



Wisconsin Department of Transportation
Office of the Secretary
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Governor Tony Evers
Secretary Craig Thompson
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May 25, 2022

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

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

Dear Mr. Fulkerson and Ms. Brookins:

Under the authority delegated to me by Governor Tony Evers, I am hereby approving the Greater Madison MPO Policy Board's amendment to the 2022-2026 Transportation Improvement Program (TIP) for the Dane County urbanized area. The amendment was approved and adopted by the Greater Madison MPO Policy Board on May 11, 2022. We will reflect by reference the 2022-2025 federal aid projects covered by this approval in our 2022-2025 Statewide Transportation Improvement Program (STIP).

Copies of the TIP Amendment 4 and MPO 2022 Resolution Number 5 for the Madison Area Transportation Planning Board are enclosed. This TIP amendment represents a comprehensive, continuous, and cooperative effort between the MPO, local communities, affected transit operators, and the Wisconsin Department of Transportation (WisDOT), and is designed to meet the objectives of Title 23 USC 134 and 135 and their implementing regulations 23 CFR 450 and the MPO regional transportation system plan.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Craig Thompson".

Craig Thompson
Secretary

cc: William Schaefer, MPO Director
Mary Forlenza, FHWA
Mitch Batuzich, FHWA
William Wheeler, FTA
Steve Flottmeyer, WisDOT Southwest Region
Charles Wade, WisDOT Bureau of Planning and Economic Development
Alexander Gramovot, WisDOT Bureau of Planning and Economic Development

MPO 2022 Resolution No. 5

Amendment No. 4 to the 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

WHEREAS, the Greater Madison MPO (Metropolitan Planning Organization) approved the *2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County* on October 6, 2021; and

WHEREAS, the Greater Madison MPO adopted MPO 2021 Resolution No. 13 on November 3, 2021, approving Amendment No. 1, adopted MPO 2022 Resolution No. 1 on January 5, 2022, approving Amendment No. 2, and adopted MPO 2022 Resolution No. 3 on March 2, 2022, approving Amendment No. 3; and

WHEREAS, the Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2022–2025 must be included in the effective TIP; and

WHEREAS, an amendment is needed to add the W. Beltline Highway (Terrace Avenue to Gammon Road) resurfacing project, the CTH M (City of Middleton) bridge replacement over Pheasant Branch Creek project, and the Tecumseh Avenue (City of Monona) bridge replacement over Lagoon De Nord project; and

WHEREAS, an amendment is also needed to modify the USH 14 (Pleasant View Road Intersection) safety project, adding a state funded rail crossing safety component, and moving state funding and federal intersection improvement safety construction funding from 2023 to 2024 with construction continuing in 2025; and

WHEREAS, an amendment is also needed to modify the Atwood Avenue (Fair Oaks Avenue to Cottage Grove Road) STBG-Urban reconstruction project, advancing construction from 2025-2026 to 2023; and

WHEREAS, an amendment is also needed to modify the John Nolen Drive reconstruction project, adding local design funding to 2022, adding federal BR funding, decreasing local construction funding, and advancing federal STBG-Urban and local construction funding from 2026 to 2025 with construction continuing in 2026; and

WHEREAS, an amendment is also needed to modify the Mineral Point Road reconstruction project, adding local design funding, and advancing federal STBG-Urban construction and local funding from 2026 to 2025; and

WHEREAS, an amendment is also needed to modify the University Avenue (Shorewood Blvd. to University Bay Drive) reconstruction project, increasing local utility funding, decreasing local construction funding, and increasing federal STBG-Urban construction funding; and

WHEREAS, an amendment is also needed to modify the Pleasant View Road (USH 14 to Timber Wolf Trail) capacity expansion reconstruction project, increasing federal STBG-Urban funding; and

WHEREAS, an amendment is also needed to add federal Section 5307/5311 funding to the YW Transit Job Ride Program and to add the Section 5311 SWCAP Work-N-Wheels program; and

WHEREAS, the TIP amendment will not affect the timing of any other programmed projects in the TIP and the TIP remains financially constrained as shown in the attached revised TIP financial table (Table B-2); and

WHEREAS, the MPO's public participation procedures for minor TIP amendments such as this have been followed, including listing the projects on the MPO policy board meeting agenda; and

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

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves Amendment No. 4 to the *2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project additions and revisions as shown on the attached project listing table:

1. **ADD** the SWCAP Work-N-Wheels Program to page 28 of the Transit Operating section.
2. **REVISE** the YW Transit Job Ride Program on page 28 of the Transit Operating section, adding federal section 5307/5311 funding and local funding to 2022.
3. **ADD** the W. Beltline Highway (USH 12/14) (Sauk City to Madison) (Terrace Avenue to Gammon Road) Resurfacing Project to page 29 of the Street/Roadway Projects section.
4. **REVISE** the USH 14 (Spring Green to Madison) (Pleasant View Road Intersection) Project on page 31 of the Street/Roadway Projects section, adding state rail crossing safety funding to 2022, and moving state funding and federal intersection safety improvement funding from 2023 to 2024 with construction continuing in 2025.
5. **ADD** the CTH M Bridge Replacement over Pheasant Branch Creek Project to page 35 of the Street/Roadway Projects section.
6. **ADD** the Tecumseh Avenue Bridge Replacement over Lagoon Du Nord to page 35 of the Street/Roadway Projects section.
7. **REVISE** the Atwood Avenue (Fair Oaks Avenue to Cottage Grove Road) STBG-Urban Reconstruction Project on page 40 of the Street/Roadway Projects section, advancing construction from 2025-2026 to 2023.
8. **REVISE** the John Nolen Drive (North Shore Drive to Lakeside Street) Reconstruction and Bridge Replacement Project on page 41 of the Street/Roadway Projects section, adding local design funding to 2022, adding federal BR funding to 2025, and advancing federal STBG-Urban and local construction funding from 2026 to 2025 with construction continuing in 2026.
9. **REVISE** the Mineral Point Road (Beltline Highway to S. High Point Road) Reconstruction Project on page 41 of the Street/Roadway Projects section, adding local design funding, and advancing federal STBG-Urban and local construction funding from 2026 to 2025.
10. **REVISE** the University Avenue (Shorewood Blvd. to University Bay Drive) Reconstruction Project on page 42 of the Street/Roadway Projects section, increasing local utility funding,

decreasing local construction funding, and increasing federal STBG-Urban construction funding.

11. **REVISE** the Pleasant View Road (USH 14 to Timber Wolf Trail) Capacity Expansion Project on page 44 of the Street/Roadway Projects section, decreasing local utility funding, increasing local construction funding, and increasing federal STBG-Urban construction funding.

May 11, 2022

Date Adopted



Mark Opitz, Chair, Greater Madison MPO

PROJECT LISTINGS FOR AMENDMENT NO. 4 TO THE 2022-2026 TRANSPORTATION IMPROVEMENT PROGRAM

5/11/22

| Primary Jurisdiction/ Project Sponsor | Project Description | Cost Type | Jan.-Dec. 2022 | | | | Jan.-Dec. 2023 | | | | Jan.-Dec. 2024 | | | | Jan.-Dec. 2025 | | | | Jan.-Dec. 2026 | | | | Comments |
|---|--|-----------|----------------|-------|-------|-------|----------------|-------|-------|-------|----------------|-------|-------|-------|----------------|-------|-------|-------|---|-------|-------|-------|----------|
| | | | Fed | State | Local | Total | Fed | State | Local | Total | Fed | State | Local | Total | Fed | State | Local | Total | Fed | State | Local | Total | |
| CITY OF MADISON * 111-22-014 | JOHN NOLEN DRIVE North Shore Dr. to Lakeside St. Lakeside St. to Olin Avenue. Reconstruct roadway and bridges Reconstruct shoreline, widen path (1.27 mi.) | PE | Continuing | | | | Continuing | | | | Continuing | | | | | | | | 5992-11-20, -21, -22, -23 Const. anticipated in '25-'26 \$9,147 URB; \$770 BR Will seek Federal Bridge funding. | | | | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | UTIL | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| * 111-22-015 (111-17-006) | MINERAL POINT ROAD Beltline Highway to S. High Point Road Replace pavement, add path on north side, and improve pedestrian crossings. Layout consistent with future BRT. (0.22 mi.) | PE | | | | | Continuing | | | | Continuing | | | | | | | | 5992-10-19, -20 Const. may be advanced to 2023. | | | | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| * 111-19-012 | UNIVERSITY AVENUE Shorewood Boulevard to University Bay Drive Reconstruct existing concrete pavement, improve U Bay intersection, add ped/bike facilities, including possible grade separated ped/bike crossing of U Bay Ave. (0.72 mi.) | PE | | | | | | | | | | | | | | | | | 5992-11-30, -31, -32, -33, -55, -56, -57, -58 Project includes storm sewer improvements. Const. funding to be obligated in 2024. Const. in 2022. Cost est. \$30,883. | | | | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | UTIL | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| CITY OF MIDDLETON X* 111-20-004 | PLEASANT VIEW ROAD 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 | | | | | | | | | | | | | | | | | 5992-11-00, 01, -50, -51, -52 Joint project with City of Madison Funds to be obligated in '22 (SFY '23). Const. in 2022-2023. | | | | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | UTIL | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | Cont. | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |

¹ Project programming shown in 2025 is for informational purposes only.

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

NOTE: Funds Key page 9.

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

| Funding Source | | Programmed Expenditures | | | | | Estimated Available Funding | | | | |
|--------------------------------|--|-------------------------|--------|-------|--------|--------|-----------------------------|--------|-------|--------|---------|
| Agency | Program | 2022 | 2023 | 2024 | 2025 | 2026* | 2022 | 2023 | 2024 | 2025 | 2026* |
| Federal Highway Administration | National Highway Performance Program | 24,460 | 19,221 | 2,134 | 38,839 | 0 | 24,460 | 19,221 | 2,134 | 38,839 | 0 |
| | Bridge Replacement and Rehabilitation | 1,653 | 846 | 0 | 811 | 2,657 | 1,653 | 846 | 0 | 811 | 2,657 |
| | Surface Transp. Block Grant Program - Madison Urban Area | 26,484 | 19,313 | 4,171 | 11,286 | 503 | 26,484 | 19,313 | 4,171 | 11,286 | 503 |
| | Surface Transp. Block Grant Program - State Flexibility | 366 | 6,734 | 2,958 | 8,290 | 0 | 366 | 6,734 | 2,958 | 8,290 | 0 |
| | Surface Transp. Block Grant Program - Transp. Alternatives | 607 | 597 | 0 | 0 | 0 | 607 | 597 | 0 | 0 | unknown |
| | Highway Safety Improvement Program | 9,441 | 7,057 | 731 | 801 | 0 | 9,441 | 7,057 | 731 | 801 | 0 |
| Federal Transit Administration | Section 5307 Urbanized Area Formula Program | 26,248 | 13,971 | 8,417 | 14,459 | 14,711 | 26,248 | 13,971 | 8,417 | 14,459 | 14,711 |
| | Sec. 5339 Bus & Bus Facilities | 7,146 | 1,485 | 1,526 | 2,033 | 2,068 | 7,146 | 1,485 | 1,526 | 2,033 | 2,068 |
| | Sec. 5337 State of Good Repair | 2,615 | 896 | 912 | 948 | 964 | 2,615 | 896 | 912 | 948 | 964 |
| | Sec. 5310 E/D Enhanced Mobility Program | 327 | 0 | 0 | 0 | 0 | 428 | 323 | 330 | 336 | 343 |
| | Sec. 5311 Rural Area Formula Program | 2,636 | 1,503 | 1,529 | 1,555 | 1,583 | 2,636 | 1,503 | 1,529 | 1,555 | 1,583 |
| | Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

* Fifth year of funding (2026) is informational only.

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

Note:

All state roadway projects using applicable funding sources (e.g., NHPP, STBG State Flexible, BR) are programmed through 2026. Local BR, STBG (BR), and STBG Rural projects are programmed through 2026. HSIP (other than annual small HES program) projects are programmed through 2026. Local STBG -Transp. Alternatives projects are programmed through 2026. Local STBG-Urban (Madison Urban Area) projects are programmed through 2027. Transit funding is not yet programmed and is based on needs and anticipated future funding levels (See also Table B-4 Metro Transit System Projected Expenses and Revenues). Programmed transit funding for 2022 excludes carryover projects for which the Federal funding is already obligated. Roadway and transit inflation rate @ 1.74% per year applied to expenses, except for the STBG-Urban program. Fiscal constraint for this project is being handled at the state level. Fiscal constraint for the SW Region Pavement Marking project is being handled at the state level.