act, the two major areas of concern for Dane County are the maintenance of attainment status, and compliance with emission restrictions and engine regulations placed on transit vehicles purchased by public and private transit operators after 1990.

To date, the State of Wisconsin has mandated the implementation of most of the available low-cost control techniques and has made considerable progress in controlling industrial emissions and other stationary source contributors. Controlling mobile sources, however, will figure heavily in future efforts. In addition to emission reductions from cleaner vehicles, "transportation system management" (TSM) and "transportation demand management" (TDM) measures can help reduce motor vehicle emissions by slowing the growth in vehicle miles traveled. These include: traffic flow improvements; carpooling and employer demand management programs; improved public transit and pedestrian



and bicycle facilities; parking management; and special event planning. The Madison area has had a long-standing commitment to implement TDM and TSM measures to improve the overall efficiency of the transportation system. The transportation/air quality plan for Dane County listed 17 TDM/TSM projects planned for implementation during the 1979–1982 period, and established goals for volatile organic compound reductions resulting from implementation of the measures. All recommended projects were initiated and several were completed. Many continue as ongoing projects and some new projects have been added, as noted on the following pages.



**Table C-1  
Status Report on TDM and TSM Projects**

Project	Status	Implementing Agency
1. Regional transportation options program (RoundTrip), including ridesharing coordination	Continuing. Online ride-matching added in 2007; rebrand to “RoundTrip” completed in 2020; RoundTrip brand, website, and digital Emergency Ride Home (ERH) voucher process launched in 2021. Partnered with WisDOT and SEWRPC to switch to a new rideshare platform vendor (RideAmigos) in 2023. Ongoing administration of ERH program and Dane County employee bus pass program. Annual rideshare advertising campaign is jointly funded by the MPO, UW, Dane County, and Metro Transit.	MPO
2. State vanpool program	Continuing. WisDOA transitioned management of the program to Commute with Enterprise in May 2023. Vans are open to non-state riders. Participation is much lower than it was pre- pandemic, partly due to continued prevalence of hybrid schedules and partly due to increased rider costs.	WisDOA
3. Residential parking permits	Continuing; affects most central Madison neighborhoods.	City of Madison
4. Downtown parking management	Continuing; Dane County employees who carpool receive free parking in the county ramp.  Discontinued: City of Madison Parking Utility leased parking policy requiring an employer TDM program; the Utility now works with employers on a voluntary basis. The Parking Utility also discontinued its program giving carpoolers first priority for monthly permits in 2022 due to low participation.	Dane County, City of Madison
5. TDM ordinances	In 2022, the City of Madison adopted a TDM policy that applies to new and expanding developments seeking building permits with residential and/or non-residential uses (commercial, employment, institutional), as well as the addition new or expanded parking facilities. The program implementing this policy launched in mid-2023.	City of Madison
6. Employer TDM programs, including flex parking, shuttle service, bus passes, and other strategies	Continuing: UW Commuter Solutions program, Dane County Employee Options program.  Discontinued: City of Madison Parking Utility program that used funding from garage ads in 2007-'09 for Share & Park, GRH, and employer support packages.	UW, Dane County
7. Employer bus pass programs	Continuing. Metro operates eight unlimited ride pass programs for the City of Madison, Dane County, Edgewood College, Madison College, UW Health staff, UW-Madison staff and students, Meriter Hospital and St. Mary’s Hospital, as well as the Commute Card program for businesses that offers unlimited-ride annual passes at a discounted rate per ride, capped at \$65/month.	Hospitals, city and county government, universities/ colleges, and other employers
8. Transit infrastructure priority treatments	Beginning in 2022, city budgeted funding for transit improvements in priority areas, including features such as bus queue jumps. Bus lanes and other priority treatments were constructed as part of the East-West BRT construction, completed in 2024.	City of Madison
9. Transit service enhancements, including fixed-guideway service	New buses according to fleet replacement schedule; service reduction in 2020 due to COVID-19; minor service improvements in recent years with no changes in 2022; entirely re-designed service network implemented in June 2023; East-West BRT service implemented in 2024. Redesigned network vastly increases job access for most residents.	Metro Transit

10. Bus service to peripheral employment centers in Madison area	Continuing; Verona commuter service expanded in 2012, 2014, 2023; Service to Am. Ctr. improved in 2015; service added to Exact Sciences facility in 2018; service to and within Sun Prairie initiated in 2019 and expanded in 2023, serving the entire community with two local routes. Service to peripheral employment areas improved with implementation of Network Redesign in June 2023.	Metro Transit
11. Transit Amenities Enhancements Program	Continuing; includes signs, shelters, etc.	Metro Transit
12. Downtown shuttle service  Free Fare Zone	Service terminated in 1987; restored with 1998 route restructuring but terminated again in 2000. Midday service between UW campus and Capitol Square implemented in 2004, served by a combination of overlapping routes since then.  Implemented in the downtown area in 1991. Terminated in 1998.	Metro Transit  Metro Transit
13. Outer area transit service	Commuter service to Epic Systems in Verona implemented in 2005, improved in 2012, 2014, and 2023. Express commuter route between Madison and Sun Prairie initiated in 2019, revised to be served by an extension of Route A in 2023. Local bus service replaced shared-ride taxi system in September 2023. MPO assisted Village of Oregon in evaluating potential service models in 2022-'23, and Village of DeForest in 2023. Metro contracted with City of Monona for service to begin in 2025 and is discussing potential service expansion with Village of Cottage Grove, date TBD.	Metro Transit, private transit services, municipalities
14. Transit fare changes, bus pass programs for better efficiency and service	Continuing. Fare increase implemented in 2009 to support system and increase service hours. Fare payment technology and policies study conducted in 2021-22. Fast Fare card system launched in 2024 allows fare capping by the day, week and month; cards are rechargeable online, at BRT kiosks, and at many area businesses.	Metro Transit
15. Improved transportation system surveillance, monitoring, and customer information	Continuing; ITS transit elements include bus locator system, real-time bus info, automatic passenger counters, and security cameras. Real-time traffic data now available via apps, 511 site, cameras. Major technology upgrades implemented beginning in 2021, including real-time fleet communications, on-bus systems, and related systems to improve scheduling and fleet maintenance. New Metro Bus Tracker app and web page in 2024.	Metro Transit, WisDOT, City of Madison
16. Transit and traffic operations improvements: <ul style="list-style-type: none"> <li>• Bus priority treatments</li> <li>• Intersection reconfiguration</li> <li>• Traffic signals; advanced traffic control systems</li> <li>• ITS (e.g., ramp meters, real-time info.)</li> <li>• Other</li> </ul>	Continuing; Includes ongoing traffic signal coordination program, interchange ramp, auxiliary lane, and intersection improvements, and installation of ramp meters on Beltline. Adaptive signal system implemented in CTH PD/Fish Hatchery Rd corridor as part of Verona Rd/Beltline project, and implemented in Univ. Ave. corridor in 2020, E. Washington Ave. at end of 2020. First bus queue jump added at EB E. Washington/Fourth St. intersection. Queue jumps, traffic signal priority, bus-only lanes implemented with BRT in 2024.	WisDOT and local implementing agencies

17. Incident Management Program for major highways	Traffic management continuing on Beltline and Interstate, including traffic signal systems, message signs, and service patrols. Flex lane system implemented on Beltline west of Whitney Way in 2022.	WisDOT
18. Bikeway system improvements	Continuing; comprehensive bicycle plan last completed in 2015; Bicycle wayfinding plan completed in 2017 with implementation ongoing; bikeway system plan continually updated as part of RTP updates. MPO to begin an Active Transportation Plan in early 2025.	Various municipalities, Dane County, WisDOT

**Table C-2  
Status of 2024 Listed Major Projects  
in the Madison Metropolitan Planning Area**

<b>Rideshare/TDM/Parking</b>	<b>Jurisdiction</b>	<b>Status</b>
Ridesharing Coordinator and Promotion*	Greater Madison MPO	Implemented
Travel Demand Madison Program	Madison	Implemented

<b>Pedestrian/Bicycle Projects</b>	<b>Jurisdiction</b>	<b>Status</b>
Lower Yahara River Trail Phase 2 (Fish Camp County Park thru Lake Kegonsa State Park to Williams Point Drive)	Dane County	Completed
Lower Yahara River Trail/West Waubesa Trail (Connector path from Waubesa Beach Neighborhood Waucheeta Trail to LYRT through Capital Springs State Park and William G. Lunney Lake Farm Park)	Dane County	Completed
North Mendota Trail (CTH M Corridor Path) STH 113 to Woodland Drive*	Dane County	In Progress
Fitchrona Road Bike Lanes and Path (North of Whalen to South of Whalen)	City of Fitchburg	Deferred
S. Syene Road Bike Lanes (E. Cheryl Parkway to W. Clayton Street)	City of Fitchburg	Deferred
Traffic Calming Program	City of Fitchburg	In Progress
Autumn Ridge Path & Overpass*	City of Madison	In Progress
Bicycle Count Program	City of Madison	In Progress
Cannonball Bike Trail (Railroad to Bowman Field)	City of Madison	Deferred
Hammersley Road Path	City of Madison	Completed
Hermina Street – Starkweather Bridge	City of Madison	Deferred
Ped/Bike Safety Education*	City of Madison	Implemented
Pleasant View Road Corridor Path (Old Sauk Road to USH 14)	City of Madison	Completed
Madison Safe Routes to School Plan (City Wide)*	City of Madison	Implemented
Madison Safe Routes to School Plan (School Specific)	City of Madison	In Progress
Safe School Crossing Equipment*	City of Madison	In Progress
Safe Streets and Roads For All*	City of Madison	In Progress
Troy Drive Railroad Bridge	City of Madison	Deferred
North Mendota Trail – East Segment	City of Middleton	Completed
North Middleton Trail (Graber Road to Gov. Nelson State Park)	City of Middleton	Deferred
Mandt Park Riverwalk (Mandt Parkway to 4 <sup>th</sup> Street)	City of Stoughton	Completed

Yahara River Trail Phase 1 (4 <sup>th</sup> to Water Street)	City of Stoughton	Deferred
Virgin Lake Trail (Roby Road to USH 51 West Development)	City of Stoughton	Deferred
Yahara River Trail (4 <sup>th</sup> Street to River Park)	City of Stoughton	Deferred
Yahara River Trail Extension Planning*	City of Stoughton	Implemented
Virgin Lake Trail Extension	City of Stoughton	Completed
N. Bird Street Path and RRFBs (Existing Path to 1,290' S. of Egre Road*)	City of Sun Prairie	Deferred
Sheehan Park Scenic Point Trail Link (Sheehan Park to Heritage Court)	City of Sun Prairie	Canceled
Sunny Valley Park Path	City of Sun Prairie	Completed
Vision Zero Action Plan*	City of Sun Prairie	Implemented
West Verona Ave. & Westlawn Avenue RRFB	City of Verona	In Progress
North Street (CTH CV Corridor Path) (Main Street to Stokely Drive) Path*	Village of DeForest	Deferred
Village of Oregon Bicycle and Pedestrian Transportation Study*	Village of Oregon	In progress
Dane County Safe Routes to School*	WI Bike Federation	In Progress
Dane County High School Safe Routes to School*	WI Bike Federation	In Progress

Transit	Jurisdiction	Status
Roadway Improvements for E/W BRT and Construction of Stations (Design/Construction)*	City of Madison (Metro Transit)	Completed
60' Articulated BRT Electric Buses*	City of Madison (Metro Transit)	Completed
Maintenance Equipment for 60' Articulated Buses	City of Madison (Metro Transit)	Completed
BRT Bus Maintenance Facility (Hanson Road)	City of Madison (Metro Transit)	Completed
Remodel, Renovate Existing Bus Maintenance Facility (E. Washington Avenue) (Phase 3A)*	City of Madison (Metro Transit)	In Progress
Admin and Dispatch Facility Improvements (1 S. Ingersoll) (Phase 3B)*	City of Madison (Metro Transit)	In Progress
ADA Paratransit Service*	City of Madison (Metro Transit)	Implemented
North/South BRT Planning and Design*	City of Madison (Metro Transit)	In Progress
Metro On-Board Passenger Survey*	City of Madison (Metro Transit)	Completed
Capital Leasing – Tires & Office Space*	City of Madison (Metro Transit)	Implemented
Preventive Maintenance*	City of Madison (Metro Transit)	Implemented
Section 5310 Grant -- Paratransit Eligibility Determinations & Path of Travel Supports*	City of Madison (Metro Transit)	Implemented
Sec. 5310 Grant – Mobility Management and Travel Training Program*	Dane County Human Services Dept.	Implemented
Bus Stop Improvements*	City of Fitchburg	Implemented
Sec. 5310 Accessible Vehicle Purchases*	Dane County Accessible Taxi Service (DCATS)	In progress
Section 5310 Accessible Vehicle Purchases*	NewBridge Madison	Implemented

Section 5310 Accessible Vehicle Purchases*	Madison Area Rehabilitation Centers	Implemented
Section 5310 Specialized Transportation Software*	YWCA Madison Inc.	In progress
Section 5310 Specialized Transportation Vehicle Purchase*	YWCA Madison Inc.	In progress
Sec. 5311 Inter-City Bus Service (Madison to LaCrosse)*	Jefferson Bus Lines	Implemented
Sec. 5311 Inter-City Bus Service (Madison to Dubuque, IA)*	Lamers Bus Lines	Implemented
Sec. 5311 Inter-City Bus Service (Madison to Wisconsin Rapids)*	Lamers Bus Lines	Implemented
Sec. 5311 Inter-City Bus Service (Madison to Green Bay)*	Lamers Bus Lines	Implemented
Transit Shuttle Operations	City of Fitchburg	In progress
Metro Transit Operating	City of Madison	Implemented
Monona Operating	City of Monona	Implemented
Stoughton Cab Co. Operating	City of Stoughton	Implemented
Sun Prairie Transit Operating	City of Sun Prairie	Implemented
Group Access Service (GAS) and Elderly/Disabled Transportation Operating	Dane County Human Services Dept.	Implemented
Travel Training*	Dane County Human Services Dept.	Implemented
Section 5310 Driver Salary & Operations*	YW Transit	In progress
Section 5310 Employee Payroll*	Community Living Connections	Implemented
Section 5310 Employee Payroll*	Madison Area Rehabilitation Centers	Implemented
Section 5310 Employee Payroll*	Options in Community Living	Implemented
Section 5310 Fixed Route and Volunteer Driver	Sauk County	Implemented

Streets/Roadways	Jurisdiction	Description	Status
S. and W. Beltline (USH 14 to CTH N	WisDOT	Planning and Environmental Linkage Study	Completed
USH 14 (Spring Green to Madison) Deming Way Intersection*	WisDOT	Recondition Intersection, Length USH 14 WB left turn lane, and widen shoulders	Completed
USH 51 (Stoughton to Madison) (CTH B/CTH AB Intersection)	WisDOT	Construct Roundabout	Completed
STH 19 (USH 151 Interchange)*	WisDOT	Intersection Safety Improvements	Completed
STH 113 (Madison to Lodi) Sunset Lane to CTH V)	WisDOT	Pavement Replacement	Completed
STH 113 (Madison to Lodi) (South of Verleen Road)	WisDOT	Resurfacing at WSOR RR Crossing	Completed
East South Street (City of Stoughton) WSOR RR Crossing*	WisDOT	WSOR RR Crossing/Signal Work	Completed
SW Region Pavement Marking*	WisDOT	USH 12 (Sauk City to I-39/90) and USH 14 (USH 12/18 to STH 138)	Completed
CTH AB (CTH MN to USH 12)	Dane County	Resurfacing	Deferred
CTH M (Oncken Road to STH 113)	Dane County	Reconstruction and Expansion to Four Lanes	Completed
CTH MN (Door Creek Bridge)	Dane County	Reconstruction	Deferred
Streetlight Fixture Conversion	Fitchburg	Convert approximately 105 streetlight fixtures to LED fixtures	Completed
S. Syene Road Ph. 2 (Nannyberry Park to W. Clayton Road)	Fitchburg	Reconstruction	Deferred
Gammon Road & Watts Road Intersection*	Madison	Intersection Improvements	Completed
John Nolen Drive (Monona Terrace Tunnel)	Madison	Replace Tunnel Lighting	Deferred
Safe Streets for All*	Madison	Numerous Safety Improvements	In Progress
E. Wilson St. and E. Doty St. (Martin Luther King Jr. Blvd. to Franklin St.)	Madison	Reconstruct Roadway	Completed
Streetlight Fixture Conversion	Madison	Complete conversion to LEDs	Completed

Elmwood Avenue (Parmenter St. to Bristol St.)	Middleton	Resurfacing	Completed
Parmenter Street (450' north of Century Ave. to Greenbriar Rd.)	Middleton	Reconstruction	Deferred
Pleasant View Road (USH 14 to Parmenter Street)	Middleton	Reconstruction, Widen to Four Lanes	Completed
Streetlight Fixture Conversion	Middleton	Convert approximately 394 streetlight fixtures to LED fixtures	Completed
N. Westfield Road (Parmenter St. to S. City Limits)	Middleton	Resurfacing	Completed
Fourth Street (Main Street to River Bridge)	Stoughton	Resurfacing	Completed
Nygaard Street (Jackson to Buckingham)	Stoughton	Resurfacing	Deferred
Roby Road (Nygaard Street to Kings Lynn Street)	Stoughton	Resurfacing	Completed (in 2023)
E. South Street (Fourth Street to Eighth Street)	Stoughton	Reconstruction	Completed
Wilson Street (Van Buren Street to Lincoln Avenue)	Stoughton	Resurfacing	Deferred
Briston Street/CTH N (Progress Way to North City Limits)	Sun Prairie	Road Upgrades	Canceled
Main Street (Walker Way, Bird St., and Linnerud Dr. Intersections)*	Sun Prairie	Intersection Improvements	Deferred
O'Keefe Avenue (Sunfeld Street to Summerfield Way)	Sun Prairie	Pulverization and Replacement of Pavement	Completed
Streetlight Fixture Conversion	Sun Prairie	Convert approximately 297 streetlight fixtures to LED fixtures	Completed
Vandenburg Street (N. Pine Street to N. Bird Street)	Sun Prairie	Reconstruction	Completed
Windsor Street/STH 19 (North Thompson Road and Davison Drive Intersections)*	Sun Prairie	Reconstruction	Completed
East View and Elm Street (Green Meadow Drive to termini; East View Road to E. Hillcrest Drive)	Verona	Reconstruction	Completed
W. Verona Avenue (Legion Street Intersection)	Verona	Intersection and Signal Improvements	Deferred
CTH V (E. North St.) CTH CV to Nelson Court	DeForest	Reconstruction	Deferred
Exchange Street (Farwell Street to Yahara River Bridge)*	McFarland	Reconstruction	Completed
S. Main Street (State Street to S. Perry Parkway)	Oregon	Reconstruction	Completed
S. Division Street (Knightsbridge to Main St.)	Waunakee	Pavement Rehabilitation	Deferred
Vinburn Road (CTH C to Portage Road)	Windsor	Resurfacing	Deferred

Note: Asterisk (\*) indicates those projects with programmed federal transportation funds. Program year and status refers to construction rather than obligation of funding.



# Attachment D: Environmental Justice Analysis of the 2025–2029 Transportation Improvement Program

## Introduction and Background Information

Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” To further amplify Title VI, President Clinton issued Executive Order 12898 in 1994, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. The purpose of the order is to make achieving environmental justice part of each Federal agency’s mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of government programs, policies, and investments, such as transportation facilities, on minority and low-income populations. The goal is to ensure that the benefits and burdens of all government actions and investments are fairly distributed, and that minority and low-income populations are not disproportionately affected in an adverse way.

In 1997, the U.S. Department of Transportation (USDOT) issued an order to summarize and expand upon the requirements of Executive Order 12898 on Environmental Justice. The Order generally describes the process for incorporating environmental justice principles into all DOT existing programs, policies, and activities.

President Biden established the Justice40 Initiative with Executive Order 14008 in 2020, and implementation guidance in 2021 and 2023. Justice40 programs are required to engage in stakeholder consultation and ensure that community stakeholders are meaningfully involved in determining program benefits. Justice40 is intended to direct at least 40% of federal funding in covered programs, including USDOT programs, to historically disadvantaged communities. Disadvantaged communities are identified through the [Climate and Economic Justice Screening Tool](#) (CEJST).

Title VI, Executive Order 12898, the USDOT order, Executive Order 14008, and other USDOT guidance do not contain specific requirements in terms of evaluating the impacts of transportation plans and programs on environmental justice populations. As part of its efforts to address environmental justice, the Greater Madison MPO (Metropolitan Planning Organization) conducts a qualitative transportation project analysis of the TIP, comparing the location of transit services and programmed projects in relationship to areas with concentrations of locally-identified environmental justice (EJ) populations.

Evaluating the environmental justice (EJ) impacts of transportation infrastructure and policies is a critical part of the MPO’s planning activities. Mapping EJ populations in relation to existing and planned transportation infrastructure, jobs, and other destinations is one of the primary screening tools that planning agencies use to assess whether the transportation needs of EJ residents are being adequately served, and whether the costs and benefits of transportation projects and policies are fairly distributed. However, because EJ populations include a wide variety of potentially vulnerable groups—racial and ethnic minorities, people with low incomes, people with disabilities or other health-related challenges, zero-car households, etc.—they can be hard to map. Data about these populations can be unreliable or unavailable, and different data types and sources makes them difficult to combine. The CEJST identifies disadvantaged communities in the greater Madison area, but as they are identified based on national benchmarks, the CEJST does not identify many areas that the MPO considers to be Environmental Justice areas based on regional benchmarks.

## Methodology for Identifying Environmental Justice Areas

Planning agencies often display different EJ population data separately, either by showing available race, income, and other measures overlaid on a single map or individually across a series of maps. This is how the MPO mapped EJ populations prior to the 2021-2025 TIP. It is difficult, however, for readers to discern the EJ areas with the greatest concentrations of vulnerable populations when viewing several different types of demographic information. In order to simplify EJ analysis, the MPO has defined two tiers of EJ Areas based on the concentration of low-income and racial/ethnic minority residents. While these two measures do not encompass the full range of potential EJ populations, they include the largest EJ categories and data about minority and low-income populations is widely available and relatively reliable. Furthermore, there is a high degree of correlation between minority and low-income populations and other EJ indicators, including Limited English Proficient (LEP)

and zero-car households; the EJ Areas correspond to concentrations of those populations as well.

The MPO's EJ Areas were identified based on their concentration of minority (non-White and/or Hispanic) and low-income residents (those with household incomes below 150% of the federal poverty level). Each 2010 block group in the MPO area received an EJ index score of up to 8 points; block groups could receive up to 4 points each for their concentration of minority and low-income residents, according to the scoring system below.

*Minority Score:* Points were awarded based on percentage of minority (Hispanic and/or non-white) residents in 2010 Census block group based on 2010 complete US Census data. Scores were assigned as follows: 23.5%-31% (1.5-2x MPO Area Average) = 2 pts; 31-38.75% (2-2.5x MPO Average) = 3 pts; 38.75%+ (>2.5x MPO Average) = 4 pts.

*Poverty score:* Points were awarded based on the percentage of residents with household incomes below 150% of poverty level based on American Community Survey (ACS) 2013-2017 block group data. Scores were assigned as follows: 28.5%-38% (1.5-2x MPO Average) = 2 pts; 38-47.5% (2-2.5x MPO Average) = 3 pts; 47.5%+ (>2.5x MPO Average) = 4 pts.

Because of the large margin of error in the ACS household income data, some block groups were awarded additional points to correct what MPO staff believed to be underestimates of their low-income population. Adjustments were only made to zones that initially scored below 6 - the minimum threshold for designation as an EJ Area - in cases where a higher estimate within the margin of error would result in a score of at least 6. Additional points were only awarded to zones with a high proportion of students eligible for free and reduced-price school lunch.<sup>1</sup> Zones receiving additional points in their adjusted index score were awarded the minimum number of points to reach a score of 6. No scores were adjusted downward. Because of the imprecision inherent in the estimates and adjustments used to define EJ Areas, they should not be compared to one another based on their index scores.

After the EJ Areas were identified, block group geographies were adjusted to generally exclude non-residential land uses, with the exception of some schools and parks. EJ Areas do not necessarily encompass all residential portions of their 2010 census block group. In one case, the residential portion of a block group has been divided between two separate EJ Areas. In other cases, where higher income residential areas are located within the same block group but are not contiguous with lower income areas, EJ Areas include only the lower income areas.

After applying this methodology to the EJ Analysis in the 2021-2025 TIP, the MPO developed a second tier of EJ Areas with slightly lower concentrations of vulnerable populations than the original EJ Areas (Tier 1 EJ Areas), but which still have higher-than-average concentrations of these populations. This analysis is based on the newer two-tier EJ Area methodology first used in the 2022-2026 TIP. Beginning with the 2024-2028 TIP, the MPO published a web map<sup>2</sup> showing the MPO-identified EJ areas, TIP projects, and CEJST data.<sup>3</sup> Due to changes in 2020 Census geographies, no recent tabulation of free and reduced-price school lunches, and an ongoing effort by the City of Madison to develop a consistent county-wide EJ mapping scheme, the MPO has not yet updated its EJ areas with 2020 Census data. MPO staff anticipate that new a new EJ area map using 2020 Census geographies will be adopted and used beginning in 2025.

## Transit Service and Major Projects Analysis

The map at the end of this appendix shows the transit service areas<sup>4</sup> for Metro Transit's fixed-route system, the City of Monona's bus route, the Stoughton shared-ride taxi system, and the location of programmed major<sup>5</sup> roadway and bikeway projects. Current (2024) transit service areas and programmed projects are shown in relationship to EJ Areas. The City of Monona is scheduled to cease operation of its stand-alone transit system and to become a Metro Contracted Service Partner in March of 2025; changes to the transit service area resulting from this transition are not shown on this map.

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1 Madison [Neighborhood Indicators Project](#) special tabulation by the UW- Applied Population Lab, 4/28/2020.

2 See the "Title VI: Transportation Improvement Program with Justice40 and EJ" map at <https://www.greatermadisonmpo.org/maps/onlineMapping.cfm>.

3 ESRI 2022

4 Defined by a ¼ mile radius from transit stops.

5 "Major" projects means generally those costing \$400,000 to \$500,000 or more and that have a significant impact. For example, some state highway bridge painting projects that cost significantly more than this amount are excluded. Projects costing less than this amount generally don't have a significant impact and/or are on the local street system and aren't suitable for a regional analysis such as this one.

## Transit Service Analysis

Fixed-route transit service areas encompass nearly all of the areas with concentrations of EJ populations, although for some areas it is greater than ¼ mile to the nearest stop. The largest of these apparently un-served EJ areas, the UW Arboretum and Fitchburg between Fish Hatchery Road and Syene Road, are undeveloped and not residential areas. Similarly, large portions of the Justice40 Disadvantaged Census Tracts adjacent to but largely not within the Metro service area consist of the UW Arboretum and the Dane County Regional Airport. Justice 40 Partially Disadvantaged Census Tracts in the Madison area are largely rural or parks and open space; the Village of McFarland is an exception, but as McFarland has not opted to become a Metro Service Partner, Metro is prohibited from providing service in this area. The far southeast of Madison, including the Owl Creek neighborhood and the World Dairy area, has mid-day transit service approximately every 80 minutes (Route L), the lowest service frequency of any fixed route in the Metro system. EJ areas in north Madison are served by routes with mid-day headways varying from 15 (Route B) to 80 minutes (Route L). In a public survey conducted by the MPO in May and June 2024, many comments were received that Route L service frequency is not sufficient to be useful, and that transfers to other routes from north Madison routes are more difficult following the elimination of the North Transfer Point in 2023. EJ areas in southwest Madison are served by routes with 30-minute mid-day headways (Routes D2, E, and H) as well as limited-stop peak-hour-only routes 55 and 75 between Madison and the Epic campus in Verona. Many comments received during the public survey mentioned above requested mid-day and weekend service on routes 55 and 75 to make them more useful for trips other than commuting to and from Epic; as these routes are paid for by Epic through the City of Verona, such changes to service are beyond the control of Metro and the City of Madison. Many comments also requested direct service between southwest Madison and the UW/VA Hospital area, with scheduled stops designed to support health care workforce transportation. EJ areas in west Madison and Middleton are served by routes R1 and R2 with hourly mid-day service, with some areas also served by route F with 30-minute mid-day headways. Comments in the public survey requested increased service frequency on both R1 and R2, and that the F and R routes continue all the way to the Capitol Square evenings and weekends as opposed to stopping at Sheboygan & Eau Claire. As with service to and through Verona, service within Middleton is paid for and must be approved by the City of Middleton, including portions of Routes F and R2.

Although EJ populations in Stoughton have local publicly subsidized shared-ride taxi service for local trips, the cost per ride can be prohibitive for some. Stoughton residents do not have public transit service or affordable taxi service into the Madison area where they could connect to Metro Transit. Sun Prairie implemented weekday peak express bus service to downtown Madison in August 2019 and all-day local service with a connection to Madison and the rest of the Metro network in June 2023. These services are part of Metro Transit's fixed-route service and standard transfers between the Sun Prairie routes and other Metro fixed route services are available at no additional charge. Sun Prairie's connection to the rest of the Metro system was upgraded to a Bus Rapid Transit local service extension in 2024.

East-West BRT and the accompanying local service extensions, for which Small Starts funding was awarded, entered service in 2024 and dramatically improved transit travel times, service frequencies, and access to destinations over pre-Network Redesign services. North-South BRT planning and design work is currently underway and is funded through a federal Areas of Persistent Poverty grant, and an application for Small Starts funding was submitted in 2023. Combined with the Metro Transit Network Redesign, the East-West and North-South BRT services will improve transit travel times, service frequencies, and access to destinations for residents of EJ areas in North, South, East, West, and Central Madison, Middleton, and Sun Prairie. The Network Redesign service plan was designed to improve transit access for the majority of area residents, including low-income and minority residents. Additionally, a [Title VI analysis](#) of the service plan conducted by Metro and their Consultant, Jarret Walker + Associates, with support from the MPO, found that minority and low-income residents would benefit from the Network Redesign at the same or greater rates than the population in general. Metro completed a [Title VI Service Equity Analysis](#) in July 2024 that includes all service changes implemented following the Transit Network Redesign. Given these extensive and detailed equity analyses of the new service network, any further analysis here would be redundant.

The COVID-19 pandemic, which struck the U.S. in early 2020, resulted in a statewide "Safer-At-Home" order which resulted in unprecedented reductions in ridership as workers no longer used transit to commute and non-work trips were sharply curtailed. Social distancing requirements resulted in dramatically reduced capacity on public transit vehicles of all types, from shared-ride taxis to fixed-route buses. Metro immediately responded to the decline in ridership and increased vehicle sanitization needs by reducing service to Saturday routes and schedules, with the addition of weekday commuter routes serving Sun Prairie, Verona (Epic), and other high-ridership routes. As part of a phased expansion of service from this minimized level of service, service improvements implemented in August 2020 were targeted to serve neighborhoods with a high proportions of low-income and minority residents.

Metro conducted an equity review of the August 2020 service improvements and identified two areas of equity concern: "Tree

Ln. on the west Side and N. Thompson Rd. on the east side. N. Thompson Rd. typically saw very few boardings (less than 10 per day) pre-COVID and is within a relatively easy walk (1/3 of a mile) of Swanton Rd. or Milwaukee St., where service remains. Tree Ln. is similar, but is a bit further (1/2 mile) from service on Mineral Point Rd. In both cases, it appears that people are already walking a bit to get better service further away.”

The MPO conducted an independent EJ Analysis of the proposed August 2020 service improvements, using the (original) Tier 1 EJ Areas described above. The MPO analysis identified four EJ Areas where the August 2020 service improvement plan initially raised equity concerns: Wexford Ridge-Walnut Grove (Tree Ln. area in Metro equity review); Jamestown; Arbor Hills; and Swanton (Thompson Rd. area in Metro equity review). The south end of Jamestown is nearly 9/10 of a mile from 30-minute service, with direct service every 60 minutes; however, this level of service is unchanged from 2019’s Route 52 and is not a service change. Portions of Arbor Hills are as far as ½ mile from 30-minute service, with direct service every 60 minutes; however, this area was served by peak-only 30-minute Route 47 and 60-minute Route 40 under the August 2019 route structure - the change to service is a reduction from 30- to 60-minute peak period service. The few stops affected by this change had 1.5-2 average weekday boardings in 2018. Given the reductions to service experienced by many non-EJ Areas under this service plan, this is not a disproportionate reduction in service to the Arbor Hills EJ Area. MPO staff concur with Metro’s equity review findings regarding service impacts to the Wexford Ridge-Walnut Grove and Swanton neighborhoods. While 60-minute service is not frequent enough to be practical for many trips and will result in overall longer travel times compared to 30-minute headways due to increases in potential wait times, the average number of boardings at affected stops in these areas are so low that they do not justify higher service frequencies.

2021 service changes included discontinuing routes 10 and 27 and dedicating those resources to increased service on route 28, which overlaps much of the discontinued routes and provides service between the West and North Transfer Points, both of which are heavily used by riders who live in EJ areas; route 28 was modified to directly serve Eken Park, an EJ area. Route 38 was restored, with added mid-day service. Five routes were re-aligned to run on West Washington Ave instead of on State St; this service shift increased transit service levels for EJ areas in the near west downtown Madison area, but given the short distance of the diversion overall impacts to transit access are minimal. Various bus stops were relocated for safety or operational reasons, others were improved with concrete pads or other accessible features throughout the service area.

No service changes occurred in 2022.

In June 2023, the Metro Transit Network Redesign went live, with almost every route<sup>6</sup> in the system being eliminated and replaced with completely different service patterns. As stated above, a Title VI Service Equity Analysis conducted for the Network Redesign found that transit access would be improved for minority and low-income populations at a higher rate than it would be for the population at large. As required by Title VI and FTA implementing regulations, Metro subjects all proposed major service and fare changes to an equity analysis to prevent disparate impacts to minority and/or low income populations.

The MPO adopted the 2013-2017 *Transit Development Plan for the Madison Urban Area* in 2013, which was intended to guide future service changes and improvements. An update to the Transit Development Plan (TDP) was initiated in 2019, with expected completion and adoption in 2021 in conjunction with a comprehensive Network Redesign project, which would restructure Metro service to integrate with the planned east/west Bus Rapid Transit service. During development of the TDP it became clear that, due to significant duplication of content between the Network Redesign and the TDP, it would not be an efficient use of staff time to conduct both processes concurrently. Accordingly, the TDP update was postponed and is being restarted in the late summer/fall of 2023. The draft updated TDP is expected to be released for public comment in late 2024. Due to Metro staff workloads and capacity, no recommendations are included in the draft TDP update; these are anticipated to be developed and adopted in 2025.

As part of its Title VI compliance monitoring, Metro Transit updates its Title VI Plan every three years. The [current plan update](#) was adopted in October 2023, and reports on 2020-2022. The plan highlights Metro’s current fixed-route service standards, service quality/policies, fare equity policy, and equity analyses of service and fare changes since the last plan was adopted. The policies and analyses help ensure that the level of service and location of routes, age/quality of vehicles assigned to routes, and stop and other facilities are being provided in a non-discriminatory manner, and that the fare structure is also equitable.

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<sup>6</sup> Routes 55, 75, 80, 81, 82, and 84 remained essentially unchanged.

## Pedestrian/Bicycle and Roadway Projects Analysis

The map at the end of this appendix shows major local roadway construction and reconstruction projects in blue, and major bicycle and pedestrian projects in green. The map shows a number of major roadway corridor and intersection projects directly adjacent to EJ areas in the Cities of Fitchburg, Madison, Middleton, and Sun Prairie.

There are no programmed major capacity expansion roadway projects in the Madison area that would result in significant adverse impacts to EJ areas. Capacity expansion projects in the MPO planning area—CTH M (Oncken Rd. to STH 113), Pleasant View Road, Parmenter Street, USH 51 in Stoughton—are located on the periphery of the urban area in developing areas. There are no EJ areas within the vicinity of these projects.

Major bicycle projects are planned through or in proximity to and serving EJ areas in the Cities of Fitchburg, Madison, Middleton, and Sun Prairie.

There are several intersection safety projects in the City of Sun Prairie along Main Street and in the STH 19 and USH 151 interchange area that will benefit EJ areas. In Madison, the Troy Drive railroad bridge replacement, Autumn Ridge path and overpass of STH 30, Hermina Street Starkweather Creek bridge, Cannonball Path extension, Badger-Rusk Path, East Rusk Path, Moorland Road Path, West Beltline Frontage Road Path, West Towne Path, and Woodward Drive Path projects will all improve non-motorized access to and through EJ areas in Madison. In Middleton, an extension of the Allen Blvd. path will close a gap in the low-stress bike network adjacent to identified EJ areas. These projects benefit the areas in which they are located or those nearby by improving non-motorized accessibility, strengthening the social fabric of the neighborhoods, and improving health by encouraging active transportation and recreation.

The City of Madison's Autumn Ridge Path includes a bicycle/pedestrian overpass of STH 30, a significant barrier to north/south travel by foot or by bike in the area between Stoughton Road/USH 51 and I-39/90; this facility will pass through or connect to multiple EJ Areas, directly enhancing access across STH 30 for 15,306 people<sup>7</sup>, most of whom live in EJ Areas. It will provide access to Walmart on the north side, and to the Milwaukee Street commercial area and provide a connection into the downtown on the south side. This project is funded through the STBG-U program and will be completed early in 2025.

The City of Madison is planning to extend the Beltline corridor/West Towne path from Gammon Road west to CTH M/S Pleasant View Road. The High Point Road segment crossing the Beltline was constructed in 2017 in conjunction with the S. High Point Bridge project. The segment from Gammon Road to the Grand Canyon Drive/Struck Street underpass was federally funded and constructed in 2020, including an underpass of Gammon Road. The segment from Gammon Road to S. High Point Road has been split into two phases, with the portion from High Point Road to Zor Shrine Place scheduled for construction in 2024-2025 with Transportation Alternatives funding and the remaining segment awarded STBG-U funding for 2027-2028; the segment from Commerce Drive to S. Junction Road along Plaza Drive and Watts Road was awarded TAP funding by the MPO and was constructed in 2023. Once all phases are completed the project will provide a continuous east-west route serving the Greentree-Gammon Lane and Prairie Hills EJ Areas.

An extension of the Cannonball Trail from Catalpa Road north to Bowman Field will add a new multi-use path along the railroad corridor and then along Bowman Field. This will provide a connection to the Wingra path via Plaenert Drive. The path extension will provide a safe, direct connection from the Burr Oaks and Arboretum EJ Areas to downtown and the rest of the bikeway network, improving access for EJ Areas in South Madison. This path was scheduled for construction in 2024 but has been postponed due to railroad ROW issues. The Cannonball Trail includes overpasses of the Beltline and McKee Road just east of Verona Road. The Beltline overpass provides a safe, low stress crossing of the Beltline from the Arbor Hills EJ Area and other south side neighborhoods/EJ Areas and the City of Fitchburg into Madison. The Transportation-Alternatives-funded Badger-Rusk Path will provide a low-stress route to access the Beltline overpass in 2025, the construction of the East Rusk Path and the Moorland Road Shared-Use Path will be funded through Transportation Alternatives in 2027, further improving non-motorized access for South Madison EJ areas.

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<sup>7</sup> Population of blocks with their centroid inside a 1-mile buffer of the new segments of the path (2010 Census)



The Troy Drive railroad underpass, long identified as a barrier for active transportation from EJ areas, will be rebuilt with a new railroad bridge providing adequate space for a safe and comfortable non-motorized facility under the railroad. Efforts to construct the planned Goodman Path in the northeast rail corridor have been stalled due to railroad corridor right-of-way issues. The planned path would connect to the Isthmus and Starkweather Creek (North Branch) paths and eventually provide an off-street bike route from the Swanton EJ Area directly into the downtown area. The first phase of another planned path connecting north Madison to the rest of the separated path network, the Woodward Drive Path, will be constructed with Transportation Alternatives funding in 2028. A new Hermina Street bicycle/pedestrian bridge over Starkweather Creek will improve accessibility for the Worthington Park neighborhood in 2025.

In Sun Prairie, the two federally funded North Bird Street path projects will add a path and cycletrack on the bridge across USH 151 on 2025, filling a critical gap in the low stress bike network serving the EJ area to the south, and continue the separated path to the north. Middleton will extend the Allen Blvd path to Century Ave in 2025, improving access for Middleton EJ areas. The Wisconsin Bike Federation has been awarded TAP funding for its Dane County Safe Routes to School (SRTS) programs, which target schools with high proportions of students who qualify for free or reduced-price lunches, a proxy for EJ population.

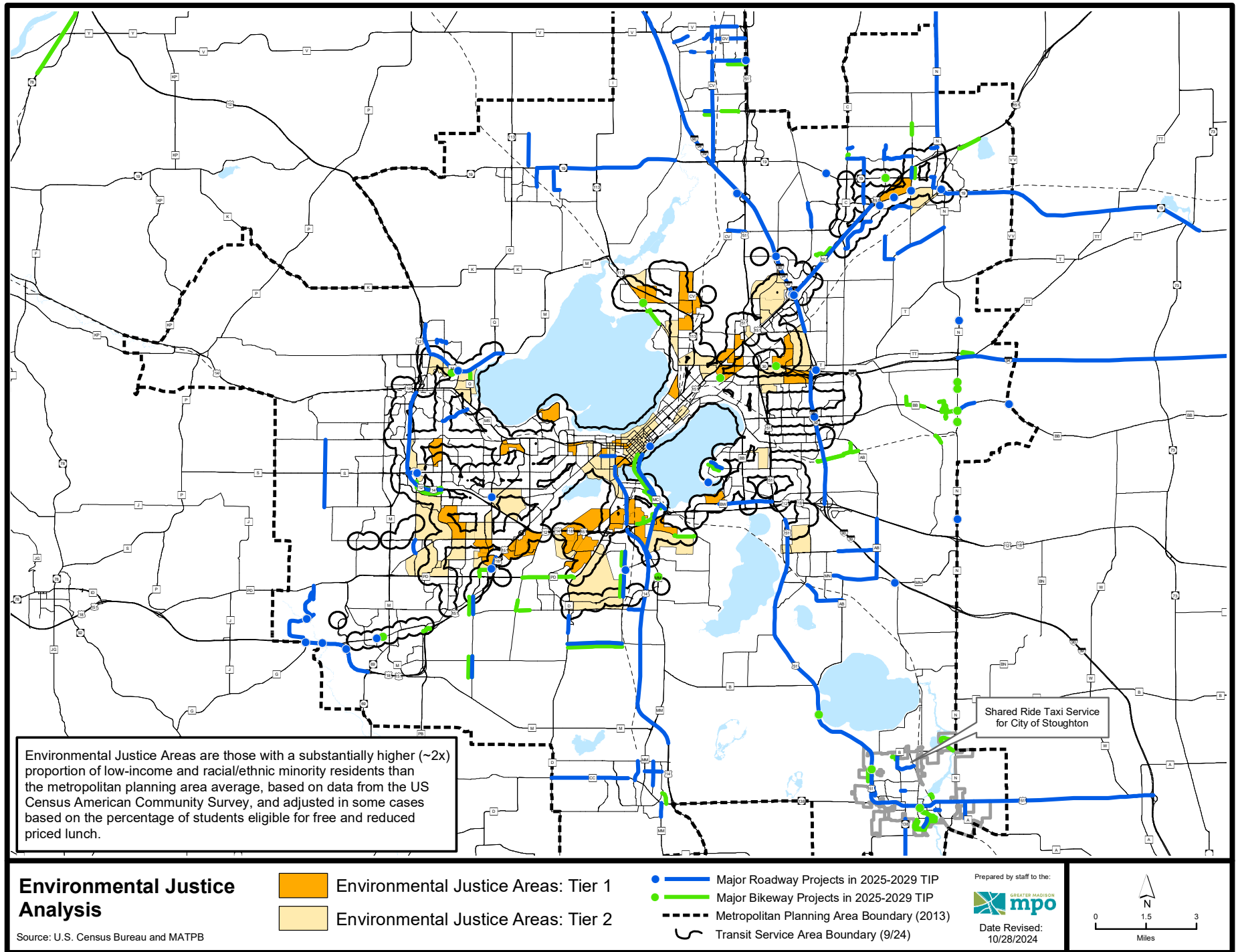
In 2021 the MPO started to track metrics related to the impact of equity-related scoring to project selection for funding. Of the seven STBG-U and STBG-TA solicitations since tracking began, all requested projects were funded in three solicitations, and only four solicitations have required competitive scoring. In those four solicitations, the average percent of project scores resulting from equity points were higher for selected projects than for non-selected projects, as shown in the table below. This indicates that the MPO’s equity-related scoring metrics are having the desired impact of boosting scores for projects that serve EJ populations, making these projects more likely to be selected for funding.

Program Cycle	Average % of Points from Equity - Selected Projects	Average % of Points from Equity - Non-Selected Projects	Notes
STBG-U 2021	9%	4%	-
STBG-U 2022 Supplemental (Jan)	N/A	N/A	No new projects selected; additional funding to previously-selected projects
STBG-U 2022 Supplemental (Feb)	12%	3%	-
STBG-TA 2022	16%	11%	-
STBG-TA 2022 Supplemental Non-Infrastructure	7%	N/A	All projects selected for funding
STBG-TA 2022 Supplemental (Nov)	9%	N/A	All projects selected for funding
STBG-U 2023	9%	5%	-
STBG-TA 2023 (June)	N/A	N/A	Applications not scored – all selected for funding

## Conclusion

The major projects analysis shows that, taken in whole, the projects in the 2025-2029 TIP do not impose disproportionately high and adverse impacts on minority and/or low-income populations. Also, the benefits of the transportation improvements and services provided are reasonably distributed to serve the needs of all populations in the area.

It should be noted that the MPO’s EJ analysis for the TIP is just part of the efforts being made to address environmental justice. Implementing agencies also conduct EJ analyses as part of major studies and project development. For example, EJ analyses will be conducted as part of major corridor studies such as the USH 51/Stoughton Road and Beltline studies. In addition, further EJ analysis is done as federally funded projects move forward through the preliminary engineering/design and construction phases.





# Attachment E: Analysis of Anticipated Effect of TIP Toward Achieving Federal Performance Measure Targets

## Introduction

### Performance-Based Planning and Programming

The most recent three federal transportation bills, MAP-21, FAST ACT, and now Infrastructure Investment & Jobs Act (IIJA), require incorporation of performance-based planning and programming into the development of Metropolitan Planning Organization (MPO) Long-Range Regional Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). The goals of the new performance management process are to make the most efficient use of federal transportation funds, refocus on national goals, increase accountability and transparency, and improve decision-making.

Federal performance measures have been established to track progress in achieving national goals, which include the following:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System (NHS)
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment

The Greater Madison MPO (Metropolitan Planning Organization), the MPO for the Madison Metropolitan Area, has made significant progress in the transition to performance-based planning and programming. The MPO has tracked transportation system performance measures for many years and included its first official list of measures in its 2035 Regional Transportation Plan (RTP) Update adopted in 2012. The MPO also developed a list of congestion and reliability measures in its [Congestion Management Process](#) (CMP) adopted in 2011, and tracked those for which data was readily available. That CMP has now been replaced by an updated one with a scaled back list of measures that was included as part of the [Connect Greater Madison: 2050 Regional Transportation Plan](#), adopted in May 2022. The *Connect Greater Madison* Plan maintains the same core six goals from the previous RTP, which are consistent with the national goals above, and a revised set of performance measures tied to these goals. Based on both quantitative and qualitative analyses, the multi-modal set of recommended transportation facility and service investments in the *Connect Greater Madison* Plan were selected based on these goals and measures. These performance measures will also be used to track progress in achieving the goals over time. See Appendix B: System Performance Report in the plan.

The MPO began publishing an annual Performance Measures report in 2016 for 2015 baseline data to gauge progress in achieving the RTP goals and fulfill federal performance management requirements. A link to the 2020 report for 2019 data is at [https://www.greatermadisonmpo.org/trends/documents/2019PMR\\_FinalWeb.pdf](https://www.greatermadisonmpo.org/trends/documents/2019PMR_FinalWeb.pdf). The report for 2019 incorporates the federal measures along with numerous other regional measures tied to RTP 2050 goals. Due to the impacts of the COVID-19 pandemic in 2020, the MPO collected and reported required data for the federal performance measures, but did not produce a Performance Measures Report for 2020. The MPO transitioned to publishing an [online interactive performance measures dashboard](#) in 2023.

The MPO revised its set of project scoring criteria for the Surface Transportation Block Grant (STBG) – Urban program in 2023 (see Appendix A of the TIP) and for the Transportation Alternatives Program (TAP) in 2021 for use in evaluating and prioritizing projects for funding the MPO receives from those federal programs. Both sets of criteria rely heavily on quantitative scoring guidelines that are tied to RTP goals.

The performance measures established by FHWA and FTA were developed to measure the effectiveness of the following federal funding programs:

Federal Transportation Performance Measures	
Performance Measure Area	Performance Measures
<b>FHWA Highway Safety Improvement Program (HSIP)</b>	
Number of Fatalities and Serious Injuries	Number of Fatalities
	Number of Serious Injuries
	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries
Rate of Fatalities and Serious Injuries	Rate of Fatalities per 100 Million Vehicle Miles Travelled (MVMT)
	Rate of Serious Injuries per 100 Million Vehicle Miles Travelled (MVMT)
<b>FHWA National Highway Performance (NHPP) and Surface Transportation Block Grant (STBG) Programs</b>	
Condition of Pavements on the Interstate System	Percentage of Pavement of the Interstate System in Good Condition
	Percentage of Pavement on the Interstate System in Poor Condition
Condition of Pavements on the National Highway System (NHS) Excluding the Interstate	Percentage of Pavement of the Non-Interstate NHS System in Good Condition
	Percentage of Pavement of the Non-Interstate NHS System in Poor Condition
Condition of Bridges on the NHS	Percentage of NHS Bridges Classified as in Good Condition
	Percentage of NHS Bridges Classified as in Poor Condition
Performance of the Interstate System	Percentage of the Person-Miles Traveled on the Interstate that are Reliable
Performance of the NHS Excluding the Interstate	Percentage of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable
<b>FHWA National Highway Freight Program (NHFP)</b>	
Freight Movement on the Interstate System	Truck Travel Time Reliability Index
<b>FTA Section 53 Funding (5307, 5310, 5311, 5337, 5339)</b>	
Transit Asset Management (TAM)	Percentage of Revenue Vehicles Exceeding Useful Life
	Percentage of Non-Revenue Service Vehicles Exceeding Useful Life
	Percentage of Facilities Exceeding the Transit Economic Requirements Model (TERM) Scale
	Percentage of Track Segments Having Performance Restrictions
Public Transportation Agency Safety Program (PTASP)	Number of Reportable Fatalities
	Rate of Reportable Fatalities Per Vehicle Revenue Miles
	Number of Reportable Injuries
	Rate of Reportable Injuries per Vehicle Revenue Miles
	Number of Reportable Safety Events
	Rate of Reportable Safety Events Per Vehicle Revenue Miles
	Mean Distance Between Major Mechanical Failures

### Setting Targets for Performance Measures

Under the federally required performance management process, targets must be set for each of the federal performance measures. States must then report to the U.S. Department of Transportation (USDOT) on progress in achieving the targets on a schedule specific to each measure. At the state level, there are funding implications in cases where progress is not being made on a particular measure. State departments of transportation (DOTs) and transit agencies are to first set their performance measure targets in coordination with MPOs. In the case of DOT targets, MPOs may either choose to support the state targets or establish their own targets. In the case of the transit agency targets, MPOs may adopt the same targets or establish their own.

Given the limited amount of historical data for most of the measures, impact of COVID-19 on travel and uncertainty in what trends the data may show moving forward, and the limited amount of funding the MPO controls, the Greater Madison MPO has elected to support the state/transit agency targets for these measures, and to plan and program projects to contribute towards meeting these targets. The MPO adopted WisDOT’s 2025 safety targets on November 6, 2024, through Greater Madison MPO 2024 Resolution No. 23. The MPO adopted WisDOT’s 2023 and 2025 targets for interstate pavement condition, non-interstate NHS pavement condition, bridge condition, Interstate Reliability, non-interstate NHS reliability, and freight reliability measures through Greater Madison MPO 2023 Resolution No. 4. While the MPO supports the state targets, the MPO reports annually the Madison Metropolitan Area or Dane County data for all of the federal measures and the prior year performance and overall trend as part of its annual Performance Measures monitoring process.

The MPO intends to continue to support the Metro Transit targets for transit asset management (TAM) and for the Public Transportation Agency Safety Plan (PTASP) since Metro is the agency with expertise to best manage its assets in light of funding challenges and addressing safety. The MPO adopted the 2023 TAM and PTASP targets in November 2022 through Greater Madison MPO 2022 Resolution No. 13 and again by 2024 Resolution No. 3 in April 2024 and will continue to adopt updated targets after Metro updates theirs. This TIP includes 2023 TAM performance; 2024 TAM targets will remain unchanged from 2023 targets.

Linkage of Investments to Performance Measures

The federal rules for metropolitan transportation planning require that the RTP and TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the RTP and TIP toward achieving the federal transportation system performance measure (see 23 CFR 490) targets established, thereby linking investment priorities to those performance targets (23 CFR 450.326(d)).

The following section outlines the federal performance measures and current performance at the state and Madison Metropolitan Area/Dane County level, and then discusses how the projects programmed in the TIP and supporting regional transportation planning activities will assist in achieving the federal measure targets. It is anticipated that this analysis will evolve over time as methods are developed to better quantify the impacts of projects on the federal performance measures.

**Federal Performance Measures and TIP Analysis**

**Safety**

Performance Measures and Data

The safety measures and the WisDOT/MPO targets for 2025 are identified in the table below.

Performance Measure	2025 Target	Dane County	
		2019-2023 Average	% Change from 2018-2022
Number of Fatalities	Reduce by 2% (579.8 or less)	34.4	-4.7%
Fatality Rate*	Reduce by 2% (.904 or less)	.682	-4.8%
Number of Serious Injuries	Reduce by 2% (3,082.1 or less)	186.0	-5.4%
Serious Injury Rate*	Reduce by 2% (4.808 or less)	3.702	-5.5%
Number of Non-Motorized Fatalities and Serious Injuries	Reduce by 2% (380.8 or less)	39.4	-2.5%
* Per 100 Million Vehicle Miles Traveled			

## Highway Safety Improvement Program (HSIP) Project Prioritization

WisDOT evaluates potential HSIP projects by comparing the estimated crash reduction benefits expected from the project with the cost of that project. Crash reduction benefits are estimated by multiplying up to two crash modification factors (CMFs) by five years of observed crash data. CMFs and target crashes are identified by the Safety Analyst software and a spreadsheet tool developed by WisDOT to calculate the estimated crash reduction benefits. The projects approved for HSIP funding are reviewed and prioritized based on their ability to reduce crashes and their achievement of the goals of the State's Strategic Highway Safety Plan. WisDOT is responsible for all HSIP project programming.

### HSIP Project Analysis

Nine (9) projects in the MPO Planning Area will receive Highway Safety Improvement Program (HSIP) funding, including:

- A new roundabout at STH 19 and Westmount Drive in Sun Prairie
- S. Syene Road Intersection Reconfiguration and Reconstruction
- Mineral Point Road and S. High Point Road intersection improvements
- S. Whitney Way and Odana Road intersection improvements
- Three intersection improvements along Main Street in Sun Prairie
- Vinburn Road and N. Towne Road Intersection improvements in DeForest
- CTH AB/Buckeye Road rail warning device in Madison
- USH 14 Deming Way Intersection- lengthen USH 14 west bound left turn lane and widen shoulders
- Install monotubes for signals and lighting at O'Keefe Avenue

### Non-HSIP Projects

Safety is an important consideration in the scoping process of all projects included in the TIP. Resurfacing, recondition, and reconstruction projects can include elements that improve the safety performance of roadways, such as correcting geometric design deficiencies, improved pavement traction, improved traffic flow and improved pavement markings and signage. Pedestrian and bicycle infrastructure improvements help to separate vulnerable roadway users from automobile traffic. FHWA's [Crash Modification Factors \(CMF\) Clearinghouse](#) can provide a comprehensive overview of the potential safety benefit of any roadway improvement.

There are multiple other programmed roadway projects, which will improve safety through intersection improvements such as addition of turn lanes and signalization, addition of bike facilities, improved pedestrian crossings, and/or other safety enhancements.

The 2025-2029 TIP contains three federally funded pedestrian/bicycle education programs: Transportation Alternatives program funded Dane County Safe Routes to School (SRTS) program and separate City of Madison SRTS program and the STBG-Urban funded City of Madison Pedestrian & Bicycle Safety Education program. In addition to education, the City of Madison funds a Safe Routes to School infrastructure program.

Safe Streets Madison/Safe Streets for All Grant Projects— Safe Streets Madison is a locally funded project sponsored by the City of Madison with the goal of eliminating fatal crashes. Madison was also awarded planning and implementation grants through the Safe Streets and Roads for All program.

### Planning Analysis

The MPO adopted a Regional Safety Action Plan (RSAP) in 2024, which incorporates the results work previously done by the UW TOPS Lab, including intersection safety screening and regional High Injury Network. The plan provides a strategic blueprint using a data-driven approach for creating a safer environment for all roadway users. It includes strategies such as prioritized infrastructure improvements, outreach and education campaigns, and policy changes aimed at reducing traffic-related fatalities and serious injuries. The MPO Policy Board officially adopted a goal of Zero roadway fatalities and serious injuries by 2040. The MPO also submitted a regional supplemental planning grant application through the Safe Streets and Roads for All program to help five local agencies develop supplemental safety plans, including active transportation plans and safe routes to school plans, to help further inform the RSAP.

The City of Madison completed a Vision Zero Action Plan, which includes multiple strategies and identifies safety projects. Project implementation has already begun, including reducing speed limits on arterial streets and improving pedestrian crossing facilities at select intersections. The MPO awarded Transportation Alternatives program funding to the City of Sun Prairie to develop its own comprehensive Vision Zero Action Plan, which is currently under way.

The MPO is an active member of the Dane County TSC. The TSC meets quarterly to review traffic crash data in order to enhance the level of safety on all public roadways in Dane County for all roadway users. The TSC is comprised of representatives including planners and engineers, law enforcement, medical professionals and other interested community participants to foster a coordinated effort to promote the Safe System Approach. The MPO assists with compiling crash statistics and facilitating the crash incidence review.

## Bridge Condition

### Performance Measures and Conditions Data

The table below shows the current WisDOT/MPO targets and current conditions in the Madison Metro Area for NHS bridges in good and poor condition.

Performance Measure	2- Year Target (2023)	4-Year Target (2025)	Madison Metro Area (2022)
Percentage of NHS Bridges in Good Condition	>49%	> 48%	45%
Percentage of NHS Bridges in Poor Condition	< 3%	< 3%	<1%

### Project Analysis

The 2025-2029 TIP contains 14 projects in the MPO planning area that will add, repair or replace bridges or bridge decks as part of their scope, including:

- Interstate 39/90 Milwaukee Street Bridge Rehabilitation
- John Nolen Drive (North Shore Drive to Olin Avenue) – Replace or Rehab eight bridges as part of Reconstruction project.
- USH 18/151 (CTH G to STH 69; Widen CTH G Bridge over USH 18/151, Widen USH 18/151 Bridges over Sugar River, and Widen Epic Lane on Ramp Bridge over USH 18/151
- West Road (Country View Road to Dairy Ridge Road) Construct new bridge over the Sugar River and Military Ridge State Trail
- CTH BB Koshkonong Creek Bridge Reconstruction
- CTH M Bridge Replacement over Pheasant Branch Creek
- CTH MN Door Creek Bridge Reconstruction

## Pavement Condition

### Performance Measures and Conditions Data

The table below shows the current WisDOT/MPO targets and percentage of Interstate and non-Interstate NHS lane-miles in good and poor condition. “Good condition” suggests no major investment is needed. “Poor condition” suggests major reconstruction investment is needed.

Performance Measure	2- and 4- Year (2023 and 2025) Target*	Madison Metro Area (2022)
Percentage of Interstate Pavement in Good Condition	> 60%	59%
Percentage of Interstate Pavement in Poor Condition	< 4%	1%
Percentage of Non-Interstate NHS Pavement in Good Condition	> 30%	23%
Percentage of Non-Interstate NHS Pavement in Poor Condition	< 10%	6%
* Two- and four-year targets are the same		

## Project Analysis

The Madison MPO Planning Area (MPA) contains a total of 169 NHS Interstate Highway lane miles, 477 non-Interstate NHS US/State highway lane miles, and 254 local road/CTH NHS lane miles. The 2025-2029 TIP contains 37 projects that will be reconstructed (and in some cases expanded or extended) in the planning area, and 54 projects that will be resurfaced or reconditioned in the planning area.

## **Travel Time Reliability and Freight Movement**

### Performance Measures and Conditions Data

The table below shows the current WisDOT/MPO target level of travel time reliability for both the Interstate and non-Interstate NHS system.

Performance Measure	2- Year Target (2023)	4-Year Target (2025)	Madison Metro Area (2022)
Percentage of Person-Miles Traveled on the Interstate that are Reliable	92.5%	93%	100%
Percentage of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	91%	89.5%	92%

The percent of person-miles traveled with unreliable travel times in the Madison Metro area on the non-Interstate NHS system exceeds the four-year target. Even still, the relatively high percentage of the Madison area system that meets the reliability measure is skewed by the 4-hour peak periods used for the federal measure. The AM and PM peak periods in Madison are 60 or 90 minutes at most.

The table below shows the existing WisDOT/MPO target truck travel time reliability index (on the Interstate system) targets.

Performance Measure	2- Year Target (2023)	4-Year Target (2025)	Madison Metro Area (2022)
Truck Travel Time Reliability Index	1.3	1.3	1.2

The 2022 data shows that the Madison Metro area currently meets the two-and four-year targets for freight travel time reliability on the Interstate system. An index of 1.2 indicates a high reliability of system performance. The Interstate typically only experiences heavy congestion and slower travel times on summer Friday nights and Sundays due to tourist traffic.

## Project Analysis

Four projects comprising approximately 7.4 lane miles of roadway in the Madison Metropolitan Area will add travel lanes and therefore improve travel time reliability. The USH 51 expansion project in Stoughton and north of Stoughton is the most significant expansion project.

The 2025-2029 TIP contains 25 projects that will include a transportation systems management (TSM) component. The goal of these projects is to maximize the efficiency, safety, and utility of the transportation infrastructure. TSM considers the full range of options for maximizing the performance of existing transportation infrastructure without expanding the infrastructure itself (e.g., adding general purpose lanes, etc.). TSM strategies can include physical changes to the roadway, changes to how the roadway is used, and efforts aimed at reducing demand for use of the roadway (travel demand management). Most of the TSM projects listed in the 2025-2029 TIP are intended to increase vehicle throughput at intersections and reduce average delay along with improving safety.

The following are examples of TSM projects in the 2025-2029 TIP:

- USH 18/151 (CTH G to Verona Avenue) Add Auxiliary Lanes and CTH G ramp lanes
- USH 18/151 (Verona Avenue to STH 69) Add EB Ramp/Auxiliary lanes
- STH 19 (Westmount Drive Intersection) Construct Roundabout



- S. Syene Road/McCoy Road Intersection Reconfiguration and Reconstruction from W. Clayton Road to McCoy Road
- MPO TDM program (“RoundTrip”), which includes employer-based programs and an online transportation matching service that allows commuters to quickly find carpool partners, vanpool options, bike buddies, transit routes, and park and ride lots based on their specific circumstances.

### Planning Activities

The MPO completed an update to its Congestion Management Process (CMP) in conjunction with the RTP Update. Part of the analysis for the update included purchase of StreetLight Analytics travel time data used to help identify bottlenecks that might be alleviated through lower cost intersection improvements and TSM strategies. StreetLight data will be used moving forward to assess the impacts of major TSM projects. The MPO will also be developing a Regional Transportation Systems Management and Operations Plan (TSMO) in 2025.

## Transit Asset Management

### Performance Measures and Conditions Data

Metro Transit completed and certified its initial Transit Asset Management (TAM) Plan in December 2018. The plan is considered a “living document” with reviews and revisions planned on an annual basis. The initial plan incorporated Metro’s initial 2019 TAM performance measure targets for the applicable measures, which relate to the different assets, including equipment (non-revenue vehicles), rolling stock (revenue vehicles), and facilities. 2020 TAM targets were adopted in 2019 in TPB Resolution 163, 2021 targets were adopted in MPO 2020 Resolution No. 5, and 2022 targets were adopted in MPO 2021 Resolution No. 12. The MPO adopted the 2023 TAM targets in November 2022 through Greater Madison MPO 2022 Resolution No. 13 and again by 2024 Resolution No. 3 in April 2024 and will continue to adopt updated targets after Metro updates theirs. This TIP includes 2023 TAM performance; 2024 TAM targets will remain unchanged from 2023 targets.

The table below shows the 2023 Metro/ MPO targets, 2023 performance, and 2020 baseline conditions for Metro Transit for the three TAM performance measures related to buses, non-revenue service vehicles, and facilities, which for purposes of the TAM plan are Metro’s bus maintenance facilities at 1 South Ingersoll (formerly 1101 E. Washington Avenue) and 3829/3901 Hanson Road.

Performance Measure	Baseline (2020)	Performance (2023)	Target (2023)
Percentage of Rolling Stock (Buses) that Have Met or Exceeded their Useful Life	14%	15%	11%
Percentage of Non-Revenue Service Vehicles that Have Met or Exceeded their Useful Life	55%	58%	38%
Percentage of Facilities with a Condition Rating Below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale.	100%	0%	0%
TERM rating for Ingersoll Street facility	2.0	3.7	4.0
TERM rating for Hanson Road facility	NA	3.8	4.0

For buses, a 2023 target was set of having 11% of Metro’s inventory exceed the useful life benchmark (ULB) of 14 years. As of December 2023, 15% of Metro’s bus fleet exceeded the ULB. Metro uses 14 years as the ULB rather than the federal minimum of 12 years because Metro uses the oldest buses for school and other peak period only service and as reserves, thus limiting the number of miles on buses as they age. ULB performance improved from 2020-’21 because fleet transition to include new 60’ articulated buses involves disposing of five additional 40’ buses each year. The bus replacement plan calls for the annual replacement of 15 buses based on age and condition. With BRT and the Route Redesign projects, a fleet analysis was conducted and Metro will require fewer 40’ buses in the future so the inventory reduction process continued in 2023 with the disposal of 23 buses. The new bus delivery was delayed until 2024, so even with these disposals, the performance measure target was not met. The inventory will change dramatically later in 2024 as 62 fully electric 60’ articulated buses will be delivered by September 2024.

Metro lengthened the ULB for non-revenue trucks from eight years to ten based on historic use and longevity of this vehicle type in 2022. Although two new vehicles were purchased in 2022, they were not delivered that year, and Metro did not meet

their 38% of vehicles beyond their ULB target in 2022. Based on a 2023 inventory analysis, there will be at least two non-revenue vehicles replaced annually, which will aid in complying with the performance targets. The replacement of non-revenue vehicles occurred in 2023 with the addition of 16 vehicles and due to late deliveries, the four vehicles scheduled for disposal in 2023 were delayed until early 2024. The increase in vehicles was necessary due to the 2023 route redesign.

For TAM performance measure purposes, Metro's maintenance facilities are located at 1 South Ingersoll (formerly 1101 East Washington Avenue) and at 3829/3901 Hanson Road. Metro has adopted a TAM target of a TERM rating of 4, with 0% of facilities rated under 3. Facility TAM targets did not change in 2023, but the addition of the new Hanson Road facility and continued upgrades at the Ingersoll facility (formerly East Washington) improved Metro's performance to better than 3.0 (Adequate) on the TERM scale, although they do not yet meet the goal of 4.0 on the TERM scale. They will achieve this target once the ongoing work on both facilities is completed.

In 2020, the Metro facility at South Ingersoll (then their only facility) was rated 2.5. It had been rated 1.0 (Poor), but repairs and upgrades have recently been made, including roof repairs in 2018 and a new wash bay in 2019. Construction on phased upgrades continue, with the fall 2022 TERM rating at 3.6.

### Project Analysis

Metro Transit has programmed funds to continue adhering to its current bus replacement schedule of 15 buses per year. If Metro had been able to maintain this schedule, the percentage of buses at or past their ULB would have met or dropped below the 11% target by 2021; however, Metro was not able to add new electric buses as scheduled in 2020 and retained a bus scheduled for disposal to use in the interim. Increasing the fleet size by retaining a vehicle past its ULB negatively affected this performance measure in 2020 and exacerbated the measure in 2021 as the entire fleet aged, but the 2022 bus replacement brought this measure under the 11% target to 8%. The fleet transition plan to prepare for BRT and the Network Redesign will result in reducing the number of older 40' buses, and replace them with 60' articulated buses, which will further reduce the percentage of the fleet beyond their ULB.

Metro's replacement plan for service vehicles is more flexible with funding allocated each year and a decision made annually on which vehicles to replace based on age, repair history, and any anticipated major repairs. It is less certain whether Metro will be able to meet its performance target for service vehicles based on the funding currently programmed. Due to the combined need to make facility repairs and the unexpected costs associated with the COVID-19 pandemic, these purchases did not take place in 2020.

Metro's maintenance facility at 1 South Ingersoll (formerly 1101 E. Washington Avenue) has been in need of major renovation. It is also over capacity, having been designed to serve 140 buses, but servicing as many as 220 buses in 2021. The facility has had no significant upgrades since it was built 40 years ago, until renovations began in 2018. Investment in the facility was delayed for years in anticipation of a relocation, but a full relocation of the facility is no longer being considered. Facility and functional issues included: inadequate ventilation, heating, and cooling; an open-air wash line creating air quality problems; needed upgrades to emergency egress lighting; confined number of work bays and poor space layout; and right-turn vs. desired left-turn circulation for buses.

A facility renovation plan was developed with the assistance of an engineering firm, Mead & Hunt, with improvements to be implemented in four phases starting in 2019 through 2025. Roof repairs were already made. Because of the need to use its federal formula funding for buses and capital maintenance, the facility renovation will be 100% locally funded.

Implementation of the programmed facility renovation plan will allow the facility to meet the federal performance measure target. An inventory and condition assessment completed in 2022 reflects the impact of ongoing repairs and upgrades on meeting the facility TAM performance target, with the TERM rating increasing from 1.0 to 2.0 in 2019, to 2.5 in 2020, to 3.6 in 2022, and 3.7 in 2023.

## **Public Transportation Agency Safety Plan**

### Performance Measures and Conditions Data

Metro Transit completed and certified its initial Public Transportation Agency Safety Plan (PTASP) in July 2020. The plan is considered a "living document" with reviews and revisions planned on an annual basis. The initial plan incorporated Metro's initial 2020 PTASP performance measure targets for the applicable measures. The MPO adopted the same 2020 targets that

Metro adopted in TPB Resolution No. 163, which remained unchanged in 2021, adopted in MPO 2020 Resolution No. 5. Metro updated its PTASP performance measure targets for 2022 in MPO 2021 Resolution No. 12. The MPO adopted the 2023 PTASP targets in November 2022 through Greater Madison MPO 2022 Resolution No. 13 and again by 2024 Resolution No. 3 in April 2024 and will continue to adopt updated targets after Metro updates theirs.

The Metro/MPO Safety Performance Targets for 2022 included reductions in the Bus Transit targets for Injuries and Safety Events, as well as modifying the way the System Reliability/State of Good Repair measurement is reported to improve consistency with other measures. The 2024 targets are shown in the table below, with actual 2023 performance. 2024 PTASP targets are unchanged from 2022 and 2023 targets. Future targets will be updated following FTA's adoption of new performance measures consistent with the IIJA/BIL. The new performance measures are: Collision Rate, Pedestrian Collision Rate, Vehicular Collision Rate, Transit Worker Fatality Rate, Transit Worker Injury Rate, Assaults on Transit Workers, and Rate of Assaults on Transit Workers. These additions are consistent with the Bipartisan Infrastructure Law's increased focus on bus collisions and transit worker safety. Targets for these new measures must be based on the three-year rolling average for each of these measures; since 2023 is the first year in which this information was collected, targets cannot be set until data is available for 2024 and 2025. Additionally, BRT will have its own targets, as a separate mode of transit in addition to Bus Transit and Paratransit.

Transit Safety Performance Targets 2023 – Actual vs Target							
Mode of Service	Fatalities (total)	Fatalities (per 100,000 VRM)	Injuries (total)	Injuries (per 100,000 VRM)	Safety Events (total)	Safety Events (per 100,000 VRM)	System Reliability/ State of Good Repair (per 100,000 VRM)
Bus Transit Actual	0	0	7	.12	458	8.04	3.38
Bus Transit Targets	0	0	10	.15	300	5.91	4
Paratransit Actual	0	0	0	0	0	.00	0
Paratransit Targets	0	0	1	.15	20	3.07	1.82

*Fatalities = Any fatal accident involving a Metro Transit vehicle regardless of fault  
 Injuries = Any occurrence resulting in a person transported from the bus via ambulance  
 Safety Events = any accident, incident, or occurrence  
 VRM = vehicle revenue miles  
 System Reliability = VRM between on-road, mechanical failure*

In addition to updating safety-related performance measure targets, Metro's 2022 PTASP Annual Review addressed new requirements included in the BIL/IIJA.

As a result of these new requirements, Metro's safety planning team, management team and the Teamsters Union Local No. 695 created a new safety committee composed of frontline employees and management. The new team is responsible for identifying, recommending, and analyzing the effectiveness of risk-based mitigations or strategies to reduce consequences identified in the agencies' safety risk assessment.

Metro's Safety Coordinator developed safety training for Maintenance employees which includes the required topic of de-escalation. Metro already has a comprehensive new hire and refresher staff training program for its bus operators. De-escalation training was added to this program in November of 2021.

The FTA has updated the National Public Transportation Safety Plan to provide additional information on how agencies can meet the new requirement for safety performance targets. However, performance targets for a risk reduction program are required to be based on three-year rolling averages, so targets cannot be set until 2024 and 2025 data is available.

Due to supply change issues and problems with the new 2022 fleet, Metro had a large number of newer buses that had to sit waiting for parts and repairs, therefore they were running older buses on main routes at times, which contributed to the higher number of break downs that caused service interruptions. Metro added fifteen new buses to its fleet in 2022

and retired fifteen older buses. Continued fleet replacement in 2023 and 2024—in which 62 new buses were received—has reduced the System Reliability/State of Good Repair measure below the target, and it is anticipated that 2024 will see further improvements due to the influx of new vehicles in the fleet.

### Project Analysis

Safety-related projects in the Transit Capital and Transit Operating categories include preventative maintenance of transit vehicles, which is fundamental to meeting the System Reliability target, and facility renovations at Metro’s maintenance facility at 1 South Ingersoll (formerly 1101 E. Washington Avenue), which has been in need of major renovation. It is over capacity, having been designed to serve 140 buses, but servicing as many as 220 buses in recent years. Until 2019, the facility had no significant upgrades since it was built 40 years previously. Investment in the facility was delayed for years in anticipation of a relocation, but that is no longer anticipated. Prior to recent upgrades, facility and functional issues included: inadequate ventilation, heating, and cooling; an open-air wash line creating air quality problems; needed upgrades to emergency egress lighting; confined number of work bays and poor space layout; and right-turn vs. desired left-turn circulation for buses.

A facility renovation plan was developed with the assistance of an engineering firm, Mead & Hunt, with improvements to be implemented in 6 phases starting in 2019 through at least 2024. Because of the need to use its federal formula funding for buses and capital maintenance, the facility renovation will be 100% locally funded. Metro determined that final phases needed to be delayed due to funding needed to implement the planned east-west BRT route and other needs. Implementation of the programmed facility renovation plan will improve safety for Metro staff and will help Metro continue to meet or exceed the performance targets for Fatalities, Safety Events, and System Reliability; the performance targets for Injuries relate to riders of vehicles in service, and will not be impacted by safety improvements at the maintenance facility.

The renovation will have positive impacts on system reliability. Employees will be provided a better, more modern, and healthier place to work. A new, proper, environment will enable employees to be more productive without compromising their safety. This could improve the number of vehicles inspected on a daily basis which would improve the spare ratio and overall road failure rate.

The 3B phase includes the operations unit areas. The biggest impact will be new driver amenities, including a break room that is the proper size to accommodate all drivers, quiet spaces and rooms to rest, kitchen amenities, and new furniture. Well-rested drivers are safe drivers. The current environment for them is sub-optimal. Operations will have a larger dispatch office and supervisor amenities to improve their working environment. This will have positive impacts to service delivery and safety. A more organized and properly sized workspace will enable supervisors to work with a lower rate of error. If an operations supervisor makes a mistake, it often has an impact on service delivery. For example, when a supervisor takes a sick call from a driver but forgets to assign the work to a standby driver. That bus doesn’t run or is heavily delayed which has a domino effect on the system with passenger overloads, potential safety issues with passengers or students waiting outdoors for a longer period of time, etc. A better work environment will reduce the likelihood of this type of mistake.

The federal 5307/5337/5339-funded annual bus purchases in this TIP will help reduce the age of the Metro transit revenue vehicle fleet and should result in a lower number of System Reliability/State of Good Repair incidents. The 2024 “Articulated bus safety equipment for VRU protection” project will provide feedback to both drivers and vulnerable road users (VRUs) outside the vehicles if there are potential conflicts between the bus and any VRUs, improving safety for VRUs.

# Attachment F: Summary of Public Comments Received on the Draft 2025–2029 Transportation Improvement Program

The Draft 2025-2029 Transportation Improvement Program (TIP) was published in August 2024 and posted on the MPO's website. A notice of its availability and a summary was distributed to all local units of government in Dane County, the MPO's advisory committees, WisDOT, Metro Transit, and other agency staff. An email notice was also sent to Dane County Board members, local transportation/public works committees, City of Madison neighborhood organizations, and other interested organizations and persons. A notice with a copy of the draft transit projects was sent to private transportation providers in the county. Preliminary Review No. 1 was held in July by the Technical Coordinating Committee and in August by the MPO Policy Board. Review No. 2 was held by the MPO Board and Technical Coordinating Committee in September, including a public hearing on September 4. Greater Madison MPO meeting agendas were posted with the City of Madison and Dane County Clerk's offices a week prior to the meetings and the TIP hearing notice was posted on the MPO's website.

## Public Hearing before the Greater Madison MPO Policy Board (September 4, 2024)

The public hearing was held at a virtual meeting. No members of the public registered to speak at the public hearing.

## Greater Madison MPO Technical Coordinating Committee (TCC) Meetings (July 24 and September 25, 2024)

At the July meeting, staff reviewed the status of 2025-2029 STBG-U projects and presented the draft 2025-2029 TIP project maps. Staff reviewed proposed changes to the City of Sun Prairie's Bird Street project and noted that it might be possible to fund one additional project -- the South High Point Road roadway extension project -- in FFY 2026, due to an unexpected surplus of STBG-U funding. The City of Madison had originally requested STBG-U funding for that project last year, and it is the only candidate project that is available to receive the newly available funding. In addition, staff noted that there is sufficient funding to increase the level of funding of all FFY 2025-2026 projects to 80%, except the John Nolen Drive project. The John Nolen drive project will receive a lower percentage of federal STBG-U funding since it is eligible for other federal funding.

Dietz moved, Petykowski seconded, to recommend approval of the updated STBG-U project list and funding amounts.

At the September meeting, Staff reviewed a final draft version of the 2025-2029 STBG-U Priority Project listings, as well as proposed additions and corrections to the draft TIP.

Bruun asked whether a future amendment could be made to accommodate changes to the City of Monona's Nichols Road project that would entail higher costs. Kanning replied that a new funding cycle will begin next year, and that Monona could request an amendment then.

Bruun motioned, Salmon seconded, to recommend approval of the Draft 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area and Dane County, with the proposed changes in the Addition/Change sheet. Motion carried.

## Greater Madison MPO Policy Board Meetings and Action (August 7 and October 2, 2024)

At the August 7 meeting, staff presented the updated STBG-U Priority Projects schedule and the draft roadway and ped/bike maps. Staff noted that the MPO Technical Coordinating Committee recommended approval to release the Draft 2025-2029 TIP at their July meeting.

Esser moved, Abongwa seconded, to release the Draft 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County for Public Review and Comment. Motion carried.

At the October 4 meeting, staff presented the addition/change sheet that lists proposed changes to the draft TIP. Staff indicated that they reviewed the proposed changes with the MPO Technical Coordinating Committee at their September meeting, and that the committee recommended approval of the TIP with these changes. Dane County submitted comments pertaining to their own projects on 8/28/24. No other written comments were received on the draft TIP.

Esser moved, Field seconded, to adopt the 2025-2029 TIP with the changes reflected in the Addition/Change sheet. Motion carried.

*Note: The following is from the Greater Madison MPO Public Participation Plan, noting the generalized schedule for preparing the TIP. Specific schedule dates have been included. The schedule is also available on the Greater Madison MPO's website.*

**Public Involvement Effort and Generalized Schedule  
for Preparing the 2025-2029 Transportation Improvement  
Program (TIP) for Madison Metropolitan Area & Dane County**

1.	Notice to Local Units of Government and General Public	Request for Proposed Project Listings	April for Release of Notice <b>Thursday, April 25, 2024</b>
2.	Projects due to MPO	Deadline for Project and Application Submittals	Early June <b>Friday, June 7, 2024</b>
3.	Inter-agency TIP Project Coordination Meeting	Address any discrepancies in Multi-Jurisdictional or Fed/State Funding Projects	Late June to mid-July <b>Wednesday, July 10, 2024</b>
4.	Send out email notice of availability of Draft TIP	Draft Listing of All Projects in TIP	Early August <b>Wednesday, August 21, 2024</b>
5.	Review by MPO and TCC	Review of All Projects in TIP	During July, August, and September
6.	Public Hearing before MPO on Draft TIP	Testimony and Comments Formally Received by MPO on Draft TIP	Beginning of September <b>Wednesday, September 4, 2024</b>
7.	Recommendation by TCC	Final Comments to MPO	Mid- to late September <b>Wednesday, September 25, 2024</b>
8.	Action by MPO	Final Action by MPO	Beginning of October <b>Wednesday, October 2, 2024</b>
9.	Submittal of Complete Final TIP Report with Appendices to WisDOT for Approval	Submittal to WisDOT	Early November

*Note: The Greater Madison MPO has a biennial process for accepting applications for STBG Urban projects with applications accepted each odd numbered year in conjunction with the state biennial budget and WisDOT local program cycle.*



# Attachment G: Procedure for Preparing and Amending the Transportation Improvement Program

## 1. TIP Preparation

The TIP program is the annual effort to specify a coordinated, multi-modal transportation program that includes the full range of transportation improvements to be considered for implementation during the next five-year period. This coordinated listing is prepared as a cooperative staff effort by Wisconsin Department of Transportation (WisDOT), Dane County, and local implementing agencies and the staff of the Greater Madison Metropolitan Planning Organization (MPO), and is primarily based upon capital improvement programs and budgets.

Implementing agencies submit their listings of proposed projects to MPO staff to coordinate into a comprehensive listing of proposed major transportation improvements, with indications of project limits, type, cost, timing, etc. MPO staff meets with WisDOT Southwest Region, Dane County, and municipal staff to review any discrepancies in the project listings submitted by these agencies for inter-jurisdictional and Federal and/or state funded projects. This draft listing is subject to review by the MPO Technical Coordinating Committee (TCC), MPO Policy Board, and local units of government. A notice of the availability of the draft TIP is sent out to a list of stakeholders. Anticipated transit and specialized transportation projects are also sent to private transit operators for comment. A public hearing is held before the MPO Board one month before adoption. Comments received are provided a response by staff (A summary of the timetable and public review opportunities is shown in the Table in Attachment F).

Following action by the MPO Policy Board, this document is submitted to appropriate state and Federal agencies as an indication of transportation improvement projects anticipated to be undertaken in this area. By annually pursuing this procedure, an up-to-date program of transportation projects is ensured.

## 2. TIP Amendments

Revisions to the TIP often occur between the scheduled annual updates. There are two types of revisions: (1) administrative modifications; and (2) amendments. The definitions and procedures for each are outlined below:

*Administrative modifications* are minor revisions, including:

- Minor change (less than 5%) in project or project phase costs;
- Minor change in funding sources of programmed project(s); or
- Minor change to project or project phase initiation dates.

Provided such a revision does not necessitate redemonstration of fiscal constraint, the procedure for administrative modifications includes approval by the MPO Director who then sends a letter to appropriate FHWA/FTA, WisDOT Bureau of Planning, WisDOT SW Region, and project sponsor staff notifying them of the TIP modification, with a copy included in the TIP file.

*Amendments* are revisions to federally funded projects listed in the TIP that involve a major change, including:

- Addition of a project to the first four years of the TIP;
- Deletion of a project from the TIP or moving it out of the first four years of the TIP;
- Major change to the initiation date of a project or project phase; or
- Major change in the design concept or scope or limits of a project.

Amendments require provision for public review and comment, a resolution by the MPO Board, and submission to WisDOT and FHWA/FTA. Amendments also require a redemonstration of fiscal constraint. Amendments are categorized as minor or major with different procedures for each.

*Minor amendments* include:

- Addition or deletion<sup>1</sup> of system preservation projects (e.g., street resurfacing or reconstruction without additional travel lanes, replacement of buses) that do not involve a major capacity expansion, are not regionally significant, and do not exceed the cost threshold for major amendments outlined below;
- Substantial change in the design concept or scope or limits of a system preservation project such that the original project description is no longer reasonably accurate;
- Substantial change in funding for a project that impacts the funding for other projects within the first four years of the TIP, forcing any project out of the 4-year TIP window.<sup>2</sup>

The process for minor TIP amendments is to provide advance notice of the amendment action by including a listing of the project changes under the TIP amendment resolution agenda item for the upcoming MPO Policy Board meeting. An opportunity for public comment is provided prior to action by the board. The amendment is also reviewed with the MPO's technical committee prior to MPO Board action if the committee meeting schedules allow.

*Major amendments* include:

- Addition or deletion of a major capacity expansion project of a regionally significant project;
- Substantial change in the design concept or scope limits of a major capacity expansion project or regionally significant project such that the original project description is no longer reasonably accurate;
- Change in the funding of a project or project phase (including adding or deleting a project) exceeding 10% of total federal funding programmed in the MPO Planning area for the calendar year or \$7 million, whichever is less;
- Addition or deletion of a project involving STP-Urban funding; and
- Change in the cost or implementation schedule of a project or project phase involving STP-Urban funding that impacts the funding available for or timing of other STP-Urban projects.

*Major capacity expansion projects* include:

- Construction of a new regional arterial or collector roadway on new alignment;
- Reconstruction of an existing regional arterial or collector roadway to provide additional general purpose travel lanes for a significant distance;
- Construction of new interchanges;
- Conversion of an expressway to a freeway; and
- Construction of fixed-guideway or other priority (rail, bus rapid transit, dedicated bus lanes) transit facilities.

*Regionally significant projects* include:

- Roadway capacity expansion projects on the designated regional arterial system;
- Transit projects involving a fixed-guideway or other priority transit facility; and
- Major projects directly serving a regional employment/activity center or an airport (e.g. new roadway construction).

The process for major amendments is to send out a notice to local officials and others included in the notice for the annual TIP update and post the notice on the MPO website. A minimum 15-day public comment period will be provided and a public hearing held before the MPO Policy Board prior to adoption.

Source: Greater Madison MPO *Public Participation Plan* (January 2021)

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<sup>1</sup> Addition or deletion includes moving federal project funding in or out of the four-year project window of the TIP.

<sup>2</sup> The Greater Madison MPO prepares a five-year TIP, but the FHWA and FTA consider projects in the fifth year to be informational only.