



GREATER MADISON
mpo

DRAFT August 2023

Madison Metropolitan Area and Dane County
**2024-2028 TRANSPORTATION
IMPROVEMENT PROGRAM**

Preliminary Document for
Review and Discussion

Madison Metropolitan Area and Dane County

Transportation Improvement Program
2024 - 2028

DRAFT August 2023

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

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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 Title23, 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.

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Summary of Transportation Improvement Program

Major Anticipated 2024-2028 Projects

Following is a listing of major programmed transportation improvement projects, which are included in the 2024–2028 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)*
- Lower Yahara River Trail (Fish Camp County Park through Kegonsa State Park to Williams Drive)
- Lower Yahara River Trail Connector (Waucheeta Connector Trail to Waucheeta Trail Existing)
- North Mendota Trail (CTH M Corridor Path) (STH 113 to Woodland Drive)*
- CTH MM Underpass*
- Fitchrona Road Bike Lanes and Path (Lacy Road to Nesbitt Road)
- Seminole Highway (Lacy Road to Schuman Drive) & Lacy Road (Seminole Highway to Savannah Oaks MS) Paths
- Autumn Ridge Path (Portland Parkway to Ziegler Road) and Bridge over USH 30*
- Badger Rusk Path*
- Cannonball Trail (Railroad to Bowman Field)
- Capital City Trail (Segments 5 and 6) (Wagon Trail to I-39/90)*
- Hammersley Road Path (Gilbert Road to W. Beltline Frontage Road)
- Hermina Street Bridge over Starkweather Creek
- John Nolen Path (Olin Avenue to Lakeside Street)
- Madison Pedestrian/Bicycle Safety Education and Coordination*
- Madison Safe Routes to School Plan*
- Troy Drive RR Bridge
- West Towne Path Phases 2 and 3 (High Point Road to Zor Shrine Road; Zor Shrine Road to Gammon Road)*
- East Washington Ave. Bicycle Mitigation (improvements in parallel corridors to offset loss of bike lanes due to BRT in weekday peak period)
- North Mendota Trail (Highland Way to Highland Way)
- Pleasant View Road Corridor Path (USH 14 to Timber Wolf Trail)*
- Safe Routes to School Plan (Madison)*
- S. Fourth Street Corridor Path (Milwaukee Street to Isham Street)*
- USH 51 Underpass (Connecting STI Development to west side of USH 51)
- Mandt Park Riverwalk (Mandt Parkway to 4th Street)
- North Loop Trail (Lincoln Avenue to STI Development)
- Jefferson Street Bridge (Pedestrian Bridge Deck Replacement)
- Yahara River Trail Settler's Point Segment (along Yahara River, starting at CTH N/CTH B)
- Yahara River Trail (4th Street to River Park)
- Yahara River Trail Extension Planning*
- Virgin Lake Trail Extension (Roby Road to 51 West Development)
- N. Bird Street Path and RRBs (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)*
- Sheehan Park Scenic Point Trail Link (Sheehan Park to Heritage Court)
- Stone Quarry Road Trail (Columbus Street to the Patrick Marsh Wildlife Area)
- Sun Prairie Loop Wayfinding*
- Vision Zero Action Plan (Sun Prairie)*
- Military Ridge State Trail (Old CTH PB to USH 18/151), Pave Trail
- North Street (CTH V) Corridor Path (Main Street to USH 51)
- Vinburn Road Corridor Path (North Towne Road to Rumley Run)
- Oregon Bicycle & Pedestrian Transportation Study*
- 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 Madison Transportation Capital Projects

- Bus Rapid Transit (BRT) Phase 1 Project in East-West Corridor BRT*
 - Roadway Improvements including Transit Signal Priority (TSP)*
 - Construction of BRT Stations*
 - New 60-Foot Articulated Electric Buses for BRT*
- BRT Maintenance Facility
- North-South BRT Planning & Design*
- North-South BRT Construction
 - Roadway Improvements, TSP, and Stations [Note: Will seek federal Small Starts grant]

Metro Transit Capital Projects

- New 40-Foot Low-Floor Electric Buses*
- 60' Articulated Buses*
- Maintenance Equipment for 60' Articulated Buses*
- Remodel, Renovate Existing Bus Maintenance Facility*
- Support Vehicles and Maintenance Equipment
- Facility/Infrastructure Enhancements
- Metro On-Board Passenger Survey*
- 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 & Path of Travel Supports [seeking cont. federal funding]
- Dane County Dept. of Human Services – Mobility Management & Travel Training Program [seeking cont. federal funding]
- Madison Area Rehabilitation Centers (MARC) -- Accessible Vehicle Purchase [seeking federal funding]
- Newbridge Madison -- Accessible Vehicle Purchase [seeking cont. federal funding]
- 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 Sun Prairie and Monona Transit Systems

Streets and Roadways

Madison Metropolitan Planning Area (By Sponsoring Agency)

WisDOT

- W. Beltline PEL & 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) (0.55 miles S of CTH V to NCL) Resurfacing*
- 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 14 (Deming Way) Intersection Improvements*
- 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 (CTH B/CTH AB Intersection) Construct Roundabout*
- USH 51 (Spring Street to 5th 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 (Park Street WSOR Crossing to Olin 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 (Division Street to River Road) Resurfacing*
- STH 19 (Wood Violet Lane to Mauneshia River Bridge) Resurfacing*
- STH 19 (USH 151 Interchange) Safety Improvements*
- STH 113 (Sunset Lane to CTH V) Pavement Replacement*
- STH 113 (South of Verleen Road) Resurfacing at WSOR Crossing
- STH 138 (STH 59 to Milwaukee street) Replace Pavement*
- CTH AB/Buckeye Road (City of Madison) WSOR Railroad Crossing/Signal Work*
- E. South Street (City of Stoughton) WSOR RR Crossing/Signal Work*

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 (Ash Street to CTH D) Resurfacing
- CTH CV/Lake Road (STH 19 to Vinburn Road) Reconstruction
- CTH M (Oncken Road to STH 113) Reconstruction, Widen to 4-Lane Divided Highway with Bike Lanes, Path*
- CTH M/Century Avenue (Parmenter Street to West Point Road) Resurfacing
- CTH M (Branch Street Intersection) Bridge Replacement w/Bike Underpass and Intersection Improvements*
- CTH MM/Wolfe Street (Janesville Street to South Village Limits) Resurfacing
- CTH MM (USH 14 to McCoy Road) Resurfacing
- CTH MM/Rimrock Road (John Nolen Drive to USH 12/18; USH 12/18 to McCoy Road) Pavement Replacement*
- CTH MN Door Creek Bridge (Reconstruction)*
- CTH N Koshkonong Creek Bridge (Reconstruction)*
- CTH S (Pioneer Road to Pleasant View Road) Resurfacing

City of Fitchburg

- Fitchrona Road (Lacy Road to Nesbitt Road) Reconstruction
- Fitchrona Road (680' north of Whalen Road to 2,650' south of Whalen Road) Resurfacing w/Bike Lanes
- Irish Lane (CTH D to S. Syene Road) Reconditioning w/ Buffered Bike Lanes
- S. Syene Road (Aurora Ave. to Nannyberry Park; 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 North Shore Drive) Reconstruction and Widen Path*
- John Nolen Drive (Lakeside Street to Olin Avenue) Reconstruction and Ped/Bike Improvements*
- John Nolen Drive/Olin Avenue (Wingra Creek to Beltline) Reconstruction w/ Path
- High Point Road/Raymond Road/Mid Town 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*
- 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

- Deming Way (Madison City Limits to Greenway Blvd.) Resurfacing
- Discovery Drive (Deming Way to Parmenter Street)
- Elmwood Avenue
- Parmenter Street (N. of Century Avenue to Greenbriar Road) Reconstruction
- Pleasant View Road (USH 14 to Timber Wolf Trail) Reconstruction, Widen to 4-Lane Divided Road with Bike Lanes and Shared-Use Path*

- Spring Hill Drive (Lynn Street to Algonquin Drive) Resurfacing
- Stonefield Road (N. Gammon Road to Old Middleton Road) Resurfacing
- N. Westfield Road (Parmenter Street to S. City Limits) Resurfacing

City of Monona

- Nichols Avenue (Winnequah Road to Monona Drive) Resurfacing and Partial Reconstruction w/ Buffered Bike Lanes*
- Tecumseh Avenue Lagoon Du Nord Bridge Replacement*

City of Stoughton

- Academy Street (East Street to E. South Street) Reconstruction
- S. Fourth Street (Main Street to River Bridge) Resurfacing
- 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
- Wilson Street (Van Buren Street to Lincoln Avenue) Resurfacing

City of Sun Prairie

- N. Bird Street (STH 19/Windsor Street to USH 151) Reconstruction with Cycle Track and path*
- Broadway Drive (St. Albert the Great Drive to Stonehaven Drive) Pavement Rehabilitation
- Clarmar Drive – Extend to Bailey Road
- 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 (Sunfield Street to Summerfield Way) Pulverization and Replacement of Pavement
- O’Keefe Avenue (Reiner Road to Summerfield Way) Resurfacing*
- O’Keefe Avenue (McCoy Road 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*
- 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*
- Vandenburg Street (N. Pine Street to N. Bird Street) Reconstruction
- Windsor Street/STH 19 (North Thompson Road and Davison Drive Intersections) Reconstruction*

City of Verona

- West Verona Avenue (Legion Street Intersection) Intersection and Signal Improvements

Village of DeForest

- Acker Parkway (Seminole Way to CTH CV) Reconstruction
- CTH CV/N. Main St. (Commerce Street to CTH V) Resurfacing
- CTH V/E. North Street (CTH CV to Nelson Court) Reconstruction
- CTH V/E. North Street (Stevenson Street to N. Halsor Street) Resurfacing
- E. Holum Street (Stevenson Street to Johnson Street) Reconstruction
- South Street (Hill Street to S. Main Street; Riverwood Bend to Mayapple Circle) Resurfacing
- Vinburn Road (N. Towne Road Intersection) Intersection Improvements*
- Vinburn Road (North Towne Road to RR) Reconstruction

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
- Exchange Street (Farwell Street to Yahara River Bridge) (Pulverize and Repave)*

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 (CTH C to Portage Road) Resurfacing
- Vinburn Road (Portage Road to North Towne Road) Resurfacing
- Windsor Road (Charlie Grimm Road to CTH CV) Reconstruction to Urban Cross Section w/ Path*
- Yahara River Bridge Replacement*

Town of Burke

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

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*

Village of Marshall:

- STH 73 Path*

Village of Edgerton:

- Edgerton School District Safe Routes to School Plan*

Streets and Roadways**WisDOT**

- Interstate 94 (CTH N to Airport Road) Resurfacing*
- STH 19 (STH 78 to USH 12) Resurface*
- STH 19 (Wood Violet Lane to Mauneshia River Bridge) Resurfacing*
- STH 113 (Sunset Lane to CTH V) Pavement Replacement*
- 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 BB (Koshkonong Creek Bridge) Reconstruction*
- CTH G (Mt. Vernon Cr. Bridge) Reconstruct Bridge*
- CTH G (W. Br. Sugar River Bridge) Reconstruct Bridges*
- CTH PQ (Koshkonong Creek Bridge) Reconstruction*
- CTH TT (Mauneshia River Bridge) Reconstruction*
- CTH V (Snowy Owl to USH 151) Resurfacing*
- 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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2024 - 2028 Transportation Improvement Program

(Major Pedestrian/Bicycle Projects in the Madison Metropolitan Planning Area)

Year Programmed

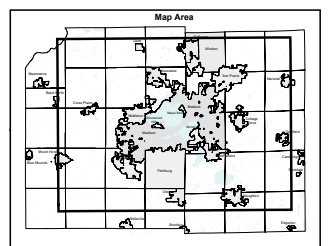
- 2024
- 2025
- 2026
- 2027
- 2028

- Existing Bicycle Over/Underpass
- Existing Bike Path
- MPO Planning Boundary

- Reconstruction Programmed Federal Funding
- Reconstruction State and/or Local Funding Only

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

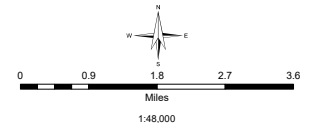
Dane County, Wisconsin



Prepared by staff to the:



Date Revised: 8/7/2023



Coordinate System: NAD 1983 HARN WISCONSIN State Plane
Projection: Lambert Conformal Conic

Source Info:
Street Base 2023 (DCLIO)
Hydrography 1200, 1:24,000 (WDNR)
Civil Division Limits 2023, Assessor Records (DCLIO)
Transportation Improvement Program: 2024 - 2028 (MPO)

Map 2024
Data Source: 8/10/2023
Data Date: 8/10/2023 10:15:05 AM
Data Source: 8/10/2023, Location: 2024-2028 Transportation Improvement Program, Map 2024.mxd

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2024 - 2028
Transportation
Improvement
Program
(Major Roadway Projects
in the Madison Metropolitan
Planning Area)

Year Programmed

- 2024
- 2025
- 2026
- 2027
- 2028

Study

MPO Planning Boundary

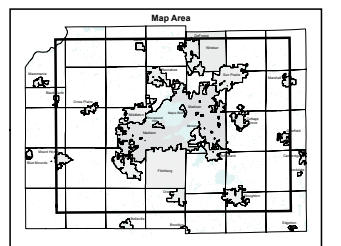
Reconstruction Programmed Federal Funding

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.

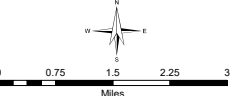
Dane County, Wisconsin



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Date Revised: 8/8/2023



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

Source Info:
Street Base: 2023 (DCLIO)
Hydrography: 1200, 1:24,000 (WIDNR)
Civil Division Limits: 2023, Assessor Records (DCLIO)
Transportation Improvement Program: 2024 - 2028 (MPO).

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2024 - 2028
Transportation
Improvement
Program
(Major Roadway Projects
in the Outer
Dane County Area)

Year Programmed

- 2024
- 2025
- 2026
- 2027
- 2028

Study

MPO Planning Boundary

Reconstruction Programmed Federal Funding

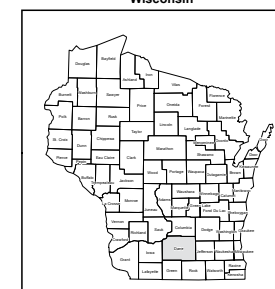
Reconstruction State and/or Local Funding Only

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.

Wisconsin



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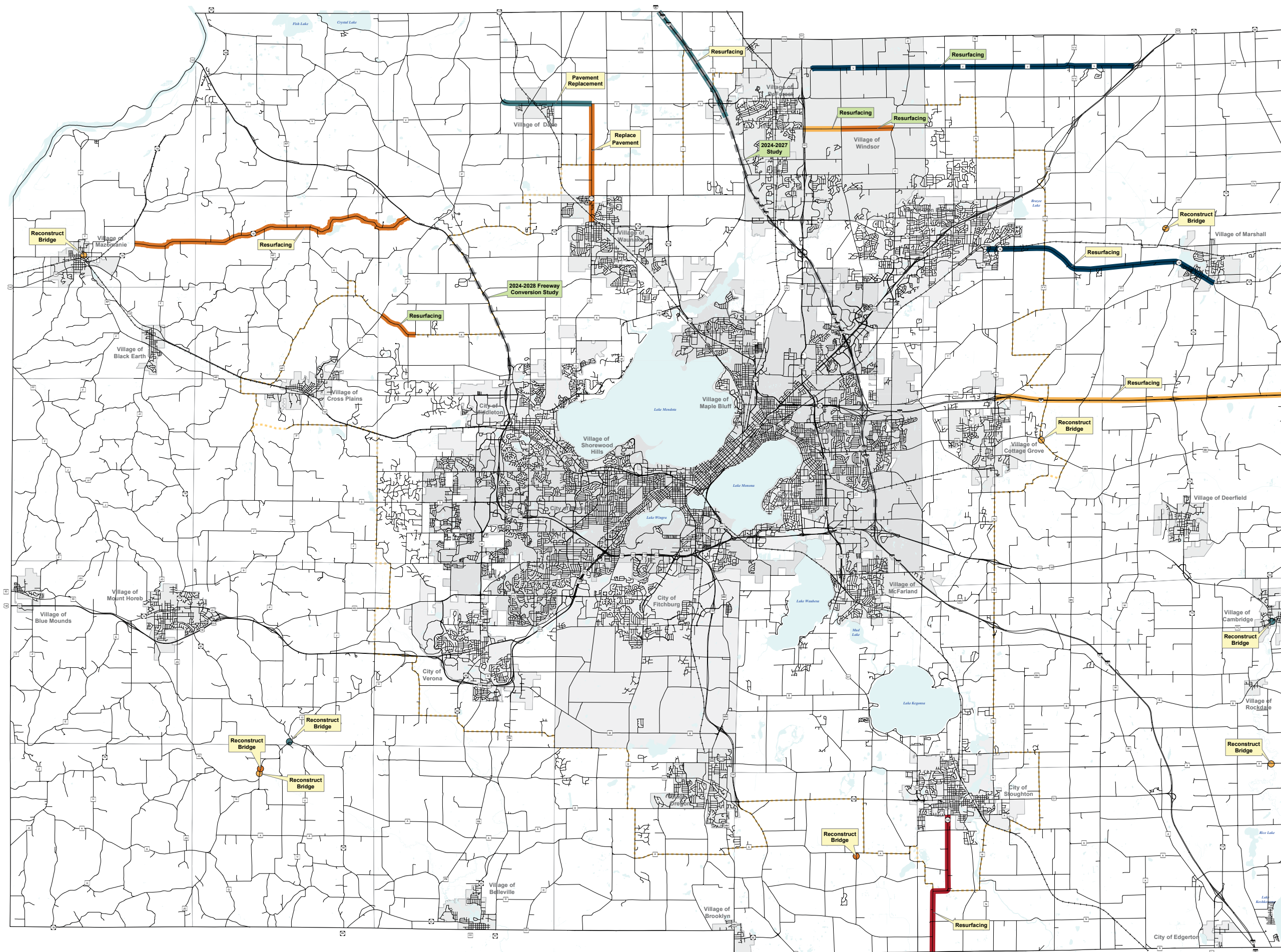


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Coordinate System: NAD 1983 HARN WISCONSIN Dane County Feet
Projection: Lambert Conformal Conic

Source Info:
Street Base: 2023 (DCLIO)
Hydrography: 1200, 1:24,000 (WIDNR)
Civil Division Limits: 2023, Assessor Records (DCLIO)
Transportation Improvement Program: 2024 - 2028 (MPO).

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Introduction

This document presents an updated listing of short-range transportation improvement projects anticipated to be undertaken in the period from 2024 through 2028 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 2024, 2025, 2026, and 2027. By annually pursuing this procedure, an up-to-date program of transportation projects is ensured.

Project listings for years 2024 through 2027 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 54 present the transportation improvement projects through 2028 in separate listings for the Madison Metropolitan Planning Area and the Outer Area. In each listing, activities are categorized as follows:

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

**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 2024-2028.

CHART: 2024-2028 Transportation Improvement Program for the Dane County Area-Percentage of Programmed Funding by Mode
(TO BE ADDED IN FINAL TIP)

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	New 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 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 map on page 7 shows the approved 2010 Census urban area boundary for the Madison urban area within which STBG – Urban funds can be spent per MPO policy. The MPO is currently updating the urban area boundary following the 2020 Census, which should be complete in 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 8 lists the approved and recommended new priority projects for 2024-2029 for use of STBG – Urban funds. Other candidate projects are also listed. These projects could be funded if additional funding becomes available or an approved project is canceled or delayed.

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), 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 (BPFP) 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 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 IJJA 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.

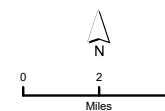
Planning Boundaries of the Greater Madison MPO A Metropolitan Planning Organization

-  Madison Urban Area (approved by U.S. DOT 6/11/13, revision approved by MATPB 3/4/15)
 Metropolitan Planning Area Boundary (approved by WisDOT 7/30/13)
 Incorporated Area (2022)

Prepared by staff to the:



Date Revised: 11/4/2022



2024 - 2029 Madison Area STBG Urban Program - Currently Approved and Proposed New Priority Projects

Project	Project ID	Score	Const/ Project Calendar Yr. (Yr \$ Obligated if different)	State Fiscal Year	Total Est. Cost ¹ (thousands)	Max. Percent (Fed \$)	Federal Funds Approved (thousands)	Comments
Approved Priority Projects (2023-2027)								
MPO Rideshare Program 2024-2028	5992-08-39,52-54	²	2024-2028	2024-2028	\$686	80	\$551	Ongoing support per MPO policy. 3% annual increase, with 4% annual increase starting in 2027
C. Madison Ped/Bike Safety Education Program 2024-2028	5992-08-49, 50, 60	²	2024-2028	2024-2028	\$590	80	\$474	Ongoing support per MPO policy. 3% annual increase.
Pleasant View Rd. (USH 14 to Timber Wolf Trail) Phase 1	5992-11-00,-01,-02,-50-52	65 ³	2022-2024	2023	\$23,396	60	\$12,029	Funding obligated in CY 2022. Construction in '22-'24.
CTH M (Oncken Road to STH 113)	5954-00-00, -01, -51	68 ³	2023-2024	2024	\$25,229	60	\$13,021	Funding obligated in '23. Const.in '23-'24.
Exchange Street (Farwell St. to Sleepy Hollow Rd.)	5685-00-04,-05,- 06	39 ³	2023	2024	\$3,479	60	\$1,177	Funding obligated in '23. Const. in '24. Selected for funding based on MPO policy goal to use 10% of funds on "small" projects.
Autumn Ridge Path/Overpass	5992-11-10, -11	80 ⁴	2023	2024	\$4,200	60	\$2,520	Funding obligated in in '23. Const. in '24.
Mineral Point Rd. (Beltline Hwy. to S. High Point Rd.)	5992-10-19, -20	68 ⁴	2025	2026	\$6,300	60	\$1,650	Funding obligated in '25. Const. in '26. Cost of stormwater facilities includes regional drainage pipe. Cost share to be determined during design.
John Nolen Drive (Lakeside St. to North Shore Dr.)	5992-11-20, -21-23	57 ⁴	2026-2027	2027	\$30,625	60	\$11,049	Also receiving \$770 in Fed BR funding. Const. in '26-'27.
N. Bird Street (STH 19 to USH 151)	3996-00-35	50 ⁵	2025	2025	\$1,642	60	\$975	Includes new "cycle track" on bridge over USH 151. "Small" project.
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 ⁵	2025	2025	\$3,349	60	\$2,009	
Windsor Road (Charlie Grimm Rd. to CTH CV)	6992-00-21	38 ⁵	2024	2025	\$1,400	60	\$840	Funding obligated in '24. Const. in '25. Selected for funding as "small" project.
Nichols Avenue (Winnequah Rd. to Monona Dr.)	5994-00-02, -03	38 ⁵	2025	2026	\$1,563	60	\$938	Funding obligated in '25. Const. in '26. Selected for funding as "small" project.
S. Fourth Street (Milwaukee St. to Isham St.)	5998-00-01, -02	34 ⁵	2025	2025	\$1,391	60	\$834	Selected for funding as "small" project.
					\$103,850		\$48,067	TOTAL
New Priority Projects (2026-2029)								
West Towne Path (Zor Shrine Place to S. Gammon Road)		86		2027 ⁶	\$3,740	60.22%	\$2,252	New Path.
Glacial Drumlin Path (I-39/90 to CTH AB/Buckeye Road)		68		2027 ⁶	\$11,114	60.22%	\$6,693	New Path.
Windsor Road Path (Sunset Meadows Drive to N. Towne Road) New Path on South side of Roadway		65		2028 ⁶	\$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. 2 John Nolen Drive (Olin Avenue to Lakeside St.) Reconstruction		58		2026 ⁶	\$6,570	60.22%	\$3,956	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 ⁶	\$1,356	60.22%	\$817	Qualifies as a "small" project. Includes a New Path.
CTH MM / Rimrock Road (McCoy Rd to Beltline Highway on/off ramps) Pavement Replacement		45		2026 ⁶	\$2,156	60.22%	\$1,298	Qualifies as a "small" project. Includes bike lanes.
O'Keefe Avenue (Reiner Road to Summerfield Way) Pavement Replacement		44		2028 ⁶	\$2,205	60.22%	\$1,328	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 ⁶	\$1,212	60.22%	\$730	Qualifies as a "small" project. Includes bike lanes.
					\$28,973		\$17,548	TOTAL

¹ Includes participating cost only (excludes sanitary sewer and water and construction engineering)

⁴ Score from regular 2022-2026 program application cycle in 2021.

² Funded annually per MPO policy

⁵ Score from supplemental funding 2022-2026 program application cycle in 2022.

³ Score from 2020-2025 program application cycle under previous version of criteria.

⁶ Requested Project Scheduling. Needs to be finalized, working with WisDOT and project sponsor.

2024 - 2029 Madison Area STBG Urban Program - Currently Approved and Proposed New Priority Projects								
Project	Project ID	Score	Const/ Project Calendar Yr. (Yr \$ Obligated if different)	State Fiscal Year	Total Est. Cost ¹ (thousands)	Max. Percent (Fed \$)	Federal Funds Approved (thousands)	Comments
Candidate Projects								
Ph. 3 John Nolen Drive / CTH MC/ Olin Avenue (Wingra Creek to Beltline Highway on/off ramps) Pavement Replacement		62.6		2027	\$11,750	65%	\$7,638	
Vinburn Road (Main Street to N. Towne Road) Reconstruct to Urban Cross Section		37		2027	\$2,764	65%	\$1,797	
Holum Street (Railroad to N. Towne Road) Reconstruction		30		2025	\$3,639	65%	\$2,365	
Bailey Road (CTH N to Forward Drive) Reconstruction w/ paved shoulders		30		'24-'28	\$1,791	65%	\$1,164	
High Point Road - Mid Town Road - Raymond Road: Construct Roadway on new alignment		29.1		2027	\$20,910	65%	\$13,592	
					\$40,854		\$26,555	TOTAL

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

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

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

VB	Village of Belleville	MO	City of Monona
BF	Wisconsin Bike Federation	MPO	Greater Madison MPO
TB	Town of Burke	NB	NewBridge Madison
CA	Village of Cambridge	OCL	Options in Community Living
CG	Village of Cottage Grove	OR	Village of Oregon
DC	Dane County	TR	Town of Rutland
DCATS	Dane County Accessible Taxi Service	SC	Sauk County
VD	Village of Dane	SH	Village of Shorewood Hills
DeF	Village of DeForest	SP	City of Sun Prairie
DR	Village of Deerfield	TSP	Town of Sun Prairie
F	City of Fitchburg	ST	City of Stoughton
FSC	Forward Service Corporation	V	City of Verona
M	City of Madison	TV	Town of Verona
McF	Village of McFarland	W	Village of Waunakee
MI	City of Middleton	TWE	Town of Westport
TM	Town of Middleton	WIN	Village of Windsor
MARC	Madison Area Rehabilitation Centers	WSOR	Wis. & Southern Railroad
MZ	Village of Mazomanie	YW	YWCA of Madison

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2024-2028 (\$000s) Madison Metropolitan Planning Area**

DRAFT

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Jan.-Dec. 2028 ¹				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
RIDESHARE																							
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.																							
WisDOA	VANPOOL COORDINATOR Administration		7070				7070				7070				7070				7070				
		TOTAL	70DOA70				70DOA70				70DOA70				70DOA70				70DOA70				
GREATER MADISON AREA MPO * 111-22-001 111-24-	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	103		25	128.10	106		26	132	110		27	136	114		28	142	119		29	147	5992-08-52, 53, -54 Projects are obligated in the year they occur.
		TOTAL	103 URB		25 MPO	128	106 URB		26 MPO	132	110 URB		27 MPO	136	114 URB		28 MPO	142	119 URB		29 MPO	147	
CITY OF MADISON	TRAVEL DEMAND MANAGEMENT PROGRAM Administration	PL																					Update following release of Mayor's Executive Budget.
		TOTAL																					

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
PEDESTRIAN/BICYCLE PROJECTS																							
MADISON METROPOLITAN PLANNING AREA																							
DANE COUNTY * 111-24-	CAPITAL CITY TRAIL Glacial Drumlins Trail Connector I-39/90 to Buckeye Road Phase 1 Buckeye Rd. to Vilas Rd. Phase 2 Construct new path adjacent to rail corridor to connect to short segment in V. Cottage Grove completed by village.	PE ROW CONST			350	350			1,300							6,693		4,421	11,114			Real estate issue at I39/90 overpass resolved. Dane County will locally fund PS&E. Phase 1 PS&E I39 to Buckeye Road anticipated completion February 2024, construction 2027. Phase 2 Buckeye Rd. to Vilas Rd. pending additional land acquisition by County. Village of Cottage Grove constructed Vilas Rd. to CTH N State Trailhead path in 2021.	
	TOTAL			350	350								6,693		4,421	11,114							
						DC			DC					URB		DC							
	CAPITAL CITY TRAIL Fish Hatchery Road to Verona Road Conduct hydrology study to address washouts at the roundabout and other stormwater issues. Make stormwater control improvements to address issues identified in study.	PE ROW CONST																			Madison, Fitchburg, County partnership completed stormwater improvement feasibility study to address washouts at roundabout in 2021. Pending Phase 2 RFP to complete construction documents that will implement feasibility study recommendations, timing		
TOTAL																							
	BLACK EARTH CREEK TRAIL Middleton to Mazomanie Construct multi-use trail between Middleton and Mazomanie in a corridor along Black Earth Creek, railroad, and USH 14.	PE ROW CONST																			Currently funding right of way or easement acquisition. Construction not programmed at this time.		
TOTAL																							
	LOWER YAHARA RIVER TRAIL Phase 2 Fish Camp County Park thru Lake Kegonsa State Park to Williams Point Drive Construct section of multi-use trail planned to extend to Stoughton.	PE ROW CONST			217	217															Locally bid early 2023 with construction to commence 2023-24.		
TOTAL					6,500	6,500																	
					6,717	6,717																	
					DC																		
	LOWER YAHARA RIVER TRAIL Phase 3 Williams Drive to Viking Park in Stoughton Construct multi-use trail along rail corridor and along CTH B	PE ROW CONST																			Not programmed at this time.		
TOTAL																							
	LOWER YAHARA RIVER TRAIL Waucheeta Connector Trail to Waucheeta Tr. Existing LYRT William G. Lunney Lake Farm Park	PE ROW CONST			35	35															Dane County PSE boardwalk/at grade path Waucheeta Tr. /LYRT at William G. Lunney Lake Farm Park. DNR Stewardship grant submitted May 2022. Bidding in 2023, construction in 2023-24 pending availability of funds.		
TOTAL				400	500	900																	
				400	535	935																	
				DNR	DC																		
	LOWER YAHARA RIVER TRAIL Phase 4 McFarland to Fish Camp County Park Construct multi-use trail west of CTH AB to Elvehjem Rd. in McFarland.	PE ROW CONST																			Investigating acquisition options to provide off road trail. Construction not programmed at this time.		
TOTAL																							
	NORTH MENDOTA TRAIL Bishops Bay Parkway to Middleton City Limits Construct new path.	PE ROW CONST																			Pending RFP for PSE , timing unknown.		
TOTAL																							

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PEDESTRIAN/BICYCLE PROJECTS																								
DANE COUNTY *	NORTH MENDOTA TRAIL (CTH M CORRIDOR PATH) STH 113 to Woodland Drive Construct New Path.	PE ROW CONST																					Will be constructed with CTH M project in '23-'24.	
CITY OF FITCHBURG * 111-23-017	CTH MM UNDERPASS 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 ROW CONST TOTAL							81 81					432 432 TA	258 339 F	690 771		Continuing						Funding obligated in 2025 for 2026 construction
	FITCHRONA ROAD BIKE LANES AND PATH Lacy Road to Nesbitt Road Add buffered bike lanes and east side shared-use path.	PE ROW CONST TOTAL																					Project to be done as part of the Fitchrona Road street reconstruction project. Const. anticipated in 2025	
	FITCHRONA ROAD BIKE LANES AND PATH North of Whalen to South of Whalen Add 5' paved shoulder as part of resurfacing.	PE ROW CONST TOTAL																					Project to be done as part of the Fitchrona Road street resurfacing project. Const. anticipated in 2024	
	IRISH LANE BIKE LANES Fish Hatchery Road to S. Syene Road Add 6' paved shoulder as part of resurfacing.	PE ROW CONST TOTAL																					Project to be done as part of the Irish Ln resurfacing project. Const. anticipated in 2026	
	SEMINOLE HWY & LACY ROAD PATHS Seminole Hwy: Lacy Road to Schumann Drive Lacy Rd: Seminole Hwy east to Savanna Oaks MS Construct multi-use path.																						Const. anticipated in 2026. CIP Project # 3495	
	SIDEWALK AND PATH MAINTENANCE AND IMPROVEMENTS	PE ROW CONST TOTAL				109 109 F			112 112 F				116 116 F				119 119 F				123 123 F		CIP# 3486	
	SYENE ROAD BIKE LANES McCoy Road north to city limit Add 5' paved shoulders as part of resurfacing.	PE ROW CONST TOTAL																					Project to be done as part of the Syene Road street resurfacing project. Const. anticipated in 2027.	
	S. SYENE ROAD BIKE LANES E Cheryl Parkway to W Clayton St Add buffered bike lanes and make spot improvements to side path as part of street reconstruction	PE ROW CONST TOTAL																					Project to be done as part of S Syene Road reconstruction project. Const. anticipated in 2024	

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PEDESTRIAN/BICYCLE PROJECTS																							
CITY OF FITCHBURG	TRAFFIC CALMING PROGRAM Installation of traffic calming devices and speed feedback boards	PE					30																
		ROW																					
		CONST	48 48				150 150																
		TOTAL	48 48				180 150																
			F				F																
	WHALEN ROAD BIKE LANES Fitchrona Rd to Fish Hatchery Rd Add 4' paved shoulders.	PE																					Not programmed. Timing uncertain.
		ROW																					
		CONST																					
		TOTAL																					
CITY OF MADISON	AUTUMN RIDGE PATH & OVERPASS Milwaukee Street to Ziegler Road Construct new ped/bike trail and overpass of STH 30. (0.76 mi.)	PE	Continuing																				5992-11-10, -11 Includes new bridge over STH 30. Authorized for construction in CY 2023, scheduled in CY 2024
*		ROW																					
		CONST																					
111-22-002		TOTAL																					
	BADGER RUSK PATH New Shared-Use Path along Badger and Rusk Roads. (0.36 miles)	PE					667 453 1,120																5992-02-28, -29 Authorized for construction in CY 2023, scheduled in CY 2025
*		ROW																					
		CONST																					
111-23-001		TOTAL					TA M																
	BIKEWAYS & MISC. IMPROVEMENTS General fund for resurfacing and other ped/bike improvements.	PE	600 600				600 600				600 600				648 648				698 698				Managed by City Engineering Division.
		ROW																					
		CONST																					
		TOTAL	600 600				600 600				600 600				648 648				698 698				
			M				M				M				M				M				
	CANNONBALL BIKE TRAIL Railroad to Bowman Field Construct new ped/bike trail. (0.28 mi.)	PE	continuing																				TID #42 will provide funding.
		ROW																					
		CONST																					
		TOTAL																					
	CAPITAL CITY TRAIL (Buckeye Extension) Dondee Rd. to Vondron Rd. on south side of rail line Construct new path. (0.67 mi.)	PE																					Not programmed. Timing Uncertain due to issues with RR re shared ROW
		ROW																					
		CONST																					
		TOTAL																					
	CAPITAL CITY TRAIL (Buckeye Extension) Vondron Rd. to East of Wagon Trail Construct new path, RR crossing, and sanitary sewer. (0.65 mi)	PE																					Not programmed. Timing Uncertain due to issues with RR re shared ROW
		UTL																					
		CONST																					
		TOTAL																					
	CAPITAL CITY TRAIL (Buckeye Extension) Segments 5 and 6. Wagon Trail to I-39/90 Construct new multi-use path with rail crossing. (0.21 mi.)	PE									1,133 756 1,889				Continuing								Funding obligated in 2026 for 2027 construction. Includes RR crossing at Wagon Trail
*		ROW																					
		CONST																					
(111-15-001) 111-23-018		TOTAL									1,133 756 1,889												
											TA M												

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PEDESTRIAN/BICYCLE PROJECTS																							
CITY OF MADISON	CROSS ISTHMUS IMPROVEMENTS Variety of treatments to improve north-south bicycle routes east of the Capitol.	PE																					Timing uncertain; May seek TAP funding
		ROW																					
		CONST																					
TOTAL																							
	HAMMERSLY RD PATH Reconstruct Hamersley Rd with a new 8-10' wide off-street, multi-use path on the north side of the road. Phase 2 Gilbert Rd to W. Beltline Frontage Rd.	PE	Continuing																Phase 1 Brookwood Rd to Gilbert Rd completed in 2023				
ROW																							
CONST																							
TOTAL																							
	HERMINA ST - STARKWEATHER BRIDGE New Hermina St. ped/bike bridge (0.06 mi.)	PE																					
ROW																							
CONST																							
TOTAL				50	50																		
					450	450																	
					500	500																	
					M																		
*	JOHN NOLEN PATH Olin Ave. to Lakeside St. Widen separated path and delineate bicycle and pedestrian lanes with road and bridge reconstruction.	PE																	Construction with John Nolen Dr. reconstruction in 2025-2026				
		ROW																					
		CONST																					
TOTAL																							
	OLD MIDDLETON UNDERPASS Replace Knoche's Underpass Construct new ped/bike underpass.	PE																	Construction not programmed. Timing uncertain.				
ROW																							
CONST																							
TOTAL																							
	OLD SAUK TRAIL OVERPASS New ped/bike overpass over Beltline.	PE																	Construction not programmed. Timing uncertain.				
ROW																							
CONST																							
TOTAL																							
	PEDESTRIAN & BICYCLE SAFETY EDUCATION 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	89	22	111	91	23	114	95	23	118	98	24	122	101	25	126	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.					
* 111-22-003 111-24-		TOTAL	89	22	111	91	23	114	95	23	118	98	24	122	101	25	126						
			URB	M		URB	M		URB	M		URB	M		URB	M							
*	PLEASANT VIEW ROAD CORRIDOR PATH Old Sauk Rd. to USH 14 Construct new path in the corridor as part of street reconstruction. (1.48 mi.)	PE	Continuing																To be done with street project. Street reconstruction project scheduled for 2022-'24.				
		ROW																					
		CONST																					
TOTAL																							
	REINDAHL PARK TO EAST SPRINGS BIKE CONNECTION New Low Traffic Stress bicycle facility (0.9 miles)	PE																	Timing uncertain; may seek TAP funding				
ROW																							
CONST																							
TOTAL																							

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PEDESTRIAN/BICYCLE PROJECTS																							
CITY OF MADISON * 111-22-024	SAFE ROUTES TO SCHOOL PLAN City-wide plan with analysis of unusually hazardous school areas and development of detailed SRTS plans for 7-10 schools.	PL	Continuing																				Plan to be led by the Traffic Engineering Division.
		TOTAL																					
	SIDEWALK PROGRAM City-wide program General fund for repair of existing sidewalk and new sidewalk.	PE ROW CONST																					Managed by the City Engineering Division.
		TOTAL	3,525 3,525				3,700 3,700				3,885 3,885				4,075 4,075				4,275 4,275				
			3,525 3,525 M				3,700 3,700 M				3,885 3,885 M				4,075 4,075 M				4,275 4,275 M				
	TANCHO DRIVE PATH Separated path from Tancho Drive to USH 151 (2,500 feet in length)	PE ROW CONST TOTAL																					Timing uncertain; may seek TAP funding, Bikeways funding
	TROY DRIVE RR BRIDGE New RR bridge over Troy Dr.	PE ROW CONST TOTAL	Continuing																				WisDOT Freight Rail Preservation Program funding; pending agreement with WSOR, could be constructed as early as 2024.
* 111-23-019 111-24-	WEST TOWNE PATH Gammon Road to High Point Construct new multi-use path. (0.85 mi.)	PE ROW CONST	990		660	1,650	Continuing												2,252		1,488	3,740	TA funding in 2024 for 2025 construction from High Point Road to Zor Shrine Road; STBG-U funding for Zor Shrine Road to Gammon Road (2028)
		TOTAL	990 TA		660 M	1,650													2,252 URB		1,488 M	3,740	
CITY OF MIDDLETON	BLACK EARTH CREEK CONNECTOR TRAIL Stonefield Rd. to Pleasant View Rd. Construct new multi-use paved path in rail corridor.	PE ROW CONST TOTAL																					Not programmed. Coordinate w/City of Madison.
	NORTH MENDOTA TRAIL EAST SEGMENT Highland Way to East City limits Construct multi-use paved path along Century Avenue.	PE ROW CONST TOTAL	Continuing																				Majority of path constructed in 2022. Wayfinding signs, and green cross walks in 2023. Final block of path between Highland Way intersections to be constructed pending determination of alignment, likely
	NORTH MIDDLETON TRAIL Graber Road to Gov. Nelson State Park Construct multi-use paved path connecting USH 12 trail, Graber Pond, Pheasant Branch Conservancy, and the Community of Bishop's Bay with Governor Nelson State Park.	PE ROW CONST TOTAL																					To be done with Bel Fontaine Blvd street project anticipated in 2024.
*	PLEASANT VIEW ROAD CORRIDOR PATH USH 14 to Timber Wolf Trail Construct new path in the corridor as part of street reconstruction. (1.48 mi.)	PE ROW CONST TOTAL																					To be done with street project. Street reconstruction project scheduled for 2022-2024.

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PEDESTRIAN/BICYCLE PROJECTS																							
CITY OF MONONA *	NICHOLS AVENUE BIKE LANES Winnequah Rd. to Monona Dr. Resurfacing and Partial Reconstruction with Buffered Bike Lanes	PE																					To be done with street project scheduled for 2026
		ROW																					
		CONST																					
		TOTAL																					
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																					
	MANDT PARK RIVERWALK Mandt Parkway to 4th Street	PE																					
		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																					

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
PEDESTRIAN/BICYCLE PROJECTS																							
OUTER AREA																							
VILLAGE OF CAMBRIDGE	KOSHKONONG CONNECTOR BRIDGE, BOARDWALK AND TRAIL 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.
VILLAGE OF MARSHALL	STH 73 PATH	PE ROW CONST TOTAL																					Statewide TA funding. Awarded \$82 TA funding. Timing uncertain.
EDGERTON SCHOOL DIST.	EDGERTON SCHOOL DISTRICT SRTS PLAN	PL TOTAL																					Statewide TA funding. Primarily in Rock County.

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TRANSIT CAPITAL																							
CITY OF FITCHBURG	TRANSIT SHUTTLE	PL																					Will seek s. 5310 funding
	Vehicle purchase	PE																					
		Cap																					
		TOTAL																					

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TRANSIT CAPITAL																							
* TR-24-	METRO TRANSIT CAPITAL MAINTENANCE PROJECTS Capital Leasing - office space Preventive Maintenance	Cap/Oper			342	342	281		70	351	289		72	361	298		74	372	298		74	372	Future s. 5307 UAFP grant application. Carryover & Future s. 5307 UAFP grants
		Cap/Oper	6,000		1,500	7,500	5,719		1,430	7,149	5,711		1,428	7,139	5702		1426	7,128	5702		1426	7,128	
		TOTAL	6,000		1,842	7,842	6,000		1,500	7,500	6,000		1,500	7,500	6,000		1,500	7,500	6,000		1,500	7,500	
			5307		M		5307		M		5307		M		5307		M		5307		M		Update following city budget action.
* 	PARATRANSIT ELIGIBILITY & MOBILITY COORDINATOR PROGRAM 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			109	109																Seeking s. 5310 funding	
		TOTAL			109	109																	
					M																		
DANE COUNTY *	MOBILITY MANAGEMENT PROGRAM Continue mobility management program w/ multiple activities related to improving the effectiveness & efficiency of specialized transportation funding, coordination, and customer access to information.	Cap			113	113																Seeking s. 5310 funding	
		TOTAL			113	113																	
					DC																		
MADISON AREA REHABILITATION CENTERS *	ACCESSIBLE VEHICLE PURCHASE Purchase two accessible minivans	Cap			132	132																Seeking s. 5310 funding	
		TOTAL			132	132																	
					MARC																		
NEWBRIDGE MADISON *	ACCESSIBLE VEHICLE PURCHASE Purchase one accessible medium bus	Cap			144	144																Seeking s. 5310 funding	
		TOTAL			144	144																	
					NB																		
INTERCITY RAIL/BUS																							
JEFFERSON BUS LINES *	INTERCITY BUS SERVICE (Madison to LaCrosse) Capital cost of contracting for service (total is est. net operating deficit)	Cap/Oper	332			332	332			332	332			332	332			332	332			332	Limited portion of route within Dane Co. Passenger rev. est. to be \$239 in '23.
		TOTAL	332			332	332			332	332			332	332			332	332			332	
			5311				5311				5311				5311				5311				
LAMERS BUS LINES *	INTERCITY BUS SERVICE (Madison to Dubuque, IA) Capital cost of contracting for service (total is est. net operating deficit)	Cap/Oper	296			296	296			296	296			296	296			296	296			296	Limited portion of route within Dane Co. Cnty stops include Verona & Mt. Horeb. Passenger rev. est. to be \$93 in '23.
		TOTAL	296			296	296			296	296			296	296			296	296			296	
			5311				5311				5311				5311				5311				
INTERCITY RAIL/BUS																							
LAMERS BUS LINES *	INTERCITY BUS SERVICE (Madison to Wausau) Capital cost of contracting for service (total is est. net operating deficit)	Cap/Oper	416			416	416			416	416			416	416			416	416			416	Limited portion of route within Dane Co. Passenger rev. est. to be \$150 in '23.
		TOTAL	416			416	416			416	416			416	416			416	416			416	
			5311				5311				5311				5311				5311				
LAMERS BUS LINES *	INTERCITY BUS SERVICE (Madison to Green Bay) Capital cost of contracting for service (total is est. net operating deficit)	Cap/Oper	433			433	433			433	433			433	433			433	433			433	Limited portion of route within Dane Co. Passenger rev. est. to be \$177 in '23.
		TOTAL	433			433	433			433	433			433	433			433	433			433	
			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		
TRANSIT OPERATING																								
CITY OF FITCHBURG	TRANSIT SHUTTLE OPERATIONS	TOTAL			35 F	35			35 F	35			36 F	36			37 F	37			38 F	38		
CITY OF MADISON	METRO TRANSIT 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 2024 contribution is expected to be \$14,854,452. 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 2024 total of \$9,581,094. In addition, Metro expects to receive \$620,950 in pass-through funding from Dane County. Planning, leasing, some capital maintenance costs, and other federally funded operating expenses are included in the capital portion of the TIP.	TOTAL		18,076 85.20 M & OTHER	31,525 49,601			18,438 85.20 M & OTHER	30,144 48,582			18,806 85.20 M & OTHER	28,548 47,354			19,182 85.20 M & OTHER	29,266 48,448			19,566 85.20 M & OTHER	30,067 49,633		Assumes increase of 2% per year from full state funding amount from 2025-'28. 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.	
CITY OF MONONA	MONONA TRANSIT SYSTEM Operating assistance covers vehicle operating and maintenance costs, driver wages/benefits, and administration. Funding supplements farebox revenue (projected to be \$19,380 in 2024) and local financial assistance.	TOTAL		164 85.20	139 MO	303			167 85.20	142 MO	309			171 85.20	145 MO	315			174 85.20	148 MO	322			Assumes 2% per year increase in operating expenses and passenger revenues. Monona Transit likely to be replaced with Metro service in 2024.
CITY OF STOUGHTON	STOUGHTON TAXI Shared-ride taxi service. Operating assistance covers vehicle operating and maintenance costs, driver wages/benefits, and administration. Funding supplements passenger revenue (projected to be \$176,460 in 2024) and local financial assistance.	TOTAL		214 85.20	176 ST	390			218 85.20	180 ST	398			223 85.20	183 ST	406			227 85.20	187 ST	414			Assumes 2% per year increase in operating expenses and passenger revenues.
CITY OF SUN PRAIRIE	SUN PRAIRIE TRANSIT 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 \$270,300 in 2024) and local financial assistance.	TOTAL		541 85.20	311 SP	852			552 85.20	317 SP	869			563 85.20	324 SP	886			574 85.20	330 SP	904			Assumes 2% per year increase in operating expenses and passenger revenues.
DANE COUNTY	GROUP ACCESS SERVICE Operating assistance (within Madison Urbanized Area) Passenger fares supplement public funding	TOTAL			346 DC/M	346			346 DC/M	346			346 DC/M	346			346 DC/M	346			346 DC/M	346		S.85.20 pass-thru funding for GAS (\$154) included in Metro Transit budget.
	TRAVEL TRAINING RSVP volunteer Bus Buddy program	TOTAL			14 DC	14																		Will seek s. 5310 funding

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
TRANSIT OPERATING																							
DANE COUNTY	ELDERLY/DISABLED TRANSPORTATION 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. <i>Includes both RSG and RSVP programs.</i>	TOTAL		709 85.21	209 DC/M	918		737 85.21	213 DC/M	951		767 85.21	217 DC/M	984		798 85.21	222 DC/M	1,019		829 85.21	226 DC/M	1,056	Update following County budget action. Assumes 4% increase in state funding from 2024-2027.
UNION CAB OF MADISON COOPERATIVE	SHARED RIDE TAXI SERVICE 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	JOB RIDE PROGRAM Provide and expand employment transportation for low-income persons to jobs and training for trips not served by Metro Transit. Funding supplements passenger revenue.	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-	DRIVER SALARY & OPERATIONS Hire-one full-time driver for specialized transportation, and fund related operational expenses	Oper TOTAL			Continuing																		Federal Section 5310 funding awarded in 2023; project continuing in 2024.
FORWARD SERVICE CORP.	FORWARD SERVICE CORPORATION Transit coordination provision of vanpools for low-income workers to employment sites.	Oper TOTAL																					May seek cont. WETAP funding. State funding not yet programmed.

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
WisDOT	S. AND W. BELTLINE (USH 12/14/18/151) Madison to Cambridge USH 14 to CTH N Planning and Environmental Linkage Study Phase II PEL	PE ROW UTL CONST TOTAL	Continuing																				5304-02-04 Federal Design \$ obligated in 2019.
*	S. AND W. BELTLINE (USH 12/14/18/151) Madison to Cambridge USH 14 to CTH N EIS studies through Final EIS Tiered EIS	PE ROW CONST TOTAL	Continuing				Continuing				Continuing												5304-02-02 Continuation through 2026.
111-19-021																							
*	W. BELTLINE HIGHWAY (USH 12/14) Sauk City to Madison Terrace Avenue to Gammon Road Resurfacing (3.6 miles)	PE ROW CONST TOTAL	Continuing				Continuing				Continuing				11,019	2,755		13,774	11,019	2,755		13,774	5300-00-02, -72 Construction dollars obligated in 2027 and scheduled in 2028. Project will also address pavement between ramp terminals on Old Sauk Road, Mineral Point Road, and Gammon Road.
111-22-011																							
	INTERSTATE 39/90/94 Madison to Portage USH 12/18 to STH 60 Preliminary Engineering to Environmental Document/EA	PE ROW CONST TOTAL	Continuing				Continuing				Continuing				Continuing								1012-05-02 Authorized in 2022 for \$10.8 Million State Design Funds for Planning and Admin.
*	INTERSTATE 39/90/94 Madison to Portage 0.55 miles S of CTH V to NCL Resurfacing	PE ROW CONST TOTAL	Continuing				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
111-23-004							14,421	1,602		16,023													
	I-39/90/94 Madison to Portage USH 51 to 0.55 Miles South of CTH V Resurfacing	PE UTL CONST TOTAL	Continuing				Continuing				Continuing				Continuing				Continuing				1011-03-07, -77 Construction Scheduled for 2029 at \$12.6 Million (NHPP) funds and \$1.4 Million State Funds.
111-23-022																							
*	I-39/90/94 and I-94 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				Continuing				1010-00-35, -65 Construction Scheduled for 2029 at \$1.2 Million Federal Funds (NHPP) and \$134 State Funds.
111-23-023																							
	I-39/90/94, I-39/90, and I-94 Various Bridges SW Region-Wide Thin Polymer Overlays	PE UTL CONST TOTAL	Continuing				Continuing				Continuing				Continuing				Continuing				1066-00-34, -64 Construction scheduled for 2029
111-23-024																							

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
WisDOT	INTERSTATE 39/90 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				Continuing				466 517 983 NHPP WI				Continuing				1010-00-34, -64 Preventative Maintenance for both bridges. Construction dollars obligated in 2027 and scheduled for 2028
* 111-22-027																							
* 111-14-003 (111-11-014)	INTERSTATE 39/90 Milwaukee Street Bridge Bridge rehabilitation Bridge deck replacement with bike lanes and sidewalk (B-13-0477)	PE ROW CONST TOTAL	Continuing				Continuing				Continuing				Continuing				Continuing				1002-01-02, -72, -92 Cost for -72: \$1,995 (90% Fed) Cost for -92: \$60 (100% State) Construction funding anticipated to be obligated in 2029. Construction in 2030.
* 111-19-023	INTERSTATE 39/90 Janesville to Portage South Beltline (USH 12/18) to STH 30 Concrete Pavement Repair (5.65 Miles)	PE ROW CONST TOTAL	Continuing				Continuing																1001-00-36, -66 Fed. Design \$ obligated in 2019. Const. obligated in 2024 and scheduled in 2025
			5,975	664		6,639																	
			5,975	664		6,639																	
			NHPP	WI																			
* 111-20-006	INTERSTATE 39/90 Madison - Portage Lien Road to USH 51 Resurfacing - Mill & overlay (4.86 miles) NB & SB lanes	PE ROW CONST TOTAL	Continuing				Continuing				13,405 1,489 14,894 NHPP WI												1010-01-19, -89
* 111-20-007	INTERSTATE 94 Madison - Lake Mills CTH N to Airport Road Resurfacing - Mill & overlay (9.63 miles) EB & WB lanes	PE ROW CONST Total	Continuing				Continuing																1066-03-05, -75 Construction obligated in 2024 and scheduled in 2025
			16,648	1,975		18,623																	
			16,648	1,975		18,623																	
			NHPP	WI																			
	USH 12 Parmenter St. to STH 19 Freeway conversion study	PE ROW CONST TOTAL	Continuing				Continuing				Continuing				Continuing				Continuing				5300-05-00 Funding obligated in 2006. Anticipate study to be ongoing through 2030.
* 111-22-009	USH 12/18 Madison to Cambridge Replace box culvert bridge over Yahara River. B-13-193	PE ROW CONST TOTAL	Continuing				Continuing				Continuing				Continuing				Continuing				1206-04-04, -84 Construction scheduled in 2032 at \$2,303 Federal (NHPP) funds and \$576 State Funds
* 111-20-011	USH 14 Madison to Oregon Fitchburg North City Limit to South City Limit Mill & Overlay 6.4 Miles	PE ROW CONST TOTAL	Continuing				Continuing				Continuing				7,811 1,953 9,764 NHPP WI				Continuing				5155-02-35, -65 Construction obligated in 2027 and scheduled in 2028
* 111-21-018	USH 14 Spring Green to Madison Deming Way Intersection Recondition intersection, lengthen USH 14 WB left turn lane, and widen shoulders.	PE ROW CONST TOTAL	516 57 573 ZS30 WI																				5310-02-08, -78

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
WisDOT	HOLD FOR PENDING PROJECT	PE ROW CONST TOTAL																					
	USH 51 (STOUGHTON RD.) Madison to DeForest STH 30 to STH 19 Preliminary Engineering through Environmental Document	PE ROW CONST TOTAL	Continuing				Continuing				Continuing				Continuing						5410-08-01 Authorized in 2022 for \$4 Million State design Funds for Planning and Admin.		
	USH 51 (STOUGHTON RD.) Madison to DeForest Voges Road to STH 30 Preliminary Planning Pre-NEPA	PE ROW CONST TOTAL	Continuing				Continuing				Continuing				Continuing						5410-06-00 Authorized in 2022 for \$1.8 Million State Design Funds for Plannig and Admin.		
* 111-19-005	USH 51 Stoughton to Madison CTH B / CTH AB Intersection Install Roundabout at Intersection (0.23 miles)	PE ROW CONST TOTAL	Continuing																		5845-01-00, -70 Fed. Design \$ obligated in 2019. Const. \$ obligated in '23. NHPP: \$982; ZS30: \$1,620; WI: \$425 Construction in 2024.		
* 111-21-015	USH 51 Stoughton to McFarland Segment 1 - Interstate 39/90 to CTH N 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 615 615 WI				Continuing				Continuing				Continuing				Continuing		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.		

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
WisDOT X* 111-21-015	USH 51 Stoughton to McFarland Segment 2 - 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	Continuing	Continuing				Continuing				Continuing				Continuing				5845-16-02, -22, -23, -72, -73, -82 ID (82)- 5th Street to Harrison Street scheduled in 2029 at \$4,037 Federal (NHPP) and \$1,009 State. ID 72-is in 2025 (Spring Road to Fifth Street). ID 73 is in 2026 (Harrison to Roby Road)			
		ROW		7,709 1,948 221 9,878				7,768 1,942 9,710															
		CONST		7,709 1,948 221 9,878				7,768 1,942 9,710															
		TOTAL		NHPP WI ST				NHPP WI															
X* 111-21-015	USH 51 Stoughton to McFarland Segment 3 - 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	Continuing	Continuing				Continuing				Continuing								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 will be constructed in 2024 separate from overall Majors funded projects			
		ROW		1,549 1,549				1,372 1,414 1,372 1,414															
		UTL		1,549 1,549				2,786 2,786				27,667 6,917 34,584 9,243 2,310 11,553											
		CONST										27,667 6,917 34,584 9,243 2,310 11,553											
TOTAL	WI				WI				NHPP WI				NHPP WI										
* 111-21-015	USH 51 Stoughton to McFarland Segment 4 - 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	Continuing	Continuing				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. Est. cost at \$9,763 Fed (NHPP) and \$2,740 State, & \$1,523 City of McFarland .			
		ROW		896 224 1,120				10,228 2,557 12,785															
		CONST		896 224 1,120				10,228 2,993 13,221															
		TOTAL		NHPP WI				NHPP WI				NHPP											
* 111-21-015	USH 51 Stoughton to McFarland Entire Corridor - Interstate 39/90 to Voges Road Corridor Management and Program Controls	PE	Continuing	Continuing				Continuing				Continuing				Continuing				5845-16-00 Continued through final project of TPC approved USH 51 projects in 2029 (5845-16-76)			
		ROW																					
TOTAL																							

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
WisDOT * 111-21-020	USH 151 (PARK STREET) City of Madison Park Street WSOR Crossing to Olin Ave. Pavement Replacement	PE	250		167	417	Continuing				Continuing				Continuing				Continuing				5400-00-01, -71 Construction \$ obligated in 2027 and scheduled in 2028
		ROW																					
		CONST																					
		TOTAL	250		167	417									4,835 1,209 6,044								
			NHPP			M									4,835 1,209 6,044				NHPP WI				
* 111-23-025	USH 151 (NB & SB) Madison to Sun Prairie I-39/90/94 to Main Street Resurfacing	PE	Continuing				Continuing				Continuing				Continuing				Continuing				1112-07-08, -78 Construction Scheduled for 2029 at \$8.3 Million Federal (NHPP) funds and \$2.0 Millon State Funds.
		UTL																					
		CONST																					
		TOTAL																					
* (111-19-008) 111-21-010	STH 19 Westmount Drive Intersection Reconstruct with Roundabout. (0.43 mi.)	PE	Continuing																				6085-02-06, -76 Construction obligated in 2025 and scheduled in 2026. Intersection to be reconstructed as a RAB
		UTIL					1,747 437 618 2,802				Continuing												
		CONST					1,747 437 2,184																
		TOTAL					NHPP WI SP																
* 111-21-011	STH 19 (WINDSOR STREET & BRISTOL STREET) North Street to Main Street Mill & Overlay	PE	Continuing				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 to 2024.
		UTIL																					
		CONST																					
		TOTAL																					
* 111-20-007	STH 19 Mazomanie to Sun Prairie Division Street (in Waunakee) to River Road (in Westport) Resurfacing (3.5 mi.)	PE	Continuing																				5290-02-01, -71 Const. \$ to be obligated in '25. Const. scheduled for 2026.
		ROW					4,435 1,109 36 5,580				Continuing												
		CONST					4,435 1,109 36 5,580																
		TOTAL					FLX WI W																
* 111-20-008	STH 19 Sun Prairie to Watertown Wood Violet Ln (in Sun Prairie) to Maunesh River Bridge (in Marshall) Resurfacing (6.4 mi.)	PE	Continuing				Continuing																3050-01-06, -76 Const. \$ to be obligated in '26. Const. scheduled for 2027. Also in Jefferson County.
		ROW									3,192 798 3,990				Continuing								
		CONST									3,192 798 3,990												
		TOTAL																					
* 111-20-009	STH 19 USH 151 Interchange Provide monotube traffic signals with a signal- head per lane and protected-only left phasing, which requires left turn lane extensions, due to increased queue lengths. Widen shoulders.	PE	Continuing																				6085-02-05, -75 HSIP Project Const. \$ to obligated in '23. \$854 ZS30; \$95 WI. Const. in 2024.
		ROW																					
		CONST																					
		TOTAL																					
* 111-18-012	STH 113 Madison to Lodi Sunset Lane to CTH V Pavement Replacement (Both Directions) (3.87 miles)	PE	Continuing																				5280-03-00, -70, -20 Design \$ obligated in 2018. Construction \$ obligated in 2023. \$2,492 FLX Federal and \$623 State funds. Const. in 2024
		ROW																					
		CONST																					
		TOTAL																					

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STREET/ROADWAY PROJECTS																							
WisDOT * (111-21-007)	STH 113 Madison to Lodi South of Verleen Road Resurfacing at WSOR RR Crossing	PE ROW CONST TOTAL																					5280-03-50 - Xing ID #s 178068H/917705c, just south of W. Verleen Avenue, Waunakee. UP owned
			212 26 238																				
			212 26 238 WI WSOR																				
* 111-22-010	STH 138 Cooksville to Stoughton STH 59 to Milwaukee Street Replace Pavement (5.71 Miles)	PE ROW CONST TOTAL	Continuing				Continuing				Continuing				Continuing				5,400 1,300 6,700 5,400 1,300 6,700 FLX WI				5924-00-02, -72
* 111-23-005	CTH AB (BUCKEYE ROAD) City of Madison WSOR RR Crossing ID 177334Y Railroad Ops/Safety/OCR/Signals & Gates	PE ROW CONST TOTAL					213 115 328 213 115 328 ZS5E WI																1009-85-35 ZS5E is Rail Hwy Protect Dev Fast
* 111-22-004	EAST SOUTH STREET City of Stoughton WSOR RR Crossing ID: 391675D WSOR RR Crossing/Signal Work.	PE ROW CONST TOTAL	242 130 372 242 130 372 MS40 WI																				1009-85-31 Authorized in 2022.
* 111-24-	SW REGION PAVEMENT MARKING	PE ROW CONST TOTAL	2,200 525 2,725 2,200 525 2,725 FLX WI																				1009-13-90 USH 12 - (Sauk City to IH 39/90) and USH 14 - (USH 12/18 to WIS 138)- in Dane County
DANE COUNTY	CTH AB CTH MN to USH 12 Resurfacing	PE ROW CONST TOTAL																					
* 111-23-006	CTH BB Koshkonong Cr Bridge (P-13-0032) (New B-13-0916) Reconstruct	PE ROW CONST TOTAL	73 25 98				586 191 777																3677-00-07, 77
			73 25 98 BR DC				586 191 777 BR DC																
	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 TOTAL																	3,400 3,400 3,400 3,400 DC/MO				Joint project w/ City of Monona.

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
DANE COUNTY	CTH CC (JEFFERSON ST.) Ash Street to CTH D Resurfacing	PE ROW CONST TOTAL																					Not programmed. Joint project w/Village of Oregon. Est. const. cost: \$2,500
	CTH CV (LAKE RD.) STH 19 to Vinburn Rd. Reconstruction	PE ROW CONST TOTAL								1,800	1,800			1,800	1,800								Joint project w/Village of 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.
										1,800	1,800			1,800	1,800								
										DC/WIN				DC/WIN									
X	FISH HATCHERY ROAD (CTH D) 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))													In planning Joint project w/Dane County. Not programmed.
	CENTURY AVE. (CTH M) Parmenter St. to West Point Rd. Resurfacing.. (2.66 mi)	PE ROW CONST TOTAL												2,700	2,700								Joint project with City of Middleton.
														2,700	2,700								
														DC/MI									
X* 111-20-003	CTH M Oncken Rd. to STH 113 Reconstruction and expansion to 4-lane divided cross section w/ ped/bike and intersection improvements	PE ROW CONST TOTAL					Continuing																5954-00-00, -01, -51 Construction in 2023-'24 Funding obligated in SFY 2024. Joint project w/ Town of Westport
* 111-22-012	CTH M City of Middleton Replace bridge over Pheasant Branch Creek B-13-0046; New Bridge ID: B-13-0905	PE ROW CONST TOTAL					Continuing						1,613	803	2,416								5993-01-07, -77
													1,613	803	2,416								
													BR	DC/MI									
	CTH MM (WOLFE ST.) Janesville Street to south village limits Reconstruction	PE ROW CONST TOTAL															1,400	1,400					Joint project w/ Village of Oregon.
																	1,400	1,400					
																	DC/OR						
	CTH MM USH 14 to McCoy Road Resurface	PE ROW CONST TOTAL																					
												</											

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
DANE COUNTY	CTH MM/RIMROCK ROAD USH 12/18 to CTH MC/John Nolen Drive Pavement replacement	PE ROW CONST									817 539 1,356												Joint project w/Madison. Project Year Not Finalized.
* 111-24-		TOTAL									817 539 1,356 URB DC/M												
* 111-23-007	CTH MN Door Creek Bridge (B-13-0953 (New B-13-0915) Reconstruct	PE ROW CONST	611 40 651																3678-00-00, 70				
		TOTAL	611 40 651 BR DC																				
* 111-23-008	CTH N 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 BR DC																
	CTH N CTH TT to 3,400 N of CTH TT Improve to urban standards with turn lanes.	PE ROW CONST									(See Village of Cottage Grove listing for CTH N)								Joint project with Village of Cottage Grove. Not programmed.				
		TOTAL																					
	CTH V (E NORTH ST.) CTH CV to Nelson Court Reconstruction to urban standards. Construct ped/bike path.	PE UTL CONST									(See Village of DeForest listing for CTH V)								Joint project w/Village of DeForest. Project agreement needed. Const. in 2024.				
		TOTAL																					
	CTH V (E NORTH ST.) Stevenson Street to N. Halsor Street Pulverize and pave	PE UTL CONST									(See Village of DeForest listing for CTH V)								Joint project w/Village of DeForest. Project agreement needed. Const. in 2025.				
		TOTAL																					
CITY OF FITCHBURG	FISH HATCHERY ROAD (CTH D) Sparkle Stone Crescent to 450' S of Byrneland Street Reconstruction with intersection improvements and roadway expansion to 4 travel lanes	PE ROW CONST																	In planning Joint project w/Dane County. Construction anticipated in 2029. CIP #3503 Not Programmed.				
X		TOTAL																					
	FITCHRONA ROAD Lacy Road to Nesbitt Road Reconstruction to urban cross-section w/ bike lanes and added turn lanes at Lacy Rd. Multi-use path on east side.	PE ROW CONST	135 135				2,886 2,886 4,696																
		TOTAL	135 135 F				2,886 2,886 4,696 LRIP F																
	FITCHRONA ROAD 680' N of Whalen Rd to 2,650 S of Road Resurface rural cross-section w/ bike lanes	PE ROW CONST									920 920								CIP #3506				
		TOTAL									920 920 F												

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
CITY OF FITCHBURG	HERMAN ROAD Realignment and extension of street	PE ROW CONST TOTAL																					CIP #3365 Construction anticipated in 2030.
	IRISH LANE CTH D to Syene Road Reconditioning with protected bike lanes.	PE ROW CONST TOTAL							400				400					3,600	3,600				
																		3,600	3,600				
																		F					
	LACY RD & SEMINOLE HWY Seminole Hwy: Lacy Road to Schuman Drive. Lacy Rd: Seminole Hwy east to Savanna Oaks MS. Installation of multi-use path and and sidewalk.	PE ROW CONST TOTAL							60 90	60 90			600 600										CIP # 3495 Construction of intersection completed in 2022. Construction of paths anticipated in 2026.
									150	150			600	600									
									F				F										
	SYENE ROAD McCoy Road north to city limit Resurface and add 5' paved shoulders	PE ROW CONST TOTAL										200 200						1,460 1,460	1,460 1,460				CIP #3367 Construction anticipated in 2027.
												200	200					1,460	1,460				
												F						F					
	S. SYENE ROAD 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	300 30 3,468																CIP #3368 Phase 1: Const. in '22-23. Phase 2: Const. in '24.	
					3,798	3,798																	
					F																		
* 111-22-028	S. SYENE ROAD McCoy Road Intersection Intersection reconfiguration and reconstruction from W. Clayton Road to McCoy Road	PE ROW CONST TOTAL					Continuing					1,710 1,710	1,032 1,032	2,742 2,742									5849-02-06, -07
												ZS30		F									
	MISC - SIDEWALK IMPROVEMENTS	PE ROW CONST TOTAL											112 112	112 112			116 116	116 116			119 119	119 119	
					109	109																	
					109	109							112	112			116	116			119	119	
					F								F				F				F		
	MISC - STREET RESURFACING	PE ROW CONST TOTAL											1,334 1,334	1,334 1,334			1,461 1,461	1,461 1,461			1,438 1,438	1,438 1,438	
					1,360	1,360																	
					1,360	1,360							1,334	1,334			1,461	1,461			1,438	1,438	
					F								F				F				F		
CITY OF MADISON	ATWOOD AVENUE "Schenk's Corners" intersection with Winnebago St. Partial reconstruction w/ pavement replacement	PE ROW CONST TOTAL																					Timing uncertain. Not currently scheduled.

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total								
STREET/ROADWAY PROJECTS																														
CITY OF MADISON	GAMMON ROAD & WATTS ROAD Intersection Improvements Add left-turn lanes and monotube traffic signals.	PE UTIL CONST																					5992-07-18, -19 HSIP project.							
*																														
111-21-012		TOTAL	570		63	633																								
		ZS30			M																									
	GAMMON ROAD Schroeder Rd. to Colony Dr. Install Adaptive Traffic Signal Control System	PE ROW CONST																					Not programmed.							
		TOTAL																					Total est. construction cost is \$518.							
	JOHN NOLEN DRIVE North Shore Dr. to Lakeside St. Reconstruct roadway and bridges Reconstruct shoreline, widen path (1.27 mi.)	PE ROW CONST UTL TOTAL	Continuing				Continuing								Continuing								5992-11-20, -21, -22, -23 Project ID# 5992-11-22 is for ID# P-13-0753 \$465,240. Project ID# 5992-11-23 is for ID# B-13-0332 \$497,240. \$11,049 URB; \$770 BR Const. in 2026-2027.							
*											11,819				18,806				30,625											
111-22-014											11,819				18,806				30,625											
		URB/BR													M															
	JOHN NOLEN DRIVE Lakeside St. to Olin Avenue Reconstruct roadway and bridges. Widen Path.	PE ROW CONST UTL TOTAL	Continuing				Continuing				Continuing												Project Year Not Finalized.							
*															3,956				2,614				6,570							
111-24-															3,956				2,614				6,570							
		URB													M															
	JOHN NOLEN DRIVE / OLIN AVE Wingra Creek to USH 12/18 Reconstruction	PE ROW CONST	Continuing				Continuing				Continuing												Seeking STBG-Urban Funding. Fed funding not programmed.							
		TOTAL													11,750				11,750											
															DC															
	JOHN NOLEN DRIVE Monona Terrace Replace tunnel lighting on John Nolen Drive under Monona Terrace.	PE ROW CONST																												
		TOTAL																												
		M																												
	HIGH POINT ROAD / RAYMOND ROAD / MID TOWN ROAD Realign Roadway.	PE ROW CONST																	1,000				1,000				Seeking STBG-Urban Funding. Fed funding not programmed.			
		TOTAL																	1,000				1,000							
																			M				20,910				20,910			
*	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	Continuing																								5992-10-19, -20 Construction scheduled in 2026			
111-22-015 (111-17-006)		TOTAL					1,650				1,100				2,750				Continuing											
							1,650				1,100				2,750															
		URB									M																			
*	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	Continuing																								5992-07-22, -23 HSIP (ZS30/ZS3E) federal safety funds for both design and construction. Scheduled for construction in 2026			
111-22-008		TOTAL					761				85				846				Continuing											
							761				85				846															
		ZS30									M																			

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
CITY OF MADISON	MINERAL POINT ROAD Junction Road to Whitney Way Install Adaptive Traffic Signal Control System	PE ROW CONST TOTAL																					Not programmed. Total est. construction cost is \$690.
* 111-21-020	PARK STREET (USH 151) City of Madison Park Street WSOR Crossing to Olin Ave. Pavement Replacement	PE ROW CONST TOTAL																					5400-00-01, -71 Construction obligated in 2027 and scheduled in 2028
X* 111-20-004	PLEASANT VIEW ROAD Phase 1 USH 14 to Timber Wolf Trail Reconstruct and widen to 4-lane divided roadway w/bike lanes, bike path and ped/bridge in corridor. Correct roadway alignment deficiencies.	PE ROW UTIL CONST TOTAL																					5992-11-00, 01, -50,-51,-52 Const. in 2022-2024.
X*	PLEASANT VIEW ROAD 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																					MayI seek STBG-Urban funding for construction. Not currently programmed. Const. cost estimate is \$6,410.
* 111-22-017	S. WHITNEY WAY Odana Road Intersection Construct monotubes for signals, lighting, and crosswalks.	PE ROW CONST TOTAL																					5992-07-06, -07
	E. WILSON ST AND E. DOTY ST Martin Luther King, Jr. Blvd. to Franklin St. Reconstruct Roadway w/Two Way Cycle Track (0.32 mi.)	PE UTL CONST TOTAL																					
	MISC - BRIDGE REPAIR AND REPLACEMENT Repair bridges	PE ROW CONST TOTAL																					
	MISC - PAVEMENT MANAGEMENT Recondition and resurface existing pavement on local streets	PE UTL CONST TOTAL																					
	MISC - RAILROAD CROSSINGS & QUIET ZONES Repair railroad crossings and install warning devices.	PE ROW CONST TOTAL																					

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
CITY OF MADISON	MISC - RECONSTRUCT LOCAL STREETS Reconstruct neighborhood streets with existing curb and gutter	PE																					
		UTL																					
		CONST		225	11,120	11,345		225	11,725	11,950		225	14,360	14,585		225	12,503	12,728		225	13,153	13,378	
		TOTAL		225	11,120	11,345		225	11,725	11,950		225	14,360	14,585		225	12,503	12,728		225	13,153	13,378	
				WI	M			WI	M			WI	M			WI	M			WI	M		
	MISC - RECONNECTING COMMUNITIES Reconnect communities that are cut off from economic opportunities by transportation infrastructure.	PE																					Managed by the Transportation Department. Update following release of Mayor's Executive Budget.
		UTL																					
		CONST																					
		TOTAL																					
	MISC - SAFE STREETS MADISON Safety Improvements on Streets	PE																					Managed by Traffic Engineering. Update following release of Mayor's Executive Budget.
		ROW																					
		CONST			1,550	1,550			1,564	1,564			1,582	1,582			1,603	1,603					
		TOTAL			1,550	1,550			1,564	1,564			1,582	1,582			1,603	1,603					
					M				M				M				M						
	MISC - SAFE STREETS FOR ALL FEDERAL GRANTS Safety Improvements on Streets	PE																					
		ROW																					
		CONST																					
		TOTAL																					
	MISC -- TRAFFIC SIGNAL INSTALLATION This program replaces and modernizes the City's traffic signal network and others under contract with county, municipalities	PE																					Managed by Traffic Engineering. Update following release of Mayor's Executive Budget.
		ROW																					
		CONST		80	750	830		80	755	835		80	755	835		80	760	840					
		TOTAL		80	750	830		80	755	835		80	755	835		80	760	840					
				WI	M			WI	M			WI	M			WI	M						
CITY OF MIDDLETON	CENTURY AVE. (CTH M) Parmenter St. to West Point Rd. Resurfacing.. (2.66 mi)	PE																					Joint project with Dane County. Construction scheduled for 2026. City share is \$600.
		ROW																					
		CONST																					
		TOTAL																					
*	CTH M City of Middleton Replace bridge over Pheasant Branch Creek B-13-0046; New Bridge ID: B-13-0905	PE																					5993-01-07, -77 Construction in 2026.
		ROW																					
		CONST																					
		TOTAL																					
	DEMING WAY Madison city limits to Greenway Blvd. Full depth resurfacing with spot curb and gutter replacement (0.56 mi)	PE											2	2			2	2					
		ROW																					
		CONST															154	154					
		TOTAL											2	2			156	156					
													MI				MI						
	DISCOVERY DRIVE Deming Way to Parmenter Street) Resurfacing																						
																	124	124					
																	124	124					
																	MI						

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Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Jan.-Dec. 2028				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
CITY OF MIDDLETON	ELMWOOD AVE.																						
	Parmenter St. Bristol St. Resurfacing.	PE ROW CONST	160 160																				
		TOTAL	160 160 MI																				
	LYNN STREET						4 4																
	Knoll Court to Graber Road	PE ROW CONST					60 60																
	Full depth resurfacing with spot curb and gutter replacement. (0.09 mi.)	TOTAL					64 64 MI																
X	PARMENTER STREET		Continuing																				TIF Funding. Cost Unknown.
	360' north of Century Ave. to Greenbriar Rd. Reconstruction and widening to 4 lanes of older part, reconditioning of newer segment to convert to urban cross-section w/bike lanes. May include roundabout at Graber/ Tribeca intersection. (0.63 mi.)	PE ROW CONST																					
		TOTAL																					
X* 111-20-004	PLEASANT VIEW ROAD		Continuing																				5992-11-00, 01, -50,-51,-52 Joint project with City of Madison Const. in 2022-2024.
	USH 14 to Timber Wolf Trail Reconstruct and widen to 4-lane divided roadway w/bike lanes, bike path and ped/ bridge in corridor. Correct roadway alignment deficiencies (Phase 1)	PE ROW UTIL CONST TOTAL																					
X*	PLEASANT VIEW ROAD																						May seek STBG-Urban funding for construction. Not currently programmed. Const. cost estimate is \$6,410.
	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					(See Madison listing for Pleasant View Road)																
		TOTAL																					
	SPRING HILL DR.						22 22																
	Lynn St. to Algonquin Dr.	PE ROW CONST					280 280																
	Full Depth resurfacing with spot curb and gutter replacement (0.42 mi)	TOTAL					302 302 MI																
	N. WESTFIELD RD.		17 17																				
	Parmenter St. to S City Limits	PE ROW CONST	213 213																				
	Full Depth Resurfacing with spot curb and gutter replacement (0.28 mi)	TOTAL	230 230 MI																				
CITY OF MONONA	CTH BW (WEST BROADWAY)																						Joint project w/ Dane County Not programmed.
	Bridge Road to Stoughton Road (USH 51) Mill & remove asphalt and concrete pavement, spot curb replacement as needed. New HMA pavement including regarding medians & new light poles.	PE ROW CONST					(See Dane County listing for CTH BW / West Broadway)																
		TOTAL																					

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
CITY OF MONONA	NICHOLS AVENUE	PE																					
*	Winnequah Rd. to Monona Dr. Resurfacing and Partial Reconstruction with Buffered Bike Lanes	UTL																					
111-23-009		CONST																					
		TOTAL																					

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
CITY OF STOUGHTON	WILSON STREET Van Buren St. to Lincoln Ave. Resurfacing	PE				9			9														
		ROW																					
		CONST				156			156														
		TOTAL				165			165														
	PREVENTATIVE STREET MAINTENANCE City Wide Crack fill, slag seal, asphalt repair	PE																					
		ROW																					
		CONST				180			180				200			200			200			200	
		TOTAL				180			180			200			200			200			200		
	SIDEWALK PROGRAM City Wide Sidewalk Replacement	PE																					
		ROW																					
		CONST				100			100				100			100			100			100	
		TOTAL				100			100			100			100			100			100		
	PROJECT ENGINEERING Misc. street projects	PE																					
		UTL				20			20														
		CONST				100			100														
		TOTAL				120			120														
* 111-23-011	N. BIRD STREET STH 19/Windsor Street to USH 151 Reconstruction wit Cycle Track and Path	PE																					
		UTL								975			667			1,642							
		CONST								975			667			1,642							
		TOTAL								975			667			1,642							
	N. BRISTOL STREET/CTH N Progress Way to North City Limits Road upgrades adjacent to Business Park	PE																					
		UTIL																					
		CONST								700			700										
		TOTAL								700			700										
	BROADWAY DRIVE 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			
	CLARMAR DRIVE EXTENSION 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								
CITY OF SUN PRAIRIE * 111-21-013	MAIN STREET Walker Way, Bird St., and Linnerud Dr. Intersections Intersection Improvements. Recondition and widen shoulders.	PE																					
		UTIL																					
		CONST				881			98			979											
		TOTAL				881			98			979											

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2023 - 2028 (\$000s) Madison Metropolitan Planning Area**

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Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Jan.-Dec. 2028				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
CITY OF SUN PRAIRIE	VANDEBURG STREET N. Pine Street to N. Bird Street Total reconstruction, with possible addition of bike lanes	PE																					
		UTIL				764			764														
		CONST				472			472														
		TOTAL				1,236			1,236														
		SP																					
* 111-21-014	WINDSOR STREET/STH 19 North Thompson Rd. and Davison Dr. Intersections Reconstruct intersections; add left-turn lanes and monotube traffic signals.	PE																					
		UTIL																					
		CONST	760			84			844														
		TOTAL	760			84			844														
		ZS30																					
CITY OF VERONA	EAST VIEW AND ELM ST. Green Meadow Dr. to termini; East View Rd. to E. Hillcrest Dr. Reconstruction	PE																					
		ROW																					
		CONST				1,915			1,915														
		TOTAL				1,915			1,915														
		V																					
	MARK DRIVE N. Nine Mound to Rita Ave. Reconstruction	PE																					
		ROW																					
		CONST								865		865											
		TOTAL							865		865												
		V																					
	N. MARIETTA STREET W. Verona Ave to Richard Includes Stubs on W. Harriet Includes west stub on Plympton	PE												85		85			85		85		
		ROW																					
		CONST																					
		TOTAL												85		85			85		85		
		V																					
	RITA AVENUE Mark Drive to Plympton Street Reconstruction	PE																					
		ROW																					
		CONST				145			145														
		TOTAL				145			145														
		V																					
	PLYMPTON STREET Rita to Westlawn Reconstruction	PE																					
		ROW																					
		CONST								155		155											
		TOTAL							155		155												
		V																					
	N. SHUMAN STREET W. Verona Ave to W. Harriet Includes Miller Street Includes W stub on Plympton Includes W Harriet from Main to west of Shuman.	PE												85		85			85		85		
		ROW																					
		CONST																					
		TOTAL												85		85			85		85		
		V																					
	N. SHUMAN STREET W. Harriet to Richard Includes Richard	PE												85		85			85		85		
		ROW																					
		CONST																					
		TOTAL												85		85			85		85		
		V																					

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
CITY OF VERONA	W. VERONA AVENUE Legion Street Intersection Intersection and signal Improvements	PE ROW CONST TOTAL			355	355																Funding is through TIF 9 funds if they are available.	
X	WHALEN ROAD Reconstruction to Four Lanes Military Ridge Drive to East City Limits	PE ROW CONST TOTAL										9,170	9,170									Timing Uncertain	
	MISC - PREVENTATIVE STREET MAINTENANCE City Wide Crack, fill, chip seal, asphalt repair, concrete repair.	PE ROW CONST TOTAL			795	795			705	705		930	930			690	690						
VILLAGE OF COTTAGE GROVE	MAIN STREET (CTH N) CTH TT to the north 3,400 feet Reconstruction to urban standards w/ bike lanes.	PE ROW CONST TOTAL			795	795			705	705		930	930			690	690					Joint project with Dane County; Development driven - not programmed at this time.	
	N. MAIN STREET (formerly CTH N) School Road to Oak Street Reconstruction to urban cross-section w/bike lanes	PE ROW CONST TOTAL																				Timing uncertain. Not programmed.	
	S. MAIN STREET (formerly CTH N) Clark St. south to Village limits Asphalt replacement/potential pedestrian improvements/streetscape.	PE ROW CONST TOTAL																				Timing uncertain. Not programmed. PE: \$50; Const: \$390 Cost could increase depending on direction on ped imp./streetscape	
	CTH TT CTH N to 1,450' West Urban roadway improvements w/ turn lanes for safety.	PE ROW CONST TOTAL																				Improvements will be development driven & funded. Not programmed.	
VILLAGE OF DEFOREST	ACKER PARKWAY Seminole Way to CTH CV Reconstruction	PE UTL CONST TOTAL										486	486										
	CTH CV (N. MAIN STREET) Commerce Street to CTH V Resurfacing	PE UTL CONST TOTAL										760	760										

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
VILLAGE OF DEFOREST	CTH V (E. NORTH STREET) CTH CV to Nelson Court Reconstruction to urban standards. Construct ped/bike path.	PE																				Joint project with Dane County. Project agreement needed.	
		UTL																					
		CONST				1,064			1,064														
		TOTAL				1,064			1,064														
		DC/DeF																					
	CTH V (E. NORTH STREET) Stevenson Street to N Halsor Street Pulverize and pave. Construct ped/bike path.	PE																				Joint project with Dane County. Project agreement needed.	
		UTL																					
		CONST								447			447										
		TOTAL								447			447										
		DC/DeF																					
	CTH V (W. NORTH ST.) Trail Side Drive to CTH CV Reconstruction with ped/bike path.	PE																				Not programmed.	
		UTL																					
		CONST																					
		TOTAL																					
	E. HOLUM STREET Stevenson Street to Johnson Street Reconstruction	PE				1,110		1,110															
		UTL																					
		CONST								638			638										
		TOTAL					1,110		1,110			638			638								
		DeF																					
	SOUTH STREET Hill Street to South Main Street Resurfacing	PE																					
		UTL																					
		CONST								12			12										
		TOTAL								78			78										
		DeF																					
	SOUTH STREET Rivenwood Bend to Mayapple Circe Resurfacing	PE																					
		UTL																					
		CONST																					
		TOTAL																					
		DeF																					
	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																				Seeking STBG-Urban Funding Fed funding not programed.	
		ROW											55			313		313					
		CONST														110		110					
		TOTAL												2,400			2,400						
		DeF											55			2,823		2,823					
													DeF			DeF							
* 111-23-031	VINBURN ROAD N. Towne Road Intersection Intersection Reconfiguration, Traffic Signal Installation through HSIP.	PE	Continuing					Continuing				Continuing				123		14		137		6992-00-06, -76 Construction authorized in 2023, scheduled for 2027.	
		UTL	Continuing					Continuing				Continuing				799		89					
		CONST																					
		TOTAL														922		103		137			
															MS30		DeF						
VILLAGE OF McFARLAND	BROADHEAD STREET/CTH MN N. Peninsula Way to CTH AB Reconstruction w/Bike Lanes	PE																				Joint Project with Dane County.	
		ROW														90		90					
		CONST														1,900		1,900					
		TOTAL														1,990		1,990					
															McF/DC								

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Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Jan.-Dec. 2028				Comments	
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total		
STREET/ROADWAY PROJECTS																								
VILLAGE OF WAUNAKEE	N. MADISON STREET Cross St. To Easy St. Pavement Rehabilitation HMA replacement, spot repair curb and gutter, and pedestrian ramp modifications	PE UTL CONST TOTAL													50 1,900 1,950 W								Seeking MSID Funding Timing Uncertain.	
	UNIEK AND RAEMISCH ROAD 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 1,300 1,338 W												Seeking MSID Funding Timing Uncertain.					
	S. DIVISION STREET Knightsbridge to Main St. Pavement Rehabilitation HMA replacement, spot repair curb & gutter.	PE UTL CONST TOTAL	25 800 825 W																Seeking MSID Funding Timing Uncertain.					
VILLAGE OF WINDSOR	CTH CV STH 19 to Vinburn Rd. Reconstruction	PE ROW CONST TOTAL					(See Dane County listing for CTH CV)												Joint project w/Dane County. 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 CTH C to Portage Rd Resurfacing	PE UTL CONST TOTAL	550 550 WIN																					
	VINBURN ROAD Portage Rd to North Towne Rd Resurfacing	PE UTL CONST TOTAL					384 384 WIN																	
* 111-23-013	WINDSOR ROAD Charlie Grimm Road to CTH CV Reconstruction to urban cross-section w/ addition of side path	PE UTL CONST TOTAL	840 840 URB				560 560 WIN				Continuing								6992-00-21					
TOWN OF BURKE * 111-23-016	DAENTL ROAD Token Creek Bridge (B-13-0096) Bridge Replacement	PE UTL CONST TOTAL	93 93 BR				7 7 TB				100 100				Continuing 592 BR				48 48 TB				640 640	3665-00-00, -70
	HOEPKER ROAD CTH CV TO USH 51 Replace Pavement	PE UTL CONST TOTAL					677 677 TR													Not programmed.				

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2023 - 2028 (\$000s) Madison Metropolitan Planning Area**

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Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Jan.-Dec. 2028				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
TOWN OF BURKE	RATTMAN ROAD Portage Rd. to Hoepker Rd. Replace Pavement	PE UTL CONST TOTAL														2,219	2,219					Not programmed.	
TOWN OF MIDDLETON	PIONEER ROAD Old Sauk Way to Valley View Road Reconditioning with paved shoulders.	PE UTL CONST TOTAL														1,704	1,704					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														864	864					Seeking STBG-Urban Funds. Fed funding not programmed.	
TOWN OF WESTPORT	CTH M Oncken Rd. to STH 113 Reconstruction and expansion to 4-lane divided cross section w/ ped/bike and intersection improvements	PE ROW CONST TOTAL																				5954-00-00, -01, -51 Construction in 2023-'24 Funding obligated in SFY 2024. Joint project with Dane County.	

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2024 - 2028 (\$000s) Outer Area**

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Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Jan.-Dec. 2028				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
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	INTERSTATE 94 Madison - Lake Mills CTH N to Airport Road Resurfacing - Mill & overlay (9.63 miles) EB & WB lanes	PE ROW UTIL CONST Total					(See Madison Metropolitan Planning Area listing for I-94)																1066-03-05, -75 Construction programmed for CY '25.
*	111-20-007						(See Madison Metropolitan Planning Area listing for I-94)																
	USH 12 Parmenter St. to STH 19 Freeway conversion study	PE ROW CONST TOTAL					(See Madison Metropolitan Planning Area listing for USH 12)																5300-05-00 Funding obligated in 2006. Anticipate study to be ongoing through 2030.
	USH 18/151 CTH F Interchange Reconstruct interchange (in Village of Blue Mounds)	PE ROW CONST TOTAL	Continuing				Continuing				Continuing				Continuing				Continuing				1200-02-02, -22, -72 Design \$ obligated in 2013. Construction anticipated in 2029. On possible advanceable list.
	HOLD FOR PENDING PROJECT	PE ROW CONST TOTAL																					
*	USH 51 Stoughton to McFarland Segment 1 - Interstate 39/90 to CTH N 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.
	USH 51 DeForest to Portage 1 Mile North of CTH V to STH 22 Mill and Overlay	PE ROW CONST TOTAL	Continuing				Continuing				Continuing				Continuing				1,896 474 2,370 1,896 474 2,370 FLX WI				6020-00-32, -62 Mostly outside Dane County. Const. \$ obligated in 2028. Const. in 2029
	STH 19 STH 78 to USH 12 Recondition, pulverize, and overlay. Recondition the roadway geometrics, Resurface remaining pavement (9.6 mi.)	PE ROW UTIL CONST TOTAL	Continuing																				5145-00-00, -22, -41, -71 Const. \$ obligated in 2023. FLX: \$11,240; WI: \$2,812; DC: \$20 Const. scheduled in 2024.

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2024 - 2028 (\$000s) Outer Area**

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Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Jan.-Dec. 2028				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
DANE COUNTY	CTH G West Branch Sugar River Bridge (B-13-0040) New (B-13-0904) Reconstruct bridge	PE																					5889-00-05, 75
		ROW																					
		CONST	485		138	623																	
		TOTAL	485		138	623																	
		BR			DC																		
	CTH P CTH PD to CTH S Resurface	PE																					Not programmed.
		ROW																					
		CONST																					
		TOTAL																					
	CTH PQ Koshkonong Creek Bridge (B-13-0072) Reconstruct	PE																					3686-00-01, 70 Federal BR Design Funding obligated in 2023.
		ROW																					
		CONST									1,172		25	1,197									
		TOTAL									1,172		25	1,197									
		BR											DC/CA										
	CTH TT (Mauneshia River Br) B-13-0207 Reconstruct	PE																					3682-00-00, 70 Federal BR Design Funding obligated in 2023.
		ROW																					
		CONST					754		37	791													
		TOTAL					754		37	791													
		BR							DC														
	CTH V Snowy Owl to CTH N Resurface	PE																					6218-00-04, 74 Federal RU Design Funding obligated in 2023.
		ROW																					
		CONST					3,542		215	215													
		TOTAL					3,542		1,101	4,643													
		RU							DC														
	CTH V CTH N to E Bristol West Limit Resurface	PE																					Seeking STBG-Rural Funding Applying for the Fall 2024 Cycle.
		ROW																					
		CONST													2,494		125	125					
		TOTAL													2,494		748	3,242					
		RU															DC						
	CTH V East Bristol to USH 151 Resurface	PE																					Seeking STBG-Rural Funding Applying for the Fall 2024 Cycle.
		ROW																					
		CONST													1,753		125	125					
		TOTAL													1,753		563	2,316					
		RU															DC						
	CTH Y Black Earth Cr Bridge (B-13-0026) (New B-13-0901) Reconstruct bridge	PE																					5986-00-03, 73
		ROW																					
		CONST					1,180		312	1,492													
		TOTAL					1,180		312	1,492													
		BR							DC/MZ														
TOWN OF RUTLAND	LAKE KEGONSA ROAD Badfish Creek Bridge (B-13-0679) 0.2 Miles South of CTH A	PE																					5742-00-02, 72
		ROW																					
		CONST	506		1	507																	
		TOTAL	506		1	507																	
		BR			TR																		

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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 at the following link:

https://greatermadisonmpo.org/planning/documents/Item9.2STBG-UrbanProjectsSelectionProcess_5-3-23_5-4-23_Final.pdf

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.¹ 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.

¹ 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 2050** 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 IJA 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 IJA 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 30-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 4th and 5th (or in some cases 6th) 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 policy², 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.

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

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 IJIA. 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.
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. The WisDOT document at the following link, 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: <https://wisconsindot.gov/Documents/doing-bus/local-gov/astnce-pgms/highway/tools/definitions.pdf>

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 at the following link: <http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/tools.aspx>

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.

2024-2028 TIP/STBG-URBAN ROADWAY PROJECTS SCORING		Jul-23		Dane County		Madison		Sun Prairie		DeForest		T. Sun Prairie	
				CTH MM/Rimrock Road (McCoy Rd. to Beltline Hwy EB Ramp)	Rimrock Road (Beltline Hwy to John Nolen Drive)	John Nolen Drive Ph. 2 (Lakeside St. to Olin Ave.)	John Nolen Drive/Olin Ave. Ph. 3 (Wingra Creek to Beltline Highway Ramps)	Raymond Road-Mid Town Road-High Point Road	O'Keefe Avenue (Reiner Road to Summerfield Way)	St. Albert the Great Dr. (Broadway Dr. to N. Bird St.)	Holum Street (Rail Line to Northe Towne Rd)	Vinburn Road (Rail Line to N. Towne Rd.)	Bailey Road (Forward Dr. to Grove St./CTH N)
I. Importance to Regional Transportation System and Supports Regional Devel. Framework		Point Range											
A. Roadway Functional Class		3 - 9		6	6	9	7.55	5.13	3	3	3	3	
B. Freight Route		0 - 3		2	2	3	3	1	0	0	1	0	
C. Supports Regional Center, Mixed-Use Center, and/or Serves Regional/Community Corridor		0 - 6		5	5	5	5	2	2	1	3	0	
II. System Preservation													
A. Pavement Condition		0 - 20		18	18	18	18	0	16	16	18	16	18
III. Congestion Mitigation & Transportation System Management (TSM)													
A. Congestion Mitigation/TSM		0 - 12		0	0	2	2	0	0	0	0	0	
IV. Safety Enhancement													
B. Potential Crash Reduction Impact of the Proposed Roadway Improvement(s)		0 - 20		5	6	12	12	2	7	9	2	5	6
V. Enhancement of Multi-Modal Options													
A. Pedestrian Facilities		0 - 2		0	0	2	2	2	2	2	0	0	0
B. Bicycle Facilities - Level of Traffic Stress(LTS)		0 - 6		2	6	0	6	6	0	5	0	5	2
C. Transit Facilities/Route		0 - 4		0	0	2	2	2	4	0	0	0	0
VI. Environment/Green Infrastructure													
A. Use of Alternative Modes		0 - 4		0	1	2	2	2	2	2	1	2	0
B. Stormwater Control		0 - 4		1	1	1	1	1	0	0	2	2	1
VII. Equity													
A. Environmental Justice		0 - 10		6	6	2	2	6	8	4	0	0	0
TOTAL POINTS		0 - 100		45	51	58	63	29	44	42	30	37	30
I. Importance to Regional Transportation System and Supports Regional Devel. Framework				13	13	17	16	8	5	4	7	7	3
II. System Preservation				18	18	18	18	0	16	16	18	16	18
III. Congestion Mitigation & Transportation System Management (TSM)				0	0	2	2	0	0	0	0	0	0
IV. Safety Enhancement				5	6	12	12	2	7	9	2	5	6
V. Enhancement of Multi-Modal Options				2	6	4	10	10	6	7	0	5	2
VI. Environment/Green Infrastructure				1	2	3	3	3	2	2	3	4	1
VII. Equity				6	6	2	2	6	8	4	0	0	0
TOTAL POINTS			0 - 100	45	51	58	63	29	44	42	30	37	30

2024 - 2028 TIP/STBG-URBAN BICYCLE PROJECTS SCORING		Jul-23	Bike Projects		
			West Towne Path Phase 2 (Zor Shrine Place. to S. Gammon Rd.)	Glacial Drumlín Trail (I-39/90 to CTH AB/E. Buckeye Rd.)	Windsor Road Path (Windsor Ridge Lane to 650' East of Wolf Hollow Road)
I. Importance to Regional Transportation System and Supports Regional Devel. Framework (25 pts)		Point Range			
A. LTS System Connectivity & Continuity		0 - 20	20	20	20
B. Access to natural areas etc.		0 - 5	2	5	3
II. System Preservation (5 pts)					
A. Facility maintenance		0 - 5	5	5	5
III. Congestion Mitigation & Transportation System Management (TSM) (5 pts)					
A. Improve access/attractiveness of alternative modes		0 - 5	4	1	0
IV. Safety Enhancement (20 pts)					
A. Addresses documented safety problem		0 - 10	10	8	5
B. Facility suitable for less-skilled bicyclists		0 - 10	10	10	10
V. Enhancement of Multi-Modal Options (25 pts)					
A. Population Served		0 - 13	11	5	9
B. Destinations Served		0 - 12	10	5	7
VI. Environment (5 pts)					
A. Increase use of alternative modes		0 - 5	5	3	3
VII. Equity (15 pts)					
A. Environmental Justice & Accessibility		0 - 12	9	3	0
B. Public Health		0 - 3	3	3	3
TOTAL POINTS		0 - 100	89	68	65
I. Importance to Regional Transportation System and Supports Regional Devel. Framework			22	25	23
II. System Preservation			5	5	5
III. Congestion Mitigation & Transportation System Management (TSM)			4	1	0
IV. Safety Enhancement			20	18	15
V. Enhancement of Multi-Modal Options			21	10	16
VI. Environment			5	3	3
VII. Equity			12	6	3
TOTAL POINTS		0 - 100	89	68	65

Attachment B: Financial Summary Information (To be Added)

Table B-1: Summary of 2024-2028 Project Costs by Funding Source

Table B-2: Federal Funds Programmed and Estimated Available Funding by Year in Year of Expenditure Dollars

Table B-3: Metro Transit Fixed-Route System Revenue Service Statistics

Table B-4: Metro Transit System 2024-2028 Project Expenditures and Revenues

Attachment C: Past Transportation Improvements (To Be Added)

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

Table C-2: Status of 2023 Listed Major Projects in the Madison Metro Planning Area

Attachment D: Environmental Justice Analysis of the 2024–2028 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.¹ 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. 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 did not update its EJ areas with 2020 Census data. Beginning with this 2024-2028 TIP, the MPO has published a [web map](#) showing the MPO-identified EJ areas, TIP projects, and CEJST data.²

Transit Service and Major Projects Analysis

The map at the end of this appendix shows the transit service areas³ for Metro Transit's fixed-route system, the City of Monona's bus route, the Stoughton shared-ride taxi system,⁴ and the location of programmed major⁵ roadway and bikeway projects. Current (2023) transit service areas and programmed projects are shown in relationship to EJ Areas.

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 transit service approximately every hour, as does the Buckeye Road corridor. The Milwaukee Street and Cottage Grove Road corridors have half-hour bus service as far east as Wyalusing Drive and Sprecher Road, respectively.

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

² ESRI 2022

³ Defined by a ¼ mile radius from transit stops.

⁴ The Sun Prairie Shared Ride Taxi system will be discontinued in September 2023, and is not shown.

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.

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 will be 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 has been awarded, will enter service in 2024 and will dramatically improve 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 will be 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. 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 route⁶ 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.

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. 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.

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 2020. 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.

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 Madison, Middleton, and Sun Prairie.

The new USH 12/18 overpass/interchange at CTH AB, and the new frontage road connecting CTH AB and Millpond Rd. is a safety project, which will directly affect access to and from the Ho-Chunk Casino, a major employer for Native Americans in the Madison area. The project includes a separated bike path on the overpass and along Millpond Road. 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, pedestrian crossing of Stoughton Rd. at Anderson St. will be improved as part of a pavement replacement project, benefiting adjacent EJ areas. 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, Hammersly Road Path, and West Towne Path projects will all improve non-motorized access to and through EJ areas in Madison. In Middleton, a new bike underpass of the Pheasant Branch bridge 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 people⁷, most of whom live in EJ Areas. It will provide access to the Milwaukee Street commercial area and provide a connection into the downtown. This project is funded through the STBG-U program.

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 with Transportation

⁶ Routes 55, 75, 80, 81, 82, and 84 remained essentially unchanged

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

Alternatives funding and the remaining segment seeking funding; the segment from Commerce Drive to S. Junction Road along Plaza Drive and Watts Road was awarded TAP funding by the MPO and is being 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. 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, further improving non-motorized access for South Madison EJ areas.

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. A new Hermina Street bicycle/pedestrian bridge over Starkweather Creek will improve accessibility for the Worthington Park neighborhood.

In Sun Prairie, the two federally-funded North Bird Street path projects will add a path and cycletrack on the bridge across USH 151, 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 and Dane County will construct a new bicycle underpass of CTH M at Branch Street, improving access for Middleton EJ areas. The Wisconsin Bike Federation was awarded TAP funding for its Dane County Safe Routes to School (SRTS) program and a supplemental High School SRTS program, 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.

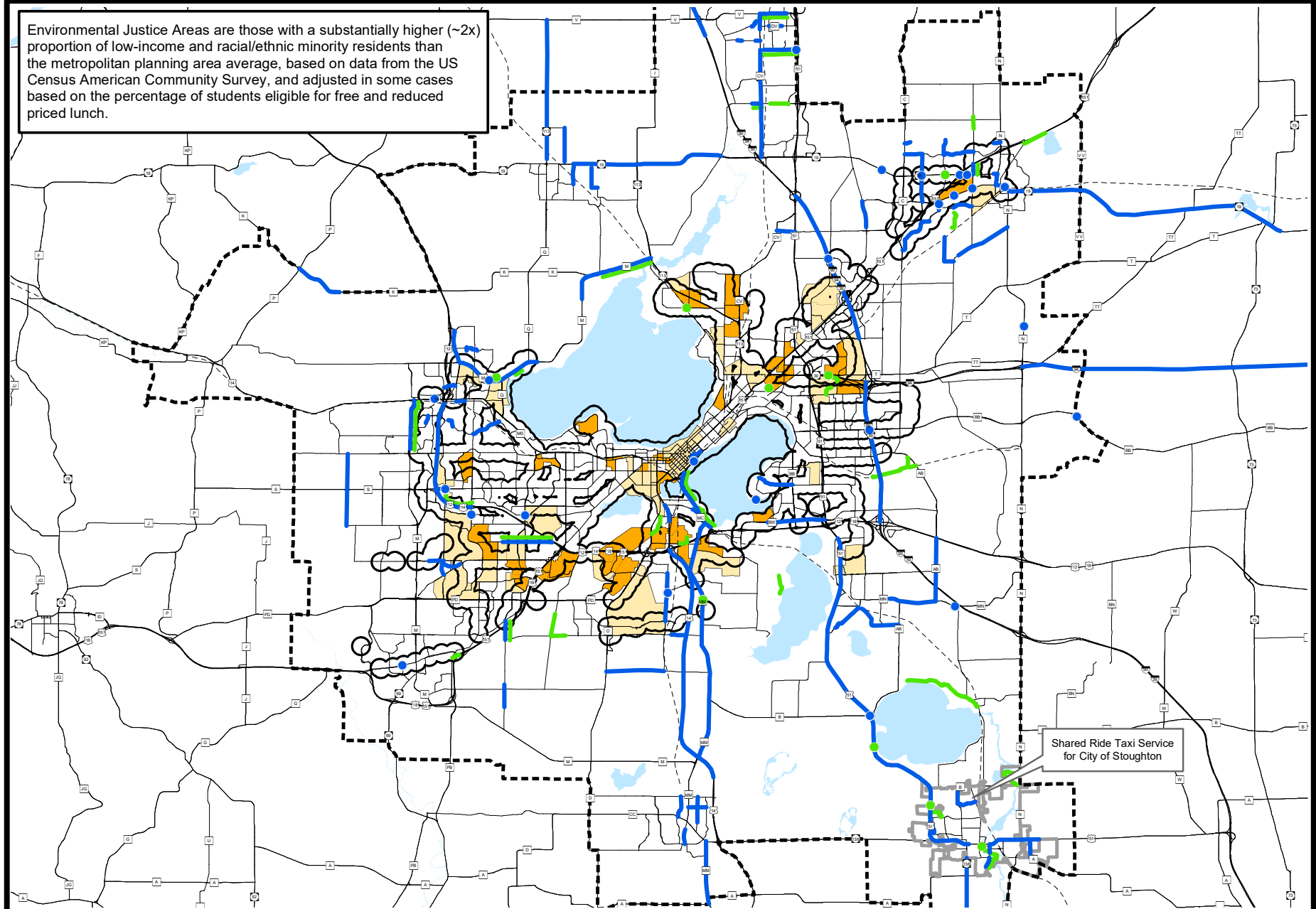
Program Cycle	Average % of Points from Equity - Selected Projects	Average % of Points from Equity - Non-Selected Projects	Notes
STBG-U 2021	9%	4%	
STBG-U 2022 Supplemental (Jan)	NA	NA	No new projects selected; additional funding to previously-selected projects
STBG-U 2022 Supplemental (Feb)	12%	3%	
STBG-TA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

Conclusion

The major projects analysis shows that, taken in whole, the projects in the 2024-2028 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.

Environmental Justice Areas are those with a substantially higher (~2x) proportion of low-income and racial/ethnic minority residents than the metropolitan planning area average, based on data from the US Census American Community Survey, and adjusted in some cases based on the percentage of students eligible for free and reduced priced lunch.



Environmental Justice Analysis

Source: U.S. Census Bureau and MATPB

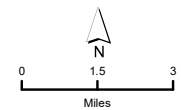
- Environmental Justice Areas: Tier 1
- Environmental Justice Areas: Tier 2

- Major Roadway Projects in 2024-2028 TIP
- Major Bikeway Projects in 2024-2028 TIP
- Metropolitan Planning Area Boundary (2013)
- Transit Service Area Boundary (6/23)

Prepared by staff to the:



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

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. 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 Attachment 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
FHWA Highway Safety Improvement Program (HSIP)	
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)

FHWA National Highway Performance (NHPP) and Surface Transportation Block Grant (STBG) Programs	
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
FHWA National Highway Freight Program (NHFP)	
Freight Movement on the Interstate System	Truck Travel Time Reliability Index
FTA Section 53 Funding (5307, 5310, 5311, 5337, 5339)	
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 2023 safety targets on February 1st, 2023 through Greater Madison MPO 2023 Resolution No. 3, in addition to also adopting 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. The MPO will likely adopt its own safety targets in early 2024 as part of developing a Regional Safety Action Plan. 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 will adopt updated targets after Metro updates theirs.

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 2024 are identified in the table below.

Performance Measure	2024 Target	Dane County	
		2018-2022 Average	% Change from 2017-2021
Number of Fatalities	Reduce by 2% (588.8 or less)	36.0	3.%
Fatality Rate*	Reduce by 2% (.915 or less)	Data Not Yet Available	Data Not Yet Available
Number of Serious Injuries	Reduce by 2% (3,033.7 or less)	196.0	-3.4%
Serious Injury Rate*	Reduce by 2% (4.726 or less)	Data Not Yet Available	Data Not Yet Available
Number of Non-Motorized Fatalities and Serious Injuries	Reduce by 2% (371.8 or less)	40.4	-7.4%
* 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

Eleven (11) 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
- A new roundabout at CTH B/CTH AB as part of the USH 51 project
- S. Syene Road Intersection reconfiguration and Reconstruction
- Monotube traffic signals and left turn lane extension on STH 19 and the USH 151 interchange
- Gammon Road and Watts Road intersection improvements
- 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
- Two intersection improvements along Winsor Street in Sun Prairie
- Vinburn Road and N. Towne Road Intersection improvements in DeForest
- Two (2) HSIP-funded rail warning device projects, at CTH AB/Buckeye Road in Madison and East South Street in Stoughton

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 four major infrastructure projects that will add capacity and improve safety:

- USH 51 (Stoughton to McFarland) (Jackson Street to Roby Road) – This portion of Segment 2, Section 2 of the USH 51 (Stoughton to McFarland) project will be expanded to a four-lane cross-section with a ten-foot wide path on both sides of the highway.
- USH 51 (Stoughton to McFarland) (Roby Road to CTH B) -- This portion of Segment 3, Section 1 of the USH 51 (Stoughton to McFarland) project will be expanded to a four-lane cross-section with a ten-foot wide path on both sides of the highway.
- CTH M (Oncken Rd. to Willow Rd.) – This section of CTH M, which is heavily congested during weekday commute periods, will be expanded to a four-lane cross-section with bike lanes, an off-street trail, intersection improvements (including at CTH K), and driveway consolidation. Rear-end crashes at the intersections is the predominant crash type, which will be addressed with the project.
- Pleasant View Rd. (USH 14 to Timber Wolf Trail) – The first phase of this roadway reconstruction project will expand the road to a four-lane divided cross-section with bike lanes, an off-street path and ped/bike bridge crossing at an existing path, and correct vertical and horizontal curve deficiencies that create safety problems.

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 2024-2028 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 a planning grant through the Safe Streets and Roads for All program, and is seeking additional federal funding through the program for infrastructure improvements.

Planning Analysis

The MPO completed a Phase 1 intersection safety analysis with the help of the UW-TOPs Lab for all arterial and collector intersections in Dane County. The safety analysis ranked intersections by frequency, rate, and severity of crashes. This analysis flagged intersections with over-represented crash histories for further detailed study and potential safety improvements. A second phase of this analysis was completed in 2021 with an updated, expanded crash prediction model and use of 2017-'19 data, which resulted in an updated ranking of intersections. The Phase 2 analysis also included intersections of two state highways, which had been excluded from the Phase 1 analysis. The TOPS Lab also developed a diagnostics tool to prioritize intersections based on available funding and other inputs. The MPO also worked with the TOPS lab to develop a regional High Injury Network (HIN).

The MPO is working with a consultant team to develop a Regional Safety Action Plan, building on the work to date with the UW TOPS Lab and the work of the Dane County Traffic Safety Commission (TSC). This will allow preparation of a regional implementation grant application under the new federal Safe Streets for All program. The MPO plans to work with its consultant for the regional plan and area communities to submit a regional grant application under that program next year.

The City of Madison has added safety as a major factor in prioritizing street projects along with pavement and utility condition, using data from the MPO's study. The city also hired a firm to identify potential HSIP projects, evaluating its high crash severity intersections. The city has also 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.

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 address the "4 E's" of road safety: Education, Enforcement, Engineering, and Emergency Care. The MPO assists with

compiling crash statistics and facilitating the crash incidence review. The MPO is currently assisting with a project to implement recommendations for how the TSC reviews and acts on crash trends and to develop a coordinated 4 E program to address regionally identified data-driven traffic safety concerns, including impaired driving, risky driving behaviors, vulnerable roadway users, and equity.

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 2024-2028 TIP contains 9 projects in the MPO planning area that will repair or replace bridges or bridge decks as part of their scope, including:

- STH 113 (Knutson Drive to STH 19) – Bridge repairs.
- CTH M (Pheasant Branch Creek – B-13-0046) -- Replace bridge and construct bike underpass.
- John Nolen Drive (North Shore Drive to Olin Avenue) – Replace or rehab eight bridges as part of two-phase reconstruction project.

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 (2021)
Percentage of Interstate Pavement in Good Condition	> 60%	51%
Percentage of Interstate Pavement in Poor Condition	< 4%	0%
Percentage of Non-Interstate NHS Pavement in Good Condition	> 30%	23%
Percentage of Non-Interstate NHS Pavement in Poor Condition	< 10%	6%
• *Same target for two- and four-year target		

Project Analysis

The Madison MPO Planning Area (MPA) contains a total of 158 NHS Interstate Highway lane miles, 472 non-Interstate NHS US/State highway lane miles, and 238 local road/CTH NHS lane miles. The 2024-2028 TIP contains 40 projects that will be reconstructed (and in some cases expanded or extended) in the planning area, and 55 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 (2021)
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%	91%

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 (2021)
Truck Travel Time Reliability Index	1.3	1.3	1.2

The 2021 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

Six projects comprising approximately 27 lane miles of roadway in the Madison Metropolitan Area will add travel lanes and therefore improve travel time reliability. The most significant programmed projects in terms of improving travel time reliability are the CTH M (STH 113 to Oncken Rd.) expansion project including improvements to the CTH K intersection, and the Pleasant View Road (USH 14 to Timber Wolf Trail) expansion project.

The 2024-2028 TIP contains 30 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 2024-2028 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 2024-2028 TIP:

- USH 51 roundabout to be added at CTH B intersection in Stoughton;
- S. Syene Road/McCoy Road Intersection Reconfiguration and Reconstruction from W. Clayton Road to McCoy Road;
- STH 19 improvement at USH 151 Interchange; and
- 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.

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. Metro's TAM targets did not change for 2020-'21 or 2021-'22; Metro updated TAM targets for 2023. The MPO adopted the same 2021-'22 targets that Metro adopted via the resolution referenced above. The MPO adopted the updated 2023 targets in November 2022 via Resolution No. 13.

The table below shows the 2023 Metro/Draft MPO targets, 2022 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. Metro has adopted a TAM target of having a TERM rating for the Hanson Road facility of 4.

Performance Measure	Baseline (2020)	Performance (2022)	Target (2023)
Percentage of Rolling Stock (Buses) that Have Met or Exceeded their Useful Life	14%	8%	11%
Percentage of Non-Revenue Service Vehicles that Have Met or Exceeded their Useful Life	55%	69%	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 Hanson Road facility	NA	3.9	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 September 2022, 8% 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. These factors resulted in decreased fleet size and a younger average vehicle age.

2023 TAM targets for revenue vehicles did not change, and with changing inventory for BRT and Network Redesign projects five additional vehicles were disposed of, which lowered the percentage of vehicles past the Useful Life Benchmark (ULB) of 14 years to 8%, well below the 11% target. Metro lengthened the ULB for non-revenue trucks from eight years to ten based on historic use and longevity of this vehicle type. 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. Facility TAM targets will 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, but they do not yet meet the goal of 4.0 on the TERM scale. They will once the ongoing work on both facilities is completed.

For non-revenue service vehicles, a 2023 target was set of having 38% of Metro's inventory exceed the ULB of 8 years. As of September 2022, 69% of Metro's inventory of cars, trucks, and vans exceeded their ULB. Metro developed a long-range strategic replacement plan for non-revenue vehicles in 2019, with the intention of replacing two vehicles each year; however, due to the COVID-19 pandemic, Metro did not replace any non-revenue service vehicles in 2020, which resulted in an increase in the percentage of vehicles over their useful life. Two vehicles, including a very old van, were disposed of in 2021; two vehicles are on order in September 2022, but until they are delivered later this year or in 2023 they will decrease the average age of the fleet. Metro also increased the ULB for trucks in 2022 from 8 to 10 years due to their use and longevity.

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. The target is to have 0% of facilities rated under 3.0 (Adequate) on the TERM scale. 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. Metro has purchased a new satellite facility on Hanson Road, which is under construction and has a current TERM rating of 3.9. Since the facility will be in operation for at least 20 years, Metro adopted a target goal of a 4.0 TERM rating for this facility. It is anticipated that the ongoing remodel of this facility will result in meeting this goal.

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, and to 3.6 in 2022.

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 the above referenced resolution, which remained unchanged in 2021. Metro updated its PTASP performance measure targets for 2022 in July, 2022; the MPO adopted the updated 2022 targets via MPO 2022 Resolution No. 13 in November.

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 2022 targets are shown in the table below, with actual performance. 2023 PTASP targets are unchanged from 2022 targets. 2024 targets will be updated following FTA's adoption of new performance measures consistent with the IIJA/BIL. The seven proposed 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. Additionally, BRT will have its own targets, as a separate mode of transit in addition to Bus Transit and Paratransit.

Transit Safety Performance Targets 2022 – 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	6	.12	293	5.77	6.05
Bus Transit Targets	0	0	10	.15	300	5.91	4
Paratransit Actual	0	0	0	0	8	.97	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 plans to update 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 not required to be in place until FTA has updated the National Public Transportation Safety Plan to include additional performance measures required by the BIL/IIJA.

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.

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 work space 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 as 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 2024–2028 Transportation Improvement Program (To be Added)

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 deletion¹ 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.²

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

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

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 deletion⁴ 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 project⁴) exceeding 10% of total Federal funding programmed in the MPO Planning area for the calendar year or \$7 million, whichever is less;
- Addition or deletion⁴ 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 30-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)