



GREATER MADISON
mpo

November 2021

Madison Metropolitan Area and Dane County
**2022-2026 TRANSPORTATION
IMPROVEMENT PROGRAM**

Madison Metropolitan Area and Dane County

Transportation Improvement Program

2022 - 2026

November 2021

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 Title 23, U.S. Code, and by the Wisconsin Department of Transportation (WisDOT).

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

MPO 2021 Resolution No. 9

Adopting the 2022-2026 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

WHEREAS, the Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-357) and U.S. Department of Transportation (DOT) regulations (23 C.F.R. Parts 450 and 500, 49 C.F.R. Part 613) require that the designated metropolitan planning organization (MPO) for each urbanized area develop, in cooperation with the State, local officials, and any affected transit operator, a Transportation Improvement Program (TIP) for the area for which it is designated; and

WHEREAS, the FAST Act and U.S. DOT regulations require that the TIP be updated at least once every two years and be approved by the designated metropolitan planning organization and the Governor¹; and

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

WHEREAS, working with local units of government, Wisconsin Department of Transportation (WisDOT), Metro Transit, and other implementing agencies, the Greater Madison MPO has prepared a coordinated, comprehensive listing of transportation improvement projects proposed to be implemented over the next five years, including a priority list of proposed federally supported projects to be undertaken in 2022-2026; and

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

WHEREAS, in developing the TIP, the Greater Madison MPO has provided local officials, citizens, affected public agencies, private transit providers, and other interested parties with reasonable notice of and an opportunity to participate and comment on the proposed program, including holding a public hearing on the draft TIP on September 1; and

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

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

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves the *2022–2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, which incorporates the changes to the Draft TIP, dated August 2021, listed in the Addition/Change Sheet, dated September 29, 2021, and provides specific approval of the listed 2022-2025 projects, including the Priority Surface Transportation Block Grant (STBG)—Urban Projects for 2022-2027; and

BE IT FURTHER RESOLVED that project notification and review procedures (in accordance with the successor rules to the Office of Management and Budget Circular A-95) are hereby being met, unless otherwise specifically noted, for all 2021 through 2024 listed projects utilizing federal funding (many of which had earlier received favorable A-95 reviews);

¹ The Governor has delegated TIP approval authority to the WisDOT Secretary.

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

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

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

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

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

BE IT FURTHER RESOLVED that the Greater Madison MPO certifies that all of the listed federally funded and regionally significant projects in the TIP are consistent with the *Regional Transportation Plan 2050 for the Madison Metropolitan Area and Dane County*, the currently adopted regional transportation plan, as amended, and additional sub-element plans incorporated as part of the plan.

October 6, 2021

Date Adopted



Mark Opitz, Chair

MPO 2021 Resolution No. 13

**Amending the 2022-2026 Transportation Improvement Program (TIP)
for the Madison Metropolitan Area & Dane County to Revise Attachment E – Analysis of
Anticipated Effect of TIP in Achieving Federal Performance Measure Targets**

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, federal transportation legislation (MAP-21 and FAST Act) and associated federal rules (23 CFR 490) require states and MPOs to undertake a transportation planning process that provides for the establishment and use of a performance-based approach to transportation decision making to support national goals, which includes establishing performance targets for the measures to use in tracking progress toward attainment of desired outcomes for the regional transportation system; and

WHEREAS, the MPO has now established the annual performance targets related to safety and Transit Asset Management and Public Transit Safety through MPO 2021 Resolutions No. 11 and 12, adopted on November 3, 2021; and

WHEREAS, the performance management elements of the federal planning rules (23 CFR 450) require a discussion in the TIP and long-range Regional Transportation Plan (RTP) as to the effect of programmed and planned investments toward achieving the performance targets; and

WHEREAS, the approved 2022-2026 TIP included the required analysis of the anticipated effect of the TIP toward achieving the federal performance measure targets in Attachment E, but the analysis needs to now be revised to include the new annual targets adopted by the MPO in order to be approved by WisDOT and USDOT and amended, if necessary, next year; and

WHEREAS, the MPO's public participation procedures for minor TIP amendments such as this have been followed:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves an amendment to the *2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, revising Attachment E to the TIP (attached to this resolution) modifying the required discussion of the anticipated effect of the TIP in meeting the required federal performance measure targets to include the adopted annual targets for the safety, TAM, and PTASP measures.

November 3, 2021

Date Adopted



Mark Opitz, Chair
Greater Madison MPO

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Summary of Transportation Improvement Program

Major Anticipated 2022-2026 Projects

Following is a listing of major programmed transportation improvement projects, which are included in the 2022–2026 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

- MPO Ridesharing Etc. Program*

Pedestrian and Bicycle Projects

- Millpond Road Path and Ped/Bike Overpass of USH 12/18*
- 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) (North Shore Bay Drive to Underpass south of Oncken Road)
- North Mendota Trail (CTH M Corridor Path) (STH 113 to Woodland Drive)*
- Lacy Road Path (Fitchrona Road to Badger State Trail)
- Seminole Hwy. (Lacy Rd. to Schuman Dr.) & Lacy Road (Seminole Hwy. to Savannah Oaks MS) Paths
- CTH MM (McCoy Road Intersection) Move Capital City Trail Crossing to Intersection*
- Autumn Ridge Path (Portland Parkway to Ziegler Road) and Bridge over USH 30*
- Cannonball Trail (Railroad to Bowman Field)
- Madison Pedestrian/Bicycle Safety Education and Coordination*
- Old Middleton Rd. Underpass – Replace Knoche’s Underpass
- Troy Drive RR Bridge
- West Beltline Path (West Towne Area) (Commerce Drive to Junction Road)*
- West Main Street (Proudfit St. to Fairchild St.) Bicycle and Pedestrian Improvements*
- East Washington Ave. bicycle mitigation (improvements in parallel corridors to offset loss of bike lanes to BRT in peak)
- North Mendota Trail – East Segment in Middleton (Highland Way to East City Limits along Century Avenue)
- Jefferson Street Bridge (Pedestrian Bridge Deck Replacement)
- RDA Pedestrian Bridge (South of 6th Street) Construct Bridge over Yahara River
- Yahara River Trail Settler’s Point Segment (along Yahara River, starting at CTH N/CTH B)
- Yahara River Trail (Water Street to 4th Street; 4th St. to 8th St.)
- Virgin Lake Trail Reconstruction (Jackson St. to Roby Rd.) & Extension (Roby Rd. to 51 West Development)
- Commercial Avenue Bike Path (S. Bird Street to Kroncke Drive) Replace, Widen Path*
- Grove Street Path (Robin Dr. to S. Musket Ridge)
- Sheehan Park Scenic Point Trail Link (Sheehan Park to Heritage Ct.)
- Ice Age Trail Extension (CTH M to Arbor Vitae Place)
- Military Ridge Reserve Trail (Military Ridge State Trail Junction to Glacier Ridge Trail), Pave Trail
- Military Ridge State Trail (Old CTH PB to USH 18/151), Pave Trail
- Main Street (CTH N) Corridor Path Extension (Northlawn Dr. to I-94)
- CTH BB/Buss Road Path Extension
- CTH KP Multi-Use Trail (Bourbon Rd. to Gil’s Way)
- North St. (CTH V) Corridor Path (Main St. to USH 51)
- DeForest Schools Safe Route Path, Construct New Path Connecting High and Middle Schools *
- Dane County Safe Routes to Schools (SRTS) Program*

Transit

City of Madison Transportation Capital Projects

- Bus Rapid Transit (BRT) Phase 1 Project in East-West Corridor [Note: Anticipate federal Small Starts grant]
 - 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 and Construction [Note: Will seek federal Small Starts grant]

Metro Transit Capital Projects

- New 40-Foot Low-Floor Electric Buses*
- New 40-Foot Low-Floor Buses (Diesel)
- Remodel, Renovate Existing Bus Maintenance Facility
- Support Vehicles and Miscellaneous Equipment
- Facility/Infrastructure Enhancements
- 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 – Funding for Mobility Specialist [seeking cont. funding]
- Dane County Dept. of Human Services – Mobility Management & Travel Training Program [seeking cont. funding]
- Union Cab Accessible Taxi – Purchase of New Accessible Vehicles [seeking grant]

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 (Whitney Way to I-39/90) Resurfacing, Drainage Improvements, Median Barrier Wall Reconstruction, ITS Infrastructure Improvements, and Software for Dynamic Part-time Shoulder Use (“Flex Lanes”)*
- W. Beltline (Verona Road Interchange) Bridge Deck Overlays*
- Interstate 39/90 (S. Beltline to State line) Reconstruct, Widen to 6 Lanes and Reconstruct Beltline Interchange*
- Interstate 39/90/94 (USH 51 Bridges) Bridge Deck Overlays*
- Interstate 39/90/94 (STH 19 Interchange Bridges) Bridge Deck Overlays*
- Interstate 39/90 (S. Beltline to STH 16) Planning, Safety, and Operations Study*
- Interstate 39/90 (South Beltline/USH 12/18 to STH 30) Concrete Pavement Repair*
- Interstate 94 (CTH N to Airport Road) Resurfacing*
- USH 12/18 (CTH AB) Construct Interchange with extension of Millpond Road to CTH AB*
- USH 14 (STH 138 to STH 92) Resurface Roadway with Intersection and Safety Improvements
- USH 14 (Pleasant View Road) Intersection Improvements*
- USH 14 (Deming Way) Intersection Improvements*
- USH 18/151 (Town Hall Rd to CTH PD) Pavement Repair*
- USH 51/Stoughton Road (Terminal Dr. to STH 19) EIS Study*
- USH 51/Stoughton Road (USH 151 to Pierstorff Street) Pavement Rehabilitation (NB Lanes)*
- USH 51 (CTH B/CTH AB Intersection) Construct Roundabout*
- USH 51 (Roby Road Intersection) Improve Intersection Safety with Roundabout*
- USH 51 (STH 138 Intersection and Silverado Drive/Hoel Avenue Intersection) Construct Roundabouts*
- USH 51 (Van Buren Street/STH 138 to Jackson Street; Roby Road to CTH B/CTH AB; Larson Beach Road to Voges Road) Reconstruction*
- USH 51 (Jackson Street to Roby Road) Expand Roadway to Four Lanes*
- USH 151/S. Blair Street (East Washington Avenue to Wilson Street/Williamson Street) Concrete Repair and Overlay *
- STH 19 (Westmount Drive Intersection) Reconstruct Intersection*
- 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 30 (Fair Oaks Avenue Bridges) Concrete Overlay of Bridge Decks*

- STH 30 (Fair Oak Avenue to I-39/90 Ramp) Mill and Overlay; Concrete Joint Repair*
- STH 69 (CTH D to Valley Road) Bridge Replacement and Highway Reconstruction*
- STH 113 (Sunset Lane to CTH V) Pavement Replacement*
- STH 113 (Knutson Drive to STH 19) Mill and Pavement Overlay)*
- STH 113 (South of Verleen Rd.) WSOR RR Signal Work*
- East South Street (City of Stoughton) WSOR RR Crossing/Signal Work*
- Holscher Road (Village of McFarland) WSOR RR Detection Equipment Replacement*
- CTH KP (Village of Cross Plains) WSOR RR Detection Equipment Replacement*

Dane County

- CTH AB (CTH MN to USH 12) Resurfacing
- CTH AB (USH 51 to CTH MN) Resurfacing
- CTH BB (Buss Road to Sprecher Road) Resurfacing
- CTH BW/West Broadway (Frazier Avenue to USH 12/18) Resurfacing
- CTH BW/West Broadway (Bridge Road to Stoughton Road) Resurfacing
- CTH CC/Jefferson St. (Ash Street to CTH D) Resurfacing
- CTH CV/Lake Road (STH 19 to Vinburn) Reconstruction
- CTH CV/Lake Road (Government Road to USH 51) Reconstruction
- CTH KP (Black Earth Creek Bridge) Bridge Replacement*
- CTH M (Oncken Road to STH 113) Reconstruction, Widen to 4-Lane Divided Highway with Bike Lanes, Path*
- CTH M (Branch Street Intersection) Bridge Replacement w/Bike Underpass and Intersection Improvements
- CTH MM/Janesville Street (Wolfe Street to Spring Street) Resurfacing
- CTH MM/Wolfe Street (Janesville street to Oregon South Village Limits) Reconstruction
- CTH MN (Williams Drive to CTH N) Resurfacing

City of Fitchburg

- Fish Hatchery Road (Sparkle Stone to 450' S. of Byrneland) Reconstruction and widen to Four Lanes
- Fitchrona Road (Lacy Road to Nesbitt Road) Reconstruction
- Lacy Road (Fitchrona Road to Seminole Highway) Reconstruction
- Lacy Road (Seminole Highway to Savanna Oaks Middle School) Reconstruction with Multi-Use Path
- CTH M & Caine Road – Bypass Lane
- CTH MM (McCoy Road Intersection) Intersection Safety Improvements*
- Seminole Highway (Lacy Road to Schuman Drive) Reconstruction with Multi-Use Path
- S. Syene Road (McCoy Road to Lacy Road) Reconstruction to Urban Cross Section W/ Bike Lanes

City of Madison

- Atwood Avenue (S. Fair Oaks Avenue to Cottage Grove Road) Reconstruction*
- S. Blair St. (USH 151)/John Nolen Drive (East Wilson Street/Williamson Street Intersection) Intersection Safety Improvements*
- Cedar Street (South Street to Park Street) Extension
- Gammon Road/Watts Road -- Intersection Improvements*
- John Nolen Drive (Lakeside St. to North Shore Dr.) Reconstruction*
- Mineral Point Road (Beltline Highway to S. High Point Rd.) Pavement Replacement*
- Outer Capitol Loop South (MLK Blvd. to S. Webster St.) Reconstruction
- University Avenue (Shorewood Blvd. to University Bay Drive) Reconstruction w/ Bike Lanes*
- Wilson St. (Martin Luther King Jr. Blvd. to King Street) Replace Concrete Pavement

City of Middleton

- 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 Highway with Bike Lanes and Shared-Use Path*
- Spring Hill Drive (Lynn Street to Algonquin Drive) Resurfacing
- N. Westfield Rd. (Parmenter Street to S. City Limits) Resurfacing

City of Monona

- Winnequah Road (Schluter Rd. to Bridge Rd.) Resurface Roadway, Add Sidewalks

City of Stoughton

- Academy Street (East Street to E. South Street) Reconstruction
- East South Street (Fourth St. to Academy St.) Reconstruction
- Fourth Street (Main St. to River Bridge) Resurfacing
- Jackson Street (USH 51 to Kings Lynn Road) Pulverization and Relay of Pavement
- Kings Lynn Road (Jackson St. to Kenilworth Ct.) Resurfacing
- W. Milwaukee Street (Page Street to Van Buren Street) Pulverization and Relay of Pavement
- Racetrack Road (USH 51 to CTH A) Reconstruction
- Silverado Drive (STH 51 to Jackson Street) Resurfacing
- Wilson Street (Van Buren St. to Lincoln Ave.) Resurfacing

City of Sun Prairie

- N. Bristol Street (Windsor Street to Klubertanz Drive) Pulverization and Replacement of Concrete
- Broadway Drive (St. Albert the Great to Stonhaven Drive) Pavement Rehabilitation
- Clarmar Drive – Extend to Bailey Road
- Columbus Street – Extend to North
- Grand Avenue (Grand Avenue/Windsor Street Intersection) Reconstruction
- Linnerud Drive (O’Keefe Avenue to Clarmar Drive) Pavement Rehabilitation
- N. Main Street (Walker Way, Bird St., Linnerud Drive) Intersections – Intersection Improvements*
- O’Keefe Avenue (Sunfield Street to 400 feet south of Linnerud Drive) Pulverization and Replacement of Pavement
- N. Thompson Road (Windsor Street to St. Albert the Great) Resurfacing
- Windsor Street/STH 19 (North Thompson Road and Davison Drive Intersections) Reconstruction*

City of Verona

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

Village of Cottage Grove

- Clark Street and Grove Street (Main Street to Vilas Road) Reconstruction
- N. Main Street (School Road to 100’ S. of Commerce Parkway) Resurfacing
- W. Oak Street (Main Street to Westlawn) Reduce roadway width; construct path and RRFB
- East Taylor/Ridge Road (Main St. to east Village limits) Resurfacing

Village of DeForest

- Acker Parkway (Seminole Way to CTH CV) Reconstruction
- CTH V/E. North Street (CTH CV to Nelson Court) Reconstruction
- CTH V/E. North Street (Stevenson Street to N. Halsor Street) Resurfacing
- River Road (South Street to relocated River Rd.) Reconstruction
- South Street (Hill Street to S. Main Street) Resurfacing
- Vinburn Road (North Towne Road to RR, 500’ east of Main Street) Reconstruction
- Windsor Road (River Road to Charlie Grimm Road) Reconstruction to Urban Cross Section

Village of McFarland

- Exchange Street (Farwell Street to Yahara River Bridge) (Pulverize and Repave)*
- Marsh Road (Siggelkow Road to Eighmy Road) Reconstruction

Village of Shorewood Hills

- Lake Mendota Drive – Replace Lake Mendota Tributary Bridge

Village of Windsor

- Yahara River Bridge Replacement*

Town of Verona

- Valley Road (Sugar River Bridge) Bridge Replacement over Sugar River*

Outer County Area (Information Purposes Only)

WisDOT

- Interstate 39/90 (Beltline to State line) Reconstruct, Widen to 6 Lanes*
- Interstate 94 (CTH N to Airport Road) Resurfacing*
- USH 14 (STH 138 to STH 92) Resurface Roadway with Intersection and Safety Improvements
- USH 14 (STH 92 Intersection) Intersection and Safety Improvements*
- USH 18/151 (W. County Line to Town Hall Road) Resurfacing*
- USH 51 (CTH B/CTH AB Intersection) Construct Roundabout*
- STH 19 (STH 78 to USH 12) Resurface*
- STH 19 (Wood Violet Lane to Mauneshia River Bridge) Resurfacing*
- STH 69 (CTH D to Valley Road) Bridge Replacement and Highway Reconstruction*
- STH 73 (Shaul Lane to School Street) Pavement Recondition/Mill and Overlay*
- STH 113 (Sunset Lane to CTH V) Pavement Replacement*
- CTH 113 (CTH P/CTH V Intersection) Intersection Improvements

Dane County

- CTH A (Mount Vernon Creek Bridge) Replace Bridge over Mount Vernon Creek
- CTH A (Badfish Creek Bridge) Reconstruct Bridge over Badfish Creek*
- CTH A (CTH D to CTH MM) Resurfacing
- CTH E (German Valley Bridge) Reconstruct Bridge*
- CTH G (Mt. Vernon Cr. Bridge) Reconstruct Bridge
- CTH G (W. Br. Sugar River Bridge) Reconstruct Bridge
- CTH J (CTH JJ to CTH F) Resurfacing
- CTH J (CTH S to STH 78) Resurfacing
- CTH JG (West Branch Sugar River Bridge) Reconstruct Bridge over Sugar River*
- CTH N South County Line to Dunkirk Avenue) Resurface
- CTH P (CTH PD to CTH S) Resurfacing
- CTH V (CTH KP to Lueth Rd) Resurfacing
- CTH V (Lueth Rd to STH 113) Resurfacing
- CTH V (Snowy Owl to E. Bristol West Limit) Resurfacing*
- CTH V (STH 113 to CTH I) Rehabilitate Roadway and Improve Bike Lanes*
- CTH X (CTH N to CTH A) Resurfacing
- CTH Y (Dunlap Creek Bridge) Reconstruct Dunlap Creek Bridge*
- CTH Y (Black Earth Creek Cr Bridge) Reconstruction
- Lake Kegonsa Road (0.2 miles south of CTH A) – Replace Bridge over Badfish Creek*

2022 - 2026
Transportation
Improvement
Program
(Major Pedestrian/Bicycle
Projects in the
Madison Metropolitan
Planning Area)

Year Programmed

- 2022
- 2023
- 2024
- 2025
- 2026

Existing Bicycle Over/Underpass

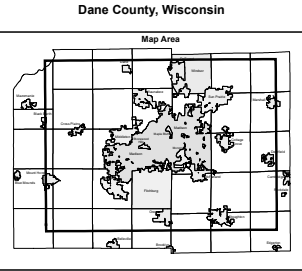
Existing Bike Path

MPO Planning Boundary

Reconstruction Programmed Federal Funding

Reconstruction State and/or Local Funding Only

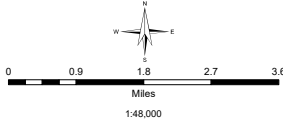
Note: Year of construction shown.
See project listings for information
on obligation of federal funding.



Prepared by staff to the:

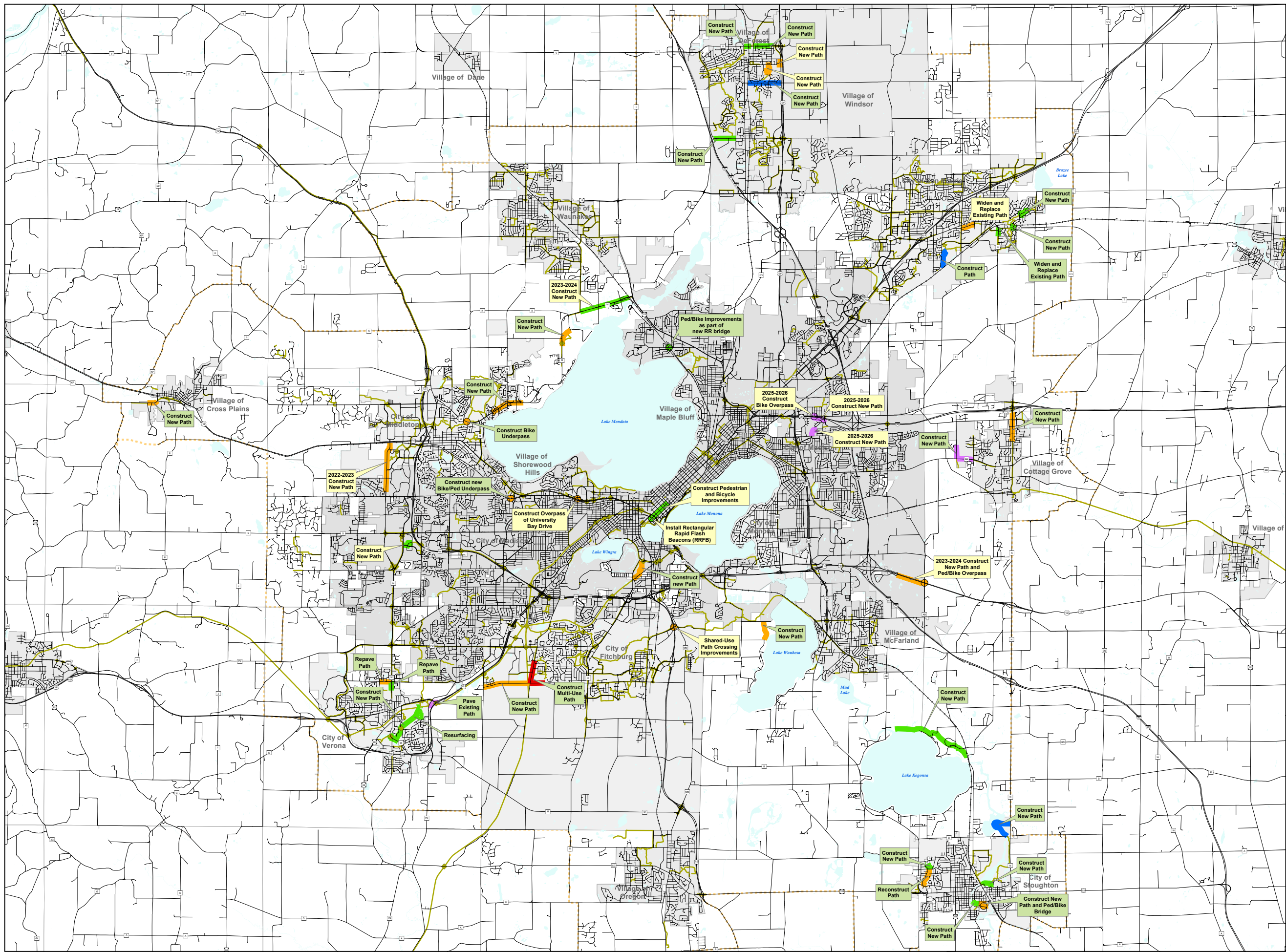


Date Revised: 10/22/2021



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

Source Info:
Sheet Base: 2021 (MATP6.DCLO)
Hydrography: 1200, 1:24,000 (WDNR)
Civil Division Limits: 2021, Annotation Records (DCLO)
Transportation Improvement Program: 2022 - 2026 (Greater Madison MPO)



Source Info:
Street Base: 2021 (MATPB, DCLIO).
Hydrography: 12/00, 1,24,000 (VIDNR).
Civil Division Limits: 2021, Annexation Records (DCLIO).
Transportation Improvement Program: 2022 - 2026 (Greater Madison MPO).

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Year Programmed

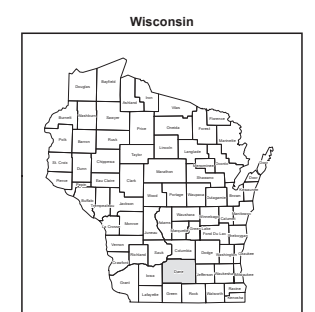
- 2022
- 2023
- 2024
- 2025
- 2026

Study

MPO Planning Boundary

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

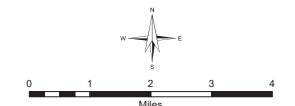
NOTE: Year of construction shown.
See project listings for information
on obligation of federal funding.



Prepared by staff to the:



Date Revised: 9/24/2021



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

Source Info:
Street Base: 2021 (MATPB, DCLIO).
Hydrography: 12/00, 1:24,000 (WIDNR).
Civil Division Limits: 2021, Annexation Records (DCLIO).
Transportation Improvement Program: 2022 - 2026 (Greater Madison MPO).

User: plims
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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 2022 through 2026 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 Citizen Advisory 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 2022, 2023, 2024, and 2025. By annually pursuing this procedure, an up-to-date program of transportation projects is ensured.

Project listings for years 2022 through 2025 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 11 through 57 present the transportation improvement projects through 2026 in separate listings for the Madison Metropolitan Planning Area and the Outer Area. In each listing, activities are categorized as follows:

- | | |
|--------------------------------|---------------------------|
| 1) Rideshare | 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) ***Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area*** (adopted by the MPO in April 2017; amended in Dec. 2019, August 2020, and March 2021);
- 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.

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, builds upon the program structure of MAP-21. Among the minor changes are the addition of a new discretionary program for nationally significant freight and highway projects and the re-introduction of the discretionary bus program. The FAST Act was extended until September 30, 2021. The tables below describe the major Federal highway and transit programs under the FAST Act.

Major Federal-aid Highway Programs under the FAST Act

| Program | Description |
|--|---|
| National Highway Performance Program (NHPP) | 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) | Provides flexible funding for wide range of eligible projects and programs to address state and local transportation needs; sub allocation of funding to large MPOs; also set-aside for Transportation Alternatives |
| Congestion Mitigation & Air Quality Improvement Program (CMAQ) | Provides flexible funding for congestion reduction and air quality improvement projects and programs; funding only available for areas not meeting federal air quality standards or maintenance areas (not applicable in Dane County) |
| Highway Safety Improvement Program (HSIP) | Funds projects to reduce traffic fatalities and serious injuries on public roads; set aside for Railway-Highway Crossings Program |
| National Highway Freight Program | Funds construction, operational improvements, freight planning, and performance measures |
| FASTLANE Grants | Discretionary program for nationally significant freight and highway projects on NHS and National Highway Freight Network |

Major Federal-aid Transit Programs under the FAST Act

| 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 |
| Fixed Guideway Capital Investment Grants (5309) | Discretionary program for funding major transit capital projects such as 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 two Federal aid highway programs: STBG – Urban and STBG Program – Transportation Alternatives Set Aside. The MPO solicits applications and prioritizes projects for funding under these two programs. The MPO also receives a sub-allocation of funding under the Section 5310 transit program. Metro Transit is the designated of the recipient of those funds as with other FTA funding, but the MPO prepares the Section 5310 program management plan and prioritizes projects for funding.

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

other projects statewide under this program. Major 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 FHWA 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 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 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. Following the enactment of MAP-21 in 2012, FTA Section 5310 program requires 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. Currently, the MPO’s annual allocation of funding is \$6.86 million per year. The MPO also received supplemental STBG-Urban funding of \$3.24 million from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). These funds must be obligated or committed by September 30, 2024. 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 approved revised STBG – Urban program policies and project screening and scoring criteria for evaluating project applications in 2021. 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 new priority projects for 2022-2027 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.

- **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 (BPPF) 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).
- WisDOT solicits and selects projects for TA funding available statewide. Project solicitation is typically conducted biennially. In addition, one-half of the available statewide TA funding is allocated directly to large MPOs such as the Greater Madison MPO. The MPO selects projects for funding with that allocation. Madison area projects are still able to compete for the statewide funding. The MPO updated its TAP program policies and project scoring criteria in 2020. The Madison area received a sub-allocation of \$1.99 million for the FY 2016-2020 program cycle, \$847,000 for the FY 2018-2022 cycle, \$1.15 million for the FY 2020-2024 cycle. Available funding for the 2022-2026 cycle is not yet known. The available funding is based on the annual allocation, which has changed from cycle to cycle, and the previously approved, but not completed projects.

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.

- FHWA Highway Safety Improvement Program (HSIP) Funding. WisDOT solicits projects annually 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.

**2022 - 2027 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 (2022-2025) | | | | | | | | |
| MPO Rideshare Program 2022-2025 | 5992-08-38,39,51,52 | ² | 2022-2025 | 2022-2025 | \$510 | 80 | \$408 | Ongoing support per MPO policy. 3% annual increase. |
| C. Madison Ped/Bike Safety Education Program 2022-2025 | 5992-08-45, 46-49 | ² | 2022-2025 | 2022-2025 | \$437 | 80 | \$350 | Ongoing support per MPO policy. 3% annual increase. |
| University Avenue (Shorewood Blvd. to University Bay Drive) | 5992-11-30,-31,-32,-33,-55,-56,-57,-58 | 70 ³ | 2022 ('21) | 2022 | \$34,855 | 60 | \$12,710 | Funded at 36.5%, \$8,203 short of 60% funding based on current cost estimate. |
| Pleasant View Rd. (USH 14 to Timber Wolf Trail) Phase 1 | 5992-11-00,-01,-02,-50,-51,-52 | 65 ⁴ | 2022-2023 | 2022 | \$24,124 | 60 | \$11,204 | Funded at 46.4%, \$3,270 short of 60% funding based on current cost estimate. |
| CTH M (Oncken Road to STH 113) | 5954-00-00, -01 | 68 ⁴ | 2023-2024 | 2024 | \$24,534 | 60 | \$12,168 | Funded at 49.6%, \$2,552 short of 60% funding based on current cost estimate. |
| Exchange Street (Farwell St. to Sleepy Hollow Rd.) | 5685-00-04,-05,-06 | 39 ⁴ | 2024 | 2025 | \$3,479 | 60 | \$1,177 | Funded at 33.8%, \$910 short of 60% funding based on current cost estimate. Selected for funding based on MPO program policy goal to use 10% of funds on "small" projects in interest of equity from geographic standpoint. Schedule could be advanced if funding available in earlier year. |
| | | | | | \$87,939 | | \$38,017 | TOTAL |
| New Priority Projects (2026-2027) | | | | | | | | |
| MPO Rideshare Program 2026-2027 | 5992-08-53,54 | ² | 2026-2027 | 2026-2027 | \$279 | 80 | \$223 | Ongoing support per MPO policy. 3% annual increase. |
| C. Madison Ped/Bike Safety Education Program 2026-2027 | 5992-08-50,51 | ² | 2026-2027 | 2026-2027 | \$239 | 80 | \$191 | Ongoing support per MPO policy. 3% annual increase. |
| Autumn Ridge Path/Overpass | | 80 | 2025 ⁵ | | \$4,200 | 60 | \$2,520 | Could potentially receive federal funding earmark. Could be advanced to 2024 if funding available. |
| Mineral Point Rd. (Beltline Hwy. to S. High Point Rd.) | | 68 | 2026 ⁵ | | \$5,990 | 60 | \$1,650 | Cost of stormwater facilities includes regional drainage pipe. Cost share to be determined during design. Could be advanced to 2024 if funding available. |
| Atwood Ave. (Fair Oaks Ave. to Cottage Grove Rd.) | | 58 | 2025 ⁵ | | \$11,440 | 60 | \$6,684 | Final design complete. Could potentially receive federal funding earmark. Could be advanced to 2023-'24 if funding available. |
| John Nolen Drive (Lakeside St. to North Shore Dr.) | | 57 | 2026 ⁵ | | \$30,480 | 60 | \$9,148 | Funding at 30.0%, \$9,140 short of 60% funding based on current cost estimate. Will seek Bridge funding for some of needed bridge work. |
| | | | | | \$52,628 | | \$20,416 | TOTAL |
| Candidate Projects | | | | | | | | |
| Gammon Road (Schroeder Rd to Colony Dr.) - ITS | | 49 | | | \$518 | 65 | | Adaptive Traffic Signal Project |
| Mineral Point Road (Junction Rd. to Whitney Way.) - ITS | | 48 | | | \$690 | 60 | | Adaptive Traffic Signal Project |
| | | | | | \$1,208 | | | TOTAL |

¹ Includes participating cost only (excludes sanitary sewer and water and construction engineering)² Funded annually per MPO policy³ Score from 2018-2022 program cycle under previous version of criteria.⁴ Score from 2020-2025 program cycle under previous version of criteria.⁵ Tentative scheduling. Needs to be finalized, working with WisDOT and project sponsor.

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 |

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 (ZS30/ZS3E) | Highway Safety Improvement Program (HSIP) General |
| SAF (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) |
| Cares Act | Coronavirus Aid, Relief and Economic Security (CARES) Act (2020) |
| CRRSAA | Coronavirus Response and Relief Supplemental Appropriations Act (2021) |

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 | MZ | Village of Mazomanie |
| CA | Village of Cambridge | MPO | Greater Madison MPO |
| CLC | Community Living Connections | OR | Village of Oregon |
| CG | Village of Cottage Grove | TR | Town of Rutland |
| DC | Dane County | SH | Village of Shorewood Hills |
| DeF | Village of DeForest | SP | City 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 | TWE | Town of Westport |
| MI | City of Middleton | W | Village of Windsor |
| TM | Town of Middleton | WSOR | Wis. & Southern Railroad |

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022-2026 (\$000s) Madison Metropolitan Planning Area**

| Primary Jurisdiction/ Project Sponsor | Project Description | Cost Type | Jan.-Dec. 2022 | | | | Jan.-Dec. 2023 | | | | Jan.-Dec. 2024 ¹ | | | | Jan.-Dec. 2025 ¹ | | | | Jan.-Dec. 2026 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 | | | | 70 | | | | 70 | | | | 70 | | | | 70 | | | | 70 | | | |
| | | TOTAL | | | 70 | | | | 70 | | | | 70 | | | | 70 | | | | 70 | | | |
| | VANPOOL PROGRAM Vans | Cap | | | 150 | | | | 150 | | | | 150 | | | | 150 | | | | 150 | | | Cost of vans recouped through passenger fees. |
| | | TOTAL | | | 150 | | | | 150 | | | | 150 | | | | 150 | | | | 150 | | | |
| GREATER MADISON AREA MPO * 111-20-001 111-22-001 | RIDESHARING/TDM PROGRAM Provide ride matching services and promotion of alternatives to driving alone, provide inter-governmental coordination of TDM activities, conduct employer sponsored TDM programs, and assist with local TDM initiatives | PL | 98 | | 24 | 122 | 101 | | 25 | 126 | 103 | | 26 | 129 | 106 | | 27 | 133 | 109 | | 27 | 137 | | 5992-08-37, -38, -39,-51,-52 |
| | | TOTAL | 98 | | 24 | 122 | 101 | | 25 | 126 | 103 | | 26 | 129 | 106 | | 27 | 133 | 109 | | 27 | 137 | | Projects are obligated in the year they occur. |
| | QPS EMPLOYMENT GROUP, INC. Purchase vans to expand vanpool program for QPS employees to transport other workers assigned to same employment location, increasing service radius and operational hours. | TOTAL | | | | | | | | | | | | | | | | | | | | | Received 2019 Commute to Careers program grant. May seek funding if available. | |

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NOTE: Funds Key page 9.

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning Area**

| 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 | | | | | |
| PARKING FACILITIES | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MADISON METROPOLITAN PLANNING AREA | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CITY OF MADISON | PARKING UTILITY VEHICLE REPLACEMENT | PE CAP CONST | | | 54 | 54 | | | | 88 | 88 | | | | 37 | 37 | | | | 88 | 88 | | | | 88 | 88 | |
| | | TOTAL | | | 54 | 54 | | | | 88 | 88 | | | | 37 | 37 | | | | 88 | 88 | | | | 88 | 88 | |
| | | | | | M | | | | M | | | | M | | | | M | | | | M | | | | M | | |
| | STATE STREET CAMPUS-LAKE STREET PARKING GARAGE Construct new parking garage with development above and intercity bus station on first floor | PE RE CONST TOTAL | | | | | | | | | | | | | | | | | | | | | | | | Not programmed. | |
| NOTES: Four park-and-ride lots are currently designated in the Madison Urban Area with transit service provided to Central Madison. There is also a park-and-ride lot at the American Center with limited transit service. City of Madison parking garages are owned by the City Parking Utility. | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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NOTE: Funds Key page 9.

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning and Outer Areas**

| 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 | |
| PEDESTRIAN/BICYCLE PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| MADISON METROPOLITAN PLANNING AREA | | | | | | | | | | | | | | | | | | | | | | | |
| WisDOT | MILLPOND ROAD PATH AND PED/BIKE OVERPASS OF USH 12/18 Millpond Road to CTH AB Construct path along new frontage Road (extension of Millpond Rd.) and separated ped/bike path on new CTH AB overpass over USH 12/18. | PE ROW CONST TOTAL | | | | | | | | | | | | | | | | | | | | To be constructed with USH 12/18-CTH AB Interchange project, scheduled for construction in 2023-2024. | |
| DANE COUNTY | CAPITAL CITY TRAIL Glacial Drumlin 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 to be done by village. | PE ROW CONST TOTAL | | | Continuing | | | Continuing | | | | | | | | | | | | | | Federal design funding Project Agreement closed in Dec. 2017. Dane County will locally fund PS&E and anticipated to fund trail construction. Phase 1 PS&E I39 to Buckeye Road completion on hold until shared ROW at interstate underpass are resolved with WSOR. Phase 2 Buckeye Rd. to Vilas Rd. pending additional land acquisition by County. Village of Cottage Grove constructing Vilas Rd.to CTH N State Trailhead path summer 2021. | |
| | 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 TOTAL | | | | | | | | | | | | | | | | | | | | Madison, Fitchburg, County partnership to complete stormwater study to address washouts at roundabout in 2021. Additional improvements to the trail may be made in 2022 or later pending the results of the study. | |
| | 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 TOTAL | | | | | | | | | | | | | | | | | | | | Currently funding right of way or easement acquisition. Construction not programmed at this time. | |
| | LOWER YAHARA RIVER TRAIL Phase 2 Fish Camp County Park thru Lake Kegonsa State Park to Williams Drive Construct section of multi-use trail planned to extend to Stoughton | PE ROW CONST TOTAL | | | Continuing | | | Continuing | | | | | | | | | | | | | | PSE estimated completion February 2022. Locally bid 2022 with construction 2023. | |
| | 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 TOTAL | | | | | | | | | | | | | | | | | | | | Not programmed at this time. | |
| | LOWER YAHARA RIVER TRAIL Waucheeta Connector Trail to Waucheeta Tr. Existing LYRT William G. Lunney Lake Farm Park | PE ROW CONST TOTAL | | | Continuing | | | | | | | | | | | | | | | | | Dane County PSE boardwalk/at grade path Waucheeta Tr. /LYRT at William G. Lunney Lake Farm Park. Bidding in 2022, construction in 2023. Seeking DNR Stewardship grant. | |

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning and Outer Areas**

| 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 | | | | | | | | | |
| PEDESTRIAN/BICYCLE PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DANE COUNTY | 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 TOTAL | | | | Continuing | | | | Continuing | | | | Continuing | | | | | | | | Currently funding right of way or easement acquisition. Construction not programmed at this time. | | | | | | | | | |
| | NORTH MENDOTA TRAIL North Shore Bay Dr. to CTH M ped/bike underpass south of Oncken Road Construct new path. | PE ROW CONST TOTAL | | | | Continuing | | | | | | | | | | | | | | | PSE completed summer 2021, construction fall 2021 with completion May 2022. | | | | | | | | | | |
| | * | NORTH MENDOTA TRAIL (CTH M CORRIDOR STH 113 to Woodland Drive Construct New Path. | PE ROW CONST TOTAL | | | | | | | | | | | | | | | | | | | Will be constructed with CTH M project in '23-'24. | | | | | | | | | |
| CITY OF FITCHBURG | LACY ROAD SHARED-USE PATH Fitchrona Road to Badger State Trail Construct multi-use path on north side of Lacy Road. | PE ROW CONST TOTAL | | | | | | | | | | | | | | | | | | | Project to be done as part of the Lacy Road reconstruction project currently scheduled for 2022. | | | | | | | | | | |
| | SIDEWALK AND PATH MAINTENANCE AND IMPROVEMENTS | PE ROW CONST TOTAL | | | | 101 | | | 101 | | | | 104 | | 104 | | | | 106 | | 106 | | 109 | | 109 | | | 111 | | 111 | CIP# 3486 |
| | | | | | | 101 | | | 101 | | | | 104 | | 104 | | | | 106 | | 106 | | 109 | | 109 | | | 111 | | 111 | |
| | | | | | | F | | | | | | | F | | | | | | F | | | | F | | | | F | | | | |
| | 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Project to be done as part of the Seminole Highway /Lacy reconstruction project. Const. anticipated in 2026. CIP Project # 3495 | |
| | 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 2030. | |
| * | CTH MM McCoy Road Intersection Move Capital City Trail crossing from current mid-block location to intersection. | PE ROW CONST | 774 | | | 554 | | | 1328 | | | | | | | | | | | | | | | | | | | | | Constructed with CTH MM - McCoy Road Intersection project, scheduled for construction in 2022. Joint project with WisDOT and Dane County. | |
| | | TOTAL | 774 HSIP | | | 554 DC/F | | | 1328 | | | | | | | | | | | | | | | | | | | | | | |
| CITY OF MADISON | AUTUMN RIDGE PATH & OVERPASS Portland Parkway to Ziegler Road Construct new ped/bike trail and overpass of STH 30. (0.76 mi.) | PE ROW CONST TOTAL | | | | | | | | | | | | 2,520 | | 1,680 | | 4,200 | | | | | | | | | | | '5992-11-10 Includes new bridge over STH 30. | | |
| * 111-22-002 | | | | | | | | | | | | | | 2,520 URB | | 1,680 M | | 4,200 | | | | | | | | | | | | Seeking federal funding earmark. | |

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NOTE: Funds Key page 9.

**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning and Outer Areas**

| 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 | |
| PEDESTRIAN/BICYCLE PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| CITY OF MADISON | BIKEWAYS & MISC. IMPROVEMENTS General fund for resurfacing and other ped/bike improvements. | PE | | | | | | | | | | | | | | | | | | | | | Managed by City Engineering Division. |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | 950 | 950 | | | 950 | 950 | | | 950 | 950 | | | 950 | 950 | | | 950 | 950 | |
| | | TOTAL | | | 950 | 950 | | | 950 | 950 | | | 950 | 950 | | | 950 | 950 | | | 950 | 950 | |
| | | | | | M | | | | M | | | | M | | | | M | | | M | | | |
| | CANNONBALL BIKE TRAIL Railroad to Bowman Field Construct new ped/bike trail (0.28 mi.) | PE | | | | | | | | | | | | | | | | | | | | TID #42 will provide funding. | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | 2,047 | 2,047 | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | 2,047 | 2,047 | | | | | | | | | | | | | | | | | |
| | | | | | M | | | | | | | | | | | | | | | | | | |
| | HERMINA ST - STARKWEATHER BRIDGE New Hermina St. ped/bike bridge | PE | | | | | | | | | | | | | | | 50 | 50 | | | | Construction anticipated in 2027, \$360 projected construction cost | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | 50 | 50 | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | M | | | M | | | |
| | 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 under I39. | |
| | | 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 under I39. | |
| | | UTL | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | CAPITAL CITY TRAIL (Buckeye Extension) Segment 5. Wagon Trail to I-39/90 Construct new multi-use path with rail crossing (0.21 mi.) | PE | | | | | | | | | | | | | | | | | | | | Includes RR crossing at Wagon Trail. Not programmed. Rail crossing agreement needed. | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| (111-15-001) | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | PED/BIKE INFRASTRUCTURE ENHANCEMENTS General fund managed by the City Traffic Engineering Division for ped/bike improvements. | PE | | | | | | | | | | | | | | | | | | | | Managed by the Traffic Engineering Division. | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | 500 | 500 | | | 500 | 500 | | | 500 | 500 | | | 500 | 500 | | | 500 | | 500 |
| | | TOTAL | | | 500 | 500 | | | 500 | 500 | | | 500 | 500 | | | 500 | 500 | | | 500 | 500 | |
| | | | | | M | | | | M | | | | M | | | | M | | | M | | | |
| | OLD MIDDLETON UNDERPASS Replace Knoche's Underpass Construct new ped/bike underpass. | PE | | | | | | | | | | | | | | | | | | | | | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | 3,500 | 3,500 | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | 3,500 | 3,500 | | | | | | | | | | | | | | | | | |
| | | | | | M | | | | | | | | | | | | | | | | | | |
| | 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 | 350 | | 87 | 437 | 361 | | 90 | 450 | 371 | | 92 | 464 | 382 | | 95 | 478 | 394 | | 98 | 492 | 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. |
| | | TOTAL | 350 | | 87 | 437 | 361 | | 90 | 450 | 371 | | 92 | 464 | 382 | | 95 | 478 | 394 | | 98 | 492 | |
| | | | URB | | M | | URB | | M | | URB | | M | | URB | | M | | URB | | M | | |
| * 111-20-002 111-22-003 | | | | | | | | | | | | | | | | | | | | | | | |

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning and Outer Areas**

| 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 | |
| PEDESTRIAN/BICYCLE PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| CITY OF MADISON * | 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 ROW CONST TOTAL | | | | | | | | | | | | | | | | | | | | | To be done with street project. Street reconstruction project scheduled for 2022-'23. |
| | (See City of Middleton listing for Pleasant View Rd. Corridor Path) | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | SAFE ROUTES GRANT PROGRAM City-wide program General fund for sidewalk improvements | PE ROW CONST TOTAL | | | | | | | | | | | | | | | | | | | | | Managed by the Traffic Engineering Division. |
| | 100 100 | | | | 100 100 | | | | 100 100 | | | | 104 104 | | | | 109 109 | | | | | | |
| | 100 M 100 | | | | 100 M 100 | | | | 100 M 100 | | | | 104 M 104 | | | | 109 M 109 | | | | | | |
| | SAFE ROUTES TO SCHOOL PROGRAM City-wide program General fund managed by City Traffic Engineering to improve school routes. | PE ROW CONST TOTAL | | | | | | | | | | | | | | | | | | | | | Managed by the Traffic Engineering Division. |
| | 200 200 | | | | 200 200 | | | | 200 200 | | | | 200 200 | | | | 200 200 | | | | | | |
| | 200 M 200 | | | | 200 M 200 | | | | 200 M 200 | | | | 200 M 200 | | | | 200 M 200 | | | | | | |
| | SIDEWALK PROGRAM City-wide program General fund for repair of existing sidewalk and new sidewalk | PE ROW CONST TOTAL | | | | | | | | | | | | | | | | | | | | | Managed by the City Engineering Division. |
| | 3,355 3,355 | | | | 3,515 3,515 | | | | 3,586 3,586 | | | | 3,729 3,729 | | | | 3,916 3,916 | | | | | | |
| | 3,355 M 3,355 | | | | 3,515 M 3,515 | | | | 3,586 M 3,586 | | | | 3,729 M 3,729 | | | | 3,916 M 3,916 | | | | | | |
| | TROY DRIVE RR BRIDGE New RR bridge over Troy Dr | PE ROW CONST TOTAL | | | | | | | | | | | | | | | | | | | | | Seeking WisDOT freight grant Construction may be deferred to 2024 |
| | 230 230 | | | | 3,900 3,900 | | | | | | | | | | | | | | | | | | |
| | 230 M 230 | | | | 3,900 M 3,900 | | | | | | | | | | | | | | | | | | |
| | OLD SAUK TRAIL OVERPASS New ped/bike overpass over Beltline | PE ROW CONST TOTAL | | | | | | | | | | | | | | | | | | | | | Construction not programmed. Timing uncertain. |
| | | | | | 500 500 | | | | | | | | | | | | | | | | | | |
| | | | | | 500 M 500 | | | | | | | | | | | | | | | | | | |
| | WEST TOWNE PATH PHASE 2 Gammon Road to High Point Construct new multi-use path. (0.76 mi.) | PE ROW CONST TOTAL | | | | | | | | | | | | | | | | | | | | | Not programmed. Timing uncertain. |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| * 111-21-001 | WEST TOWNE PATH PHASE 3 New separated path along Plaza Dr. and Watts Rd. from Commerce Dr. to Junction Rd/ Ice Age Junction Path (Approx. 1,400' in length) | PE ROW CONST TOTAL | | | | | | | | | | | | | | | | | | | | | 5992-00-61, -62 Funding to be obligated in '23. Construction in 2023. |
| | | | | | 407 163 570 | | | | | | | | | | | | | | | | | | |
| | | | | | 407 TA 163 M 570 | | | | | | | | | | | | | | | | | | |
| * 111-21-002 | WEST MAIN STREET Bike Blvd. - Proudfit to Fairchild RRFB at Proudfit/Main, priority pedestrian and bicycle improvements to West Main St., including curb extensions and traffic calming treatments | PE ROW CONST TOTAL | | | | | | | | | | | | | | | | | | | | | 5992-11-65, -66 Statewide TA funding |
| | 50 50 | | | | 180 120 300 | | | | | | | | | | | | | | | | | | |
| | 50 M 50 | | | | 180 TA 120 M 300 | | | | | | | | | | | | | | | | | | |

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NOTE: Funds Key page 9.

**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning and Outer Areas**

| 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 | |
| PEDESTRIAN/BICYCLE PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| CITY OF MADISON | TANCHO DRIVE PATH Separated path from Tancho Drive to USH 151 (2,500 feet in length) | PE ROW CONST TOTAL | | | | | | | | | | | | | | | | | | | | | May seek federal TA funding in future. Not programmed. |
| | EAST WASHINGTON AVE BIKE MITIGATION Blair St to Hwy 30 Mitigation for loss of bike/bus lane on East Washington Ave resulting from BRT East-West corridor | PE ROW CONST TOTAL | | | | 1,000 | 1,000 | | | 1,000 | 1,000 | | | | | | | | | | | | Specific mitigation projects not identified |
| | | | | | | 1,000 | 1,000 | | | 1,000 | 1,000 | | | | | | | | | | | | |
| | | | | | | M | | | | M | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | | | | | | | | May seek federal TA funding in future. 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 | | | | | 1,367 | 1,367 | | | | | | | | | | | | | | | May seek Dane County PARC & Ride program funding. |
| | | | | | | | 1,367 | 1,367 | | | | | | | | | | | | | | | |
| | | | | | | | MI | | | | | | | | | | | | | | | | |
| | NORTH MIDDLETON TRAIL Grabber Road to Gov. Nelson State Park Construct multi-use paved path connecting USH 12 trail, Grabber Pond, Pheasant Branch Conservancy, and the Community of Bishop's Bay with Governor Nelson State Park | PE ROW CONST TOTAL | | | | | | | | | | | | | | | | | | | | | Not currently programmed. |
| * | 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 2022-2023. |
| | UNIVERSITY AVENUE (USH 14) PED/BIKE OVERPASS AND CONNECTING PATHS Construct new ped/bike overpass with connecting paths to Pheasant Branch (S Fork) Trail and to downtown via rail corridor path. | PE ROW CONST TOTAL | | | | | | | | | | | | | | | | | | | | | May seek federal TA funding. in future. Not programmed. |
| CITY OF STOUGHTON | JEFFERSON STREET BRIDGE Pedestrian bridge deck replacement | PE ROW CONST TOTAL | | | | | 498 | 498 | | | | | | | | | | | | | | | |
| | | | | | | | 498 | 498 | | | | | | | | | | | | | | | |
| | | | | | | | ST | | | | | | | | | | | | | | | | |
| | RDA PEDESTRIAN BRIDGE South of 6th Street Construct bridge over Yahara River that connects the RDA property. | PE ROW CONST TOTAL | | 138 | 260 | 68 | 466 | | | | | | | | | | | | | | | | NPS Land & Water Conservation Fund grant and WEDC Idle Sites grant |
| | | | | 138 | 260 | 68 | 466 | | | | | | | | | | | | | | | | |
| | | | | NPS | WEDC | ST | | | | | | | | | | | | | | | | | |

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NOTE: Funds Key page 9.

**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning and Outer Areas**

| 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 | |
| PEDESTRIAN/BICYCLE PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| CITY OF STOUGHTON | YAHARA RIVER TRAIL Setterler's Point Segment Construct trail along Yahara River, starting at intersection of CTH N/CTH B. | PE | | | | | | | | 125 | 125 | | | | | | | | | | | | |
| | | ROW | | | | | | | | | | | | | | 1,300 | 1,300 | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | 125 | 125 | | | | | 1,300 | 1,300 | | | | | | |
| | | | | | | | | | | ST | | | | | | DC/ST | | | | | | | |
| | YAHARA RIVER TRAIL 4th St to 8th St Construct new whitewater trails, plazas, and amenities | PE | | | | | | | | | | | | | | | | | | | | | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | 307 | 418 | 725 | | | | | | | | | | | | | | | | |
| | | TOTAL | | | 307 | 418 | 725 | | | | | | | | | | | | | | | | |
| | | | | | WDNR | ST | | | | | | | | | | | | | | | | | |
| | YAHARA RIVER TRAIL 4th St to Water St Construct new whitewater trails, underpass, plazas, amenities, and trail connecting to Water St | PE | | | | | | | | | | | | | | | | | | | | | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | 887 | | 887 | 1,774 | | | | | | | | | | |
| | | TOTAL | | | | | | | | 887 | | 887 | 1,774 | | | | | | | | | | |
| | | | | | | | | | | NPS | | ST | | | | | | | | | | | |
| | YAHARA RIVER TRAIL Viking Park to Business Park segment Construct new trail. | PE | | | | | | | | | | | | | | | | | | | | | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | VIRGIN LAKE TRAIL EXTENSION Roby Rd to USH 51 West Development Construct new trail. | PE | | | | 56 | 56 | | | | | | | | | | | | | | | | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | 175 | 175 | | | | | | | | | | |
| | | TOTAL | | | | 56 | 56 | | | | | 175 | 175 | | | | | | | | | | |
| | | | | | ST | | | | | | | ST | | | | | | | | | | | |
| | VIRGIN LAKE TRAIL RECONSTRUCTION Jackson St to Roby Rd | PE | | | | | | | | | | | | | | | | | | | | | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | 465 | 465 | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | 465 | 465 | | | | | | | | | | | | | | | | |
| | | | | | ST | | | | | | | | | | | | | | | | | | |
| CITY OF SUN PRAIRIE * | COMMERCIAL AVENUE BIKE PATH S. Bird Street to Kroncke Drive Resurface, widen path to 10 feet on the north side of Commercial Avenue | PE | | | | | | | | | | | | | | | | | | | | | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | 201 | | 51 | 252 | | | | | | | | | | | | | | | | | |
| | | TOTAL | 201 | | 51 | 252 | | | | | | | | | | | | | | | | | |
| | | | TA | | SP | | | | | | | | | | | | | | | | | | |
| 111-21-003 | GROVE STREET BIKE PATH Robin Drive to S. Musket Ridge Resurface, widen existing path to 10 feet. | PE | | | | | | | | | | | | | | | | | | | | | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | 191 | 191 | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | 191 | 191 | | | | | | | | | | |
| | | | | | | | | | | | | SP | | | | | | | | | | | |
| | SHEEHAN PARK SCENIC POINT TRAIL LINK Sheehan Park to Heritage Court Construct trail extension | PE | | | | | | | | | | | | | | | | | | | | | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | 300 | 300 | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | 300 | 300 | | | | | | |
| | | | | | | | | | | | | | | | | SP | | | | | | | |

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NOTE: Funds Key page 9.

ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning and Outer Areas

[illegible]

NOTE: Funds Key page 9.

ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning and Outer Areas

[illegible]

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning and Outer Areas**

| 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 | |
| PEDESTRIAN/BICYCLE PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| OUTER AREA | | | | | | | | | | | | | | | | | | | | | | | |
| DANE COUNTY | GREAT SAUK TRAIL Multi-use Trail Bridge Feasibility Study over Wisconsin River | PE ROW CONST | 2,000 2,000 | | | | | | | | | | | | | | | | | | | | Joint Sauk/Dane County project. Preliminary planning, design, and cost estimate completed 12/2019. Multi-use trail bridge will connect Walking Iron Trail to Great Sauk Trail. Construction contingent on funding availability. Mid river boring completed February 2021.PSE bridge span in 2022. |
| | | | TOTAL 2,000 2,000 | | | | | | | | | | | | | | | | | | | | |
| | | | DC | | | | | | | | | | | | | | | | | | | | |
| DANE COUNTY | WALKING IRON TRAIL Sauk City to Mazomanie | PE ROW CONST | Continuing | | | | Continuing | | | | Continuing | | | | Continuing | | | | Continuing | | | | Investigate rail trail conversion from Wisconsin River to Racek Rd.; shared corridor from Racek Rd. to Wolf Run Trail. |
| | | | TOTAL | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | | | | | | | | May seek Dane County PARC & Ride program funding. Const. cost est: \$425 |
| | | | TOTAL | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |

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NOTE: Funds Key page 9.

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022-2026 (\$000s) Madison Metropolitan Planning Area**

| 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 | |
| TRANSIT CAPITAL | | | | | | | | | | | | | | | | | | | | | | | |
| CITY OF MADISON | CITY TRANSPORTATION CAPITAL PROJECTS | | | | | | | | | | | | | | | | | | | | | | |
| | Inter-City Passenger Rail Station & Planning | Cap | | | 120 | 120 | | | | | | | | | | | | | | | | | |
| | BUS RAPID TRANSIT (BRT) PROJECT-EAST/WEST (E/W) CORRIDOR | | | | | | | | | | | | | | | | | | | | | | |
| | Environmental study (NEPA) and Design | PE | | | 4,100 | 4,100 | | | | | | | | | | | | | | | | | |
| | Roadway improvements for E/W BRT, including TSP | Cap | 2,888 | | 39,252 | 42,140 | | | | | | | | | | | | | | | | | |
| | Construction of E/W BRT stations, including monitors & fare collection | Cap | | | 35,989 | 35,989 | | | | | | | | | | | | | | | | | |
| | 60' articulated electric buses (5307) | Cap | 13,211 | 3,303 | 16,514 | 7,732 | 1,933 | 9,665 | 2,132 | 533 | 2,665 | | | | | | | | | | | | |
| | 60' articulated electric buses (CARES/CRRSA 5307) | Cap | 7,000 | | 7,000 | | | | | | | | | | | | | | | | | | |
| | 60' articulated electric buses (5337) | Cap | 2,615 | 654 | 3,269 | 881 | 220 | 1,101 | 881 | 220 | 1,101 | | | | | | | | | | | | |
| | 60' articulated electric buses (5339) | Cap | 5,357 | 1,339 | 6,696 | 1,460 | 365 | 1,825 | 1,474 | 369 | 1,843 | | | | | | | | | | | | |
| | 60' articulated buses (5339B) | Cap | 1,525 | 785 | 2,310 | | | | | | | | | | | | | | | | | | |
| | Maintenance Equip for 60' articulated buses (5339B) | Cap | 264 | | 136 | 400 | | | | | | | | | | | | | | | | | |
| | BRT bus maintenance facility | PE/Cap | | | 21,115 | 21,115 | | | | | | | | | | | | | | | | | |
| | North-South BRT Planning and Design | PL/PE | | | | | | | 4,000 | 4,000 | | | | | | | | | | | | | |
| | North-South BRT Construction | Cap | | | | | | | | | | | | | | | | | | | | | |
| | TOTAL | | 32,860 | 106,793 | 139,653 | 10,073 | 6,518 | 16,591 | 4,487 | 1,122 | 5,609 | | | | | | | | | | | | |
| | | | 5307/ 5337/ 5339 | | M | 5307/ 5337/ 5339 | | M | 5307/ 5337/ 5339 | | M | | | 5307/ 5337/ 5339 | | M | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | Update following city budget action. | |
| * | METRO TRANSIT CAPITAL PROJECTS | | | | | | | | | | | | | | | | | | | | | | |
| | 40-ft. Low-Floor Buses electric (up to 15/year) 5307 | New/Repl | | | | | | | | | | | | 7,730 | 1,933 | 9,663 | 7,730 | 1,933 | 9,663 | | | Future s. 5307 UAFB grants | |
| | 40-ft. Low-Floor Buses electric (up to 15/year) 5337 | New/Repl | | | | | | | | | | | | 900 | 225 | 1,125 | 900 | 225 | 1,125 | | | Future s. 5337 UAFB grants | |
| | 40-ft. Low-Floor Buses electric (up to 15/year) 5339 | New/Repl | | | | | | | | | | | | 1,930 | 482 | 2,412 | 1,930 | 482 | 2,412 | | | Future s. 5339 UAFB grants | |
| | 40-ft. Low-Floor Buses diesel (up to 15/year) VW Settlement | RE/PE/Cap | 7,523 | 6,000 | 13,523 | | | | | | | | | | | | | | | | | State funding in '22 from VW settlement | |
| | Remodel, renovate existing bus maintenance facility | PE/Const/Cap | | | | | 10,000 | 10,000 | | 40 | 40 | | | | 40 | 40 | | 40 | 40 | | | GF- GO borrowing, 2023 and 2024 moved | |
| | Misc. Equipment | New/Repl | | | | | | | | | | | | | 385 | 385 | | 40 | 40 | | | GF- GO borrowing | |
| | Support Vehicles | New/Repl | | | 124 | 124 | | 56 | 56 | | 129 | 129 | | | 61 | 61 | | 138 | 138 | | | GF- GO borrowing | |
| | Facility/Infrastructure Enhancements | New/Repl | | | 2,000 | 2,000 | | 2,000 | 2,000 | | 2,000 | 2,000 | | | 1,000 | 1,000 | | | | | | GF- GO borrowing | |
| | | TOTAL | | 7,523 | 8,124 | 15,647 | | 12,056 | 12,056 | 2,169 | 2,169 | 10,560 | 4,126 | 14,686 | 10,560 | 2,858 | 13,418 | | | | | | |
| | | | | | M | | | M | | M | 5307/ 5337/ 5339 | | M | | | | 5307/ 5337/ 5339 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | Update following city budget action. | |
| * | METRO TRANSIT CAPITAL MAINTENANCE PROJECTS | | | | | | | | | | | | | | | | | | | | | | |
| | Capital Leasing - office space | Cap/Oper | | | 324 | 324 | | 333 | 333 | 274 | 68 | 342 | | 281 | 70 | 351 | | 289 | 72 | 361 | | Future s. 5307 UAFB grant application. | |
| | Preventive Maintenance | Cap/Oper | 6,000 | | 6,000 | | 6,000 | | 6,000 | 5,726 | 1,432 | 7,158 | | 5,719 | 1,430 | 7,149 | | 5,711 | 1,428 | 7,139 | | Carryover & Future s. 5307 UAFB grants | |
| | TOTAL | | 6,000 | 324 | 6,324 | 6,000 | 333 | 6,333 | 6,000 | 1,500 | 7,500 | 6,000 | 1,500 | 7,500 | 6,000 | 1,500 | 7,500 | 6,000 | 1,500 | 7,500 | | Update following city budget action. | |
| | | | 5307 | | M | 5307 | | M | 5307 | | M | | 5307 | | M | | 5307 | | M | | | | |
| * | 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 | 82 | | 21 | 103 | | | | | | | | | | | | | | | | | |
| | TOTAL | | 82 | 21 | 103 | | | | | | | | | | | | | | | | | | |
| | | | 5310 | | M | | | | | | | | | | | | | | | | | | |

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022-2026 (\$000s) Madison Metropolitan Planning Area**

| 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 | |
| TRANSIT CAPITAL | | | | | | | | | | | | | | | | | | | | | | | |
| CITY OF SUN PRAIRIE | BUS STOP INFRASTRUCTURE Various infrastructure in support of the beginning of local transit service | PE ROW CONST | | | | | | | | | | | | | 150 150 | | | | | | | | |
| | | TOTAL | | | | | | | | | 150 SP 150 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 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. Also includes mobility training programs. | Cap | 120 | | 30 | 150 | | | | | | | | | | | | | | | | | |
| | | TOTAL | 120 | | 30 | 150 | | | | | | | | | | | | | | | | | |
| | | 5310 | | DC | | | | | | | | | | | | | | | | | | | |
| DANE COUNTY ACCESSIBLE TAXI SERVICE (DCATS) * | ACCESSIBLE VEHICLE PURCHASES Purchase 3 accessible vehicles for use by non-profit accessible taxi company | Cap | 95 | | 24 | 119 | | | | | | | | | | | | | | | | | |
| | | TOTAL | 95 | | 24 | 119 | | | | | | | | | | | | | | | | | |
| | | 5310 | | DCATS | | | | | | | | | | | | | | | | | | | |
| 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 '22. |
| | | TOTAL | 332 | | | 332 | 332 | | | 332 | 332 | | | 332 | 332 | | | 332 | 332 | | | 332 | |
| | | 5311 | | | 5311 | 5311 | | | 5311 | 5311 | | | 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 '22. |
| | | TOTAL | 296 | | | 296 | 296 | | | 296 | 296 | | | 296 | 296 | | | 296 | 296 | | | 296 | |
| | | 5311 | | | 5311 | 5311 | | | 5311 | 5311 | | | 5311 | 5311 | | | 5311 | 5311 | | | 5311 | | |
| 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 '22. |
| | | TOTAL | 416 | | | 416 | 416 | | | 416 | 416 | | | 416 | 416 | | | 416 | 416 | | | 416 | |
| | | 5311 | | | 5311 | 5311 | | | 5311 | 5311 | | | 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 '22. |
| | | TOTAL | 433 | | | 433 | 433 | | | 433 | 433 | | | 433 | 433 | | | 433 | 433 | | | 433 | |
| | | 5311 | | | 5311 | 5311 | | | 5311 | 5311 | | | 5311 | 5311 | | | 5311 | 5311 | | | 5311 | | |

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning Area**

| Primary Jurisdiction/ Project Sponsor | Project Description | Cost Type | Jan.-Dec. 2022 | | | | Jan.-Dec. 2023 | | | | Jan.-Dec. 2024 | | | | Jan.-Dec. 2025 | | | | Jan.-Dec. 2026 ¹ | | | | Comments |
|---|--|--------------|-----------------|------------------------------|------------------|--------|-------------------------------|------------------|-------------|-------------------------------|------------------|--------------|-------------------------------|------------------|----------------|-------------------------------|------------------|--------|---|--------------|-------------|-------|---|
| | | | Fed | State | Local | Total | Fed | State | Local | Total | Fed | State | Local | Total | Fed | State | Local | Total | Fed | State | Local | Total | |
| TRANSIT OPERATING | | | | | | | | | | | | | | | | | | | | | | | |
| CITY OF MADISON | METRO TRANSIT Operating assistance covers 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 2022 contribution is expected to be \$4,826,363. Contributions are also made by Cities of Middleton, Fitchburg, Verona, & Sun Prairie, Town of Madison, Village of Shorewood Hills, UW -Madison, MATC, and the Madison Metropolitan School District for an expected 2022 total of \$6,300,000. 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 | 8,770 CRRSAA | 8,603 85.20 M & OTHERS | 35,862 OTHERS | 53,235 | 17,721 85.20 M & OTHERS | 36,577 OTHERS | 54,297 | 18,075 85.20 M & OTHERS | 37,309 OTHERS | 55,384 | 18,437 85.20 M & OTHERS | 38,055 OTHERS | 56,492 | 18,806 85.20 M & OTHERS | 38,816 OTHERS | 57,622 | State funding cut by 50% in 2022, using federal Coronavirus relief funds to close gap. Assumes increase of 2% per year from full state funding amount from 2023-'26. 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 \$19,000 in 2022) and local financial assistance. | TOTAL | | 158 85.20 | 133 MO | 291 | | 161 85.20 | 136 MO | 297 | | 164 85.20 | 138 MO | 303 | | 168 85.20 | 141 MO | 309 | | 171 85.20 | 144 MO | 315 | Assumes 2% per year increase in operating expenses and passenger revenues. COVID-19 associated ridership decline and associated operating costs offset by federal CARES Act funding, which does not need to be included in TIP, not reflected. |
| 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 \$170,000 in 2022) and local financial assistance. | TOTAL | | 206 85.20 | 170 ST | 281 | | 210 85.20 | 173 ST | 384 | | 214 85.20 | 177 ST | 391 | | 219 85.20 | 180 ST | 399 | | 223 85.20 | 184 ST | 407 | Assumes 2% per year increase in operating expenses and passenger revenues. COVID-19 associated ridership decline and associated operating costs offset by federal CARES Act funding, which does not need to be included in TIP, not reflected. |
| CITY OF SUN PRAIRIE | SUN PRAIRIE TRANSIT Shared-ride taxi and commuter bus service. Operating assistance covers vehicle operating and maintenance costs, driver wages/benefits, and administration. Funding supplements passenger & misc. revenue (projected to be \$260,000 in 2022) and local financial assistance. | TOTAL | | 520 85.20 | 299 SP | 819 | | 530 85.20 | 305 SP | 835 | | 541 85.20 | 311 SP | 852 | | 552 85.20 | 317 SP | 869 | | 563 85.20 | 324 SP | 887 | Assumes 2% per year increase in operating expenses and passenger revenues. COVID-19 associated ridership decline and associated operating costs offset by federal CARES Act funding, which does not need to be included in TIP, not reflected. Taxi service may be replaced by local bus service operated by Metro in 2024. |
| 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. |
| | 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. Includes both RSG and RSVP programs. | TOTAL | | 656 85.21 | 201 DC/M | 857 | | 682 85.21 | 205 DC/M | 888 | | 710 85.21 | 209 DC/M | 919 | | 738 85.21 | 213 DC/M | 951 | | 768 85.21 | 218 DC/M | 985 | Update following County budget action. Assumes 4% increase in state funding from 2023-2026. |

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning Area**

| Primary Jurisdiction/ Project Sponsor | Project Description | Cost Type | Jan.-Dec. 2022 | | | | Jan.-Dec. 2023 | | | | Jan.-Dec. 2024 | | | | Jan.-Dec. 2025 | | | | Jan.-Dec. 2026 ¹ | | | | Comments |
|--|--|-----------|----------------------|-------|-------|-------|----------------|-------|-------|-------|----------------|-------|-------|-------|----------------|-------|-------|-------|-----------------------------|-------|-------|-------|---|
| | | | Fed | State | Local | Total | Fed | State | Local | Total | Fed | State | Local | Total | Fed | State | Local | Total | Fed | State | Local | Total | |
| TRANSIT OPERATING | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | | | | | | | | DWD Commute to Careers program grant in 2020. May seek cont. funding in future. |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | | | | | | | | DWD Commute to Careers program grant in 2020. May seek cont. funding in future. Will also seek WETAP funding. |
| | | TOTAL | 36 36 36 36 DC | | | | | | | | | | | | | | | | | | | | |
| FORWARD SERVICE CORP. | FORWARD SERVICE CORPORATION Transit coordination provision of vanpools for low-income workers to employment sites. | Oper | | | | | | | | | | | | | | | | | | | | | May seek cont. WETAP funding. State funding not yet programmed. |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning Area**

| 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 | |
| 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 | | | | Continuing | | | | | | | | | | | | | | | | 5304-02-04 Federal Design \$ obligated in 2019. |
| * 111-19-021 | | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | | | | Continuing | | | | Continuing | | | | 5304-02-02 Continuation through 2026. |
| * 111-16-008 | | | | | | | | | | | | | | | | | | | | | | | |
| X* 111-18-010 | W. BELTLINE (USH 12/14/18/151) Madison to Cambridge Whitney Way to I-39/90 Roadway resurfacing, drainage system upgrades, reconstruction of the median barrier wall, new ITS infrastructure improvements, and software for proposed Dynamic Part Time Shoulder Use (DPTSU). (10.4 miles) | PE ROW CONST TOTAL | Continuing | | | | | | | | | | | | | | | | | | | | 1206-06-08, -78, -79, 88, 89, -98, -99 Design \$ obligated in 2018. Roadway resurfacing between Seminole Hwy. and I-39/90. ITS facilities improvements between Whitney Way and I-39/90. Construction funding obligated in 2020. Construction in 2021, possibly continuing into 2022. |
| * 111-19-013 | W. BELTLINE (USH 12/14/18/151) Madison to Cambridge Verona Road Interchange Thin polymer deck overlays | PE ROW CONST TOTAL | Continuing | | | | | | | | | | | | | | | | | | | | 1206-07-32,-62 Fed. Design \$ obligated in 2019. Const. funding to be obligated in '21. Const. in 2022. |
| * 111-19-014 | INTERSTATE 39/90/94 Stoughton to Portage USH 51 Bridges B-13-0098 & B-13-0099 Polymer Bridge Deck Overlays | PE ROW CONST TOTAL | Continuing | | | | | | | | | | | | | | | | | | | | 1010-01-32, -62 Fed. Design \$ obligated in 2019. Const. funding to be obligated in '21. Const. in 2022. |
| * 111-19-015 | INTERSTATE 39/90/94 Madison to Portage STH 19 Interchange Bridges B-13-0091, B-13-0092, B-13-0094, B-13-0094, B-13-0297 Polymer Bridge Deck Overlays | PE ROW CONST TOTAL | Continuing | | | | | | | | | | | | | | | | | | | | 1011-02-35, -65 Fed. Design \$ obligated in 2019. Const. funding to be obligated in '21. Const. in 2022. |
| * 111-21-016 | INTERSTATE 39/90/94 Madison to Portage USH 12/18 to Interstate 90/94 Planning & Environment Linkages (PEL) Study (35 miles) | PE ROW CONST TOTAL | Continuing | | | | Continuing | | | | Continuing | | | | Continuing | | | | Continuing | | | | 1012-05-00 19 miles of total 35 miles are in Dane County. |
| * 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. |

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NOTE: Funds Key page 9;

ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning Area

| 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 | |
| STREET/ROADWAY PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| * 111-11-028 | INTERSTATE 39/90 S. Beltline (USH 12/18) to Illinois State Line Program Control & Corridor Tasks Monitor progress of the corridor through reporting, information, and technical support (design and construction) | PE ROW | Continuing | | | | | | | | | | | | | | | | | | 1001-10-01, -11 design & const. program control federal item/ activities. 1001-10-01, -12 design & const. corridor tasks non-federal items/activities. Design and construction to be phased through C/Y 2022. Mostly in outer Dane & Rock County. Financial constraint being handled at state level. | | |
| | | CONST | Continuing | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| X* 111-11-029 | INTERSTATE 39/90 S. Beltline (USH 12/18) to Rock County Line Reconstruction and expansion from 4 to 6 lanes with associated reconstruction of bridges and interchanges, including the S. Beltline interchange. Includes Rest Areas. | PE ROW UTIL CONST TOTAL | Continuing | | | | | | | | | | | | | | | | | | 1007-10-01, -21, -23, -25, -41, -42, -43, -45, -46, -47, -48, -49, -70, -71, -72, -73, -75, -76, -78, -79, -81, -84, -86, -87, -88, -89, -94, -95, -96-97, -98, -99; 1007-12-74, -75, -78, -79, -80; 1007-11-01, -24, -25, -40, -41, -43, -70 thru -77, -79, -80 thru -82, -88, -89, -91 thru 99; 1008-10-70. Const. scheduled out thru 2022. Mostly in outer Dane & Rock County. Fin. constraint being handled at state level. | | |
| * 111-19-004 | INTERSTATE 39/90 Madison to Portage CTH V to North County Line Pavement Repair (4.2 miles) | PE ROW CONST TOTAL | Continuing | | | | | | | | | | | | | | | Continuing | | | 1011-01-30, -60 Construction currently scheduled for CY 2027. | | |
| * 111-19-022 | INTERSTATE 39/90 Madison to Portage USH 12/18 to STH 16 Interchange Planning, Safety, and Operations Study | PE ROW CONST TOTAL | Continuing | | | | | | | | | | | | | | | Continuing | | | 1010-11-00 Fed. Design \$ obligated in 2019. Study extends beyond Dane County. | | |
| * 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 | | | | | | | | | | | | 2,875 NHPP | 320 WI | | 3,195 | Continuing | | 1001-00-36, -66 Fed. Design \$ obligated in 2019. Const. in 2026. | | |
| * 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 | | | 1010-01-19, -89 Construction programmed for CY 2027 Current Estimate: \$12,354 \$11,119 Fed / \$1,235 State | | |
| * 111-21-019 | INTERSTATE 39/90 Illinois State Line to CTH AB Pavement Markings Corridor Wide | PE ROW CONST TOTAL | Continuing | | | | | | | 888 NHPP | 222 WI | | 1110 | Continuing | | | | | | | 1001-10-82 Authorized, funding to be obligated in 2021. Construction scheduled for 2022. | | |
| * 111-20-007 | INTERSTATE 94 Madison - Lake Mills CTH N to Airport Road Resurfacing - Mill & overlay (9.63 miles) EB & WB lanes | PE ROW UTIL CONST Total | Continuing | | | | | | | | | | | | | | | 11,528 NHPP | 1,280 WI | | 12,808 12,808 | Continuing 1066-03-05, -75 Construction programmed for CY '26. Current Estimate: \$12,810 \$11,529 Fed / \$1,281 State | |

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NOTE: Funds Key page 9;

**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning Area**

| 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 | |
| STREET/ROADWAY PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| WisDOT | 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 2026. |
| * 111-20-016 | USH 12/18 Madison to Cambridge New CTH AB Overpass/Interchange with new frontage road connecting CTH AB and Millpond Road Partial HSIP Project (2.1 mi. total) | PE ROW CONST TOTAL | Continuing 9,881 1,097 5,000 15,978 9,881 1,097 5,000 15,978 NHPP/ SAF WI M (ZS30) | | | | 13,637 3,409 17,046 13,637 3,409 17,046 NHPP WI | | | | Continuing | | | | | | | | | | | | 3080-01-05, -25, -26, -75, -76 Cost Share Agreement TBD between Ho Chunk Nation, City of Madison, and Dane County HSIP for 3080-01-75 Const. 90/10 Fed/State 2022 Fed Amounts: \$7,560 HSIP (ZS30); \$2,321 NHPP Construction 2023-2024. |
| | USH 14 STH 138 to STH 92 Resurface roadway with intersection and safety improvements | PE ROW CONST TOTAL | Continuing | | | | | | | | | | | | | | | | | | | | 5155-04-05, -81 Design \$ obligated in 2015. Design 100% state funded. Const. \$ obligated in 2021. Construction in 2022. Tied to project ID# 5155-00-79 in Outer Area. |
| * 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 | | | | Continuing | | | | Continuing | | | | 5155-02-35, -65 Construction scheduled in 2027. Potential construction advancement to 2025. Cost est. \$4,530,000. |
| * 111-21-017 | USH 14 Spring Green to Madison Pleasant View Road Intersection Construct left turn lanes/monotubes for signals and recondition pavement. (0.225 mi.) | PE ROW CONST TOTAL | 1,393 155 1,548 1,393 155 WI 1,548 | | | | Continuing | | | | | | | | | | | | | | | | 5310-02-75 This construction project is tied to local project 5992-11-01 HSIP funded project. |
| * 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 | Continuing | | | | Continuing | | | | 516 57 573 516 57 ZS30 WI 573 | | | | | | | | | | | | 5310-02-08, -78 |
| | USH 18/151 W Junction of W Verona Ave. to CTH PD Resurface EB and WB roadways (6.99 mi.) | PE ROW CONST TOTAL | Continuing | | | | Continuing | | | | Continuing | | | | Continuing | | | | Continuing | | | | 1204-05-05, -75 On possible advanceable list. Construction: \$6.3 million Federal NHPP and \$1.6 million State. PE: State funded. |
| (111-13-006) | USH 18/151 Town Hall Rd to W Junction of W Verona Ave Resurface EB and WB roadways (6.74 mi.) | PE ROW CONST TOTAL | Continuing | | | | Continuing | | | | Continuing | | | | Continuing | | | | Continuing | | | | 1204-05-04, -74 On possible advanceable list. |

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ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning Area

| 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 | |
| STREET/ROADWAY PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| WisDOT * 111-19-017 | USH 18/151 Mount Horeb to Madison Town Hall Road to CTH PD Pavement Repair EB & WB Roadways (13.72 Miles) | PE ROW | | | | | | | | | | | | | | | | | | | | | 1204-08-35, -65 Fed. Design \$ obligated in 2019. Const. funding to be obligated in '22. Const. in 2023. |
| | | UTL | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | 14,484 | 3,621 | | 18,105 | 14,484 | 3,621 | | 18,105 | Continuing | | | | | | | | | | | | |
| | | NHPP | | | | | | | | | | | | | | | | | | | | | |
| * 111-12-015 | USH 51 (STOUGHTON RD.) Terminal Drive to STH 19 Major EIS Study Preliminary design through Final EIS | PE ROW | Continuing | | | | Continuing | | | | Continuing | | | | Continuing | | | | Continuing | | | | 5410-05-00 Ongoing through 2026. |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| * 111-18-011 | USH 51 (STOUGHTON RD.) USH 151 to Pierstorff Street Pavement Replacement (NB Lanes) (0.8 miles) | PE ROW | | | | | | | | | | | | | | | | | | | | | 5410-00-04/74 Design \$ obligated in 2018. Const. \$ to be obligated in 2022. Construction anticipated in 2023. |
| | | CONST | 2,297 | 573 | 37 | 2,907 | Continuing | | | | | | | | | | | | | | | | |
| | | TOTAL | 2,297 | 573 | 37 | 2,907 | | | | | | | | | | | | | | | | | |
| | | NHPP | | | | | | | | | | | | | | | | | | | | | |
| * 111-19-005 | USH 51 Stoughton to Madison CTH B / CTH AB Intersection Install Roundabout at Intersection -HSIP project (0.23 miles) | PE ROW | Continuing | | | | | | | | | | | | | | | | | | | | 5845-01-00, -70 Fed. Design \$ obligated in 2019. NHPP: \$ 982 ZS30: \$1620 Const. \$ to be obligated in '23. Construction in 2024. |
| | | CONST | | | | | 2,602 | 426 | | 3,028 | Continuing | | | | | | | | | | | | |
| | | TOTAL | | | | | 2,602 | 426 | | 3,028 | | | | | | | | | | | | | |
| | | | | | | | ZS30/NHPP | | | | WI | | | | | | | | | | | | |
| * 111-18-009 | USH 51 Stoughton to Madison Roby Road Intersection Improve Intersection Safety w/Roundabout (0.4 miles) | PE ROW | Continuing | | | | | | | | | | | | | | | | | | | | 5845-01-08, -23, -78 Funding encumbered in 2021. Construction in 2021/22. NHPP: \$113 ZS30: \$1,706 |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| * 111-17-004 | USH 51 STH 138 Intersection & Silverado Drive/Hoel Avenue Intersection Reconstruct Intersections with Roundabouts. (0.4 miles) | PE ROW | | | | | | | | | | | | | | | | | | | | | 5845-01-06, -07, -76 Project is advanceable. Funding encumbered in 2021. Construction in 2021-'22. |
| | | CONST | Continuing | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| * 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 | Continuing | | | | Continuing | | | | Continuing | | | | Continuing | | | | Continuing | | | | 5845-16-01, -21, -71 Construction scheduled in 2027. Const. cost est. is \$19,400 to be funded with \$15,500 NHPP and \$3,900 State. |
| | | CONST | | | | | | | | | 615 | | | | 615 | | | | | | | | |
| | | TOTAL | | | | | | | | | 615 | | | | 615 | | | | | | | | |
| | | | | | | | | | | | WI | | | | | | | | | | | | |

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ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning Area

| 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 | | |
| STREET/ROADWAY PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | |
| WisDOT | USH 51 Stoughton to McFarland Segment 2 - CTH N to Van Buren St. (Section 1) and Van Buren St. to Roby Rd. (Section 2) Section 1: Urban 2 - 4 lane reconstruction with improved pedestrian and bicycle accommodations added to the corridor. Bike lanes on USH 51 where possible. New sidewalk will be added and existing sidewalk replaced where the width is deficient. Section 2: Urban 4-lane expansion with a curbed median, curb and gutter along the outside paved shoulders, and sidewalk on both sides of USH 51, possibly 10 ft. on one side (3.65 mi.) | PE ROW CONST TOTAL | Continuing | | | | Continuing 1,803 1,803 | | 1,803 | | | Continuing | | | | Continuing 7,555 1,889 9,444 | | | | Continuing | | | 5845-16-02, -22, -23, -72, -73, -82 Section 1 (ID 72 & 82) construction scheduled for 2028. Est. cost at \$15,900 Fed (NHPP) and \$3,900 State. Section 2 (ID 73) construction in 2025. | |
| * | 111-21-015 | X | | | | | WI | | | | | NHPP | | WI | | | | | | | | | | |
| | 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 ROW UTL CONST TOTAL | Continuing | | | | Continuing 1,549 1,549 WI | | | | | Continuing 1,549 1,549 NHPP | | 1,549 | | Continuing 1,372 1,414 3,767 942 4,709 3,767 3,728 7,495 NHPP | | | | Continuing 23,900 5,900 29,800 29,800 NHPP | | | 5845-16-04, -24, -25, -45, -74, -75, -84 Section 1 (ID 74) construction scheduled for 2026. Section 2 (ID 75) construction scheduled for 2028. Est. cost at \$12,800 Fed (NHPP) and \$3,200 State. Note: CTH B/AB roundabout will be constructed in 2024 separate from the overall Majors funded project. | |
| | 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 ROW CONST TOTAL | Continuing | | | | Continuing 36 36 WI | | 36 | | 36 | Continuing 896 224 1,120 NHPP | | 224 | | 1,120 | Continuing 436 2,789 13,944 NHPP | | | | Continuing | | | 5845-16-06, -26, -27, -76, -77, -86 Section 1 (ID 76) construction scheduled for 2029. Est. cost at \$10,500 Fed (NHPP) and \$2,600 State. Section 2 (ID 77) construction scheduled for 2025. |
| | USH 51 Stoughton to McFarland Entire Corridor - Interstate 39/90 to Voges Road Corridor Management and Program Controls | PE ROW CONST TOTAL | Continuing | | | | Continuing | | | | | Continuing | | | | Continuing | | | | Continuing | | | 5845-16-00 Continued through final project of TPC approved USH 51 projects in 2029 (5845-16-76) | |
| | USH 151 (S. BLAIR ST.) Blair St/John Nolen Dr/Williamson St./ E. Wilson St. Intersection Intersection Safety Improvements | PE ROW CONST RE TOTAL | | | | | | | | | | | | | | | | | | | | | 5400-00-02, -22, -72 Design locally funded. Design \$ obligated in 2017. Const. anticipated in 2022 Coordinate with City of Madison. | |
| * | 111-19-006 | | (See City of Madison listing for Blair St./John Nolen Dr./Williamson St./E. Wilson St.) | | | | | | | | | | | | | | | | | | | | | |

**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning Area**

| 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 | |
| STREET/ROADWAY PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| WisDOT | USH 151 (S. BLAIR ST.) E. Washington Ave. to E. Wilson St./Williamson St. Concrete Repair and Overlay (0.32 miles) | PE ROW CONST RE TOTAL | Continuing | | | | | | | | | | | | | | | | | | | 5400-00-03, -23, -73, -74 This project will be tied to HSIP project ID # 5400-00-72. Const. \$ obligated in '21. Temporary real estate acquisition for the replacement of curb ramps to meet ADA compliance in 2021. Construction in 2022. | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| * 111-19-007 | | | | | | | | | | | | | | | | | | | | | | | |
| * 111-21-020 | PARK STREET (USH 151) City of Madison Park Street WSOR Crossing to Olin Ave. Pavement Replacement | PE ROW CONST TOTAL | Continuing | | | | | | | | | | | | | | | | | | | 5400-00-01, -71 Construction scheduled for 2028. Est. const. cost at \$6 million (\$4.8 million Federal (NHPP) & \$1.2 million State). | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| * (111-19-008) 111-21-010 | STH 19 Westmount Drive Intersection Reconstruct intersection; add left-turn lanes in both directions and add painted medians (0.43 mi.) | PE UTIL CONST TOTAL | Continuing | | | | | | | | | | | | | | | | | | | 6085-02 -06, -76 | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| * 111-21-011 | STH 19 (WINDSOR STREET & BRISTOL STREET) North Street to Main Street Mill & Overlay | PE UTIL CONST TOTAL | Continuing | | | | | | | | | | | | | | | | | | | 3050-05-02, -72, -73 Construction currently scheduled for 2027. Enumerated in 2020 at \$520, incl. \$232 local funds for water main. Project may be advanceable to 2024. | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| * 111-20-007 | STH 19 Mazomanie to Sun Prairie Division Street (in Waunakee) to River Road (in Westport) Resurfacing (3.5 mi.) | PE ROW CONST TOTAL | Continuing | | | | | | | | | | | | | | | | | | | 5290-02-01, -71 Const. \$ to be obligated in '25. Const. scheduled for 2026. | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| * 111-20-008 | STH 19 Sun Prairie to Watertown Wood Violet Ln (in Sun Prairie) to Mauneshia River Bridge (in Marshall) Resurfacing (6.4 mi.) | PE ROW CONST TOTAL | Continuing | | | | | | | | | | | | | | | | | | | 3050-01-06, -76 Const. \$ to be obligated in '25. Const. scheduled for 2026. Also in Jefferson County. | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| * 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 ROW CONST TOTAL | | | | | | | | | | | | | | | | | | | | 6085-02-05, -75 HSIP Project Const. \$ to be obligated in '23. Const. in 2024. | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| * 111-18-013 | STH 30 City of Madison Fair Oaks Avenue Bridges B-13-0206-0211 Concrete Overlay of Bridge Decks (0.4 miles) | PE ROW CONST TOTAL | Continuing | | | | | | | | | | | | | | | | | | | 5490-00-32, -62 Construction \$ to be obligated in -23. | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |

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NOTE: Funds Key page 9;

**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning Area**

| 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 | |
| STREET/ROADWAY PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| WisDOT | STH 30 City of Madison, STH 30 Fair Oaks Avenue to Interstate 39/90 Ramp Mill and Overlay, Concrete Joint Repair (2.4 mi) | PE ROW UTL CONST TOTAL | Continuing | | | | 3,074 768 3,842 3,074 768 3,842 NHPP WI | | | | | | | | | | | | | | | | 5490-00-33, -63 Fed. Design \$ obligated in 2019. Construction \$ to be obligated in '23. |
| * 111-19-027 | | | | | | | | | | | | | | | | | | | | | | | |
| * 111-21-006 (111-18-005) | STH 69 (New Glarus to Verona) CTH D to Valley Road Bridge Replacement B-13-365 Reconstruction and preservation of roadway | PE ROW UTL CONST TOTAL | Continuing | | | | | | | | | | | | | | | | | | | | 1693-05-02, -22, -42, -43, -44,-45, -46, -72, -73 Design \$ obligated in 2014. ROW \$ obligated in 2017. Construction 2021-2022. |
| * 111-18-012 | STH 113 Madison to Lodi Sunset Lane to CTH V Pavement Replacement (Both Directions) (3.87 miles) | PE ROW CONST TOTAL | Continuing 16 16 WI | | | | Continuing Continuing | | | | 2,492 623 3,115 2,492 623 3,115 FLX WI | | | | | | | | | | | | 5280-03-00, -70, -20 Design \$ obligated in 2018. Construction anticipated in 2024. |
| * 111-19-019 | STH 113 Madison to Lodi Knutson Drive to STH 19 Mill & Pavement overlay, Bridge Repairs & RAB at Arboretum Drive (3.48 miles) | PE ROW UTL CONST TOTAL | Continuing | | | | 8,048 2135 10,183 8,048 2135 10,183 FLX/ZS: WI | | | | | | | | | | | | | | | | 5420-02-02, -72 Fed. Design \$ obligated in 2019. Mill and Overlay is \$6,531 (FLX). Bridge Repairs are \$88 (FLX). Safety is \$1,428 (HSIP-ZS30) |
| * 111-21-007 | STH 113 Madison to Lodi South of Verleen Road Resurfacing at WSOR RR Crossing | PE ROW CONST TOTAL | | | | | | | | | 122 8 23 153 122 8 23 153 FLX WI WSOR | | | | | | | | | | | | 5280-03-50 - Xing ID #'s 178068H/917705c, just south of W. Verleen Avenue, Waunakee. UP owned |
| * 111-21-008 | STH 113 Madison - Lodi South of Verleen Road WSOR RR Signal Work | PE ROW CONST TOTAL | | | | | | | | | 244 61 305 244 61 305 FLX WI | | | | | | | | | | | | 5280-03-53 - Xing ID #'s - 178068H/917705c, just south of W. Verleen Avenue, Waunakee. UP owned. |
| * 111-22-004 | EAST SOUTH STREET City of Stoughton WSOR RR Crossing ID: 391675D WSOR RR Crossing/Signal Work. | PE ROW CONST TOTAL | | | | | | | | | 164 88 252 164 88 252 ZS50 WI | | | | | | | | | | | | 1009-85-31 HSIP Project. Programmed in 2021. Construction in 2024. |
| * 111-22-005 | HOLSCHER ROAD Village of McFarland WSOR RR Crossing ID: 911336m Replace WSOR RR Detection equipment. | PE ROW CONST TOTAL | | | | | | | | | 13 13 26 ZS50 WSOR | | | | | | | | | | | | 5685-00-50 Programmed in 2021. Construction in 2024. |
| * 111-22-006 | CTH KP Village of Cross Plains WSOR RR Crossing ID: 391768x Replace WSOR RR Detection equipment. | PE ROW CONST TOTAL | | | | | | | | | 13 13 26 ZS50 WSOR | | | | | | | | | | | | 5572-00-50 Programmed in 2021. Construction in 2024. |

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NOTE: Funds Key page 9;

ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning Area

| 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 | |
| STREET/ROADWAY PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| WisDOT | SW REGION PAVEMENT MARKINGS USH 51, USH 18/151, and USH 12 Segments Epoxy-Pavement Markings | PE | | | | | | | | | | | | | | | | | | | | | 1009-12-96 |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | 1,036 | | | | 1,036 | | | | | | | | | | | | | | | | |
| | | TOTAL | 1,036 WI. | | | | | | | | | | | | | | | | | | | | |
| DANE COUNTY | CTH AB CTH MN to USH 12 Resurfacing | PE | | | | | | | | | | | | | | | | | | | | | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | 200 | | | | 500 | | | | 700 | | | | | | | | | | | | |
| | | TOTAL | 200 CHIP | | | | 500 DC | | | | 700 | | | | | | | | | | | | |
| | CTH AB USH 51 to CTH MN Resurfacing and add paved shoulders | PE | | | | | | | | | | | | | | | | | | | | | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | 1,950 | | | | 1,950 | | | | | | | | | | | | |
| | | TOTAL | | | | | 1,950 DC | | | | 1,950 | | | | | | | | | | | | |
| | CTH BB Buss Rd to Sprecher Road Resurfacing and add paved shoulders | PE | | | | | | | | | | | | | | | | | | | | | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | 1,510 | | | | 1,510 | | | | | | | | | | | | |
| | | TOTAL | | | | | 1,510 DC | | | | 1,510 | | | | | | | | | | | | |
| | CTH BW (WEST BROADWAY) Frazier Ave. to USH 12/18 Remove concrete and replace with new HMA pavement. | PE | | | | | | | | | | | | | | | | | | | | | Joint project w/ City of Monona and City of Madison. Local cost share agreement needed. |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | 1,150 | | | | 1,150 | | | | | | | | | | | | |
| | | TOTAL | | | | | 1,150 DC/MO/M | | | | 1,150 | | | | | | | | | | | | |
| | 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 | | | | | | | | | | | | | | | | | | | | | Joint project w/ City of Monona. |
| | | ROW | | | | | | | | | 3,400 | | | | 3,400 | | | | | | | | |
| | | CONST | | | | | | | | | 3,400 DC/MO | | | | 3,400 | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | GRAND AVE/CTH C Windsor Street/STH 19 Intersection Reconstruct Intersection | PE | | | | | | | | | | | | | | | | | | | | | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | CTH CC (JEFFERSON ST.) Ash Street to CTH D Resurfacing | PE | | | | | | | | | | | | | | | | | | | | | Joint project w/Village of Oregon. Seeking federal funding (ARPA) Federal funding not programed. |
| | | ROW | | | | | | | | | 2,500 | | | | 2,500 | | | | | | | | |
| | | CONST | | | | | | | | | 2,500 DC/OR | | | | 2,500 | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | CTH CV (LAKE RD.) STH 19 to Vinburn Rd. Reconstruction | PE | | | | | | | | | | | | | | | | | | | | | Joint project w/Village of Windsor Local cost share agreement needed. |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | 3,600 | | | | 3,600 | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | 3,600 DC/W | | | | 3,600 | | | | |

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NOTE: Funds Key page 9;

**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning Area**

| 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 | |
| STREET/ROADWAY PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| DANE COUNTY | CTH CV (LAKE RD.) Government Road to USH 51 Reconstruction | PE ROW CONST TOTAL | | | 2,500 | 2,500 | | | | | | | | | | | | | | | | Seeking federal funding (earmark). Federal funding not programmed. | |
| | 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. | |
| * 111-20-013 | CTH KP Black Earth Creek Bridge Replacement Located between Bourbon Road and USH 14 in Village of Cross Plains. B-13-0215 | PE ROW CONST TOTAL | | | | | | | | 832 | | 209 | 1,041 | | | | | | | | | 5572-00-02, -72 Federal design funding obligated in 2020. | |
| | CTH M (CENTURY AVE) East City limits to Allen Blvd Resurfacing, includes 5-inches new HMA; est. 30% curb and gutter replacement; and 10% EBS. (1.39 mi.) | PE ROW CONST TOTAL | | | | | | | | | | | | (See City of Middleton listing for Century Ave.) | | | | | | | | Timing Uncertain. Project agreement needed. Not currently programmed. | |
| | CTH M (CENTURY AVE) Allen Blvd to Parmenter St Resurfacing, includes 5-inches new HMA; est. 30% curb and gutter replacement; and 10% EBS. (1.27 mi.) | PE ROW CONST TOTAL | | | | | | | | | | | | (See City of Middleton listing for Century Ave.) | | | | | | | | Timing Uncertain. Project agreement needed. Not currently programmed. | |
| 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 | | | | | | | | 12,168 | | 1,920 12,366 | 1,920 24,534 | | | Continuing | | | | | | 5954-00-00, -01 Construction in 2023-'24 Funding obligated in SFY 2024. Joint project with Town of Westport. | |
| | CTH M & CAINE RD Construction of a bypass lane for eastbound to northbound left turning traffic. | PE ROW CONST TOTAL | | | | | | | | | | | | (See City of Fitchburg listing for CTH M) | | | | | | | | Planning, submitted to 2022 CIP. If approved, likely to be constructed in 2023 or 2024. City will be pursuing HSIP funding | |
| | CTH M & CTH PB Intersection Improvements Create left turn lanes on CTH M and eliminate split phase signal. | PE ROW CONST TOTAL | | | | | | | | | | | | (See City of Verona listing for CTH M/CTH PB) | | | | | | | | Funding is through TIF 8 funds. Create left turn lanes on CTH M and eliminate split phase signal. Potential funding with Dane County. Project will be evaluated as traffic projections, current volumes, and safety warrant project. | |
| | CTH M Bridge B-13-0046 and Branch St. Intersection Replace bridge; add bike underpass. Intersection Improvements. | PE ROW CONST TOTAL | | | 2,500 | 2,500 | | | | | | | | | | | | | | | | Seeking Federal Funding (earmark) | |

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NOTE: Funds Key page 9;

**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning Area**

| 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 | |
| STREET/ROADWAY PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| DANE COUNTY | CTH MM McCoy Road Intersection Reconstruct intersection. Install monotube traffic signals with vehicle detection, countdown pedestrian timers with pedestrian push buttons, and retro-reflective backplates. Street lights will also be installed. Add exclusive northbound LT lane and exclusive NB through lane. Add offset southbound RT lane. Move Capital City Trail crossing from current mid-block location to intersection. | PE ROW CONST TOTAL | | | | | | | | | (See Fitchburg listing for CTH MM/McCoy Road Intersection) | | | | | | | | | | | | 5849-02-04, -05 HSIP Project |
| * | | | | | | | | | | | | | | | | | | | | | | | |
| 111-20-010 | | | | | | | | | | | | | | | | | | | | | | | |
| | CTH MM (JANESVILLE ST.) Wolfe Street to Spring Street Remove existing asphalt and base course Add new base and HMA surface | PE ROW CONST TOTAL | | | | | | | | | | | | | | | | | | | | | Joint project with Village of Oregon. |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | CTH MM (WOLFE ST.) Janesville Street to south village limits Reconstruction | PE ROW CONST TOTAL | | | | | | | | | | | | | | | | | | | | | Joint project with Village of Oregon. |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | CTH MN Williams Drive to CTH N Resurface and add bike lanes | PE ROW CONST TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | CTH N CTH TT to 3,400 N of CTH TT Improve to urban standards with turn lanes. | PE ROW CONST TOTAL | | | | | | | | | | | | | | | | | | | | | Joint project with Village of Cottage Grove. Not programmed. |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | CTH V (E NORTH ST.) CTH CV to Nelson Court Reconstruction to urban standards. | PE UTL CONST TOTAL | | | | | | | | | | | | | | | | | | | | | Joint project w/Village of DeForest. Project agreement needed. |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | CTH V (E NORTH ST.) Stevenson Street to N. Halsor Street Pulverize and pave | PE UTL CONST TOTAL | | | | | | | | | | | | | | | | | | | | | Joint project w/Village of DeForest. Project agreement needed. |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 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 TOTAL | | | | | | | | | | | | | | | | | | | | | In planning Joint project w/Dane County. |
| X | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
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NOTE: Funds Key page 9;

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NOTE: Funds Key page 9;

**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning Area**

| 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 | |
| STREET/ROADWAY PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| CITY OF FITCHBURG | SOUTH SYENE ROAD Ph 1: Aurora Ave. to W. Clayton Rd. Ph. 2: W. Clayton Rd. through McCoy Rd. Int. Reconstruct to urban cross-section w/ bike lanes | PE | | | 150 | 150 | | | | | | | | | | | | | | | | CIP #3368 Phase 1: Const. in '22-23. Phase 2: Const. in '24. City will apply for HSIP funding for Phase 2. | |
| | | ROW | | | 127 | 127 | | | | | | | | | | | | | | | | | |
| | | CONST | | | 8,000 | 8,000 | | | | | | | 2,585 | 2,585 | | | | | | | | | |
| | | TOTAL | | | 8,277 | 8,277 | | | | | | | 2,585 | 2,585 | | | | | | | | | |
| | MISC - SIDEWALK IMPROVEMENTS | | | | | | | | | | | | | | | | | | | | | | |
| PE | | | | | | | | | | | | | | | | | | | | | | | |
| ROW | | | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | 101 | 101 | | | 104 | 104 | | | 106 | 106 | | | | | | | | | |
| | | TOTAL | | | 101 | 101 | | | 104 | 104 | | | 106 | 106 | | | | | | | | | |
| | | | | | F | | | F | | | | F | | | | | | | | | | | |
| | MISC - STREET RESURFACING | PE | | | | | | | | | | | | | | | | | | | | | |
| | | ROW | | | 1,180 | 1,180 | | | 1,184 | 1,184 | | | 1,300 | 1,300 | | | 1,284 | 1,284 | | 1,400 | 1,400 | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | 1,180 | 1,180 | | | 1,184 | 1,184 | | | 1,300 | 1,300 | | | 1,284 | 1,284 | | 1,400 | 1,400 | | |
| | | | | | F | | | F | | | 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. | |
| * 111-22-007 (111-17-005) | ATWOOD AVENUE Fair Oaks Avenue to Cottage Grove Road. Reconstruct to boulevard arterial with three travel lanes for most of project limits. Includes bicycle facilities and connection to Capital City Trail. (1.13 mi.) | PE ROW CONST UTL TOTAL | | | | | | | | | | | | 6,684 6,684 URB | | 4,756 1,197 5,953 M | 11,440 1,197 12,637 | | Continuing | | 5992-10-15, -16 Const. \$ to be obligated in '25. Const. in '25-'26. Const. may be advanced to '23. | | |
| * 111-19-006 | S. BLAIR ST (USH 151)/JOHN NOLEN DR. E. Wilson St./Williamson St. Intersection Intersection Safety Improvements | PE ROW CONST RE TOTAL | | | | | Continuing | | | | | | | | | | | | | | 5400-00-02, -22, -72 Design locally funded. Design \$ obligated in 2017. Const. \$ to be obligated in '21. Temporary real estate acquisition for the replacement of curb ramps to meet ADA compliance in 2021. Construction in 2022. Coordinate w/ WisDOT. Some local funding may be required. HSIP: \$1,904; NHPP: \$212 | | |
| * 111-19-007 | S. BLAIR STREET/USH 151 E. Washington Ave. to E. Wilson St./Williamson St. Concrete Repair and Overlay (.32 miles) | PE ROW CONST RE TOTAL | | | | | | | | | (See WisDOT listing for USH 151) | | | | | | | | | | 5400-00-03, -23, -73 This project will be tied to HISP project ID # 5400-00-72. | | |
| | CTH BW (WEST BROADWAY) Frazier Ave. to USH 12/18 Remove concrete and replace with new HMA pavement. | PE ROW CONST TOTAL | | | | | | | | | (See Dane County listing for CTH BW / West Broadway) | | | | | | | | | | Joint project w/ Dane County and City of Monona. | | |

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NOTE: Funds Key page 9;

**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning Area**

| 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 | | | |
| STREET/ROADWAY PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | |
| CITY OF MADISON | CEDAR STREET Fish Hatchery Rd. to South St. New street construction | PE ROW CONST TOTAL | Continuing | | | | | | | | | | | | | | | | | | | | South St. to Park St. segment constructed in '21. | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| * 111-21-012 | GAMMON ROAD & WATTS ROAD Intersection Improvements Add left-turn lanes and montube traffic signals. | PE UTIL CONST TOTAL | 570 ZS30 | | | | 63 M | | | | 633 | | | | | | | | | | | | 5992-07-18, -19 HSIP project | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| | GAMMON ROAD Schroeder Rd. to Colony Dr. Install Adaptive Traffic Signal Control System | PE ROW CONST TOTAL | | | | | | | | | | | | | | | | | | | | | Seeking STBG-Urban funding. Federal funding not programmed. Total est. construction cost is \$518. | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| * | 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 ROW CONST UTL TOTAL | Continuing | | | | Continuing | | | | Continuing | | | | Continuing | | | | 9,148 5 M | | | | 21,332 21,332 M | 30,480 30,480 | '5992-11-20 Construction anticipated in 2026-'27 Will seek Federal Bridge funding. |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| * | MINERAL POINT ROAD Beltline Highway to S. High Point Road Replace pavement, add path on north side, and improve pedestrian crossings. Layout consistent with future BRT. (0.22 mi.) | PE ROW CONST TOTAL | | | | | | | | | | | | | | | | | 9,148 1,650 URB | | | | 21,332 4,340 M | 30,480 5,990 | 5992-10-19, -20 Const. may be advanced to 2023. |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| | MINERAL POINT ROAD Junction Road to Whitney Way Install Adaptive Traffic Signal Control System | PE ROW CONST TOTAL | | | | | | | | | | | | | | | | | | | | | Seeking STBG-Urban funding. Federal funding not programmed. Total est. construction cost is \$690. | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| | OUTER CAPITOL LOOP SOUTH MLK Blvd. to S Webster St. Reconstruct roadway (0.14 mi.) | PE ROW CONST TOTAL | | | | | 170 1,770 1,940 M | | | | 170 1,770 1,940 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| | S. PARK STREET (USH 151) Union Pacific RR to Olin Ave. Reconstruct roadway (0.49 mi.) | PE ROW CONST TOTAL | | | | | 300 300 300 M | | | | | | | | | | | | | | | | Coordinate with WisDOT. Need funding agreement. Not currently programmed by state. Const. anticipated in 2026 or later. | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| X* | 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 | | | | | | | | | | | | | | | | | | | | | (See City of Middleton listing for Pleasant View Road) | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |

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NOTE: Funds Key page 9;

**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning Area**

| 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 | |
| STREET/ROADWAY PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| CITY OF MADISON 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 | | | | | | | | | | | | | | | | | | | | | Will seek STBG-Urban funding for construction. Not currently programmed. Const. cost estimate is \$5,824. See Phase 1 listing for PE costs. |
| | 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 ROW CONST | 12,710 | | 22,145 | 34,855 | | | | | | | | | | | | | | | | | 5992-11--30, -31, -32, -33, -55, -56, -57, -58 Project includes storm sewer improvements. Const. funding to be obligated in 2021. Const. in 2022. Cost est. \$30,883. |
| | | UTL TOTAL | | 906 | 906 | 12,710 | | 23,051 | 35,761 | | | | | | | | | | | | | | |
| | WILSON ST Martin Luther King, Jr. Blvd. to King Street Concrete replacement w/ possible addition of bike facilities | PE ROW CONST | | | | | | | | | 60 60 | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | 1,410 1,410 | | | | | | | | | | | | |
| | MISC - BRIDGE REPAIR AND REPLACEMENT Repair bridges | PE ROW CONST TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | | PE ROW CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | MISC - NEIGHBORHOOD TRAFFIC MANAGEMENT Install devices to slow traffic or reduce traffic volume on local streets | PE ROW CONST TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | | PE ROW CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | MISC - PAVEMENT MANAGEMENT Recondition and resurface existing pavement on local streets | PE UTL CONST TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | | PE UTL CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | MISC - RAILROAD CROSSINGS & QUIET ZONES Repair railroad crossings and install warning devices | PE ROW CONST TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | | PE ROW CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | MISC - RECONSTRUCT LOCAL STREETS Reconstruct neighborhood streets with existing curb and gutter | PE UTL CONST TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | | PE UTL 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 ROW CONST TOTAL | | | | | | | | | | | | | | | | | | | | | Managed by Traffic Engineering. Update when Madison's proposed 2022 budget is released. |
| | | PE ROW CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |

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NOTE: Funds Key page 9;

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ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning Area

| 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 | |
| STREET/ROADWAY PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| 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 ROW UTIL CONST TOTAL | 2,578 2,578 11,204 12,920 24,124 11,204 15,498 26,702 URB MI/M | | | | Cont. | | | | | | | | | | | | | | | | 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. |
| X* | PLEASANT VIEW ROAD Old Sauk Road to Mineral Point Road Reconstruct and widen to 4-lane divided roadway w/bike lanes and bike path in corridor (Phase 2). | PE ROW CONST TOTAL | | | | | (See Madison listing for Pleasant View Road) | | | | | | | | | | | | May seek STBG-Urban funding for construction. Not programmed. Const. cost estimate is \$5,824. | | | | |
| | SPRING HILL DR. Lynn St. to Algonquin Dr. Full Depth Mill & Overlay with spot curb and gutter replacement (0.42 mi) | PE ROW CONST TOTAL | | | | | | | | | 20 20 20 20 MI | | | | 20 20 256 256 276 276 MI | | | | | | | | |
| | N. WESTFIELD RD. Parmenter St. to S City Limits Full Depth Mill & Overlay with spot curb and gutter replacement (0.28 mi) | PE ROW CONST TOTAL | 16 16 16 16 MI | | | | 16 16 195 195 211 211 MI | | | | | | | | | | | | | | | | |
| CITY OF MONONA | BRIDGE ROAD and FROST WOODS ROAD Add Intersection speed tables | PE ROW CONST TOTAL | 175 175 175 175 MO | | | | | | | | | | | | | | | | | | | | |
| | CTH BW (WEST BROADWAY) Frazier Ave. to USH 12/18 Remove concrete and replace with new HMA pavement. | PE ROW CONST TOTAL | | | | | (See Dane County listing for CTH BW / West Broadway) | | | | | | | | | | | | Joint project w/ Dane County and City of Madison | | | | |
| | CTH BW (WEST BROADWAY) 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 TOTAL | | | | | (See Dane County listing for CTH BW / West Broadway) | | | | | | | | | | | | Joint project w/ Dane County | | | | |
| | SIDEWALK IMPROVEMENTS | PE ROW CONST TOTAL | | | | | 750 750 750 750 MO | | | | | | | | | | | | | | | | |
| | WINNEQUAH ROAD Schluter Road to Bridge Road Resurface roadway, add sidewalks | PE ROW CONST TOTAL | Continuing | | | | | | | | | | | | | | | | Scheduled for 2022. Cost unknown. | | | | |

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning Area**

| 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 | | | |
| STREET/ROADWAY PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | |
| CITY OF STOUGHTON | ACADEMY STREET East Street to East South Street Reconstruction | PE UTL CONST TOTAL | 31 31 229 229 485 485 745 745 ST | | | | | | | | | | | | | | | | | | | | | | |
| | E. SOUTH STREET Fourth St. to Academy St. Reconstruction | PE UTL CONST TOTAL | | | | | | | | | 1,040 1,040 1,040 1,040 ST | | | | | | | | | | | | | Contingent upon Riverside RDA improvements. | |
| | FOURTH STREET Main Street to River Bridge Pulverization and relay of pavement | PE UTL CONST TOTAL | | | | | | | | | | | | | 500 500 500 500 ST | | | | | | | | | | Contingent upon Riverside RDA improvements. |
| | JACKSON STREET USH 51 to Kings Lynn Pulverization and relay of pavement | PE ROW CONST TOTAL | | | | | 167 167 167 167 ST | | | | | | | | | | | | | | | | | | |
| | KINGS LYNN ROAD Jackson St. to Kenilworth Ct. Resurfacing | PE ROW CONST TOTAL | 100 100 100 100 ST | | | | | | | | | | | | | | | | | | | | | | |
| | W. MILWAUKEE STREET Page Street to Van Buren Street Pulverization and relay of pavement with bike lanes. | PE ROW CONST TOTAL | 345 345 345 345 ST | | | | | | | | | | | | | | | | | | | | | | |
| | RACETRACK RD USH 51 to CTH A Reconstruction of roadway and multi-use path | PE ROW CONST TOTAL | | | | | | | | | 932 932 932 932 ST | | | | | | | | | | | | | Coordinate with Town of Dunkirk. | |
| | SILVERADO DRIVE STH 51 to Jackson Pulverization and relay of pavement | PE ROW CONST TOTAL | | | | | 100 100 100 100 ST | | | | | | | | | | | | | | | | | | |
| | WILSON STREET Van Buren St. to Lincoln Ave. Resurfacing | PE ROW CONST TOTAL | | | | | 100 100 100 100 ST | | | | | | | | | | | | | | | | | | |

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NOTE: Funds Key page 9;

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning Area**

| 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 | |
| STREET/ROADWAY PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| CITY OF VERONA | COUNTRY VIEW ROAD Epic Lane to CTH PD Reconstruction | PE | | | | | | | | | | | | | | | | | | | | | Not Programmed. Timing Uncertain. Joint project with Town of Verona. |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | EAST VIEW AND ELM ST. Green Meadow to termini and East View to E.Hill Reconstruction | PE | | | | | | | | | | | | | | | | | | | | | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | MARK DRIVE N. Nine Mound to Todd Reconstruction | PE | | | | | | | | | | | | | | | | | | | | | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | MARK DRIVE/RITA AVE. Todd to Rita/Mark to Plympton Reconstruction | PE | | | | | | | | | | | | | | | | | | | | | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | PLYMTON ST. Rita to Westlawn Reconstruction | PE | | | | | | | | | | | | | | | | | | | | | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | W. VERONA AVE. Legion Street Intersection Intersection and Signal Improvements | PE | | | | | | | | | | | | | | | | | | | | | Funding is through TIF 9 funds if they are available. Road replacement due to utilities will occur in 2021. |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | MISC - PREVENTATIVE STREET MAINTENANCE City Wide Crack, fill, cip seal, asphalt repair, concrete repair. | PE | | | | | | | | | | | | | | | | | | | | | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | MISC - SIDEWALK PROGRAM City Wide Sidewalk replacement | PE | | | | | | | | | | | | | | | | | | | | | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| VILLAGE OF COTTAGE GROVE | CLARK & GROVE STREETS Main St. to Vilas Rd. reconstruction w/addition of on-street parking on Clark and Grove. Installation of stormwater infrastructure & treatment. | PE | | | | | | | | | | | | | | | | | | | | | Project will no longer be in conjunction with Glacial Drumlin Bike Path Project. |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |

¹ Project programming shown in 2026 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;

**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning Area**

| 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 | |
| STREET/ROADWAY PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | | | | | | | | Joint project with Dane County; Development driven - not programmed at this time. |
| | N. MAIN ST. (formerly CTH N) School Rd. to 100' S of Commerce Pkwy. Project will urbanize west side of CTH N and replace asphalt. In conjunction with Phase 2 of Main St. bike path project. | PE ROW CONST TOTAL | 50 50 350 350 400 400 CG | | | | | | | | | | | | | | | | In conjunction with Main St. Bike Path phase 2 project. | | | | |
| | N. MAIN ST. (formerly CTH N) School Road to Oak Street Reconstruction to urban cross-section w/bike lanes | PE ROW CONST TOTAL | | | | | | | | | | | | | | | | | Timing uncertain. Not programmed. | | | | |
| | W. OAK ST. Main St. to Westlawn. Reduce curb to curb, addition of off-street path, inc. RRFB across Main St. | PE ROW CONST TOTAL | 100 100 700 700 800 800 CG | | | | | | | | | | | | | | | | | | | | |
| | E. TAYLOR/RIDGE RD. Replace failing asphalt from Main St. to east Village limits. Project inc. water main replacement. | PE ROW CONST TOTAL | 80 80 550 550 630 630 CG | | | | | | | | | | | | | | | | | | | | |
| | 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 CROSS PLAINS * 111-20-013 | CTH KP Black Earth Creek Bridge Replacement Located between Bourbon Road and USH 14 in Village of Cross Plains. B-13-0215 | | | | | | | | | | (See Dane County listing for CTH KP) | | | | | | | | 5572-00-02, -72 | | | | |
| VILLAGE OF DEFOREST | ACKER PARKWAY Seminole Way to CTH CV Reconstruction | PE UTL CONST TOTAL | 486 486 486 486 DeF | | | | | | | | | | | | | | | | | | | | |
| | CTH V (E. NORTH STREET) CTH CV to Nelson Court Reconstruction to urban standards. Construct ped/bike path. | PE UTL CONST TOTAL | | | | | 1,064 1,064 1,064 1,064 DC/DeF | | | | | | | | | | | | Joint project with Dane County. Project agreement needed. | | | | |

¹ Project programming shown in 2026 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;

**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning Area**

| 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 | | | | | | | | | |
| STREET/ROADWAY PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VILLAGE OF DEFOREST | 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 | | | | | 447 | | | | 447 | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 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 | | | | | | | | | | | | | | | | | | | | | Not programmed. Timing uncertain. Est const. cost: \$1,122 | | | | | | | | |
| | | UTL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | RIVER ROAD South Street to relocated River Road Reconstruction. | PE | | | | | | | | | | | | | | | | | | | | | Ph 1: Southern-most bridge to relocated portion of River Rd. Const. in 2022. Ph 2: South Street to southern-most bridge. Const. in 2025. | | | | | | | | |
| | | ROW | Continuing | | | | | | | | | | | | 3,500 | | | | 3,500 | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | 3,500 | | | | 3,500 | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | DeF | | | | | | | | | | | | | | | | |
| | SOUTH STREET Hill Street to South Main Street Resurfacing | PE | | | | | | | | | 12 | | | | 12 | | | | | | | | | | | | | | | | |
| | | UTL | | | | | | | | | 78 | | | | 78 | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | 90 | | | | 90 | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | DeF | | | | | | | | | | | | | | | | | | | | |
| | VINBURN ROAD North Towne Rd. to RR, 500' east of Main St. Reconstruction with ped/bike path. | PE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ROW | | | | | | | | | | | | | 908 | | | | 908 | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | 908 | | | | 908 | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | DeF | | | | | | | | | | | | | | | | |
| | WINDSOR ROAD River Road to Charlie Grimm Road Reconstruction to urban cross-section with ped/bike path. | PE | | | | | | | | | | | | | | | | | | | | | Cost share with Village of Windsor. | | | | | | | | |
| | | UTL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | 609 | | | | 609 | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | 609 | | | | 609 | | | | | | | | | | | | |
| | | DeF/W | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VILLAGE OF McFARLAND * 111-20-005 | EXCHANGE STREET Farwell Street to Yahara River Bridge Pulverize and repave with utility work. | PE | 260 | | | | 260 | | | | Continuing | | | | | | | | | | | | 5685-00-04, -05, -06 | | | | | | | | |
| | | UTL | | | | | | | | | | | | | 1,177 | | | | 1,348 | | | | 1,348 | | | | | | | | |
| | | CONST | | | | | | | | | | | | | 2,302 | | | | 3,479 | | | | 3,479 | | | | | | | | |
| | | TOTAL | 260 | | | | 260 | | | | | | | | 1,177 | | | | 3,650 | | | | 4,827 | | | | | | | | |
| | | McF | | | | | | | | | | | | | URB | | | | McF | | | | | | | | | | | | |
| | MARSH ROAD Siggelkow Road to Eighth Road Reconstruction | PE | | | | | | | | | | | | | | | | | | | | | 52 | | | | 52 | | | | Construction anticipated in 2026. |
| | | ROW | | | | | | | | | | | | | | | | | | | | | 562 | | | | 562 | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | 614 | | | | 614 | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | McF | | | | | | | | |

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(x) = Major project with capacity expansion. (*) = MPO action required. Shading denotes those projects programmed for Federal funding.
NOTE: Funds Key page 9;

**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Madison Metropolitan Planning Area**

| 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 | |
| STREET/ROADWAY PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| VILLAGE OF OREGON | CTH CC Ash Street to CTH D Resurfacing | PE ROW CONST TOTAL | | | | | | | | | (See Dane County listing for CTH CC) | | | | | | | | | | | | Joint project with Dane County. Construction in 2023. |
| | CTH MM Wolfe Street to Spring Street Remove existing asphalt and base course. Add new base and HMA surface. | PE ROW CONST TOTAL | | | | | | | | | (See Dane County listing for CTH MM) | | | | | | | | | | | | Joint project with Dane County. Const. in 2022. |
| | CTH MM Janesville Street to Oregon south village line Reconstruction | PE ROW CONST TOTAL | | | | | | | | | (See Dane County listing for CTH MM) | | | | | | | | | | | | Joint project with Dane County. Const. in 2024. |
| VILLAGE OF WINDSOR | WINDSOR ROAD River Road to Charlie Grimm Road Reconstruction to urban cross-section | PE UTL CONST TOTAL | | | | | | | | | (See Village of DeForest listing for Windsor Road) | | | | | | | | | | | | Cost share with Village of DeForest |
| * 111-20-014 | WINDSOR ROAD Yahara River Bridge Replacement .05 miles west of CTH CV in Village of Windsor. B-13-0234 Bike Path will be provided on north side; sidewalk will be provided on south side. | PE ROW CONST TOTAL | 676169845 | | | | | | | | | | | | | | | | 6992-00-05, -75 | | | | |
| | CTH CV STH 19 to Vinburn Rd. Reconstruction | PE ROW CONST TOTAL | 676169845 BRW | | | | | | | | (See Dane County listing for CTH CV) | | | | | | | | | | | | Joint project w/Dane County. |
| VILLAGE OF SHOREWOOD HILLS | LAKE MENDOTA DRIVE Village of Shorewood Hills. Lake Mendota Tributary Bridge P-13-0715 Bridge Replacement (.02 miles) | PE ROW CONST TOTAL | Continuing8372101,047 | | | | Continuing | | | | | | | | | | | | 5992-10-03, -04 Funding obligated in 2022. Const. in 2023. | | | | |
| TOWN OF VERONA * 111-20-015 | VALLEY ROAD One mile west of STH 69 Sugar River Bridge (B-13-0346) Replace Bridge | PE ROW CONST TOTAL | 652163815 | | | | | | | | | | | | | | | | 5796-00-04, -74 Federal Design funding obligated in 2020. | | | | |
| TOWN OF WESTPORT 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 | 652163815 BRTV | | | | | | | | (See Dane County listing for CTH M) | | | | | | | | 5954-00-00, -01 Construction in 2023-'24 Funding obligated in SFY 2024. Joint project with Dane County. | | | | |

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NOTE: Funds Key page 9;

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**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Outer Area**

| Primary Jurisdiction/ Project Sponsor | Project Description | Type of Cost | 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 | |
| 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 * 111-11-028 | INTERSTATE 39/90 S. Beltline (USH 12/18) to Illinois State Line Program Control Monitor progress of the corridor through reporting, information, and technical support (design and construction). | PE ROW CONST TOTAL | | | | | | | | | (See Madison Metropolitan Planning Area listing for I-39/90.) | | | | | | | | | | | 1001-10-01, -11 design & const program control federal item/ activities. 1001-10-01, -12 design & const corridor tasks non-federal items/activities. Design and construction to be phased through C/Y 2022. Mostly in outer Dane & Rock Cty. Financial constraint being handled at state level. | |
| X* 111-11-029 | INTERSTATE 39/90 S. Beltline (USH 12/18) to Rock County Line Reconstruction and expansion from 4 to 6 lanes with associated reconstruction of bridges and interchanges; including the South Beltline interchanges | PE ROW CONST TOTAL | | | | | | | | | (See Madison Metropolitan Planning Area listing for I-39/90.) | | | | | | | | | | | 1007-10-01, -21, -23, -25, -41, -42, -43, -45, -46, -47, -48, -49, -70, -71, -72, -73, -75, -76, -78, -79, -81, -84, -86, -87, -88, -89, -94, -95, -96-97, -98, -99; 1007-12-74, -75, -78, -79, -80; 1007-11-01, -24, -25, -40, -41, -43, -70 thru -77, -79, -80 thru -82, -88, -89, -91 thru -99; 1008-10-70. Const. scheduled out thru 2022. Some const. on advanceable list. Design phase ongoing thru 2020. Mostly in outer Dane & Rock County. Financial constraint being handled at state level. | |
| * 111-20-007 | 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. Current Estimate: \$12,810 \$11,529 Fed / \$1,281 State | |
| | 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 2022. | |
| | USH 14 STH 138 to STH 92 Resurface roadway with intersection and safety improvements | PE ROW CONST TOTAL | | | | | | | | | (See Madison Metropolitan Planning Area listing for USH 14) | | | | | | | | | | | 5155-04-05, -81 Design \$ obligated in 2015. Design 100% state funding. Construction in 2022. | |
| | USH 14 Madison - Evansville STH 92 Intersection Intersection & Safety Improvements (0.56 miles) | PE ROW CONST TOTAL | | | | Continuing | | | | | | | | | | | | | | | | Tied to 5115-04-81 in Planning Area 5155-00-09, -79 Design \$ obligated in 2018. Design 100% state funding \$237 Construction funding to be obligated in 2021. Construction in 2022. \$1,530 (MS30); \$800 NHPP | |

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NOTE: Funds Key page 9

**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Outer Area**

| Primary Jurisdiction/ Project Sponsor | Project Description | Type of Cost | 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 | |
| STREET/ROADWAY PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| WisDOT | USH 18/151 Dodgeville - Mount Horeb W County Line to Town Hall Road Resurface EB & WB lanes. (7.96 mi.) | PE | | | | | | | | | | | | | | | | | | | | | 1204-05-03, -73 Design \$ obligated in 2013. Construction obligated in 2022 Construction in 2023. In Dane and Iowa counties. |
| | | ROW | | | | | Continuing | | | | | | | | | | | | | | | | |
| | | CONST | 12,650 | 3,163 | | 15,813 | | | | | | | | | | | | | | | | | |
| | | TOTAL | 12,650 | 3,163 | | 15,813 | | | | | | | | | | | | | | | | | |
| | | NHPP | | | | | | | | | | | | | | | | | | | | | 1200-02-02, -22, -72 Design \$ obligated in 2013. Construction anticipated in 2029. On possible advanceable list. |
| | | WI | | | | | | | | | | | | | | | | | | | | | |
| * | 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. | PE | | | | | | | | | | | | | | | | | | | | | 5845-16-01, -21, -71 Construction scheduled in 2027. Const. cost est. is \$19,400 to be funded with \$15,500 NHPP and \$3,900 State. |
| | | ROW | | | | | (See Madison Metropolitan Planning Area listing for USH 51) | | | | | | | | | | | | | | | | |
| 111-21-015 | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| * | USH 51 Stoughton - Madison CTH B / CTH AB Intersection Install Roundabout at Intersection (.23 miles) | PE | | | | | | | | | | | | | | | | | | | | | 5845-01-00, -70 Construction currently scheduled for 2024. |
| | | ROW | | | | | (See Madison Metropolitan Planning Area listing for USH 51) | | | | | | | | | | | | | | | | |
| 111-19-005 | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | USH 51 DeForest to Portage 1 Mile North of CTH V to STH 22 Install Roundabout at Intersection (.23 miles) | PE | Continuing | | | | Continuing | | | | Continuing | | | | Continuing | | | | Continuing | | | | 6020-00-32/62 Construction scheduled in 2028 - potential construction advancement to 2025 at \$1,360,000 |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | 5145-00-00, -22, -41, -71 Design \$ obligated in 2000. Construction \$ obligated in 2022. Construction anticipated in 2023 |
| | | TOTAL | 9,416 | 2,354 | | 11,770 | Continuing | | | | | | | | | | | | | | | | |
| | | FLX | | | | | | | | | | | | | | | | | | | | | |
| | | WI | | | | | | | | | | | | | | | | | | | | | |
| * | STH 19 Sun Prairie - Watertown Wood Violet Lane (in Sun Prairie) to Maunasha River Bridge (in Marshall) Resurfacing (6.4 mi.) | PE | | | | | | | | | | | | | | | | | | | | | 3050-01-06, -76 Const. estimate is \$6 million. Const. scheduled for 2025. Also in Jefferson County. |
| | | ROW | | | | | (See Madison Metropolitan Planning Area listing for STH 19) | | | | | | | | | | | | | | | | |
| 111-20-008 | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| (111-18-005) 111-21-006 | STH 69 New Glarus - Verona CTH D to Valley Road Bridge Replacement B-13-365 Reconstruction and preservation of roadway | ROW | | | | | | | | | | | | | | | | | | | | | 1693-05-02, -22, -42, -43, -44, -45, -46 -72, -73 Design \$ obligated in 2014. ROW \$ obligated in 2017. Construction 2021-2022. |
| | | UTL | | | | | (See Madison Metropolitan Planning Area listing for STH 69) | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |

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

NOTE: Funds Key page 9

**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Outer Area**

| Primary Jurisdiction/ Project Sponsor | Project Description | Type of Cost | 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 | |
| STREET/ROADWAY PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| WisDOT | STH 73 I-39 - Columbus Shaul Lane to School Street Pavement Recondition/mill & overlay project (9.15 miles) | PE | Continuing | | | | 1,362 340 23 1,725 | | | | | | | | | | | | | | | | 3070-04-30, -60 Design \$ obligated in 2017. |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | 1,362 340 23 1,725 | | | | | | | | | | | | | | | | |
| | | | | | | | FLX WI DR | | | | | | | | | | | | | | | | |
| * 111-18-012 | STH 113 Madison - Lodi Sunset Lane to CTH V Pavement Replacement (Both Directions) (3.87 miles) | PE | | | | | | | | | | | | | | | | | | | | | 5280-03-00/70 Design \$ obligated in 2018. Construction \$ obligated in 2022. Construction anticipated in 2024. |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | (See Madison Metropolitan Planning Area listing for STH 113) | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | STH 113 Madison - Lodi CTH V to CTH P Pavement Replacement (Both Directions) (2.82 miles) | PE | Continuing | | | | Continuing | | | | Continuing | | | | Continuing | | | | Continuing | | | | 5280-03-01, -71 Construction anticipated in 2026 or 27. |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | STH 113 Madison - Lodi CTH P / CTH V Intersection Intersection Improvement and Safety Construct roundabout and widen shoulders. | PE | Continuing | | | | 1,493 166 1,659 | | | | | | | | | | | | | | | | 5280-01-03, -73 Design \$ obligated in 2019. |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | | TOTAL | | | | | 1,493 166 1,659 | | | | | | | | | | | | | | | |
| | | | | | | | | | ZS30 WI | | | | | | | | | | | | | | |
| DANE COUNTY | CTH A Badfish Creek Bridge (B-13-0055) Town of Rutland West of Gallagher Lane between USH 14 and STH 138 Bridge Reconstruction | PE | 800 200 1,000 | | | | | | | | | | | | | | | | | | | | 5848-00-02, -72 |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | 800 200 1,000 | | | | | | | | | | | | | | | | | | | | |
| | | | BR DC | | | | | | | | | | | | | | | | | | | | |
| | CTH BB Buss Road to Sprecher Road Resurfacing and add paved shoulders | PE | | | | | | | | | | | | | | | | | | | | | |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | (See Madison Metropolitan Planning Area listing for CTH BB) | | | | | | | | | | | | | | | | |
| | | TOTAL | | | | | | | | | | | | | | | | | | | | | |
| | CTH E German Valley Cr Bridge Bridge Reconstruction (P-13-0901) | PE | 680 170 850 | | | | | | | | | | | | | | | | | | | | 5886-00-02, -72 |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | 680 170 850 | | | | | | | | | | | | | | | | | | | | |
| | | | BR DC | | | | | | | | | | | | | | | | | | | | |
| | CTH G (Mt Vernon Cr Bridge) B-13-0028 Reconstruct bridge | PE | 125 125 | | | | | | | | | | | | | | | | | | | | Will seek federal Bridge funding |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | 1,000 1,000 | | | | | | | | | | | | | | | | |
| | | TOTAL | 125 125 | | | | 1,000 1,000 | | | | | | | | | | | | | | | | |
| | | | DC | | | | DC | | | | | | | | | | | | | | | | |

**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Outer Area**

| Primary Jurisdiction/ Project Sponsor | Project Description | Type of Cost | 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 | |
| STREET/ROADWAY PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| DANE COUNTY | CTH G (W Br Sugar River Br) B-13-0039 Reconstruct bridge | PE | | | 100 | 100 | | | | | | | | | | | | | | | | | Will seek federal Bridge funding |
| | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | CONST | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | 100 | 100 | | | | | | | | | | | | | | | | | |
| | | | | | DC | | | | | | | | | | | | | | | | | | |
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(x) = Major project with capacity expansion. (*) = MPO action required. Shading denotes those projects programmed for Federal funding.

NOTE: Funds Key page 9

**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES
2022 - 2026 (\$000s) Outer Area**

| Primary Jurisdiction/ Project Sponsor | Project Description | Type of Cost | 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 | |
| STREET/ROADWAY PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| DANE COUNTY | CTH V STH 113 to CTH I Recondition Roadway | PE | | | | | | | | | | | | | | | | | | | | | 6218-00-03, -73 Local Transportation Facility Improvement Assistance Project |
| | | ROW CONST | 3,188 | | 798 | 3,986 | | | | | | | | | | | | | | | | | |
| | | TOTAL | 3,188 RU | | 798 DC | 3,986 | | | | | | | | | | | | | | | | | |
| | CTH V CTH KP to Lueth Rd Resurface | PE | | | | | | | | | | | | | | | | | | | | | |
| | | ROW CONST | | 100 | 575 | 675 | | | | | | | | | | | | | | | | | |
| | | TOTAL | | 100 CHIP | 575 DC | 675 | | | | | | | | | | | | | | | | | |
| | CTH V Lueth Rd to STH 113 Resurface | PE | | | | | | | | | | | | | | | | | | | | | |
| | | ROW CONST | | 550 | 750 | 1,300 | | | | | | | | | | | | | | | | | |
| | | TOTAL | | 550 CHIP | 750 DC | 1,300 | | | | | | | | | | | | | | | | | |
| | CTH X CTH N to CTH A Resurface | PE | | | | | | | | | | | | | | | | | | | | | |
| | | ROW CONST | | | 410 | 410 | | | | | | | | | | | | | | | | | |
| | | TOTAL | | | 410 DC | 410 | | | | | | | | | | | | | | | | | |
| | CTH Y Dunlap Creek Bridge (B-13-0589) 3.3 Miles N. JCT USH 14 Bridge Reconstruction | PE | | | | | | | | | | | | | | | | | | | | 5986-00-01, -71 | |
| | | ROW CONST | 680 | | 170 | 850 | | | | | | | | | | | | | | | | | |
| | | TOTAL | 680 BR | | 170 DC | 850 | | | | | | | | | | | | | | | | | |
| | CTH Y (Black Earth Cr Bridge) B-13-0026 Reconstruct bridge | PE | | | 210 | 210 | | | | | | | | | | | | | | | | Will seek Federal bridge funding | |
| | | ROW CONST | | | | | | | 1,300 | 1,300 | | | | | | | | | | | | | |
| | | TOTAL | | | 210 DC | 210 | | | 1,300 DC | 1,300 | | | | | | | | | | | | | |
| 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 | | | | | | | | 406 | | 102 | 508 | | | | | | | | | | |
| | | TOTAL | | | | | | | | 406 BR | | 102 TR | 508 | | | | | | | | | | |

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

NOTE: Funds Key page 9

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

I. Introduction

The [Fixing America's Surface Transportation Act \(FAST Act\)](#), signed into law in December 2015, 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 the FAST Act, the Greater Madison Metropolitan Organization (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 March 2017, is the *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area* (<http://madisonareampo.org/planning/RegionalTransportationPlan2050.cfm>). The RTP has been amended three times since adopted to add the Beltline flex lane, Bus Rapid Transit (BRT), and U.S. Highway 51 (McFarland to Stoughton) projects.

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. The MPO scores and selects projects for funding under these two 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 for the 2020-2025 program cycle was \$6.86 million. 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 Rideshare Etc. program.

¹ The U.S. Department of Transportation considers the fifth year as informational.

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.

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 transportations 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 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 FAST Act Goals

The following are the goals for the regional transportation system identified in the RTP:

1. Create Connected Livable Neighborhoods and Communities

Create interconnected livable places linked to jobs, services, schools, shops, and parks through a multi-modal transportation system that is integrated with the built environment and supports compact development patterns that increase the viability of walking, bicycling, and public transit.

2. Improve Public Health, Safety, and Security

Design, build, operate, and maintain a transportation system that enables people to get where they need to go safely and that, combined with supportive land use patterns and site design, facilitates and encourages active lifestyles while improving air quality.

3. Support Personal Prosperity and Enhance the Regional Economy

Build, operate, and maintain a transportation system that provides people with affordable access to jobs and enables the exchange of goods and services within the region and to/from other regions.

4. Improve Equity for Users of the Transportation System

Provide an equitable level of transportation facilities and services for all regardless of age, ability, race, ethnicity, or income.

5. Reduce the Environmental Impact of the Transportation System

Ensure that the transportation system is designed, built, operated, and maintained in a way that protects and preserves the natural environment and historic and cultural resources, and is supportive of energy conservation.

6. Advance System-wide Efficiency, Reliability, and Integration Across Modes

Design, build, operate, and maintain an efficient transportation system with supportive land use patterns that maximizes mobility, minimizes unexpected delays, and provides seamless transfers between all modes.

7. Establish Financial Viability of the Transportation System

Achieve and maintain a state of good repair for the existing transportation system, invest in cost-effective projects, and ensure adequate, reliable funding to meet current and future needs.

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 carries over and builds upon the national performance goals established in MAP-21.

- 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 policy objectives of the RTP as outlined in the *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area*, including sub-element plans, national performance goals specified in FAST Act, 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 allocations for these programs will be based on a 3% annual inflationary increase from previous year levels. 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 \$2.8 million and total federal funding amount of no more than \$1.4 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 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 is therefore 60%. This applies to all projects costing \$600,000 or more. The standard minimum 20% local cost share will be applied for small non-infrastructure projects not exceeding \$300,000. A sliding scale for cost share will be used for projects costing between \$300,000 and \$600,000 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) |
|-----------------------|-------------------------------------|
| < \$300,000 | 80% |
| \$300,000 - \$600,000 | $P = 80 - ((X - 300,000) / 15,000)$ |
| > \$600,000 | 60% |

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) and Citizen Advisory Committee (CAC) review the MPO staff's scoring of projects and recommendation regarding projects to be funded. The committees 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 and CAC make a final recommendation on the STBG projects and funding to the MPO Policy Board. The MPO Policy Board reviews and approves the TIP, including the STBG-Urban projects, for submittal to WisDOT for approval and inclusion in the Statewide TIP.

VI. Project Selection Criteria

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

Screening criteria are first used to ensure that the proposed projects meet eligibility requirements, are consistent with the adopted *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area*, 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. For example, 2020-2025 program cycle projects must be constructed by June 30, 2027.

Scoring criteria are used to evaluate the merits of the projects. The scoring criteria have been designed to incorporate the goals and policies of the *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area* and goals of the FAST Act. 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 *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area*, including the *Congestion Management Process (CMP) for the Madison Metropolitan Area*, *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 *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area*.

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

3. All roadway projects must comply with the MPO's Complete Streets Policy. 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). The State of Wisconsin's Pedestrian and Bicycle Accommodations law and associated rules in effect on May 2015 will be used as a general guide in determining compliance with the policy.
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. See link to the currently planned future functional class map in the Regional Transportation Plan:
https://www.greatermadisonmpo.org/maps/documents/7_PlannedFutureBicycleNetwork.pdf

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.

B. Project Scoring Criteria

The following tables (1) show the relationship between the RTP 2050 goals and policies and the scoring criteria categories and (2) provide the scoring criteria for the different potential major types of projects (roadway, transit infrastructure, bicycle/pedestrian, and ITS). Transit vehicle purchase projects are eligible for funding, but will not be evaluated with a scored application. Background information on the planned use of new or replacement vehicles and purchase prioritization shall be provided by the applicant. Such projects will then be considered for funding along with the scored projects.

The scoring categories for the different project criteria are identical. The percentage weight given to each category varies for some categories to reflect the importance of the categories for those types of projects. See the table below, which lists the project scoring categories and total points assigned to them for each of the project types. The maximum total score for all projects is 100 points.

Relationship of Regional Transportation Plan (RTP) Goals and Policies to STBG - Urban Project Evaluation Criteria

| | RTP Goal | Relevant Supporting Policies | STBG-U Project Criteria Category |
|---|--|--|--|
| 1 | Create Connected Livable Neighborhoods and Communities | Promote walkable, mixed-use neighborhoods. Encourage growth in dev. Areas, activity centers, and along transit corridors. Build complete streets that are safe, convenient, and attractive for everyone. Utilize context sensitive transportation facility design. | Multi-Modal; Environment; Equity Regional Transp. System/Reg Dev. Framework Multi-Modal; Safety; Environment; Equity Multi-Modal; Environment; Equity |
| 2 | Improve Public Health, Safety, and Security | Address the safety and security of all users in planning, designing, building, and maintaining the transportation system. Retrofit existing transp. facilities that pose safety risks with safer, modern designs. Minimize conflicts between motorized and non-motorized traffic through lower roadway speeds where appropriate, safe crossings, and other means. Prioritize active transportation facility improvements that will improve access to jobs, schools, etc., and those located in areas with underserved populations. Promote and facilitate active transportation for short trips including maintenance of active transportation facilities. Manage access to the regional roadway system to preserve and improve safety and operational efficiency. Employ ITS to improve safety and system reliability Reduce vulnerability of transp. system to natural hazards. | Multi-Modal; Safety; Equity Safety; System Preservation Multi-Modal; Safety; Equity Multi-Modal; Environment; Equity Multi-Modal; System Preservation; Environment Congestion Mitigation. & TSM; Safety Congestion Mitigation. & TSM; Safety Environment |
| 3 | Support Personal Prosperity and Enhance the Regional Economy | Provide for efficient, reliable travel on regional roadways serving major employment centers and those critical to freight movement. Support downtown Madison as the region's largest, most important activity center through improvements to it's accessibility by transit and other modes. Provide convenient, inexpensive transportation options that allow HHs to go car-light or car-free. Encourage redevelopment of established employment/activity centers and major transit corridors. Provide efficient freight access to regional roadways, railroad, and the airport. Integrate local public transit with intercity service and facilities such as the airport. | Regional Transp. System/Reg. Dev. Framework; Congestion Mitigation & TSM Regional Transp. System/Reg. Dev. Framework; Multi-Modal Multi-Modal; Environment Regional Transp. System/Reg. Dev. Framework Regional Transp. System/Reg. Dev. Framework; Congestion Mitigation & TSM Multi-Modal |
| 4 | Improve Equity for Users of the Transportation System | Provide convenient, affordable transportation options that enable people of all ages and abilities to access jobs, services, and other destinations. Improve transit accessibility to jobs, especially in transit dependent areas. Ensure interests of underrepresented groups are considered in transportation planning process. Ensure benefits of regional transportation system investments are fairly distributed and that environmental/health impacts do not disproportionately impact minority and low-income populations. Retrofit existing transportation facilities to make them ADA compliant. | Multi-Modal; Environment; Equity Multi-Modal; Environment; Equity Equity Equity; Environment; Equity Screening Criterion Equity; Multi-Modal Screening Criterion |

| | RTP Goal (cont.) | Relevant Supporting Policies (cont.) | STBG-U Project Criteria Category (cont.) |
|---|---|--|---|
| 5 | Reduce the Environmental Impact of the Transportation System | Design and build sustainable transportation infrastructure. | Environment |
| | | Incorporate green streets elements into street (re)construction where feasible. | Environment |
| | | Pursue ITS technologies to improve traffic flow, make transit and bicycling easier and more convenient. | Congestion Mitigation & TSM; Multi-Modal |
| | | Develop a transportation system resilient in the face of climate change and rising fuel prices in the future. | Environment; Multi-Modal |
| | | Promote transition to low and no emission fuels for vehicles. | Environment |
| 6 | Advance System-Wide Efficiency, Reliability, and Integration Across Modes | Encourage development in identified transp./transit corridors and activity centers. | Regional Transp. System/Reg. Dev. Framework |
| | | Utilize transportation systems management and operations strategies to maximum efficiency and reliability for all modes. | Congestion Mitigation & TSM |
| | | Manage access to the regional roadway system to preserve and improve operational efficiency. | Congestion Mitigation & TSM |
| | | Seek to provide and maintain an acceptable level service for all travel modes. | Congestion Mitigation & TSM |
| | | Utilize ITS to make travel by all modes more reliable and convenient. | Congestion Mitigation & TSM |
| 7 | Establish Financial Viability of the Transportation System | Prioritize capacity investment on critical bottlenecks and corridors that serve regional employment centers. | Regional Transp. System/Reg. Dev. Framework; Congestion Mitigation & TSM |
| | | Make most efficient use of limited public resources. | Combined Set of Criteria |
| | | Prioritize maintenance of existing transportation facilities, strategies to manage travel demand, and improvements to transportation operations over new facilities and capacity expansion projects. | System Preservation; Congestion Mitigation & TSM; Environment |
| | | Leverage federal/state funding for large-scale projects that provide significant benefits to the regional transportation system. | Regional Transp. System/Reg. Dev. Framework; Combined Criteria |

STBG-Urban Project Scoring System

| Category | | Scoring System | | | |
|--------------|--|----------------|------------------------|-----|------|
| | | Roadway | Transit (Infrastr.) | ITS | Bike |
| 1 | Importance to Regional Transportation System and Supports Regional Development Framework | 18 | 25 | 15 | 25 |
| 2 | System Preservation | 20 | 15 | 5 | 5 |
| 3 | Congestion Mitigation/TSM | 12 | 15 | 20 | 5 |
| 4 | Safety Enhancement | 20 | 5 | 20 | 20 |
| 5 | Enhancement of Multi-modal Options/Service | 12 | 15 | 15 | 25 |
| 6 | Environment | 8 | 10 | 15 | 5 |
| 7 | Equity | 10 | 15 | 10 | 15 |
| Total | | 100 | 100 | 100 | 100 |

Note: The Transit (Bus Purchase) project type was removed as a scored project type.
Applications requesting bus purchase funding will be evaluated but not scored.

| 1. Importance to Regional Transportation System and Supports Regional Development Framework – 18 Points Total | | |
|--|--------|--|
| Criteria | Points | Scoring Guidelines |
| <ul style="list-style-type: none"> Roadway Functional Class: The Greater Madison MPO Functional Classification System map assigns the following functional classifications to roadways within the urban area: Principal Arterial, Minor Arterial, and Collector. The functional classification defines the role the roadway plays (mobility, connectivity, accessibility) in serving travel needs through the regional network. See link to map below: http://www.madisonareampmo.org/maps/documents/FunctionalClassesDaneCountyCurrentRds.pdf | 3 – 9 | Principal Arterial: 9 Points Minor Arterial: 6 Points Collector: 3 Points |
| <ul style="list-style-type: none"> Freight Route: The project is located on a freight route as identified on the Truck Routes and Truck Volume map below: https://www.greatermadisonmpo.org/maps/documents/Truck_Vol_2019_Percent.pdf [Note: “Key” locations are those with higher truck volumes and/or serving industrial parks.] | 0 – 3 | Freight Route: 3 Points if key location, 1-2 point otherwise Non-Freight Route: 0 Points |
| <u>Supports Employment or Mixed-Use Center and/or Serves Mixed-Use Corridor:</u> <ul style="list-style-type: none"> The project is located within or serves an existing or planned employment or mixed-use center or corridor. [Note: See map of existing and planned centers, page 2-11 of the Regional Transportation Plan 2050. Will update with map from Regional Development Framework being prepared.] The project improves multi-modal accessibility and connectivity to employment and/or mixed-use center or corridor. | 0 – 6 | Project serves an existing regional employment center or mixed-use center or corridor: 6 Points Project serves an existing local employment or mixed-use center or community corridor: 4 Points Project serves a planned regional employment or mixed-use center: 2 Points Project does not serve an existing or planned center or corridor: 0 Points |

| 2. System Preservation – 20 Points Total | | |
|---|--------|--------------------|
| Criteria | Points | Scoring Guidelines |
| <ul style="list-style-type: none"> Pavement Condition: The current weighted average (by segment length) pavement condition for the candidate roadway project. [Note: Calculation: (The PASER rating for segment “s”) * (length of segment “s” / total project length) for all segments. Sum all figures to obtain a weighted PASER rating average.] | 0 – 20 | See table below. |

| Rating/Points Table | |
|---------------------|--------|
| Avg. PASER Rating | Points |
| 1 - 3 | 20 |
| 4 - 5 | 18-16 |
| 6 - 7 | 12-10 |
| 8 - 10 | 0 |

| 3. Congestion Mitigation & Transportation System Management (TSM) – 12 Points Total | | |
|--|--------|--|
| Criteria | Points | Scoring Guidelines |
| <p><u>Congestion Mitigation/TSM:</u></p> <ul style="list-style-type: none"> Level of existing traffic congestion and extent to which the project improves travel times or traffic flow conditions by (a) providing additional motor vehicle capacity; and/or (b) providing transit and/or non-motorized facility improvements, increasing the attractiveness of those modes of transportation. The extent to which the project reduces intersection delay through improved traffic signal operations (better coordination and/or signal equipment upgrades, including responsive signal controls) and/or through intersection design changes (e.g., addition or lengthening of turn bays). The project provides or improves an alternative or parallel route to an existing congested roadway or intersection, thereby improving the operational performance/efficiency of that congested facility. The project improves roadway access management (e.g., addition of a median) in a manner that improves the capacity of the roadway. <p>Note: Project that do not include capacity expansion or TSM component will not receive points under this criteria.</p> | 0 – 12 | (See tables below, which show the points that will be awarded based on the existing and near-term future projected traffic congestion and the extent to which the project will reduce congestion/ improve traffic operations.) |

| Estimated Planning Level Arterial/Collector Roadway Design Capacity | |
|---|---|
| Roadway Facility Type (Signalized Arterial) | Design Capacity (vehicles per 24 hours) |
| Two Lane Undivided | 16,000 |
| Two Lane Divided | 17,500 |
| Four Lane Undivided | 31,000 |
| Four Lane Divided | 34,000 |
| Six Lane Divided | 48,000 |

Source – WisDOT. “Capacity” is Level of Service E threshold for signalized urban street. Calculations based on *TRB Highway Capacity Manual (6th edition)*.

| V/C Ratio Points Table for Corridor Projects | |
|--|----------|
| V/C Ratio | Points |
| <0.70 | 0 |
| 0.70 – 0.79 | Up to 8 |
| 0.8 – 0.99 | Up to 10 |
| 1.0 or greater | Up to 12 |

| LOS Points Table for Intersection Projects | | |
|--|-------|----------|
| Control Delay (s/veh) | LOS | Points |
| ≤20 | A – B | 0 |
| >20-35 | C | 0 |
| >35-55 | D | Up to 8 |
| >55-80 | E | Up to 10 |
| >80 | F | Up to 12 |

| 4. Safety Enhancement – 20 Points Total | | |
|--|--------|--|
| Criteria | Points | Scoring Guidelines |
| <p><u>Project Tier:</u></p> <ul style="list-style-type: none"> Tier 1-Project includes a high severity crash segment or intersection (Using 5-year crash history) <ul style="list-style-type: none"> A crash history with 1 or more fatalities; or 3 or more Type A crashes; or 1 or more Type B or higher bike/ped crash Tier 2- Project does not include a high severity crash segment or intersection but has a documented crash history or safety problem. <p>Crash history will be weighted by the EPDO Index developed for the Intersection Safety Screening Analysis</p> | - | <p>Severity:</p> <p>Weight-EPDO Index</p> <p>K: Fatal 155.5</p> <p>A: Incapacitating 16.0</p> <p>B: Non-Incapacitating 4.4</p> <p>C: Possible Injury 2.3</p> <p>O:Property Damage 1.0</p> |
| <p><u>Potential Crash Reduction Impact of the Proposed Roadway Improvement(s):</u></p> <ul style="list-style-type: none"> Extent to which the project addresses documented safety concerns and the estimated impact the improvement(s) will have in reducing motorist, bicyclist, and/or pedestrian crashes based on crash modification factor (CMF) of the countermeasure(s). <p>[Note: See http://www.cmfclearinghouse.org/. The CMF Clearinghouse presents both CMFs and CRFs, or Crash Reduction Factors. The difference is that CRF provides an estimate of the percentage reduction in crashes, while CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given improvement. Mathematically, $CMF = 1 - (CRF/100)$.]</p> | 0 – 20 | <p>High-Impact Safety Improvements: Tier 1: Up to 20 Points Tier 2: Up to 15 points</p> <p>Medium-Impact Safety Improvements: Tier 1: Up to 15 points Tier 2: Up to 10 points</p> <p>Minimal-Impact Safety Improvements Tier 1: Up to 10 points Tier 2: Up to 5 points</p> <p>Project does not include a safety countermeasure: 0 Points</p> |

| 5. Enhancement of Multi-Modal Options – 12 Points Total | | |
|---|--------|--|
| Criteria | Points | Scoring Guidelines |
| <p><u>Pedestrian Facilities:</u></p> <ul style="list-style-type: none"> Extent to which the project enhances pedestrian street crossing facilities (e.g., pedestrian refuge islands, mid-block crossing), and/or traffic signals (e.g., pedestrian countdown, HAWK beacon, RRFB beacon). <p>[Note: Projects are generally expected to provide sidewalks and ADA compliant curb ramps in compliance with the MPO's complete streets policy.]</p> | 0 – 2 | <p>Project incorporates significant pedestrian street crossing improvements: 2 Points</p> <p>Project incorporates minor pedestrian street crossing improvements: 1 Point</p> <p>Project incorporates no pedestrian facility improvements: 0 Points</p> |
| <p><u>Bicycle Facilities – Level of Traffic Stress (LTS):</u></p> <ul style="list-style-type: none"> The project provides a new link (segment, grade-separated crossing) in the low-stress bikeway system, connecting residential neighborhoods, employment centers, or other destinations to the existing low-stress network, where other reasonably direct, low-stress route alternatives do not exist. <p>[Note: See Low Stress Bike Route Finder or .pdf of LTS Map at https://www.gretermadisonmpo.org/maps/documents/Low_Stress_Bike_Network_2021.pdf]</p> | 0 – 6 | <p>Up to 4 points for new links of LTS 2 and up to 6 points for new links of LTS 1, depending on length and impact on regional low-stress network connectivity. 2 points for reducing LTS on roadway from 4 to 3.</p> |
| <p><u>Transit Facilities/Route:</u></p> <ul style="list-style-type: none"> The project includes a bus lane or other transit priority improvement(s) (e.g., bus queue jump at intersection, transit signal priority), bus stop improvements and/or amenities (e.g., in lane bus stop, improvements, ADA compliant bus pads), and/or, new sidewalk connection to route) to improve transit travel time, reliability, and/or attractiveness, and/or accessibility. The project is located on a bus route and will improve transit as well as motor vehicle operations. | 0 – 4 | <p>Project accommodates and provides significant benefits to transit (e.g., bus lanes or other priority treatment): 4 Points</p> <p>Project provides new or improved bus stops and/or new sidewalk connection to route: 2 Points</p> |

| | | |
|--|--|---|
| | | <p>Project is located on a bus route and provides some benefits (e.g., improved traffic flow, relocated bus stop or enhanced bus stops): 1 Point</p> <p>Project is not located on a bus route: 0 Points</p> |
|--|--|---|

6. Environment– 8 Points Total

| Criteria | | Scoring Guidelines |
|---|-------|--|
| <p><u>Use of Alternative Modes:</u></p> <ul style="list-style-type: none"> Extent to which project enhancements to alternative transportation options are likely to be used based on existing and estimated future transit ridership and bicycling and walking levels, and extent to which this is likely to result in a shift to these modes and reduced vehicle trips/VMT. | 0 – 4 | <p>High transit, bicycling, walking levels which project will increase: 3 - 4 Points</p> <p>High levels, but modest impact from project; Moderate existing or projected levels which project will increase: 1 - 2 Points</p> <p>Minimal or no impact on use of alternative modes: 0 Points</p> |
| <ul style="list-style-type: none"> The extent to which the project is anticipated to improve storm water control through rain garden, infiltration, TSS, or catch basin. | 0 – 4 | <p>Maximum points for projects that have high potential/plans to significantly improve storm water control.</p> |

7. Equity– 10 Points Total

| Criteria | Points | Scoring Guidelines |
|---|--------|--|
| <p><u>Environmental Justice:</u></p> <ul style="list-style-type: none"> The project is located within or directly benefits an MPO-defined Tier 1 or Tier 2 Environmental Justice (EJ) Area, providing improved multi-modal access/mobility and/or otherwise improving the area's livability. <p>[Note: See maps of Tier 1 and Tier 2 EJ Areas at the following link: https://www.greatermadisonmpo.org/maps/list.cfm#EJ </p> | 0 – 10 | <p>Maximum points will be awarded for projects located in/connecting to and directly benefiting a Tier 1 EJ Area. Up to 6 points will be awarded for projects located in/connecting to and directly benefiting a Tier 2 EJ Area.</p> |

Transit Infrastructure Projects (Excluding Bus Purchases)

| 1. Importance to Regional Transportation System and Regional Development Framework– 25 Points Total | | |
|---|--------|--|
| Criteria | Points | Scoring |
| <p><u>Category of Bus Route(s) Served:</u></p> <ul style="list-style-type: none"> Metro’s fixed routes can be categorized according to the function they serve within the overall transit system. “Core” routes operate in high volume corridors through the central area and form the backbone of the system. This includes the planned BRT system; “commuter” routes serve major employer centers, adding service frequency during commute periods and often providing faster service; “peripheral” routes connect outlying areas to the transfer points; and “circulator” routes serve short trips within activity centers or between nearby neighborhoods and the centers. | 1 – 5 | <p>Project affects planned BRT routes: 5 points.</p> <p>Project affects other core routes or network segments with all day service: 3 points.</p> <p>Project affects route segment with only commuter or peripheral route service part of the day: 1 Point</p> |
| <p><u>Transit Level of Service:</u></p> <ul style="list-style-type: none"> Number of daily bus trips (peak and off-peak) affected by the project (both current and anticipated future, if new service planned). | 1 – 5 | <p>10+ buses/hour during weekday peak, 5+ off-peak, and 2+ weekends: 5 Points</p> <p>6+ buses peak, 3+ off-peak, and 2+ weekends: 4 Points</p> <p>4+ peak, 2+ off-peak, 1+ weekends: 3 Points</p> <p>2+ peak, 1+ off-peak/weekend: 1 Point</p> <p>Weekday peak period service only: 0 Points</p> |
| <p><u>Passenger Boardings:</u></p> <ul style="list-style-type: none"> Number of passenger boardings per day on all route(s) affected by the project (both current and anticipated future boardings, if new service planned). | 0 – 5 | <p>>6,000: 5 Points</p> <p>1 Point per 1,000 rounded up (after 1,000) to 6,000</p> <p>< 1,000: 0 Points</p> |
| <p><u>Supports Employment or Mixed Use Center or Corridor:</u></p> <ul style="list-style-type: none"> The project is located within or serves an existing or planned employment center or mixed-use center or corridor. <p>[Note: See map of existing and planned centers, page 2-11 of the Regional Transportation Plan 2050. Will update with map from Regional Development Framework being prepared.]</p> <ul style="list-style-type: none"> The project improves multi-modal accessibility and connectivity to employment center or mixed-use center or corridor. | 0 – 10 | <p>Project serves an existing regional employment or mixed-use center or corridor: 8-10 Points</p> <p>Project serves an existing local employment or mixed-use center or corridor: 5-7 Points</p> <p>Project serves a developing/planned regional employment or mixed-use center or corridor: 3-4 Points</p> |

Transit Infrastructure Projects (Excluding Bus Purchases)

| | | |
|--|--|---|
| | | <p>Project serves a developing/planned local employment or mixed use center or corridor: 1-2 Points</p> <p>Project does not serve an employment or mixed-use center or corridor: 0 Points</p> |
|--|--|---|

2. System Preservation – 15 Points Total

| Criteria | Points | Scoring |
|--|--------|---|
| <ul style="list-style-type: none"> The project will help maintain the reliability of transit service or address facility maintenance or expansion needs (e.g., bus queue jump(s), bus shelter replacement, transfer center or PNR lot construction/expansion). The project will preserve the viability of existing transit facilities. | 0 – 15 | Maximum points awarded for projects that significantly improve transit reliability/schedule adherence and/or replace, improve, or expand facilities that are past their useful life, in disrepair, under capacity, and/or do not meet current design standards. |

3. Congestion Mitigation & Transportation System Management (TSM) – 15 Points Total

| Criteria | Points | Scoring |
|---|--------|--|
| <p><u>Congestion Mitigation/TSM:</u></p> <ul style="list-style-type: none"> Level of existing traffic congestion in the affected corridor(s) and the extent to which the project mitigates that congestion by enhancing the attractiveness of transit service. Capacity issues with facilities or service(s) and the extent to which the project addresses the issue(s) by expanding the capacity or operational efficiency of them. The project improves the operational performance/efficiency of existing transit route(s) in congested corridors (e.g., decrease in travel times, increase in on-time performance). Examples include transit runningway improvements, consolidation and/or relocation of bus stops, and construction or removal (to create dedicated bus lanes) of bus bulb-outs. The project implements ITS strategies that improve the operational efficiency and/or attractiveness of transit service. Examples include transit signal priority, dynamic message signs that display real-time bus schedule information, fare collection systems, passenger counting systems, and other data and reporting mechanisms that make or can be used to make the transit system more efficient. | 0 – 15 | Maximum points for projects in congested corridors that increase the attractiveness of transit by providing facilities, amenities, or information and/or improving the operational performance (travel time, schedule adherence) of transit service. |

Transit Infrastructure Projects (Excluding Bus Purchases)

| 4. Safety Enhancement – 5 Points Total | | |
|--|-------|---|
| Criteria | | Scoring |
| <p><u>Safety Enhancements:</u></p> <ul style="list-style-type: none"> Extent to which the project addresses passenger, driver, or maintenance staff safety or security concerns (e.g., moving bus stops, adding cameras to transit facilities, improving bus communications/safety monitoring, modifying maintenance facilities to improve safety). | 0 – 5 | Maximum points for project that significantly improve passenger safety on vehicles or at high ridership locations, or address documented driver or maintenance staff safety issues. |

| 5. Enhancement of Multi-Modal Options/Service – 15 Points Total | | |
|--|--------|--|
| Criteria | Points | Scoring |
| <p><u>Transit Connections:</u></p> <ul style="list-style-type: none"> The project improves connections between transit and other modes of transportation (e.g., increases opportunities for bicycle storage at major bus stops/stations, park-and-ride lot/facility). The project enhances transfer station or bus stop facilities/amenities. | 0 – 5 | Maximum points for projects that accommodate and provide significant improvements to multi-modal transit connections |
| <p><u>Transit Facilities:</u></p> <ul style="list-style-type: none"> The project includes transit runningway improvements or other transit improvements (e.g., in-lane bus stops, bus queue jump, transit signal priority) and/or amenities that reduce transit travel times, improve on-time performance, and/or otherwise increase the attractiveness of transit. | 0 – 10 | Maximum points for projects that accommodate and provide significant benefits to transit operations |

| 6. Environment–10 Points Total | | |
|--|--------|--|
| Criteria | | Scoring |
| <p><u>Existing/Projected Use of Transit:</u></p> <ul style="list-style-type: none"> Extent to which project is likely to result in increased transit ridership and reduced vehicle trips/VMT. | 0 – 10 | <p>High transit levels in corridor(s)/area(s) which project will increase: 7-10 Points</p> <p>High levels, but modest impact from project; Moderate existing or projected levels which project will increase: 4-6 Points;</p> <p>Low levels, but project will increase: 1-3 Points</p> |

Transit Infrastructure Projects (Excluding Bus Purchases)

| 7. Equity – 15 Points Total | | |
|--|--------|---|
| Criterion | Points | Scoring |
| <p><u>Environmental Justice & Accessibility:</u></p> <ul style="list-style-type: none"> The project improves accessibility of the transit system for persons with disabilities through upgrades to existing fixed-route buses or bus stops. The project is located within or directly benefits a Tier 1 or Tier 2 MPO-defined Environmental Justice (EJ) Area and provides improved transit access and mobility and/or otherwise improves the attractiveness of transit service. <p>[Note: See maps of Tier 1 and Tier 2 EJ Areas at the following link: https://www.greatermadisonmpo.org/maps/list.cfm#EJ]</p> | 0 – 10 | Maximum points will be awarded for projects located in/connecting to and directly benefiting a Tier 1 EJ Area. Up to 6 points will be awarded for projects located in/connecting to and directly benefiting a Tier 2 EJ Area. |
| <p><u>Public Health:</u></p> <ul style="list-style-type: none"> The project provides public health benefits (e.g., provides community/social space or improved access to parks/open space, improves access to health care or other services, healthy food resources, etc., provides opportunities for physical activity, improves safety, etc.). | 0 – 5 | Maximum points awarded to projects that provide public health benefits. |

| 1. Importance to Regional Transportation System and Supports Regional Development Framework – 25 Points Total | | |
|---|--------|--|
| Criteria | Points | Scoring Guidelines |
| <ul style="list-style-type: none"> <u>System Connectivity and Continuity:</u> The project provides a new link (segment, grade-separated crossing) in the low-stress bikeway system, connecting residential neighborhoods, employment centers, or other destinations to the existing low-stress network, where other reasonably direct, low-stress route alternatives do not exist. [Note: See Low Stress Bike Route Finder or .pdf of LTS Map at https://www.greatermadisonmpo.org/maps/documents/Low_Stress_Bike_Network_2021.pdf] | 0 – 20 | Up to 17 points for new links of LTS 2 and up to 20 points for new links of LTS 1, depending on length and impact on regional low-stress network connectivity. |
| <ul style="list-style-type: none"> The project provides bicycling and walking opportunities in areas of natural, cultural, or historic interest, enhancing use of the facility for recreational as well as transportation purposes. | 0 – 5 | Maximum points for projects that utilize natural etc. areas, providing high quality recreational opportunities |

| 2. System Preservation – 5 Points Total | | |
|--|--------|---|
| Criteria | Points | Scoring Guidelines |
| <u>Facility Maintenance:</u> <ul style="list-style-type: none"> The project sponsor has a bicycle facility pavement condition monitoring and maintenance program. The project sponsor has a winter bike facility maintenance program and the facility will be maintained year round. | 0 – 5 | Maximum points for projects with sponsors with an effective pavement/facility monitoring and maintenance program, and a high-quality year-round maintenance program |

| 3. Congestion Mitigation/TSM – 5 Points Total | | |
|---|--------|--------------------|
| Criteria | Points | Scoring Guidelines |
| <ul style="list-style-type: none"> The project will increase the attractiveness of bicycle/pedestrian travel in a corridor or area with significant existing peak period traffic congestion. The project will improve access to transit stops in a corridor or area with significant existing peak period traffic congestion. | 0 – 5 | |

| 4. Safety Enhancement – 20 Points Total | | |
|--|--------|--|
| Criteria | | Scoring Guidelines |
| <ul style="list-style-type: none"> The project is located in a corridor or area with a history of bicycle/pedestrian crashes, and the project addresses the safety problem(s) or issue(s). The project addresses a documented hazardous condition that discourages bicyclists from using the facility or corridor. The project addresses perceived hazardous condition that discourages bicyclists from using the facility or corridor. The project addresses a network deficiency identified in a Safe Routes to School Plan. | 0 – 10 | Maximum points for projects that address an existing major safety problem based on number of crashes relative to use and/or a documented safety issue. |
| <ul style="list-style-type: none"> The project provides a facility that is suitable for less experienced, skilled bicyclists. | 0 – 10 | Maximum points for projects providing an off-street facility in a corridor without an existing low-stress alternative. |

| 5. Enhancement of Multi-modal Options – 25 Points Total | | |
|--|--------|---|
| Criteria | Points | Scoring Guidelines |
| <u>Population Served:</u> <ul style="list-style-type: none"> The project serves a large number of people based on population within 0.5 to 1 mile of the facility, location of the facility within the overall bikeway network, and location within the region and community. | 0 – 13 | Maximum points for projects with a large population within a relatively short distance of the facility or likely to make use of the facility due to its location. |
| <u>Destinations Served:</u> <ul style="list-style-type: none"> The project serves to increase bicycling and walking access to jobs, services, schools, shopping, parks/recreational facilities, and/or entertainment. | 0 – 12 | Maximum points for projects providing access to regional or local mixed-use or employment/activity centers, community facilities, and services. |

| 6. Environment– 5 Points Total | | |
|---|-------|--------------------|
| Criterion | | Scoring Guidelines |
| <u>Use of Alternative Modes:</u> <ul style="list-style-type: none"> Extent to which the project will result in an increase in bicycling, walking, and transit trips for transportation purposes, resulting in reduced motor vehicle trips/VMT. | 0 – 5 | |

| 7. Equity – 15 Points Total | | |
|---|--------|---|
| Criteria | Points | Scoring Guidelines |
| <p><u>Environmental Justice & Accessibility:</u></p> <ul style="list-style-type: none"> The project is located within or improves bicycle/pedestrian access/mobility for an MPO-defined Tier 1 or Tier 2 Environmental Justice (EJ) Area. <p>[Note: See maps of Tier 1 and Tier 2 EJ Areas at the following link: https://www.greatermadisonmpo.org/maps/list.cfm#EJ]</p> | 0 – 12 | Maximum points will be awarded for projects located in/connecting to and directly benefiting a Tier 1 EJ Area. Up to 7 points will be awarded for projects located in/connecting to and directly benefiting a Tier 2 EJ Area. |
| <p><u>Public Health:</u></p> <ul style="list-style-type: none"> The project improves bicycle/pedestrian/transit access to parks/open space, health care or other services, healthy food resources, etc. | 0 – 3 | Maximum points awarded to projects that will provide improved access to healthy food resources, health care, and active recreation opportunities. |

| 1. Importance to Regional Transportation System and Supports Regional Development Framework– 15 Points Total | | |
|--|--------|---|
| Criteria | Points | Scoring Guidelines |
| <ul style="list-style-type: none"> <u>Roadway Functional Class:</u> The Greater Madison MPO Functional Classification System map assigns the following functional classifications to roadways within the urban area: Principal Arterial, Minor Arterial, and Collector. The functional classification defines the role the roadway plays (mobility, connectivity, accessibility) in serving travel needs through the regional network. See link to map below. https://www.greatermadisonmpo.org/maps/documents/FunctionalClassesDaneCountyCurrentRds.pdf | 3 – 6 | <p>Principal Arterial: 6 Points</p> <p>Minor Arterial: 3 Points</p> <p>Collector: 0 Points</p> |
| <ul style="list-style-type: none"> <u>Freight Route:</u> The project is located on or would benefit a freight route, or would otherwise improve the reliability of truck or rail movements. For routes, see link to Truck Routes and Truck Volume map below: https://www.greatermadisonmpo.org/maps/documents/Truck_Vol_2019_Percent.pdf <p>[Note: “Key” routes include those serving industrial parks or other locations with relatively high truck volumes.]</p> | 0 – 3 | <p>Project located on or benefits key freight route location(s): 3 Points</p> <p>Project provides minor improvements to freight system/ freight movements: 1-2 Points</p> <p>Non-freight route or no freight-related improvements: 0 Points</p> |
| <p><u>Supports Employment or Mixed-Use Center, and/or Serves Mixed-Use Corridor:</u></p> <ul style="list-style-type: none"> The project is located within or serves an existing or planned employment or mixed-use center or corridor. [Note: See map of existing and planned centers, page 2-11 of the Regional Transportation Plan 2050. Will update with map from Regional Development Framework being prepared.] The project improves multi-modal accessibility and connectivity to employment and/or mixed-use center or corridor. | 0 – 6 | <p>Project serves an existing regional employment center or mixed-use center or corridor: 6 Points</p> <p>Project serves an existing local employment or mixed-use center or corridor: 4 Points</p> <p>Project serves a planned regional employment or mixed-use center: 2 Points</p> <p>Project does not serve an existing or planned employment or mixed-use corridor: 0 Points</p> |
| 2. System Preservation – 5 Points Total | | |
| Criterion | Points | Scoring Guidelines |
| <ul style="list-style-type: none"> The project will help preserve the viability of existing transportation infrastructure. The project improves ability to maintain the roadway (e.g., winter snow/ice clearing) or transit system/vehicles. | 0 – 5 | |

| 3. Congestion Mitigation & Transportation System Management – 20 Points Total | | |
|--|--------|---|
| Criteria | Points | Scoring Guidelines |
| <p><u>Congestion Mitigation/TSM:</u></p> <ul style="list-style-type: none"> Overall level of existing recurring and non-recurring traffic congestion and extent to which the project mitigates it, improving travel times or traffic flow conditions. <p>[Note: The level of traffic congestion will be measured based on the best data available, including volume-to-capacity ratio (using AAWT and planning level capacities in the regional travel model – see tables in Roadway Projects criteria), intersection Level of Service during the peak periods, and congested travel speeds.]</p> <ul style="list-style-type: none"> The project will reduce intersection delay through improved traffic signal operations (better coordination and/or signal equipment upgrades, including responsive signal controls). The project will reduce congestion caused by incidents and special events through improved traffic control operations, real-time information systems (travel time, transit service, parking availability, etc.), improved incident response/management, or other strategies. The project will increase the attractiveness of transit, ridesharing, bicycling, and/or walking in congested areas or corridors through enhanced signal operations (e.g., transit signal priority, adding detection for bicyclists, etc.), real-time information systems, or other strategies. The project will provide data that will assist in identifying and addressing problem congestion areas or intersections for all transportation modes. | 0 – 20 | Maximum points for projects that significantly mitigate recurring and non-recurring congestion in one or more of the most congested local arterial corridors. |

| 4. Safety Enhancement – 20 Points Total | | | | | | | | | | | | | | |
|--|-------------------|--|-----------|-------------------|----------|-------|-------------------|------|-----------------------|-----|--------------------|-----|-------------------|-----|
| Criteria | | Scoring Guidelines | | | | | | | | | | | | |
| <p><u>Project Tier:</u></p> <ul style="list-style-type: none">• Tier 1-Project includes a high severity crash segment or intersection (Using 5-year crash history)<ul style="list-style-type: none">○ A crash history with 1 or more fatalities; or○ 3 or more Type A crashes; or○ 1 or more Type B or higher bike/ped crash• Tier 2- Project does not include a high severity crash segment or intersection but has a documented crash history or safety problem. <p>Crash history will be weighted by the EPDO Index developed for the Intersection Safety Screening Analysis</p> | - | <table><tr><td>Severity:</td><td>Weight-EPDO Index</td></tr><tr><td>K: Fatal</td><td>155.5</td></tr><tr><td>A: Incapacitating</td><td>16.0</td></tr><tr><td>B: Non-Incapacitating</td><td>4.4</td></tr><tr><td>C: Possible Injury</td><td>2.3</td></tr><tr><td>O:Property Damage</td><td>1.0</td></tr></table> | Severity: | Weight-EPDO Index | K: Fatal | 155.5 | A: Incapacitating | 16.0 | B: Non-Incapacitating | 4.4 | C: Possible Injury | 2.3 | O:Property Damage | 1.0 |
| Severity: | Weight-EPDO Index | | | | | | | | | | | | | |
| K: Fatal | 155.5 | | | | | | | | | | | | | |
| A: Incapacitating | 16.0 | | | | | | | | | | | | | |
| B: Non-Incapacitating | 4.4 | | | | | | | | | | | | | |
| C: Possible Injury | 2.3 | | | | | | | | | | | | | |
| O:Property Damage | 1.0 | | | | | | | | | | | | | |

| | | |
|--|--------|--|
| <p><u>Potential Crash Reduction Impact of the Proposed Roadway Improvement(s):</u></p> <ul style="list-style-type: none"> Extent to which the project addresses documented safety concerns and the estimated impact the improvement(s) will have in reducing motorist, bicyclist, and/or pedestrian crashes based on crash modification factor (CMF) of the countermeasure(s). <p>[Note: See http://www.cmfclearinghouse.org. The CMF Clearinghouse presents both CMFs and CRFs, or Crash Reduction Factors. The difference is that CRF provides an estimate of the percentage reduction in crashes, while CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given improvement. Mathematically, $CMF = 1 - (CRF/100)$.]</p> | 0 – 20 | <p>High-Impact Safety Improvements: Tier 1: Up to 20 Points Tier 2: Up to 15 points</p> <p>Medium-Impact Safety Improvements: Tier 1: Up to 15 points Tier 2: Up to 10 points</p> <p>Minimal-Impact Safety Improvements Tier 1: Up to 10 points Tier 2: Up to 5 points</p> <p>Project does not include a safety countermeasure: 0 Points</p> |
|--|--------|--|

| 5. Enhancement of Multi-Modal Options –15 Points Total | | |
|--|--------|---|
| Criteria | Points | Scoring Guidelines |
| <p><u>Pedestrian and Bicycle Facilities:</u></p> <ul style="list-style-type: none"> The project includes ITS infrastructure that will increase the convenience and attractiveness of bicycling and walking (e.g., pedestrian signals or warning lights, pedestrian and bicyclist detection devices, etc). | 0 – 4 | <p>Project accommodates and provides significant benefits to pedestrians and bicyclists: 3-4 Points</p> <p>Project accommodates and provides limited benefits to pedestrian and bicyclists: 2 Points</p> <p>Project accommodates, provides limited benefits to pedestrians only: 1 Points</p> <p>No additional or improved accommodations for pedestrians or bicyclists: 0 Points</p> |
| <p><u>Transit Facilities:</u></p> <ul style="list-style-type: none"> The project includes ITS infrastructure (e.g., transit signal priority, real time information systems, fare collection systems, etc.) that will improve transit travel time, reliability, and/or attractiveness. | 0 – 8 | <p>Project accommodates and provides significant benefits to transit (e.g., transit signal priority): 8 Points</p> <p>Project provides some benefits (e.g., fare collection systems): 4 Points</p> <p>Project is located on a bus route and thus benefits transit to limited degree (e.g., improving traffic flow): 2 Points</p> |

| | | |
|---|-------|---|
| | | Project is not located on a bus route: 0 Points |
| <u>Data Collection:</u> <ul style="list-style-type: none"> The project includes ITS infrastructure that will improve data collection for alternative transportation modes needed for planning and project design purposes. | 0 – 3 | Project provides significant benefits in terms of archived data: 3 Points Project provides some benefits (e.g., fare collection systems): 2 Points Project is located on a bus route and thus benefits transit to limited degree (e.g., improving traffic flow): 1 Point Project is not located on a bus route: 0 Points |

6. Environment – 15 Points Total

| Criteria | | Scoring Guidelines |
|---|--------|--|
| <u>Impact on Use of Alternative Modes:</u> <ul style="list-style-type: none"> Extent to which project is likely to result in increased transit ridership and bicycling and walking levels and therefore reduced vehicle trips/VMT. | 0 – 10 | Significant impact on transit, bicycling, and walking levels: 7-10 Points Modest impact: 4-6 Points Limited or no impact: 0-3 Points |
| <u>Impact on Fuel Use/Emissions and Groundwater Quality:</u> <ul style="list-style-type: none"> Extent to which the project will reduce fuel consumption and vehicle emissions through improved traffic flow (e.g., less stop/start conditions) and/or reduced non-recurring congestion caused by incidents and special events. Extent to which project will reduce salt and other chemical usage for winter maintenance, improving ground water quality and roadside vegetation. | 0 – 5 | Significant estimated impact on fuel use/vehicle emissions and/or salt/chemical usage based on studies: 4-5 Points Modest impact: 1-3 Points No impact: 0 Points |

| 7. Equity – 10 Points Total | | |
|---|---------------|--|
| Criteria | Points | Scoring Guidelines |
| <p><u>Environmental Justice:</u></p> <ul style="list-style-type: none"> The project is located within or directly benefits a MPO-defined Tier 1 or Tier 2 Environmental Justice (EJ) area, providing improved multi-modal access/mobility and/or otherwise improving or maintaining the area's livability. <p>[Note: See maps of Tier 1 and Tier 2 EJ Areas at the following link: https://www.greatermadisonmpo.org/maps/list.cfm#EJ]</p> | 0 – 10 | <p>Maximum points will be awarded for projects located in/connecting to and directly benefiting a Tier 1 EJ Area. Up to 6 points will be awarded for projects located in/connecting to and directly benefiting a Tier 2 EJ Area.</p> |

| 2022-2026 TIP/STBG-URBAN ROADWAY PROJECTS SCORING | | Aug-21 | Roadway Projects | | |
|--|--|-------------|---|--|---|
| | | | Atwood Ave. (Fair Oaks Ave. to Cottage Grove Rd.) | John Nolen Drive (Lakeside St. to North Shore Dr.) | Mineral Point Road (Beltline Hwy. to S. High Point Rd.) |
| | | | | | |
| | | | | | |
| I. Importance to Regional Transportation System and Supports Regional Devel. Framework | | Point Range | | | |
| A. Roadway Functional Class | | 3 - 9 | 6 | 9 | 9 |
| B. Freight Route | | 0 - 3 | 1 | 3 | 2 |
| C. Supports Regional Center, Mixed-Use Center, and/or Serves Regional/Community Corridor | | 0 - 6 | 4 | 5 | 6 |
| II. System Preservation | | | | | |
| A. Pavement Condition | | 0 - 20 | 18 | 18 | 18 |
| III. Congestion Mitigation & Transportation System Management (TSM) | | | | | |
| A. Congestion Mitigation/TSM | | 0 - 12 | 0 | 2 | 2 |
| IV. Safety Enhancement | | | | | |
| B. Potential Crash Reduction Impact of the Proposed Roadway Improvement(s) | | 0 - 20 | 14 | 8 | 10 |
| V. Enhancement of Multi-Modal Options | | | | | |
| A. Pedestrian Facilities | | 0 - 2 | 2 | 2 | 1 |
| B. Bicycle Facilities - Level of Traffic Street (LTS) | | 0 - 6 | 6 | 3 | 6 |
| C. Transit Facilities/Route | | 0 - 4 | 2 | 0 | 4 |
| VI. Environment/Green Infrastructure | | | | | |
| A. Use of Alternative Modes | | 0 - 4 | 3 | 3 | 4 |
| B. Stormwater Control | | 0 - 4 | 2 | 1 | 2 |
| VII. Equity | | | | | |
| A. Environmental Justice | | 0 - 10 | 0 | 3 | 4 |
| TOTAL POINTS | | 0 - 100 | 58 | 57 | 68 |

Note: Shaded columns are non-programmed projects seeking supplemental STBG Urban funding should it become available.

| 2022-2026 TIP/STBG-URBAN ROADWAY PROJECTS SCORING SUMMARY | | Aug-21 | Roadway | | |
|---|---|---------|---|--|---|
| | | | Atwood Ave. (Fair Oaks Ave. to Cottage Grove Rd.) | John Nolen Drive (Lakeside St. to North Shore Dr.) | Mineral Point Road (Beltline Hwy. to S. High Point Rd.) |
| I. | Importance to Regional Transportation System and Supports Regional Devel. Framework | | 11 | 17 | 17 |
| II. | System Preservation | | 18 | 18 | 18 |
| III. | Congestion Mitigation & Transportation System Management (TSM) | | 0 | 2 | 2 |
| IV. | Safety Enhancement | | 14 | 8 | 10 |
| V. | Enhancement of Multi-Modal Options | | 10 | 5 | 11 |
| VI. | Environment/Green Infrastructure | | 5 | 4 | 6 |
| VII. | Equity | | 0 | 3 | 4 |
| TOTAL POINTS | | 0 - 100 | 58 | 57 | 68 |
| | | | | | |

Note: Shaded columns are non-programmed projects seeking supplemental STBG Urban funding should it become available.

| 2022 - 2026 TIP/STBG-URBAN BICYCLE PROJECTS SCORING | | Aug-21 | Bike Projects | |
|---|----------------|-----------|----------------------------|--|
| | | | Autumn Ridge Path/Overpass | |
| I. Importance to Regional Transportation System and Supports Regional Devel. Framework | Point Range | | | |
| A. LTS System Connectivity & Continuity | 0 - 20 | 20 | | |
| B. Access to natural areas etc. | 0 - 5 | 5 | | |
| II. System Preservation (5 pts) | | | | |
| A. Facility maintenance | 0 - 5 | 5 | | |
| III. Congestion Mitigation & Transportation System Management (TSM) | | | | |
| A. Improve access/attractiveness of alternative modes | 0 - 5 | 4 | | |
| IV. Safety Enhancement (20 pts) | | | | |
| A. Addresses documented safety problem | 0 - 10 | 7 | | |
| B. Facility suitable for less-skilled bicyclists | 0 - 10 | 10 | | |
| V. Enhancement of Multi-Modal Options | | | | |
| A. Population Served | 0 - 13 | 7 | | |
| B. Destinations Served | 0 - 12 | 6 | | |
| VI. Environment/Green Infrastructure | | | | |
| A. Increase use of alternative modes | 0 - 5 | 4 | | |
| VII. Equity (15 pts) | | | | |
| A. Environmental Justice & Accessibility | 0 - 12 | 9 | | |
| B. Public Health | 0 - 3 | 3 | | |
| TOTAL POINTS | 0 - 100 | 80 | | |

Note: Shaded columns are non-programmed projects seeking STP-Urban supplemental funding should it become available.

| 2022 - 2026 TIP/STBG-URBAN BICYCLE PROJECTS SCORING | | Aug-21 | Bike Projects | |
|---|----------------|-----------|----------------------------|--|
| | | | Autumn Ridge Path/Overpass | |
| I. Importance to Regional Transportation System and Supports Regional Devel. Framework | | | 25 | |
| II. System Preservation (5 pts) | | | 5 | |
| III. Congestion Mitigation & Transportation System Management (TSM) | | | 4 | |
| IV. Safety Enhancement (20 pts) | | | 17 | |
| V. Enhancement of Multi-Modal Options | | | 13 | |
| VI. Environment/Green Infrastructure | | | 4 | |
| VII. Equity (15 pts) | | | 12 | |
| TOTAL POINTS | 0 - 100 | 80 | | |

Note: Shaded columns are non-programmed projects seeking supplemental STBG Urban funding should it become available.

| 2022-2026 TIP/STBG-URBAN ITS PROJECTS SCORING | | Aug-21 | ITS Projects | |
|---|----------------|--------|--|--|
| | | | Mineral Pt Rd (Junction Rd. to Whitney Way) Adaptive Signal Deployment | Gammon Rd (Schroeder Rd. to Colony Dr.) Adaptive Signal Deployment |
| I. Importance to Regional Transportation System and Supports Regional Devel. Framework | Point Range | | | |
| A. Roadway Functional Class | 3 - 6 | | 6 | 6 |
| B. Freight Route | 0 - 3 | | 3 | 2 |
| C. Supports Regional Center, Mixed-Use Center, and/or Serves Regional/Community Corridor | 0 - 6 | | 6 | 6 |
| II. System Preservation | | | | |
| A. Pavement Condition | 0 - 5 | | 5 | 5 |
| III. Congestion Mitigation & Transportation System Management (TSM) | | | | |
| A. Congestion Mitigation/TSM | 0 - 20 | | 15 | 15 |
| IV. Safety Enhancement | | | | |
| B. Potential Crash Reduction Impact of the Proposed Roadway Improvement(s) | 0 - 20 | | 5 | 5 |
| V. Enhancement of Multi-Modal Options | | | | |
| A. Pedestrian and Bicycle Facilities | 0 - 4 | | 0 | 0 |
| B. Transit Facilities/Route | 0 - 8 | | 2 | 2 |
| C. Data Collection | 0 - 3 | | 1 | 1 |
| VI. Environment/Green Infrastructure | | | | |
| A. Impact on Use of Alternative Modes | 0 - 10 | | 2 | 2 |
| B. Impact on Fuel Use/Emissions and Groundwater Quality | 0 - 5 | | 2 | 2 |
| VII. Equity | | | | |
| A. Environmental Justice | 0 - 10 | | 2 | 2 |
| TOTAL POINTS | 0 - 100 | | 49 | 48 |

Note: Shaded columns are non-programmed projects seeking supplemental STBG Urban funding should it become available.

| 2022-2026 TIP/STBG-URBAN ITS PROJECTS SCORING SUMMARY | | Aug-21 | ITS Projects | |
|---|----------------|--------|--|--|
| | | | Mineral Pt Rd (Junction Rd. to Whitney Way) Adaptive Signal Deployment | Gammon Rd (Schroeder Rd. to Colony Dr.) Adaptive Signal Deployment |
| I. Importance to Regional Transportation System and Supports Regional Devel. Framework | | | 15 | 14 |
| II. System Preservation | | | 5 | 5 |
| III. Congestion Mitigation & Transportation System Management (TSM) | | | 15 | 15 |
| IV. Safety Enhancement | | | 5 | 5 |
| V. Enhancement of Multi-Modal Options | | | 3 | 3 |
| VI. Environment/Green Infrastructure | | | 4 | 4 |
| VII. Equity | | | 2 | 2 |
| TOTAL POINTS | 0 - 100 | | 49 | 48 |

Note: Shaded columns are non-programmed projects seeking supplemental STBG Urban funding should it become available.

Attachment B: Financial Summary Information

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

1. 2022-2026 TIP Funding Summary

Table B-1 on pages B-3 and B-4 summarizes the total amount of funding programmed within Dane County for transportation improvement projects and programs for 2022 through 2026. The 2026 funding is shown for informational purposes only. The funds are categorized by federal, state, and local funding source and separated by funds to be spent within the Madison Metropolitan Planning Area and funds to be spent in the Outer Area of the county. Following Table B-1 are two pie charts on pages B-5 and B-6. The first one shows the percentage of total programmed funding by mode of transportation within Dane County. The second one shows the percentage of total programmed roadway funding by project type (maintenance/ preservation, capacity expansion, safety/TSM, other). Table B-2 on page B-7 summarizes federal funds programmed within the Madison Metropolitan Planning Area only in year of expenditure dollars and the estimated available Federal funds by funding source. Table B-3 on page B-8 summarizes projected expenses and revenues of transportation projects in the Madison Metropolitan Area in year of expenditure dollars.

2. Metro Transit Financial Capacity Summary

Table B-4 on page B-9 shows Metro Transit's fixed-route ridership compared to revenue service provided, and its operating expenses compared to passenger revenue. Ridership and service performance trends were excellent from 2000-2014 until dropping in 2015, 2016, and 2017. Ridership increased by 5.16 million (51.2%) between 2000 and 2014. The 2014 ridership of 15.22 million set a new record, surpassing the previous record total of 14.92 million in 2011. The high yearly count on record prior to 2011 was 13.95 million in 1979 during the energy crisis. In 2019, ridership totaled 12.86 million, a decrease of 2.8% from 2018. In 2020, ridership totaled 4.69 million, a decrease of 63.6% from 2019. This reduction in ridership was due to the reduction in service and reduced passenger capacity due to the COVID-19 pandemic.

The number of revenue service hours increased every year – though most years only modestly – between 2006 and 2015, increasing from 365,500 to 405,800 during this time. After a small decrease in 2016, the number of service hours increased back to 406,400 in 2018. In 2019, the revenue vehicle hours decreased to 403,570. In 2020, revenue vehicle hours decreased to 309,446 due to the pandemic. The number of passengers per revenue hour decreased to 31.7 between 2016 and 2017, increased to 32.6 in 2018, but decreased again to 31.9 in 2019 and 15.2 in 2020.

The increase in operational expenses associated with the transfer point system, combined with a drop in revenue per passenger beginning in 1996, caused the fare box recovery ratio to drop to a low of 19.5% in 2003. Increases in discounted fares and unlimited pass program revenue implemented in 2004-'05 boosted passenger revenue, increasing the ratio to 22.3% in 2005. Along with the pass programs, the discounted fares account for the bulk of revenue and had not increased as much as cash fares since the deep discount fare program was instituted in the early 1990s. With the fare increase in 2009, the ratio increased again in 2010 to 26.6%. With cost efficiencies implemented over subsequent years, the ratio increased to 29% in 2014. The ratio has decreased since then due to a drop in ridership from the 2014 high mark. In 2019, the ratio equaled 25.1%, a decrease from 2018 levels corresponding with a decrease in ridership. In 2020, the ratio equaled 15.7, corresponding with the significant loss of ridership.

A transit system's expenses are usually categorized as either operational or capital. Operational costs include fuel, salaries and benefits, vehicle and facility maintenance, and other overhead items. Capital costs are associated with the acquisition of vehicles and equipment and facility construction and improvements. However, vehicle maintenance-related operating expenses and some overhead items

are eligible for federal capital funding and are therefore often grouped under capital costs even though they are really operational costs.

Table B-5 on page B-9 shows Metro Transit System projected expenses and revenues for the years 2022–2026. Budgeted operating expenses for 2022 reflect the service changes made in 2021. With COVID, Metro dramatically decreased service levels, but increased them back to around 85% of previous levels in August 2020, with modest additional changes in service initiated in August 2021. Only inflationary increases in operating costs of 3% annually are assumed for 2022–2026 at this time. Service improvements and refinements will continue to be made to improve system performance, address overcrowding on some routes, and serve developing areas.

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

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

The large increase in Metro's capital's budget in 2022 is for bus purchases, stations, and roadway improvements for the planned new East-West BRT system. Some BRT system funding is also budgeted in 2023–'24. The budget also includes funding for the new satellite bus facility, largely for the BRT buses. Funds from the VW settlement will be used for regular bus replacements in 2022. After that, replacement of regular buses will be placed on hold until 2025 after the BRT goes into service. The project is contingent on receipt of an FTA Small Starts grant. Other major capital items include continued renovations to the existing bus maintenance facility, a technology project to replace bus hardware and software, and operational-related capital expenses, such as preventive maintenance and capital leasing.

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

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

Under ISTEA, the STP Urban program provided about \$3.6 million per year. Under TEA-21, STP Urban program funding increased 39% to \$5 million per year in 2002 and \$5.3 million in 2004. Under SAFETEA-LU, STP Urban program funding increased to \$6.2 million in 2006. Due to an administrative error that was discovered and less money being appropriated than anticipated, funding dropped to \$5.2 million in 2008–2009. However, funding increased to \$6.3 million in 2010. Funding for 2013–2014 dropped to \$5.9 million. Funding for the 2015–2018 program increased to \$6.4 million per year; funding for the 2017–2020

program increased to \$6.86 million. Funding since then has remained at 6.86 million per year. About 20.4 million was made available for new projects in the 2026 – 2027 funding cycle due to the Pleasant View Road project let being advanced and not counting against the new allocation. Table B-1, item 3, provides a summary of STBG Urban funds programmed for the 2022 to 2026 period.

STBG Urban project proposals are requested from local units of government and Dane County on a biennial basis as the transportation improvement program is initiated. The MPO prepares a detailed evaluation, scoring and ranking of projects requesting this funding. MPO staff reviews the evaluation of project proposals with the Technical Coordinating Committee prior to approval by the MPO Policy Board. It should be noted that candidate projects for funding exceed the allocated STBG Urban funding for the Madison Urban Area. In order to stretch the limited funding available over more projects, the MPO Policy Board changed the cost sharing policy for major STP Urban projects from 80/20 to 50/50 starting in 2010. In 2015, the MPO Board modified the cost share policy to 60/40 starting with newly programmed projects for 2019-2020. Page 8 of the TIP shows the priority STBG Urban projects for 2022 through 2026 as approved by the MPO Policy Board.

Summary of 2022-2026 Project Costs by Funding Source

| | | Funds Programmed (\$000s) | | | | |
|-----------|--|---------------------------|---------------|---------------|---------------|---------------|
| | | 2022 | 2023 | 2024 | 2025 | 2026* |
| A. | FEDERAL FUNDS | | | | | |
| 1. | National Highway System (NHPP) | | | | | |
| | Madison Metropolitan Planning Area | 19,102 | 18,892 | 2,062 | 36,880 | 0 |
| | Outer Area | 12,650 | 0 | 0 | 0 | 0 |
| | TOTAL | 31,752 | 18,892 | 2,062 | 36,880 | 0 |
| 2. | Surface Transp. Block Grant - (STBG) State Flexible | | | | | |
| | Madison Metropolitan Planning Area | 0 | 6,619 | 2,858 | 7,872 | 0 |
| | Outer Area | 9,416 | 1,362 | 0 | 0 | 0 |
| | TOTAL | 9,416 | 7,981 | 2,858 | 7,872 | 0 |
| 3. | STBG (formerly STP) Urban (Madison Urban Area) | | | | | |
| | Madison Metropolitan Planning Area | 24,361 | 12,629 | 4,171 | 7,173 | 11,301 |
| 4. | STBG (formerly STP) Rural | | | | | |
| | Madison Metropolitan Planning Area | 0 | 0 | 0 | 0 | 0 |
| | Outer Area | 3,188 | 4,000 | 0 | 0 | 0 |
| | TOTAL | 3,188 | 4,000 | 0 | 0 | 0 |
| 5. | STBG Transportation Alternatives Set Aside | | | | | |
| | Madison Metropolitan Planning Area | 607 | 587 | 0 | 0 | 0 |
| 6. | Highway Safety Improvement Program (HSIP) | | | | | |
| | Madison Metropolitan Planning Area | 9,523 | 5,543 | 706 | 0 | 0 |
| | Outer Area | 0 | 1,493 | 0 | 0 | 0 |
| | TOTAL | 9,523 | 7,036 | 706 | 0 | 0 |
| 7. | Bridge Replacement & Rehabilitation | | | | | |
| | Madison Metropolitan Planning Area | 1,328 | 832 | 0 | 0 | 0 |
| | Outer Area | 2,840 | 0 | 406 | 0 | 0 |
| | TOTAL | 4,168 | 832 | 406 | 0 | 0 |
| 8. | Other Federal | 138 | 887 | 0 | 0 | 0 |
| 9. | Transit Section 5307 Urbanized Area Program | | | | | |
| | Annual Allocation (excludes carryover funding) | 26,211 | 13,732 | 8,132 | 13,730 | 13,730 |
| 10. | Transit Sec. 5339 Bus & Bus Facilities | | | | | |
| | Annual Allocation (excludes carryover funding) | 7,146 | 1,460 | 1,474 | 1,930 | 1,930 |
| 11. | Transit Sec. 5337 State of Good Repair | 2,615 | 881 | 881 | 900 | 900 |
| 12. | Transit Sec. 5314 NRP/5339 Alt. Analysis (carryover projects) | 0 | 0 | 0 | 0 | 0 |
| 13. | Transit Sec. 5310 E/D Enhanced Mobility Program | 297 | 0 | 0 | 0 | 0 |
| 14. | Transit Sec. 5311 Non-Urbanized Area Program | 1,477 | 1,477 | 1,477 | 1,477 | 1,477 |
| | SUB-TOTAL FEDERAL FUNDS | 120,899 | 70,394 | 22,167 | 69,962 | 29,338 |

Table B-1 (continued)
Summary of 2022-2026 Project Costs by Funding Source

| | | Funds Programmed (\$000s) | | | | |
|--|---------|---------------------------|---------|---------|---------|---------|
| | | 2022 | 2023 | 2024 | 2025 | 2026* |
| B. STATE FUNDS | | | | | | |
| 15. State Highway Funds | | | | | | |
| Madison Metropolitan Planning Area | 6,804 | 9,267 | 3,618 | 12,715 | 305 | |
| Outer Area | 6,917 | 506 | 0 | 0 | 0 | |
| TOTAL | 13,721 | 9,773 | 3,618 | 12,715 | 305 | |
| 16. State Transit | | | | | | |
| Sec. 85.20 Operating Assistance | | | | | | |
| Madison Metropolitan Planning Area | 9,281 | 18,623 | 18,995 | 19,375 | 19,763 | |
| Sec. 85.21 Senior/Disabled Transp. Assistance | 656 | 682 | 710 | 738 | 768 | |
| TOTAL | 9,937 | 19,305 | 19,705 | 20,113 | 20,531 | |
| 17. Other State (WisDOA, DWD, WisDNR, UW, Ped/Bike, Rail) | | | | | | |
| Madison Metropolitan Planning Area | 480 | 220 | 220 | 220 | 220 | |
| Outer Area | 0 | 0 | 0 | 0 | 0 | |
| TOTAL | 480 | 220 | 220 | 220 | 220 | |
| SUB-TOTAL STATE FUNDS | 24,138 | 29,298 | 23,543 | 33,048 | 21,056 | |
| C. LOCAL FUNDING | | | | | | |
| 18. Local Funds | | | | | | |
| City of Madison | 178,838 | 60,545 | 38,053 | 43,490 | 58,925 | |
| City of Middleton | 1,383 | 280 | 628 | 339 | 122 | |
| City of Fitchburg | 11,295 | 1,522 | 7,235 | 2,176 | 7,247 | |
| City of Sun Prairie | 3,329 | 5,677 | 1,259 | 1,167 | 324 | |
| City of Verona | 833 | 1,589 | 2,670 | 3,080 | 2,025 | |
| City of Monona | 308 | 886 | 138 | 141 | 144 | |
| City of Stoughton | 3,301 | 2,127 | 2,549 | 1,080 | 184 | |
| Dane County | | | | | | |
| Madison Metropolitan Planning Area | 9,476 | 1,009 | 0 | 0 | 0 | |
| Outer Area | 10,918 | 4,800 | 0 | 0 | 0 | |
| Joint - City of Fitchburg & Others | 0 | 379 | 0 | 75 | 572 | |
| Joint - City of Madison & Others | 35,862 | 36,956 | 37,309 | 38,130 | 39,388 | |
| Joint - City of Middleton & Others | 15,498 | 379 | 0 | 75 | 572 | |
| Joint - City of Verona & Others | 0 | 379 | 0 | 75 | 572 | |
| Joint - Dane County & Others | | | | | | |
| Madison Metropolitan Planning Area | 3,050 | 26,047 | 3,110 | 1,755 | 755 | |
| Outer Area | 0 | 0 | 0 | 0 | 0 | |
| Other Local | | | | | | |
| Madison Metropolitan Planning Area | 6,071 | 1,349 | 4,633 | 3,932 | 641 | |
| Outer Area | 0 | 23 | 102 | 0 | 0 | |
| SUB-TOTAL LOCAL FUNDS | 280,162 | 143,947 | 97,686 | 95,516 | 111,471 | |
| COMBINED STATE & LOCAL FUNDING | | 304,301 | 173,245 | 121,229 | 128,564 | 132,526 |
| GRAND TOTAL - FEDERAL, STATE, LOCAL | | 425,200 | 243,639 | 143,397 | 198,525 | 161,864 |

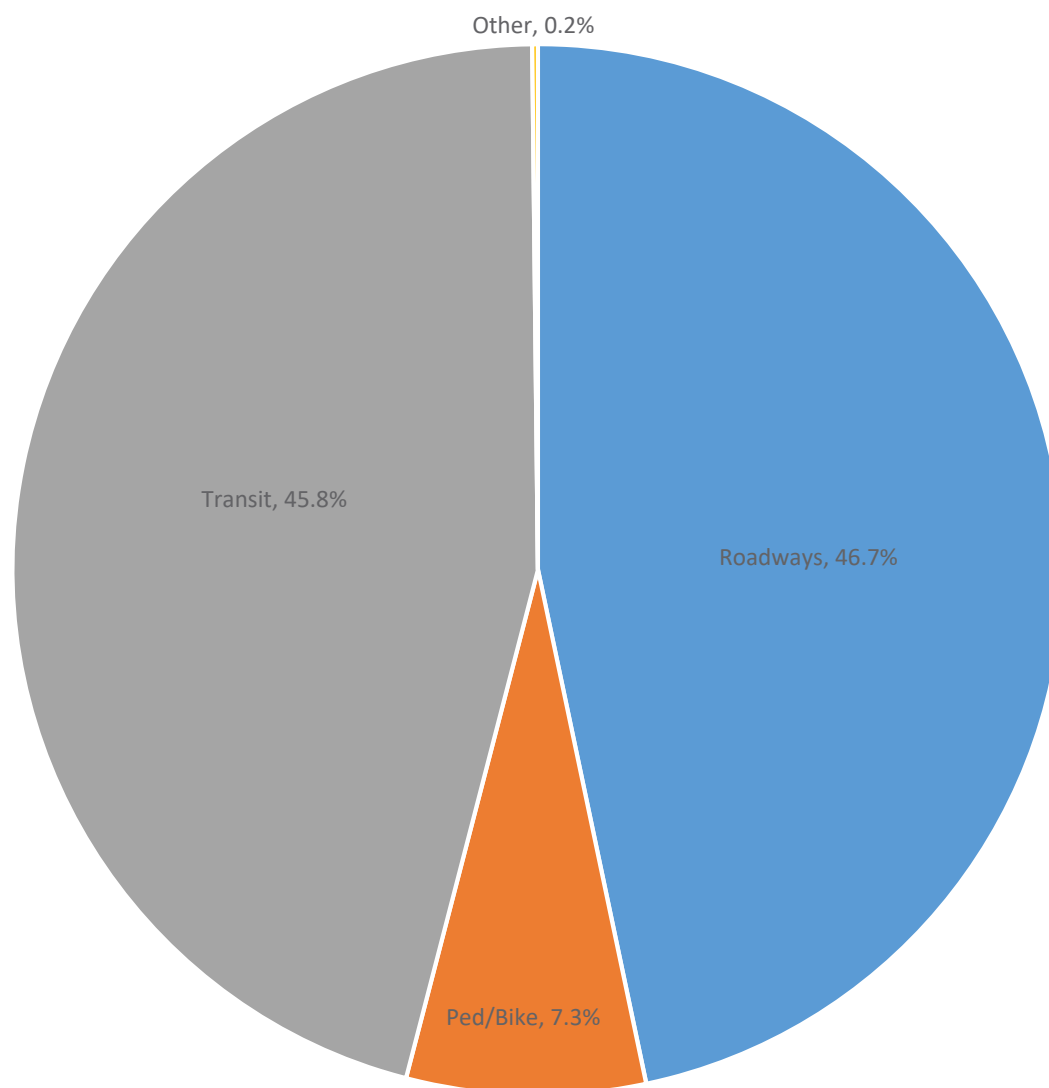
Notes:

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).

Some projects are located both within the Metro Planning Area and Outer Area. Because the costs could not be separated out; all of the costs are shown in the Metro area.

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

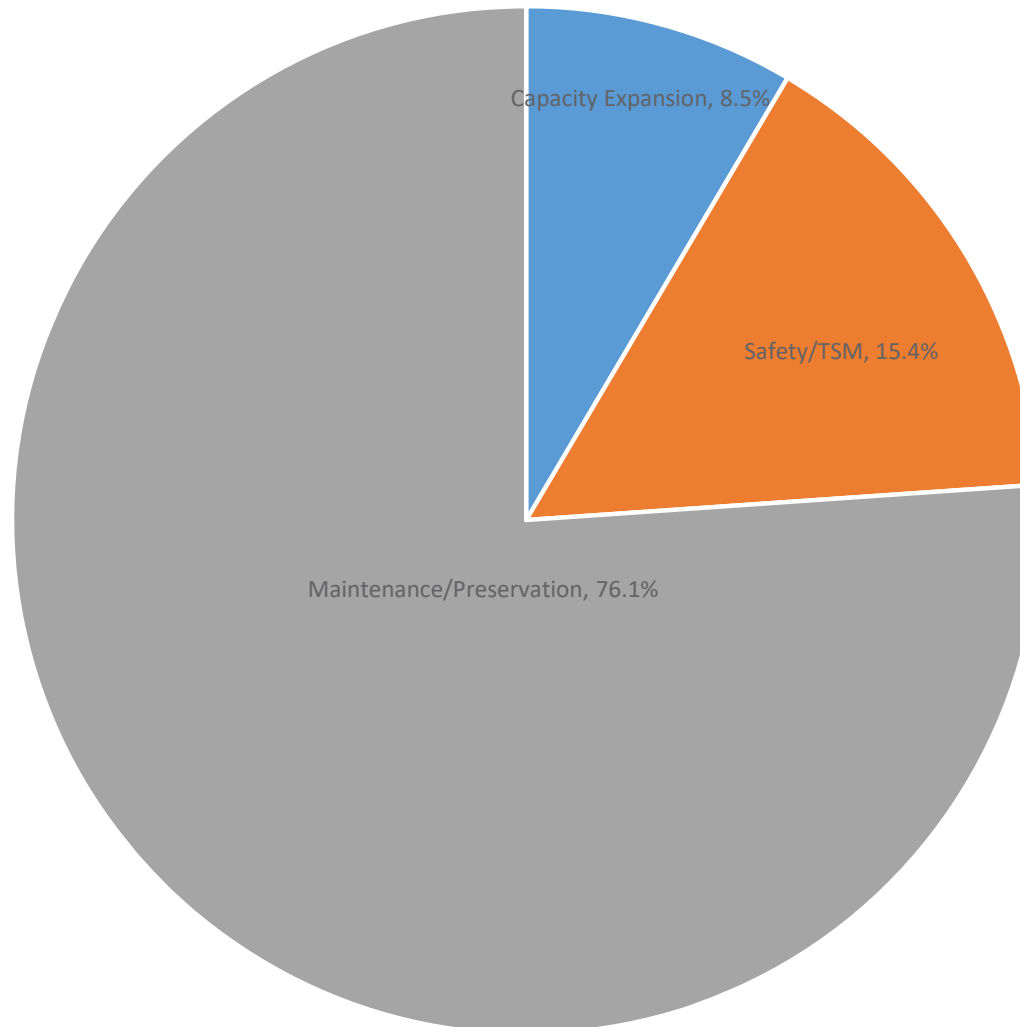
2022-2026 Transportation Improvement Program for the Dane County Area Percentage of Programmed Funding by Mode



¹ "Other" includes rideshare/planning activities and City of Madison parking facilities.

Notes: Funding totals for "Roadways" and "Ped/Bike" have been adjusted to account for roadway projects with pedestrian/bicycle accommodations. Local Enhancement/Transp Alternatives Program projects programmed through 2026. Excludes State highway projects that are mostly outside Dane County.

2022-2026 TIP for the Dane County Area Percentage of Programmed Streets/Roadway Funding by Project Type



¹ TSM is Transportation System Management and includes various engineering strategies to improve the safety and operation of the roadway system, including intersection improvements, access management, new collector streets, freeway ramp meters, and addition of traffic signals.

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

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 | 19,102 | 19,221 | 2,134 | 38,839 | 0 | 19,102 | 19,221 | 2,134 | 38,839 | 0 |
| | Bridge Replacement and Rehabilitation | 1,328 | 846 | 0 | 0 | 0 | 1,328 | 846 | 0 | 0 | 0 |
| | Surface Transp. Block Grant Program - Madison Urban Area | 24,361 | 12,629 | 4,171 | 7,173 | 11,301 | 24,361 | 12,629 | 4,171 | 7,173 | 11,301 |
| | Surface Transp. Block Grant Program - State Flexibility | 0 | 6,734 | 2,958 | 8,290 | 0 | 0 | 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 | 9,523 | 5,639 | 731 | 0 | 0 | 9,523 | 5,639 | 731 | 0 | 0 |
| Federal Transit Administration | Section 5307 Urbanized Area Formula Program | 26,211 | 13,971 | 8,417 | 14,459 | 14,711 | 26,211 | 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 | 1,477 | 1,503 | 1,529 | 1,555 | 1,583 | 1,477 | 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 (2025) 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.

Table B-3
Projected Expenses and Revenues of Transportation Projects in the Madison Metropolitan Planning Area
in Year of Expenditure Dollars (Thousands)
2022-2026

| Projected Expenses (\$000s) | 2022 | 2023 | 2024 | 2025 | 2026 | 2022-2026 Period Total |
|---|----------------|----------------|----------------|----------------|----------------|-----------------------------------|
| State & Federal | | | | | | |
| State Highway Operations and Maintenance | 8,681 | 8,832 | 8,986 | 9,143 | 9,302 | 44,944 |
| Fed. Const. (NHPP, STBG FLEX, HSIP) Funding | 28,055 | 29,926 | 5,435 | 47,129 | 25,607 | 136,152 |
| State Const. Funding | 10,770 | 7,247 | 1,189 | 9,676 | 6,321 | 35,204 |
| Subtotal | 47,506 | 46,005 | 15,611 | 65,947 | 41,230 | 216,300 |
| Dane County & Communities | | | | | | |
| Street Operations and Maintenance | 66,029 | 67,178 | 68,346 | 69,536 | 70,746 | 341,834 |
| Street Construction | 66,469 | 67,625 | 68,802 | 69,999 | 71,217 | 344,112 |
| Street-Related Facilities | 14,294 | 14,543 | 14,796 | 15,053 | 15,315 | 74,000 |
| Subtotal | 146,791 | 149,345 | 151,944 | 154,588 | 157,278 | 759,946 |
| Metro Transit | | | | | | |
| Capital Expenses | 158,180 | 16,056 | 2,169 | 14,686 | 13,418 | 204,509 |
| Operating Expenses | 63,515 | 65,421 | 67,383 | 69,405 | 71,487 | 337,210 |
| Subtotal | 221,695 | 81,477 | 69,552 | 84,091 | 84,905 | 541,719 |
| Total Projected Expenses | 415,992 | 276,827 | 237,107 | 304,626 | 283,413 | 1,517,966 |
| Projected Revenues (\$000s) | | | | | | |
| State & Federal | | | | | | |
| State Highway Operations and Maintenance | 8,793 | 8,969 | 9,148 | 9,331 | 9,518 | 45,759 |
| Fed. Const. (NHPP, STBG FLEX, HSIP) Funding | 28,055 | 30,002 | 5,463 | 47,491 | 25,870 | 136,882 |
| State Const. Funding | 10,770 | 7,265 | 1,195 | 9,750 | 6,386 | 35,368 |
| Subtotal | 47,618 | 46,236 | 15,807 | 66,573 | 41,774 | 218,008 |
| Dane County & Communities | | | | | | |
| Street Operations and Maintenance | 66,029 | 67,178 | 68,346 | 69,536 | 70,746 | 341,834 |
| Street Construction | 66,469 | 67,625 | 68,802 | 69,999 | 71,217 | 344,112 |
| Street-Related Facilities | 14,294 | 14,543 | 14,796 | 15,053 | 15,315 | 74,000 |
| Subtotal | 146,791 | 149,345 | 151,944 | 154,588 | 157,278 | 759,946 |
| Metro Transit | | | | | | |
| Capital Revenues | 158,180 | 16,056 | 2,169 | 14,686 | 13,418 | 204,509 |
| Operating Revenues | 63,515 | 65,421 | 67,383 | 69,405 | 71,487 | 337,210 |
| Subtotal | 221,695 | 81,477 | 69,552 | 84,091 | 84,905 | 541,719 |
| Total Projected Revenues | 416,104 | 277,059 | 237,303 | 305,251 | 283,957 | 1,519,673 |

¹ Roadway inflation rate @ 1.74% per year applied to State & Federal and Dane County & Local Communities expenses and based on CPI over the past ten years. Roadway inflation rate @ 2% per year applied to State & Federal revenues and based on expected FAST Act yearly increase in federal apportionments. Roadway inflation rate @ 1.74% per year applied to Dane County & Local Communities revenues.

² State Highway Operations and Maintenance expense/revenue projections based on 2011/2012-2016 5-6 year average, adjusted for inflation. State & Federal construction cost/revenue figures are from the 2022-2026 TIP.

³ Local revenue projections based on 2015-2017 three-year average, adjusted for inflation. 2015-2017 data from State of Wisconsin Department of Revenue.

⁴ Metro Transit revenue projections reflect a 2% annual inflationary increase.

Table B-4
Metro Transit Fixed-Route System
Revenue Service Statistics

| <u>Year</u> | <u>Total Passengers¹</u> | <u>Revenue Vehicle Hours²</u> | <u>Passengers/ Rev. Veh. Hour</u> | <u>Passenger Revenue³</u> | <u>Revenue/ Passenger</u> | <u>Operating Expenses^{3,4}</u> | <u>Expense/ Passenger</u> | <u>Revenue as % Expense</u> |
|-------------|---|--|---------------------------------------|--|-------------------------------|---|-------------------------------|---------------------------------|
| 2020 | 4,693,426 | 309,446 | 15.2 | \$7,725,570 | \$1.65 | \$49,175,986 | \$10.48 | 15.7% |
| 2019 | 12,856,514 | 403,570 | 31.9 | \$12,403,091 | \$0.96 | \$49,447,862 | \$3.85 | 25.1% |
| 2018 | 13,230,698 | 406,410 | 32.6 | \$12,630,370 | \$0.95 | \$48,018,558 | \$3.63 | 26.3% |
| 2017 | 12,817,077 | 404,395 | 31.7 | \$12,847,443 | \$1.00 | \$47,343,970 | \$3.69 | 27.1% |
| 2016 | 13,305,291 | 403,825 | 32.9 | \$12,799,840 | \$0.96 | \$46,920,051 | \$3.53 | 27.3% |
| 2015 | 14,358,261 | 405,802 | 35.4 | \$12,953,527 | \$0.90 | \$46,116,510 | \$3.21 | 28.1% |
| 2014 | 15,223,961 | 403,466 | 37.7 | \$13,012,124 | \$0.85 | \$44,909,155 | \$2.95 | 29.0% |
| 2013 | 14,740,736 | 391,100 | 37.7 | \$12,596,966 | \$0.85 | \$43,031,329 | \$2.92 | 29.3% |
| 2012 | 14,592,214 | 382,454 | 38.2 | \$11,970,811 | \$0.82 | \$41,522,887 | \$2.85 | 28.8% |
| 2011 | 14,923,970 | 383,107 | 39.0 | \$11,712,963 | \$0.78 | \$42,090,315 | \$2.82 | 27.8% |
| 2010 | 13,623,461 | 381,768 | 35.7 | \$10,737,634 | \$0.79 | \$40,434,049 | \$2.97 | 26.6% |
| 2009 | 13,588,426 | 372,134 | 36.5 | \$9,992,237 | \$0.74 | \$40,547,797 | \$2.98 | 24.6% |
| 2008 | 13,433,139 | 366,786 | 36.6 | \$9,083,451 | \$0.68 | \$41,288,025 | \$3.07 | 22.0% |
| 2007 | 12,672,334 | 367,130 | 34.5 | \$8,721,876 | \$0.69 | \$36,199,459 | \$2.86 | 24.1% |
| 2006 | 12,034,468 | 365,547 | 32.9 | \$7,912,169 | \$0.66 | \$35,143,898 | \$2.92 | 22.5% |
| 2005 | 11,475,597 | 364,491 | 31.5 | \$7,361,203 | \$0.64 | \$32,974,246 | \$2.87 | 22.3% |
| 2004 | 10,962,345 | 365,826 | 30.0 | \$6,295,638 | \$0.57 | \$31,732,151 | \$2.89 | 19.8% |
| 2003 | 10,934,125 | 356,137 | 30.7 | \$5,910,084 | \$0.54 | \$30,283,752 | \$2.77 | 19.5% |
| 2002 | 10,895,089 | 363,063 | 30.0 | \$6,172,079 | \$0.57 | \$30,029,568 | \$2.76 | 20.6% |
| 2001 | 10,210,834 | 373,331 | 27.4 | \$6,308,430 | \$0.62 | \$28,637,012 | \$2.80 | 22.0% |
| 2000 | 10,065,495 | 385,072 | 26.1 | \$5,821,511 | \$0.58 | \$28,232,128 | \$2.80 | 20.6% |
| 1999 | 10,110,441 | 393,883 | 25.7 | \$5,621,793 | \$0.56 | \$27,576,045 | \$2.73 | 20.4% |
| 1998 | 10,097,867 | 344,204 | 29.3 | \$5,862,692 | \$0.58 | \$25,548,528 | \$2.53 | 22.9% |
| 1997 | 10,370,107 | 315,395 | 32.9 | \$6,104,538 | \$0.59 | \$23,054,329 | \$2.22 | 26.5% |
| 1996 | 9,816,095 | 321,778 | 30.5 | \$5,914,372 | \$0.60 | \$22,355,149 | \$2.28 | 26.5% |
| 1995 | 9,600,678 | 318,248 | 30.2 | \$5,271,921 | \$0.55 | \$20,666,830 | \$2.15 | 25.5% |
| 1994 | 9,655,615 | 311,884 | 31.0 | \$5,422,093 | \$0.56 | \$19,962,607 | \$2.07 | 27.2% |
| 1993 | 9,554,959 | 309,895 | 30.8 | \$5,365,315 | \$0.56 | \$20,326,803 | \$2.13 | 26.4% |
| 1992 | 9,560,739 | 309,992 | 30.8 | \$5,078,327 | \$0.53 | \$19,147,083 | \$2.00 | 26.5% |
| 1991 | 9,389,637 | 295,049 | 31.8 | \$4,937,700 | \$0.53 | \$18,165,516 | \$1.93 | 27.2% |
| 1990 | 9,096,485 | 293,995 | 30.9 | \$4,663,216 | \$0.51 | \$16,498,683 | \$1.81 | 28.3% |
| 1989 | 9,047,940 | 287,486 | 31.5 | \$4,598,717 | \$0.51 | \$15,424,513 | \$1.70 | 29.8% |
| 1988 | 9,540,787 | 308,777 | 30.9 | \$4,734,182 | \$0.50 | \$15,249,227 | \$1.60 | 31.0% |
| 1987 | 10,063,120 | 332,137 | 30.3 | \$4,988,896 | \$0.50 | \$14,751,192 | \$1.47 | 33.8% |
| 1986 | 11,301,361 | 314,795 | 35.9 | \$4,965,555 | \$0.44 | \$14,178,969 | \$1.25 | 35.0% |

Source: Metro Transit National Transit Database (NTD) Reports

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

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

³Dollar figures are unadjusted for inflation.

⁴Operating expenses do not include depreciation, interest expenses, and capital leases and rentals.

Table B-5
Madison Metro Transit System
Projected Expenses and Revenues ¹

| | <u>2022</u> | <u>2023</u> | <u>2024</u> | <u>2025</u> | <u>2026</u> |
|--|------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| | <u>Budgeted</u> | <u>Projected</u> | <u>Projected</u> | <u>Projected</u> | <u>Projected</u> |
| <u>Expenses</u> | | | | | |
| Capital Costs ² | \$158,179,570 | \$16,056,000 | \$2,169,000 | \$14,686,000 | \$13,418,000 |
| Operating Costs ³ | \$63,515,186 | \$65,420,600 | \$67,383,200 | \$69,404,700 | \$71,486,800 |
| Total Costs | \$221,694,756 | \$81,476,600 | \$69,552,200 | \$84,090,700 | \$84,904,800 |
| <u>Revenues</u> | | | | | |
| FTA Sec. 5307 ⁴ , 5337 ⁵ & 5339 ⁵ Capital | \$28,182,545 | \$6,200,000 | \$6,200,000 | \$16,760,000 | \$16,760,000 |
| FTA CARES Act | \$15,480,245 | \$0 | \$0 | \$0 | \$0 |
| FTA 5339b Capital | \$4,630,560 | \$0 | \$0 | \$0 | \$0 |
| FTA Small Starts | \$83,000,000 | \$0 | \$0 | \$0 | \$0 |
| State VW Mitigation Prog. Settlement | \$13,522,500 | \$0 | \$0 | \$0 | \$0 |
| State Sec. 85.20 ⁶ | \$8,922,700 | \$17,205,400 | \$17,205,400 | \$17,205,400 | \$17,205,400 |
| Farebox & Other Revenue | \$23,445,587 | \$26,173,200 | \$27,957,000 | \$29,796,100 | \$31,692,100 |
| Local Funds - Madison ⁷ | \$36,910,619 | \$24,998,000 | \$11,289,800 | \$13,429,200 | \$12,347,300 |
| Other Local Funds | \$7,600,000 | \$6,900,000 | \$6,900,000 | \$6,900,000 | \$6,900,000 |
| Total Revenues | \$221,694,756 | \$81,476,600 | \$69,552,200 | \$84,090,700 | \$84,904,800 |

¹ Costs and revenues for 2022 are based upon City Executive budget. All figures are preliminary estimates, subject to final state and Federal authorization budgets.

² Includes all fixed asset and operating costs projected to be funded by FTA Section 5307, 5337, 5339 and other discretionary grants. Includes cost of BRT project; most BRT costs in 2022, which assumes successful Small Starts grant application.

³ Operating costs net of those costs funded by FTA Section 5307 grants. Total operating costs reflect a 3% annual inflationary increase and don't yet reflect additional cost of BRT service in 2024-'25. Costs include debt principal and interest, but not depreciation.

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

⁵ Section 5337 (State of Good Repair) and Section 5339 (Bus and Bus Capital) are formula programs under the FAST Act. Funding levels are uncertain at this time. Funding levels reflect recent levels under the FAST Act and potential other discretionary program funding and may not be achieved. If not, projects will need to be delayed.

⁶ Assumes a zero increase each year state s. 85.20 funding.

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

Attachment C: Past Transportation Improvements

A. Transportation Improvements

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

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

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

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

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

- Realignment of Route 18 to improve travel time and allow returning the route to 30-minute service during the weekday p.m. period;
- Expansion of Route 17 service to every 30 minutes on weekends/holidays;
- Improvement of Route 2 and 28 service, serving the job center;
- Expansion of Route 58 to 1 Exact Lane, serving the Exact Sciences facility at this location; and
- Addition of commuter express service between Sun Prairie and downtown Madison.

Service was substantially reduced in spring of 2020 due to the COVID-19 pandemic. Service levels were restored back to 85% of pre-COVID levels in August 2020. A route re-design study began in early 2021 to evaluate major changes to the system to be implemented just prior to and in conjunction with Bus Rapid Transit (BRT) service in 2022-2024. Final design for BRT is continuing with service beginning in 2024. Infrastructure improvements for BRT (bus lanes, transit priority signals, etc.) will be made in the east-west corridor, but BRT buses will be purchased and service provided in the north-south corridor as well with infrastructure improvements to occur in the future.

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

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

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

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

The MPO's Transportation Options Program, RoundTrip (formerly called Ridesharing, Etc.) coordinates the activities of various governmental agencies to encourage use of alternative transportation modes (car/vanpool, public transit, bicycling, walking). These travel demand management (TDM) efforts help manage traffic congestion on major travel corridors and around work sites. The MPO's Program Manager works with large employers to set up ridesharing programs, which include an e newsletter, on-site visits for special events, and name-matching services. Information and advertising to build interest and awareness supports the Program, which features the 266-RIDE telephone help line. The program also has a computerized database of all transit and vanpool routes and carpoolers for personal assistance in identifying commuting options. In 2007, a Web-based ride matching service was added. An upgrade to the Rideshare Etc. website were completed in 2018. In 2020 a rebranding project for the program was largely completed in conjunction with a rebrand of the MPO. The program was introduced publicly as RoundTrip in September 2021 in conjunction with creation of a new website for the program, which links to the Rideshare Etc. webpage. RoundTrip offers Digital Emergency Ride Home (ERH) sign-up and voucher delivery capability.

The status of all major projects within the Madison Metropolitan Planning Area programmed for construction in 2021 is shown in Table C-2.

B. Air Quality Impacts

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

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

To date, the State of Wisconsin has mandated the implementation of most of the available low-cost control techniques and has made considerable progress in controlling industrial emissions and other stationary source contributors. Controlling mobile sources, however, will figure heavily in future efforts. In addition to emission reductions from cleaner vehicles, "transportation system management" (TSM) and "transportation demand management" (TDM) measures can help reduce motor vehicle emissions by slowing the growth in vehicle miles traveled. These include: traffic flow improvements; carpooling and employer demand management programs; improved public transit and pedestrian and bicycle facilities; parking management; and special event planning. The Madison area has had a long-standing commitment to implement TDM and TSM measures to improve the overall efficiency of the transportation system. The transportation/air quality plan for Dane County listed 17 TDM/TSM projects planned for implementation during the 1979–1982 period, and established goals for volatile organic compound reductions resulting from implementation of the measures. All recommended projects were initiated and several were completed. Many continue as ongoing projects and some new projects have been added, as noted on the following pages.

Table C-1
Status Report on TDM and TSM Projects

| Project | Status | Implementing Agency |
|---|---|-------------------------------------|
| 1. Regional transportation options program (RoundTrip), including ridesharing coordination | Continuing; web-based ride matching service added in 2007 & later enhanced; Rideshare Etc. website upgraded in 2018; ongoing administration of Dane County employee bus pass and emergency ride home (ERH) programs; TDM program rebranding completed in 2020; RoundTrip brand rollout and new website for Dane County users launched in Q3 2021, along with digital ERH sign-up and voucher delivery capability; annual TDM ad campaign continues to be jointly funded and coordinated with UW, County and Metro | MPO |
| 2. State vanpool program | Continuing | WisDOA |
| 3. Residential parking permits | Continuing; affects most central Madison neighborhoods. | City of Madison |
| 4. Downtown parking management | Continuing; carpoolers have first priority for monthly permits at city-owned lots; Dane County employees who carpool receive free parking in the county ramp. Leased parking policy required employer TDM program, but city now works with employers on voluntary basis. | City of Madison |
| 5. Travel Demand Management Programs, including flex parking, shuttle service, bus passes, and other strategies | UW program continuing; Madison Parking Utility implemented program in 2007-'09 that included share & park, GRH programs, and employer support packages, using funding from garage ads, but discontinued. | UW; City of Madison Parking Utility |
| 6. Transit infrastructure priority treatments | Beginning in 2022, city budgeted funding for transit improvements in priority areas, including features such as bus queue jumps. Bus lanes and other priority treatments to be implemented as part of East-West BRT. | City of Madison |
| 7. Transit service enhancements, including fixed-guideway service | New buses according to fleet replacement schedule; minor service improvements in recent years; service reduction in 2020 due to COVID-19; East-West BRT project development continuing; bus network redesign study 2021-22 with system changes to be implemented in conjunction with/prior to BRT in 2022-24. | Metro Transit |
| 8. Bus service to peripheral employment centers in Madison area | Continuing; service added to American Ctr. in 2002, and improved to SE industrial area 2004; Verona commuter service added in 2005, expanded in 2012, 2014; commuter service added to Fitchburg job centers in 2006-07; service to Middleton Business Park improved in 2007; service to airport, American Ctr. improved in 2008. Service to MATC Truax campus improved in 2009. Service to Am. Ctr. improved again in 2015; service added to Exact Sciences facility at Watts Road/ Rayovac Drive in 2018. Service to and within Sun Prairie initiated in 2019. | Metro Transit |

| Project | Status | Implementing Agency |
|---|---|---|
| 9. Transit Amenities Enhancements Program | Continuing; includes signs, shelters, etc. | Metro Transit |
| 10. Downtown shuttle service | Service terminated in 1987; restored with 1998 route restructuring, but terminated again in 2000. Midday service between UW campus and Capitol Square implemented in 2004. | Metro Transit |
| Free Fare Zone | Implemented in the downtown area in 1991. Terminated in 1998. | Metro Transit |
| 11. Bus pass programs | Continuing; Metro operates eight unlimited ride pass programs for the city, county, Edgewood College, Madison College, UW-Madison staff and students, Meriter Hospital and St. Mary's Hospital, as well as a Commute Card program for businesses that offers unlimited-ride annual passes at a discounted rate, capped at \$65 per month; pre-COVID, the Commute Card program had over 120 business participants. | Hospitals, city and county government, universities/colleges, and other employers |
| 12. Outer area transit service | Commuter bus service discontinued; shared-ride taxi service implemented in Stoughton in 1981 and in Sun Prairie in 1998; commuter service to new Epic Systems' headquarters in Verona implemented in 2005. Limited shuttle service from Sun Prairie to East Towne implemented in 2007. Express/Commuter route between Madison and Sun Prairie initiated 2019. Sun Prairie planning to initiate new local service with implementation of BRT extension replacing commuter route (2022-2024). MPO assisting Village of Waunakee in evaluating potential service models in 2021. | Metro Transit, Private transit services, municipalities |
| 13. Transit fare changes, bus pass programs for better efficiency and service | Continuing. Fare increase implemented in 2009 to support system and allow increase in service hours. Fare payment technology and policies study underway in 2021. | Metro Transit |
| 14. Improved transportation system surveillance, monitoring, and customer information | Continuing; ITS transit elements include bus locator system, real-time bus info, automatic passenger counters, and security cameras. Real-time traffic data now available via apps, 511 site, cameras. Major technology system upgrades implemented beginning in 2021, including real-time fleet communications, on-bus systems, and related systems to improve scheduling and fleet maintenance. | Metro Transit, WisDOT, City of Madison |

| Project | Status | Implementing Agency |
|---|---|--|
| <p>15. Transit and traffic operations improvements:</p> <ul style="list-style-type: none"> • Bus priority treatments • Intersection reconfiguration • Traffic signals; advanced traffic control systems • ITS (e.g., ramp meters, real-time info.) <p>Other</p> | <p>Continuing; Includes ongoing traffic signal coordination program, interchange ramp, auxiliary lane, and intersection improvements, and installation of ramp meters on Beltline. Adaptive signal system implemented in CTH PD/Fish Hatchery Rd corridor as part of Verona Rd/Beltline project, and implemented in Univ. Ave. corridor in 2020, E. Washington Ave. at end of 2020. First bus queue jump added at EB E. Washington/Fourth St. intersection.</p> | <p>WisDOT and local implementing agencies</p> |
| <p>16. Incident Management Program for major highways</p> | <p>Several traffic management strategies implemented in 2001–2002 for Beltline and Interstate, including traffic signal systems, message signs, and service patrols. Continuing.</p> | <p>WisDOT</p> |
| <p>17. Bikeway system improvements</p> | <p>Continuing; comprehensive bicycle plan completed in 2000 and updated in 2015; Bicycle wayfinding plan completed in 2017; bikeway system plan continually updated as part of RTP updates.</p> | <p>Various municipalities, Dane County, WisDOT</p> |

Table C-2
Status of 2021 Listed Major Projects
in the Madison Metropolitan Planning Area

| Rideshare/TDM/Parking | Jurisdiction | Status |
|---|----------------------------------|---------------|
| Ridesharing Coordinator and Promotion* | Greater Madison MPO | Implemented |
| Vanpool Coordinator and Program | State DOA | Implemented |
| S. Beltline (USH 12/18) Dutch Mill Park & Ride Lot Facility | WisDOT | Completed |
| Pedestrian/Bicycle Projects | Jurisdiction | Status |
| Lower Yahara River Trail Phase 2 (Fish Camp County Park thru Lake Kegonsa State Park to Williams Drive) | Dane County | Deferred |
| North Mendota Trail (north Shore Bay Drive to CTH M ped/bike underpass south of Oncken Road) | Dane County | In Progress |
| Safe Routes to School* | WI Bike Federation | Implemented |
| Bike Roundabout Improvements | City of Fitchburg | Completed |
| Ped/Bike Safety Education* | City of Madison | Implemented |
| Garver Path* | City of Madison | In Progress |
| North Mendota Trail – East Segment | City of Middleton | Deferred |
| RDA Pedestrian Bridge (South of 6 th Street) | City of Stoughton | Deferred |
| Yahara River Trail Phase 1 (4 th to 8 th Street) | City of Stoughton | Deferred |
| Glacial Drumlin Path Extension* | Village of Cottage Grove | Completed |
| Main Street Corridor Path Extension (CTH N) | Village of Cottage Grove | Deferred |
| Transit | Jurisdiction | Status |
| Alternatives Analysis & BRT Design Study* | City of Madison (Metro Transit) | In Progress |
| Improvements to New Satellite Bus Garage* | City of Madison (Metro Transit) | In Progress |
| Remodel, Renovate Existing Bus Maintenance Facility | City of Madison (Metro Transit) | In Progress |
| ADA Paratransit Service* | City of Madison (Metro Transit) | Implemented |
| Capital Leasing – Tires & Office Space* | City of Madison (Metro Transit) | Implemented |
| Preventive Maintenance* | City of Madison (Metro Transit) | Implemented |
| Section 5310 Grant -- Paratransit Eligibility Determinations & Path of Travel Supports* | City of Madison (Metro Transit) | Implemented |
| Sec. 5310 Grant – Mobility Management and Travel Training Program* | Dane County Human Services Dept. | Implemented |
| Sec. 5310 Accessible Vehicle Purchase* | Capitol Express | Implemented |
| Section 5310 Vehicle Purchase* | City of Stoughton | Implemented |
| Section 5311 Vehicle Repair/Purchase Loan Program* | Forward Service Corporation | Implemented |

| Transit (Cont.) | Jurisdiction | Status |
|--|----------------------------------|-------------|
| Section 5311 Vehicle Loan Program* | SWCAP | Implemented |
| Sec. 5311 Inter-City Bus Service (Madison to LaCrosse)* | Jefferson Bus Lines | Implemented |
| Sec. 5311 Inter-City Bus Service (Madison to Dubuque, IA)* | Lamers Bus Lines | Implemented |
| Sec. 5311 Inter-City Bus Service (Madison to Wisconsin Rapids)* | Lamers Bus Lines | Implemented |
| Sec. 5311 Inter-City Bus Service (Madison to Green Bay)* | Lamers Bus Lines | Implemented |
| Metro Transit Operating | City of Madison | Implemented |
| Monona Operating | City of Monona | Implemented |
| Stoughton Cab Co. Operating | City of Stoughton | Implemented |
| Sun Prairie Transit Operating | City of Sun Prairie | Implemented |
| Group Access Service (GAS) and Elderly/Disabled Transportation Operating | Dane County Human Services Dept. | Implemented |
| Section 5311 Mobility Management Program* | Forward Service Corporation | Implemented |
| Section 5311 Mobility Management Program* | SWCAP | Implemented |

| Streets/Roadways | Jurisdiction | Description | Status |
|---|--------------|--|-------------|
| W. Beltline (USH 12/14/18/151) (Whitney Way to I-39/90)* | WisDOT | Roadway Resurfacing, Drainage System Upgrades, Reconstruction of Median Barrier Wall, and Dynamic Part-Time Shoulder Use (DPTSU) | In Progress |
| I-39/90 (USH 12/18 to SCL)* | WisDOT | Reconstruct and Expand to 6 Lanes | In Progress |
| USH 51 (Roby Road Intersection)* | WisDOT | Construct Roundabout | In Progress |
| USH 51 (STH 138 Intersection & Silverado Drive/Hoel Avenue Intersection)* | WisDOT | Construct Roundabouts | In Progress |
| STH 69 (CTH D to Valley View Road)* | WisDOT | Reconstruction and Bridge Replacement | In Progress |
| CTH AB RR Crossing (Town of Dunn)* | WisDOT | Replace OCR Signals & Gates | Completed |
| SW Region Pavement Markings* | WisDOT | Replace worn epoxy markings on STH network per annual plan for 2021. | Completed |
| Signage Replacement Program (Beltline Highway (USH 12/18) Exits 262 and 263 (between John Nolen Dr. and South Towne Drive); USH 51 and Monona Dr/CTH BB*) | WisDOT | Statewide Type 1 Sign Replacement | Completed |
| CTH A (CTH D to CTH MM) | Dane County | Resurfacing | Completed |
| CTH AB (CTH MN to USH 12) | Dane County | Resurfacing | Deferred |
| CTH B (CTH MM to USH 51) | Dane County | Resurfacing | Completed |
| CTH BB/Monona Drive (USH 12/18 to CTH BW) | Dane County | Replace Concrete with Asphalt | Completed |

| Streets/Roadways (Cont.) | Jurisdiction | Description | Status |
|---|--------------------------|---|-----------|
| CTH BW (West Broadway) (Frazier Avenue to USH 12/18) | Dane County | Replace Concrete with Asphalt | Deferred |
| CTH KP (USH 14 to STH 19) | Dane County | Resurfacing | Completed |
| CTH MN (Broadhead Street) (Grove Street to North Village limits) | Dane County | Resurfacing | Completed |
| N. Fish Hatchery Road (McKee Road to Greenway Cross) | City of Fitchburg | Reconstruction with intersection improvements | Completed |
| S. Fish Hatchery Road (CTH D)/Cheryl Lane Intersection | City of Fitchburg | Add turn lane | Completed |
| Lacy Road (Fitchrona Road to Seminole Highway) | City of Fitchburg | Reconstruction to Urban Cross Section | Deferred |
| McCoy Road/CTH MM Intersection* | City of Fitchburg | Add traffic signal | Deferred |
| South Syene Road (McCoy Road to Lacy Road) | City of Fitchburg | Reconstruction to Urban Cross Section | Deferred |
| Cedar Street (South Street to Park Street) | City of Madison | New Street Construction | Completed |
| S. Park Street (USH 151) Badger Road to Union Pacific RR; Olin Avenue to W. Washington Ave.) SB Lanes | City of Madison | Concrete Joint Repair | Completed |
| Elmwood Avenue (Aurora Street to Parmenter Street) | City of Middleton | Resurfacing | Completed |
| Lincoln Road (Roby Road to Eisenhower Road) | City of Stoughton | Resurfacing | Completed |
| Roby Road West (Lincoln Avenue to Kings Lynn Road) | City of Stoughton | Resurfacing | Completed |
| N. Bird Street (Buena Vista Drive to Windsor Street) | City of Sun Prairie | Resurfacing | Completed |
| N. Bristol Street (Tower Drive to Progress Way) | City of Sun Prairie | Resurfacing | Completed |
| Wyoming Avenue (N. Thompson Rd. to Broadway Dr.) | City of Sun Prairie | Reconstruction | Completed |
| Clark Street (Main Street to Vilas Road) | Village of Cottage Grove | Reconstruction | Deferred |
| W. Cottage Grove Road (CTH BB) (600' west of Damascus Trail to 600' west of Buss Road) | Village of Cottage Grove | Resurfacing; add Traffic Signals | Completed |
| Buss Road (Adjacent to Granite Ridge Elementary School) | Village of Cottage Grove | Roadway Realignment | Completed |
| E. North Street (Anderson Street to Mabel Street) | Village of DeForest | Reconstruction | Completed |
| Windsor Road (River Road to Charlie Grimm Road) | Village of DeForest | Reconstruction to Urban Cross Section | Deferred |
| CTH MN (Broadway Street) (Holscher Road to Peninsula Way) | Village of McFarland | Reconstruction | Completed |

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

Attachment D: Environmental Justice Analysis of the 2022-2026 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.

Title VI, Executive Order 12898, the USDOT order, 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 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.

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.

Transit Service Analysis

The map at the end of this appendix shows the transit service areas for Metro Transit’s fixed-route system, the City of Monona’s bus route, the Sun Prairie and Stoughton shared-ride taxi systems, and the location of programmed major² roadway and bikeway projects. Current transit service areas and programmed projects are shown in relationship to EJ Areas. The map shows that, taken in whole, the projects in the 2022–2026 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.

Fixed-route transit service areas encompass nearly all of the areas with concentrations of EJ populations, with the notable exception of the Central Sun Prairie EJ Area, which abuts Route 23. Sun Prairie is pursuing the implementation of local bus service in 2024, which would connect portions of the community that are not currently served by transit to a future BRT extension; bus stop improvements for this service are programmed for 2025. For those areas outside the transit service area, the number of people or households is relatively small. Travel times from a number of areas to peripheral job centers, shopping, and other destinations are long due to their locations, which often require 1–2 transfers. While EJ populations in Sun Prairie and 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; this service is part of Metro Transit’s fixed-route service and standard transfers between the Sun Prairie express and Metro fixed route services are available at no additional charge. Most Sun Prairie residents need to drive or take a taxi to access the route. Sun Prairie offers shared-ride taxi service to/from East Towne Mall, but at \$5 for a one-way trip it is not inexpensive.

East–West BRT and the accompanying North–South and East–West BRT local service extensions, for which Small Starts funding has been applied and is expected to be awarded for service starting in 2024, will dramatically 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 Metro Network Redesign, the resulting network from which is programmed for implementation in 2022–‘23, will reallocate existing Metro resources to a new route structure designed to support and rely on BRT; although a future network has not been selected at this time, it is expected that the future

1 Madison Neighborhood Indicators Project (<https://madison.apl.wisc.edu/>), special tabulation by the UW- Applied Population Lab, 4/28/2020.

2 “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.

network will be designed so as to minimize harmful impacts to EJ populations and to maximize access benefits for those populations. Both alternative networks (the “Ridership” and “Coverage” alternatives) improve transit access to jobs and destinations for EJ populations when compared to the existing network.

Metro Transit has implemented significant service improvements several times in recent years. Quite a few of these service improvements have directly benefited EJ areas. This analysis focuses on service changes since 2016.

August 2016 service improvements implemented that benefited EJ areas included:

- Realignment of Route 5 to keep it on Park Street, providing faster service and better access from the Burr Oaks neighborhood (with Route 13 now serving the Bram’s Addition neighborhood);
- Realignment of Route 18, serving several EJ neighborhoods, to improve travel time and allow returning the route to 30 minute service during the weekday p.m. period;
- Realignment of Route 19, allowing it to serve the Chalet Gardens Road area all day;
- Expansion of Route 17 service to every 30 minutes on weekends/holidays, connecting Northside residents to grocery stores and jobs; and
- Expansion of Route 31 serving the Owl Creek neighborhood to evenings, weekends, and holidays.

August 2017 service changes included primarily minor route alignment and stop changes. One of these did improve Route 2 and 28 service to Madison’s job center. A change to Route 59 service on weekends, which is contracted by the City of Fitchburg, did negatively affect the Dunn’s Marsh neighborhood. Service to that neighborhood was eliminated in order to provide direct service from the West Transfer Point to the Fitchburg Center and library. Service is still be available to the Super Target and HyVee grocery store on Fitchrona Road via Route 18 but takes 15 minutes longer.

August 2018 service changes were very minor. The most significant change was realigning commuter Route 58 between the Square and West side to serve the new Exact Sciences facility off Watts Road and Rayovac Drive. The route, however, only directly serves one nearby EJ area off Gammon Road.

Transit service changes implemented in August 2019 affecting EJ areas included:

- Addition of Route 23, a new peak-hour express commuter service between southwest Sun Prairie and downtown Madison, providing a direct connection between Sun Prairie and Madison along Hwy. 151/East Washington Ave. Although this route does not reach into EJ neighborhoods in Sun Prairie, the uniform cost and seamless transfers between this route and other Metro Transit routes provides lower-cost transportation between the communities for both peak commute and reverse-commute traffic and improves access to jobs, education, and services for EJ populations in Sun Prairie and Madison;
- Shifting of Route 11 from State St. and the Capitol Square to serve Broom and Bassett Streets, with the time saved providing more time to serve the west end of the route, which serves EJ areas between Regent Street and University Ave.;
- Shifting service on Route 11 from Science Dr. and Mineral Point Rd. to Tokay Blvd. and Midvale Blvd., which increases the route’s coverage area and number of households within ¼ mile of a bus stop as well as providing direct service from southwest Madison to the UW Hospital area. No EJ areas are directly affected by this change, but riders originating in EJ neighborhoods and transferring at the West Transfer Point will benefit from more direct service to the UW Hospital area;
- The scheduled frequency of Route 84 was increased from 30 minutes to 25 minutes by adding a trip within the service period, which may cause some buses to be late during bad weather when demand is at its peak, however, the additional bus will increase the total capacity of the route, which serves the Eagle Heights area, which is both a low-income and concentrated minority population EJ area, though most residents are UW graduate students.
- Supplemental School Service to MMSD middle schools will be phased out over a three-year period starting in 2019-20. High schools will continue to receive Supplemental School Service. The transition is being made to allow later start times at the middle schools, as well as providing the ability for chaperons to ride with the students on the bus. Utilizing yellow buses will also allow MMSD more flexibility to make modifications to the routes when needed. As transportation services will still be provided, only by a different fleet of buses, there will be no impact to EJ areas historically receiving Supplemental School Service from Metro. The buses that will become available will be used for overloads and new peak period service.

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.”³

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.

Approved 2021 service changes include 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 will also be modified to directly serve Eken Park, an EJ area. Route 38 will be restored, with added mid-day service. Five routes are being re-aligned to run on West Washington Ave instead of on State St; this service shift will increase 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 will be relocated for safety or operational reasons, others will be improved with concrete pads or other accessible features throughout the service area.

The MPO adopted the *2013–2017 Transit Development Plan for the Madison Urban Area* in 2013, which is 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 will 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 has been postponed and will be restarted after the adoption of the preferred network resulting from the Network Redesign in 2022. 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 update⁴ 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. The map shows a number of major roadway corridor and intersection projects directly adjacent to EJ areas in the City of Sun Prairie, the City of Madison, the City of Middleton, and the Village of McFarland. Bicycle projects are planned both through and serving EJ areas in the City of Madison, the City of Sun Prairie, and the City of Middleton.

3 <https://www.cityofmadison.com/metro/contact/covid-19-updates/service-level-increase/initial-equity-review> (7/28/20)

4 <https://madison.legistar.com/View.ashx?M=F&ID=8877039&GUID=65FD634A-2100-4517-884B-89CF8E68654C>

The University Ave. reconstruction project, funded by the MPO, will directly benefit EJ areas. The project adds sidewalk on the north side and widens the sidewalk on the south side to accommodate bicyclists to some degree, as right of way constraints prevented the addition of bike lanes. This project will also add a ped/bike overpass of University Bay Drive for the Campus Drive/Blackhawk path.

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 an EJ area. Pedestrian crossing of Stoughton Rd. at Anderson St. will be improved as part of a pavement replacement project, benefiting an adjacent EJ area.

There are no programmed major capacity expansion roadway projects in the Madison area that would result in significant adverse impacts to EJ areas. Although it is considered a capacity expansion project, the Dynamic Part Time Shoulder Use (DPTSU) ("Flex Lane") project on the W. Beltline (USH 12/14/18/151) will improve travel time reliability and reduce rear-end collisions in the corridor, which will improve air quality due to fewer idling vehicles as well as reducing noise and other impacts to adjacent EJ Areas associated with incidents on the Beltline. The other capacity expansion projects in the MPO planning area—CTH M (Willow Rd. to Oncken Rd.), Pleasant View Road, Parmenter Street, USH 51 Stoughton to McFarland—are located on the periphery of the urban area in developing areas. There are no EJ areas within the vicinity of these projects. Mostly outside the MPO area, the Interstate 39/90 expansion project is addressing inter-regional traffic and does not impact EJ areas.

The map shows the major off-street bicycle/pedestrian facility projects in green. 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 people⁵, most of whom live in EJ Areas. It will provide access to the Milwaukee Street commercial area and provide a connection into the downtown.

The City of Madison is planning to extend the Beltline corridor 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 is federally funded and was constructed in 2020, including an underpass of Gammon Road. The segment from Gammon Road to S. High Point Road is not currently scheduled with the city working on ROW issues, while the segment from Commerce Drive to S. Junction Road along Plaza Drive and Watts Road was awarded TAP funding by the MPO and is scheduled for 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.

An existing grade-separated pedestrian crossing of Old Middleton Rd. will be replaced with a new ped/bike underpass, which will provide better access for the residents in the Sheboygan Avenue area to the businesses in the University Row development and lower stress bike access to the University Avenue corridor path. 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 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. Similarly, extensions to the Capital City Trail that would connect to the Glacial Drumlin Trail have been stalled indefinitely due to railroad corridor issues. The City of Madison's West Main Street project will install an RRFB at the Proudfit intersection and improve West Main Street

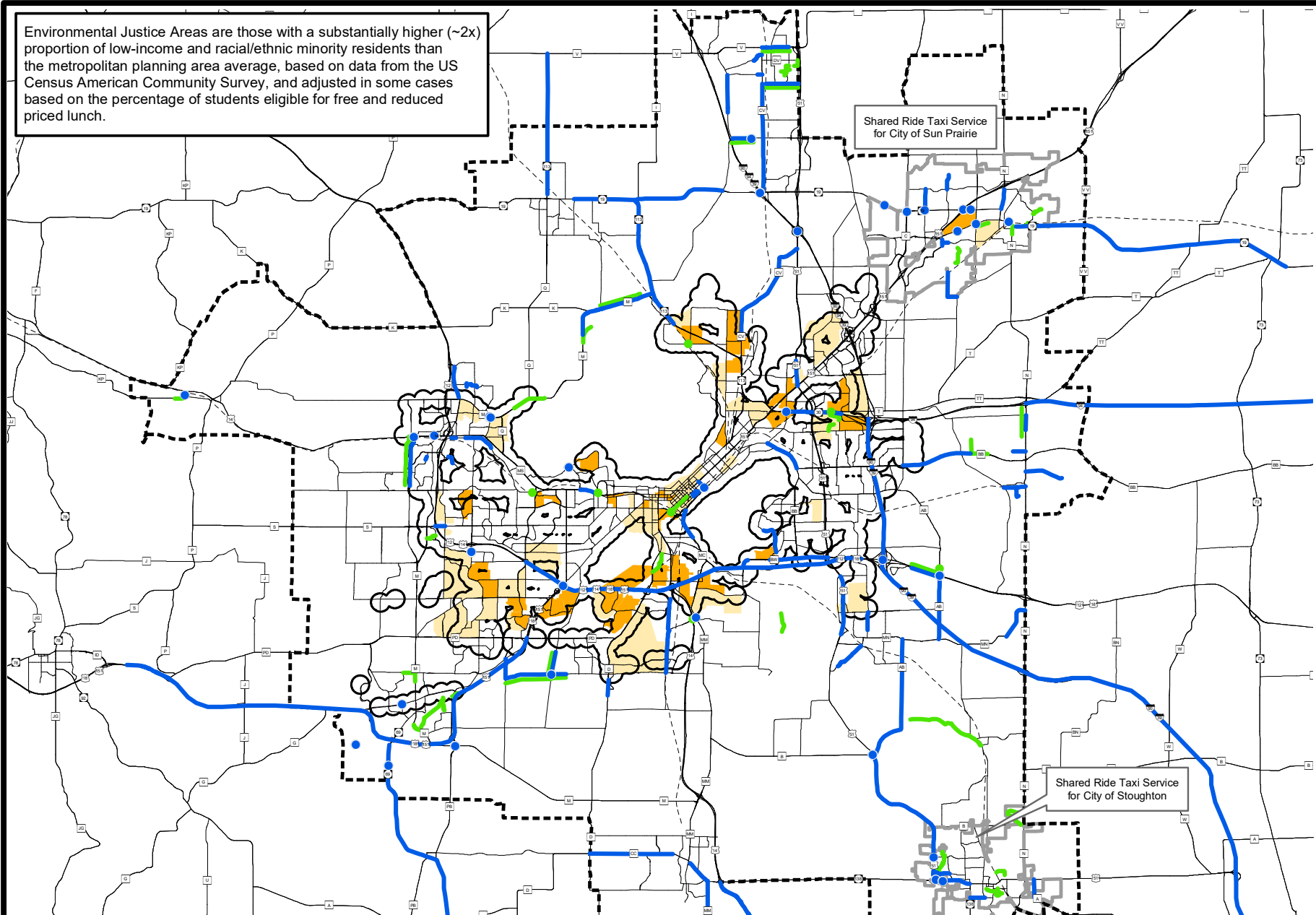
5 Population of blocks with their centroid inside a 1 mile buffer of the new segments of the path (2010 Census)

bicycle facilities, providing an improved route between downtown and the Monona Bay and South Campus EJ Areas.

In Sun Prairie, the Commercial Avenue Bike Path will be widened. This will benefit low-income areas in the Central Sun Prairie EJ Area and provide a connection to the nearby high school from this and other neighborhoods. The Wisconsin Bike Federation was awarded TAP funding for its Dane County Safe Routes to School (SRTS) program, which targets schools with high proportions of students who qualify for free or reduced-price lunches, a proxy for EJ population.

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.



Shared Ride Taxi Service
for City of Sun Prairie

Shared Ride Taxi Service
for City of Stoughton

Environmental Justice Analysis

Source: U.S. Census Bureau and MATPB

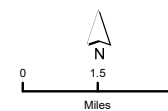
- Environmental Justice Areas: Tier 1
- Environmental Justice Areas: Tier 2

- Major Roadway Projects in 2022-2026 TIP
- Major Bikeway Projects in 2022-2026 TIP
- Metropolitan Planning Area Boundary (2013)
- Transit Service Area Boundary (8/21)

Prepared by staff to the:



Date Revised:
10/22/2021



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

Introduction

Performance-Based Planning and Programming

The most recent two federal transportation bills, MAP-21 and the FAST ACT, 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)¹, 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](#) adopted in 2011, and has been tracking those for which data is readily available. As part of the [RTP 2050](#) adopted in April 2017, the MPO identified seven goals consistent with the national goals above, along with associated policies, and developed a revised set of performance measures tied to these goals. While mostly based on a qualitative analysis, the multi-modal set of recommended transportation facility and service investments in the RTP 2050 were selected based on these goals and measures.

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 will be collecting and reporting required data for the federal performance measures, but will not produce a Performance Measures Report for 2020. The plan is to move to an online interactive performance measures dashboard going forward.

The MPO revised its set of project scoring criteria for the Surface Transportation Block Grant (STBG) – Urban program in 2021 (see Appendix A of the TIP) and for the Transportation Alternatives Program (TAP) in 2020 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 and policies.

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

1 Formerly named Madison Area Transportation Planning Board – An MPO.

| 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 ² , 5311 ¹ , 5337, 5339) | |
| Transit Asset Management | 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 Safety Program | 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 on a schedule based on when the measures were finalized. 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.

² "The [Public Transportation Agency Safety Plan (PTASP) Final Rule] applies to all operators of public transportation systems that are recipients and sub-recipients of federal financial assistance under the Urbanized Area Formula Program (49 U.S.C. § 5307). However, FTA is deferring applicability of this requirement for operators that only receive funds through FTA's [Enhanced Mobility of Seniors and Individuals with Disabilities Formula Program](#) (Section 5310) and/or [Rural Area Formula Program](#) (Section 5311)." <https://www.transit.dot.gov/PTASP> July 22, 2020

Given the limited amount of historical data for most of the measures and the uncertainty in what trends the data may show as more years are collected, 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 approved the targets for infrastructure condition, NHS system performance, and freight through the adoption of TPB Resolution No. 145 in 2018. The annual 2022 safety targets are addressed in MPO 2021 Resolution No. 11, dated November 3, 2021. The MPO once again has chosen to support the WisDOT safety targets. The MPO has also elected to support the Metro Transit targets for transit asset management (TAM) since Metro is the agency with expertise to best manage its assets in light of funding challenges and address safety (See MPO 2021 Resolution No. 12 for the 2022 TAM and PTASP targets. TAM targets will not change for 2022; performance will be reviewed in 2022, and targets may be adjusted for 2023 based on that review).

The MPO will report 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.

Linkage of Investments to Performance Measures

The federal rules for metropolitan transportation planning require that the RTP (when next updated) 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 2022 are identified in the table below:

| Performance Measure | 2022 Target | Dane County | |
|---|----------------------------------|-------------------|-------------------------|
| | | 2016-2020 Average | % Change from 2015-2019 |
| Number of Fatalities | Reduce by 2% (584.7 or less) | 33.0 | -1.2% |
| Fatality Rate* | Reduce by 2% (.919 or less) | .655 | 1.1% |
| Number of Serious Injuries | Reduce by 2% (2995.5 or less) | 203.2 | 0.4% |
| Serious Injury Rate* | Reduce by 2% (4.712 or less) | 4.038 | 2.8% |
| Number of Non-Motorized Fatalities and Serious Injuries | Reduce by 2% (358.48 or less) | 41.8 | 0% |
| * 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

Eighteen (18) roadway projects in Dane County – sixteen in the MPO Planning Area – will receive Highway Safety Improvement Program (HSIP) funding, including:

- One new grade-separated interchange project.
- Thirteen (13) roadway design deficiency and intersection improvement projects.
- Four rail crossing warning device/signals and gates projects.

In recent years, the intersections of USH 12-18/CTH AB and USH 12-18/Millpond Road have experienced high crash frequencies with high crash severity indexes. To address this safety problem, WisDOT will be constructing a grade-separated diamond interchange at the USH 12-18/CTH AB intersection, extending Millpond Road to CTH AB, and modifying the existing USH 12-18/Millpond Road intersection so that only eastbound right turning movements are permitted. Access to Long Drive will only be via a frontage road. Roundabouts will be constructed at the interchange ramp terminals. Construction of the interchange will eliminate the turning movement conflict points where crashes have occurred.

The thirteen programmed roadway design deficiency and intersection improvement projects are described below:

- USH 14 (Spring Green to Madison) (Pleasant View Road Intersection) -- Construct left turn lanes, monotubes for signals, and recondition pavement.
- USH 14 (Spring Green to Madison) (Deming Way Intersection) Recondition intersection, lengthen USH 14 WB left-turn lane, and widen shoulders.
- USH 14 (STH 92 Intersection) – Improve intersection efficiency and safety with construction of a roundabout.
- USH 51 (CTH B and CTH AB Intersection) – Improve intersection efficiency and safety with construction of a roundabout.
- USH 51 (Roby Road Intersection) – Improve intersection efficiency and safety with construction of a roundabout. Sidewalks will be provided.
- USH 151 (S. Blair Street) / John Nolen Drive (E. Wilson Street/Williamson Street Intersection) – Construct intersection improvements with upgraded pedestrian and bicycle facilities. Pedestrian and bicycle facilities were constructed in 2019. Safety improvements that will be constructed as part of the S. Blair St. reconstruction project in 2022 include addition of protected left-turn bays on northbound John Nolen Drive and southbound Blair Street and moving and consolidating driveway access points.
- STH 19 (USH 151 Interchange) – Improve efficiency and safety by constructing monotube traffic signals with a signal head per lane and protected left turn phasing, which requires left turn lane extensions due to increased queue lengths.
- STH 113 (CTH P and V Intersection) – Reconstruct and reconfigure the intersection to improve safety.
- STH 113 (Madison to Lodi) (Knutson Drive to STH 19) -- Mill & Pavement overlay, Bridge Repairs & RAB at Arboretum Drive.
- CTH MM (McCoy Road Intersection) – Improve efficiency and safety by reconstructing intersection. Install monotube traffic signals with vehicle detection, countdown pedestrian timers with pedestrian push buttons, and retro-reflective backplates. Street lights will also be installed. Add exclusive northbound left turn lane and exclusive northbound through lane. Add offset southbound right turn lane. Move Capital City Trail crossing from current mid-block location to intersection.
- Gammon Rd & Watts Road -- Intersection improvements; improve efficiency and safety by adding left-turn lanes and monotube traffic signals.
- Main Street (Walker Way, Bird St., and Linnerud Dr. Intersections) -- Intersection Improvements. Recondition and widen shoulders.
- Windsor Street/STH 19 (North Thompson Rd. and Davison Dr. Intersections) Reconstruct intersections; improve efficiency and safety by adding left-turn lanes and monotube traffic signals.

HSIP-funded rail warning device projects, which primarily include electronic signal installations such as flashing lights and gates as well as upgrades, are designed to alert drivers to the presence of railroad tracks and the possibility of an approaching train. The four programmed rail crossing warning device/signals and gates projects are:

- STH 113 (Madison to Lodi) (South of Verleen Rd.) -- WSOR Railroad Signal Work
- East South Street (City of Stoughton) – WSOR Railroad Signal Work
- Holscher Road (Village of McFarland) – WSOR Detection Equipment Replacement
- CTH KP (Village of Cross Plains) -- WSOR Detection Equipment Replacement

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

- Interstate 39/90 (Beltline to County Line) – The largest project by far is the WisDOT project to reconstruct and expand I-39/90 from the Beltline south to the state line. All eleven interchanges along the corridor have outdated design features that contribute to safety concerns. Further, all sections of I-39/90 are expected to operate at unacceptable levels of service in the future during peak periods, meaning unstable traffic flow and stop-and-go conditions. In order to address those safety and congestion concerns, the project will reconstruct and expand I-39/90 in Dane County from four to six lanes and reconfigure all interchanges, including the Beltline Interchange.
- West Beltline (USH 12/14/18/151) (Whitney Way to I-39/90) – This project will add capacity to the Beltline during weekday peak periods and other times when the roadway is congested with low speeds through dynamic part-time hard shoulder running, reducing congestion related rear-end crashes, which tend to be more severe. This project will be completed at the end of 2021 or in early 2022.
- 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 improved pedestrian and bicycle accommodations.
- Fish Hatchery Road/CTH D (Sparkle Stone to 450' S. of Byrneland) -- This project will expand the road to a four-lane cross-section and will include intersection improvements.
- CTH M (STH 113 to Oncken 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 a roundabout 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 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. Some of the more significant projects include:

- USH 14 (STH 138 to STH 92) – Resurfacing project that will include intersection and other safety improvements such as widened shoulders and rumble strips.
- USH 51 (Stoughton to McFarland) -- This federally funded project will be constructed in four segments. Some of the segments will include intersection improvements (e.g., Segment 1, I-39/90 to CTH N) and auxiliary lanes (e.g., auxiliary lane to be added between the north ramps of the Siggelkow Road interchange and Meinders Rd as part of Segment 4, Section 2).
- USH 51 (STH 138 and Silverado Dr./Hoel Ave. Intersections) – This federally funded project, separate from the USH 51(Stoughton to McFarland) project, will reconstruct the intersections with roundabouts. Roundabouts reduced injury crashes by 75% where stop signs or signals were previously used for traffic control, according to a study by the Insurance Institute for Highway Safety (IIHS).
- Fitchrona Rd. (Lacy Rd. to Nesbitt Rd.) – Locally funded project that will include intersection and ped/bike improvements, including possible side path.
- Lacy Rd. (Fitchrona Rd. to Seminole Hwy.) – Locally funded project that will include intersection improvements, buffered bike lanes, and side path.
- Lacy Rd. (Seminole Hwy. to Savanna Oaks.) Locally funded project that will reconstruct road to an urban cross section with bike lanes and sidewalk.
- Seminole Hwy. (Lacy Road to Schuman Drive) – Locally funded project that will reconstruct road to an urban cross section with bike lanes and sidewalk.
- South Syene Road (McCoy Road to Lacy Road) – Locally funded project that will reconstruct road to an urban cross section with bike lanes and sidewalk (note: side path already exists).
- University Ave. (Shorewood Blvd. to University Bay Dr.) – Federally funded project that will include University Bay Dr. intersection improvements and new ped/bike facilities, including grade-separated crossing of University Bay Dr.
- Safe Streets Madison – Locally funded project sponsored by the City of Madison with the goal of eliminating fatal crashes.
- Grand Ave./CTH C and STH 19/Windsor Street – Intersection reconstruction will occur prior to opening of new Sun Prairie West High School, located adjacent to intersection, which will include improved pedestrian crossings.

- Exchange Street (Farwell Street to Yahara River Bridge) – Federally funded reconstruction project that will include sidewalk and may include bicycle facilities.

Local funding will be used for the following railroad program:

- Madison's MISC Railroad Crossings and Quiet Zones – Repair Railroad Crossings and Install Warning Devices program.

About 30 roadway projects will include new or enhanced pedestrian/bicycle infrastructure such as bicycle lanes, paved shoulders, off-street path, sidewalks, and pedestrian crossing improvements. According to studies, the safety benefits of adding bike lanes are mixed, partially due to conflict points at intersections, but the consensus is that they do provide safety benefits. The benefits depend upon design of the facilities and design of intersections. Carrying the bike lane through the intersection adds to safety.

Multi-use paths separate pedestrians and bicyclists from vehicle travel on a roadway. Conflict points are limited to path/roadway or path/driveway intersections. Major path and ped/bike crossing projects are illustrated in the first map after the projects summary at the beginning of this document. The 2022-2026 TIP contains two federally funded pedestrian/bicycle education programs: Transportation Alternatives program funded Dane County Safe Routes to School program and the STBG-Urban funded Pedestrian & Bicycle Safety Education program administered by the City of Madison. In addition to education, the City of Madison funds a Safe Routes to School infrastructure program.

Planning Analysis

The MPO completed an intersection safety analysis with the help of the UW-TOPs Lab for all arterial and collector intersections in Dane County. The safety analysis ranks intersections by frequency, rate, and severity of crashes. This analysis flags intersections with over-represented crash histories for further detailed study and potential safety improvements. A second phase of this analysis will be completed in 2021 with an updated crash prediction model, updated ranking of intersections based on 2017-'19 data, and a diagnostics tool to identify potential countermeasures. 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 initiated a Vision Zero Initiative, which will include multiple strategies and some advance projects to reduce speed limits and add improved pedestrian crossing facilities at select intersections.

The MPO is an active member of the Dane County Traffic Safety Commission (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 develop recommendations for how the TSC reviews and acts on crash trends and to develop a coordinated 3 E program to address identified problem safety issues.

Bridge Condition

Performance Measures and Conditions Data

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

| Performance Measure | 2019 and 2021 Target* | Madison Metro Area (2020) |
|---|-----------------------|---------------------------|
| Percentage of NHS Bridges in Good Condition | ≥ 50% | 44% |
| Percentage of NHS Bridges in Poor Condition | ≤ 3% | 1% |
| *Same target for two- and four-year target | | |

A total of 97 bridges with a deck area of 86,069 m² or 44% were in good condition in 2020, an increase from the 42% that were in good condition in 2019.

Project Analysis

The 2022-2026 TIP contains 22 projects that will repair or replace bridges or bridge decks as part of their scope. The following programmed projects are located on the NHS:

- S. and W. Beltline (Verona Road Interchange) – Thin Polymer Deck Overlays
- I-39/90/94 (USH 51 Bridges) – Bridge deck overlay
- I-39/90/94 (STH 19 Interchange Bridges) – Bridge deck overlay
- I-39/90 (S. Beltline to Rock County Line) – Reconstruction and expansion with associated reconstruction of bridges and interchanges
- STH 30 (Fair Oaks Ave. Bridges B-13-0206, 0211) – Bridge deck overlays
- 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 six bridges as part of reconstruction project.

Pavement Condition

Performance Measures and Conditions Data

The table below shows the WisDOT/MPO targets and 2019 conditions for Interstate and non-Interstate NHS roadways.³ “Good condition” suggests no major investment is needed. “Poor condition” suggests major reconstruction investment is needed. The data is for International Roughness Index (IRI) only as other data on cracking and rutting is not currently available for the entire system.

| Performance Measure | 2019 and 2021 Target* | Madison Metro Area (2019)** |
|---|-----------------------|-----------------------------|
| Percentage of Interstate Pavement in Good Condition | ≥ 45% | 65% |
| Percentage of Interstate Pavement in Poor Condition | ≤ 5% | 4% |
| Percentage of Non-Interstate NHS Pavement in Good Condition | ≥ 20% | 31% |
| Percentage of Non-Interstate NHS Pavement in Poor Condition | ≤ 12% | 23% |
| *Same target for two- and four-year target | | |
| **Only includes the International Roughness Index (IRI) calculation | | |

Because the 2019 data is only for the IRI metric, it doesn’t represent a complete picture of the condition of the roadways. There are also some concerns about the accuracy of the data. The pavement condition rating systems historically used by WisDOT and local governments in the state provide a different picture of pavement conditions in the Madison Metro Area. WisDOT utilizes the Pavement Condition Index (PCI) system to evaluate state roadways while local governments use a simplified version of that called the Pavement Surface Evaluation Rating (PASER) system. These rating systems provide a better representation of the overall structural condition of roadways. This data is updated every other year. The most current available PCI and PASER data is from 2019 and 2020, respectively. It indicates that 59% of all major roadways (both NHS and non-NHS) within the Madison Metro area were in good or excellent condition and only 8% were in poor or very poor condition. One-hundred percent (100%) of the Interstate system was in good or very good condition.

Project Analysis

The Madison Metropolitan Area (MMA) contains a total of 157.6 NHS Interstate Highway lane miles, 462.9 non-Interstate NHS US/State highway lane miles, and 87.7 local road NHS lane miles. The 2022-2026 TIP contains 33 projects comprising about 224.7-lane miles of roadway (NHS and non-NHS) that will be reconstructed (and in some cases expanded) in the county. Of this amount:

- 31.3 lane miles (I-39/90 capacity expansion project) are located on the Interstate System (19.9% of total existing Interstate System lane miles) in the MMA;
- 0 lane miles are located on NHS US/State highways in the MMA; and
- 22 lane miles (five projects) are located on NHS local roads (25.1% of total existing NHS local road lane miles) in the MMA.

3 2019 data is latest available.

The 2022-2026 TIP contains 50 projects comprising 368.6 lane miles of roadway (NHS and non-NHS) that will be resurfaced (and in some cases expanded) or reconditioned in the county. Of this amount:

- 23.8 lane miles (I-39/90 concrete pavement repair project) are located on the Interstate System (15.1% of total existing Interstate System lane miles) in the MMA;
- 173.89 lane miles (eight projects) are located on NHS US/State highways (37.6% of total existing NHS state highway lane miles) in the MMA. (Includes 76.1- lane mile West Beltline Dynamic Part Time Shoulder Use project, which includes a resurfacing component); and
- 1.4 lane miles (CTH MM – Wolfe Street to Spring Street resurfacing project) are located on NHS local roads (1.6% of total existing NHS local road lane miles) in the MMA.

Travel Time Reliability and Freight Movement

Performance Measures and Conditions Data

The table below shows the WisDOT/MPO target level of travel time reliability and 2020 data for both the Interstate and non-Interstate NHS system.

| Performance Measure | 2019 Target | 2021 Target | Madison Metro Area (2020) |
|---|-------------|-------------|---------------------------|
| Percentage of Person-Miles Traveled on the Interstate that are Reliable | 94% | 90% | 100% |
| Percentage of Person-Miles Traveled on the Non-Interstate NHS that are Reliable | N/A | 86% | 94% |

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 WisDOT/MPO target truck travel time reliability index (on the Interstate system) targets and 2020 data for interstate freight movement.

| Performance Measure | 2019 Target | 2021 Target | Madison Metro Area (2020) |
|-------------------------------------|-------------|-------------|---------------------------|
| Truck Travel Time Reliability Index | 1.4 | 1.6 | 1.2 |

The 2020 data shows that the Madison Metro area currently exceeds 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

Seven projects comprising 126.89 lane miles of roadway in the Madison Metropolitan Area will add travel lanes and therefore improve travel time reliability. The largest project by far is the WisDOT project to reconstruct and expand I-39/90. The projects with the most impact in terms of improving travel time reliability are the West Beltline (USH 12/14/18/151) Dynamic Part Time Shoulder Use (DPTSU) project and the CTH M (Willow Rd. to Oncken Rd.) expansion project, including improvement to the CTH K intersection.

The 2022-2026 TIP contains about 30 projects that will include a transportation systems management (TSM) component. One of the most significant is the Beltline Highway DPTSU project, which will provide hard shoulder running during periods of congestion. 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 2022-2026 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 2022-2026 TIP:

- Blair Street (USH 151) intersection improvement at John Nolen/Williamson/Wilson Street;
- USH 51 roundabouts to be added at several intersections in Stoughton;
- University Avenue and University Bay Drive intersection improvement;
- STH 19 improvement at USH 151 Interchange;
- CTH MM intersection improvement at McCoy Road; and
- MPO TDM/Rideshare program, 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 began an update to its Congestion Management Process (CMP) in 2019, including the analysis of current conditions. Part of that analysis included purchase of StreetLight Analytics travel time data to be used to help identify bottlenecks that might be alleviated through lower cost intersection improvements and TSM strategies. The updated CMP will be incorporated into the RTP 2050 Update to be adopted in 2022.

Transit Assessment 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, which in the case of Metro is its bus maintenance garage. Metro’s TAM targets did not change for 2020-’21, and will not change for -21-22; Metro expects to update TAM targets in 2023. The MPO adopted the same 2021-’22 targets that Metro adopted via the resolution referenced above.

The table below shows the 2021-22 Metro/MPO targets 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 is Metro’s bus maintenance facility at 1101 E. Washington Avenue.

| Performance Measure | Baseline (2020) | Performance (2021) | Target (2021-’22) |
|---|-----------------|----------------------------|-------------------|
| Percentage of Rolling Stock (Buses) that Have Met or Exceeded their Useful Life | 14% | 16% | 11% |
| Percentage of Non-Revenue Service Vehicles that Have Met or Exceeded their Useful Life | 55% | 50% (45% by Dec. 31, 2021) | 38% |
| Percentage of Facilities with a Condition Rating Below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale. | 100% | 100% | 0% |

For buses, a 2021 target was set of having 11% of Metro’s inventory exceed the useful life benchmark (ULB) of 14 years. As of August 2021, 16% 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 declined from 2020-’21 because the usual annual bus procurement in 2021 was deferred to support the purchase of 43 60’ articulated buses for the BRT system in the next year; the only buses added to the fleet in 2020-’21 were three all-electric Proterra buses that were scheduled for delivery in 2020 and received in 2021. The bus replacement plan calls for the annual replacement of 15 buses based on age and condition. These factors resulted in an increased fleet size and an older average vehicle age.

For non-revenue service vehicles, a 2021 target was set of having 38% of Metro’s inventory exceed the ULB of 8 years. As of August 2021, 50% 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 trucks are on order in August 2021, and when received they will reduce the percentage of vehicles past their ULB to 45%

For TAM performance measure purposes, the only applicable current facility is Metro's maintenance facility. The target is to have 0% of facilities rated under 3.0 (Adequate) on the TERM scale. In 2020, the Metro 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 2021 TERM rating anticipated to be between 2.5 and 2.7. Metro has purchased a new satellite facility on Hanson Road, which is under construction and not included in this measure as it is not yet in use, although its current TERM rating in fall 2021 is estimated to also be between 2.5 and 2.7.

Project Analysis

Metro Transit has programmed funds to continue adhering to its current bus replacement schedule of 15 buses per year. Metro received a VW Settlement Grant award of \$4.8 million in 2020, which covered 10 buses, and will aid the agency in maintaining this schedule. 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 scheduled 2022 bus replacement will bring this measure under the 11% target to 9%. This improvement may be short-lived, as twice as many vehicles will hit their ULB in 2023 as have in previous years due to the procurement schedule in 2008-09.

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. Accordingly, the performance measure data in the fall of 2020 showed an inventory that was a year older, and percentages over useful life higher than they were in 2019. Two vehicles were disposed of in 2021, including a very old van, which kept the percentage of vehicles past their ULB to 50%; two new trucks are on order and expected to be delivered by year's end, which will reduce this to 45% of vehicles being over their ULB.

Metro plans to extend the useful life benchmark for non-revenue vehicles in 2023 to reflect the fact that particular vehicle types have longer useful lives than others, which affects the average useful life expectancy for all vehicles.

Metro's maintenance facility at 1101 E. Washington Avenue is in need of major renovation. It is also over capacity, having been designed to serve 140 buses, but servicing 220 buses currently. 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 6 phases starting in 2019. 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. The facility renovation plan, which has been adjusted to changing conditions and to prioritize certain components is as follows:

- 2019: Phase 1 Wash Bay Fire Alarm and Electric Bus Updates
- 2020: Phase 2 HVAC Mechanics and Storage Area
- 2021: Phase 3A Maintenance/Driver Support/Infrastructure Improvements
- 2021: Masonry Restoration to Bus Storage Area
- 2022: Design 3B
- 2023: Phase 3B Admin Improvements - Operation/Dispatch/Locker rooms
- Not in CIP: Phase 3C Bus Storage
- Not in CIP: Phase 4 Exterior Upgrades

Implementation of the programmed facility renovation plan will allow the facility to meet the federal performance measure target. It is possible, however, that one or two phases may need to be delayed due to funding needed to implement the planned east-west BRT route and other needs. An inventory and condition assessment completed in

2020 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 and to 2.5 in 2020. The estimated TERM rating in fall 2021 is between 2.5 and 2.7.

Metro prioritized its capital investment needs and ranked replacement buses and its maintenance facility as the two highest priorities. That was followed by the addition of a satellite bus maintenance facility, which is needed to expand service, including implementation of Bus Rapid Transit, a high priority of the city. Metro was awarded a federal FTA discretionary grant for the BRT maintenance facility in 2020, and purchased a site on Hanson Road in 2021, with construction and remodel activities currently underway.

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 incorporates 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.

The table below shows the 2022 Metro/MPO targets and 2020-21 baseline conditions for Metro Transit for the seven safety-related performance measures. Baseline data is not available for Paratransit due to insufficient reporting from contracted service providers to Metro, so the 2020 target is used as the baseline; reporting improvement processes are in development and baseline data will be available for Paratransit in future years.

The Metro Safety Planning Team has been planning and developing the framework for PTASP and Safety Management System Development. Although the Covid-19 pandemic has slowed progress, Metro has made steps toward meeting its overall goal of developing an agency-wide Safety Management System.

| 2021 Annual Safety Performance Targets and 2020-21 Baseline | | | | | | | |
|---|--------------------|-----------------------------|------------------|---------------------------|-----------------------|--------------------------------|------------------------------------|
| Mode of Service | Fatalities (total) | Fatalities (per 100000 VRM) | Injuries (total) | Injuries (per 100000 VRM) | Safety Events (total) | Safety Events (per 100000 VRM) | System Reliability (VRM/ Failures) |
| Bus Transit – Target | 0 | 0 | 15 | 0.23 | 340 | 5.46 | 65000/failure |
| Bus Transit – Baseline (2020-21 Actual) | 0 | 0 | 1 | 0.02 | 174 | 2.90 | 32000/failure |
| Paratransit – Target | 0 | 0 | 1 | 0.15 | 20 | 3.07 | 54000/failure |
| Paratransit – Baseline (2021-21 Actual) | 0 | 0 | 2 | 0 | 3 | 0.67 | 54000/failure* |

- Fatalities = Any fatal accident involving a Metro Transit vehicle regardless of fault
- Injuries = Any occurrence resulting in a passenger transported from the vehicle via ambulance
- Safety Events = any accident, incident, or occurrence
- VRM = vehicle revenue miles
- System Reliability = VRM between on-road, mechanical failure
- *Paratransit System Reliability data is still being collected. Baseline reflects established 2020 target

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 1101 E. Washington Avenue, which is in need of major renovation. It is over capacity, having been designed to serve 140 buses, but servicing 219 buses currently. The facility has had no significant upgrades since it was built 40 years ago. Investment in the facility was delayed for years in anticipation of a relocation, but that is no longer likely. Facility and functional issues include: 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. Because of the need to use its federal formula funding for buses and capital maintenance, the facility renovation will be 100% locally funded. The facility renovation plan is as follows:

- 2019: Phase 1 Wash Bay Fire Alarm and Electric Bus Updates
- 2020: Phase 2 HVAC Mechanics and Storage Area
- 2021: Phase 3A Maintenance/Driver Support/Infrastructure Improvements
- 2021: Masonry Restoration to Bus Storage Area
- 2022: Design 3B
- 2023: Phase 3B Admin Improvements - Operation/Dispatch/Locker rooms
- Not in CIP: Phase 3C Bus Storage
- Not in CIP: Phase 4 Exterior Upgrades

It is possible, however, that one or two phases may need 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 has a domino effect on the system with passenger overloads, potential safety issues with passengers or students waiting outdoors for a longer period of time, etc. A better work environment will reduce the likelihood of this type of mistake.

Attachment F: Summary of Public Comments Received on the Draft 2022–2026 Transportation Improvement Program

The Draft 2022–2026 Transportation Improvement Program (TIP) was published in August 2021, and posted on the MPO's website. A notice of its availability and a summary was distributed to all local units of government in Dane County, the MPO's advisory committees, WisDOT, Metro Transit, and other agency staff. An email notice was also sent to Dane County Board members, local transportation/public works committees, City of Madison neighborhood organizations, and other interested organizations and persons. The draft TIP was also posted on the Greater Madison MPO's website. A notice with a copy of the draft transit projects was sent to private transportation providers in the county. Preliminary Review No. 1 was held in August by the MPO Board and Technical Coordinating Committee (TCC). Review No. 2 was held by the MPO Board and Technical Coordinating Committee in September, including a public hearing on September 1. Greater Madison MPO meeting agendas were posted with the City of Madison and Dane County Clerk's offices a week prior to the meetings and the TIP hearing notice posted on the MPO's website.

Public Hearing before the Greater Madison MPO (September 1, 2021)

The public hearing was held at a virtual meeting due to the COVID-19 pandemic. No members of the public registered to speak at the public hearing. After Opitz closed the public hearing, Greater Madison MPO staff reviewed the priority project listings that are proposed to be funded by the MPO under the federal STBG–Urban program. STBG–Urban funding was proposed for the following projects:

- Autumn Ridge Path/Overpass
- Mineral Point Road (Beltline Highway to S. High Point Rd.) Reconstruction
- Atwood Avenue (Fair Oaks Ave. to Cottage Grove Rd.) Reconstruction
- John Nolen Drive (Lakeside St. to North Shore Dr.) Reconstruction

Staff noted that if the MPO receives the \$3.2 million in funding from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) that it is supposed to, they would recommend providing additional funding for the three large already approved projects that are well short of 60% funding, but that decision is for another time. The board discussed projects that could potentially be awarded earmark funding if they are added to the joint infrastructure bill. Staff added that additional funding could be shifted to the John Nolen Drive reconstruction project if earmarks are secured. Next, staff reviewed the more significant roadway and bicycle/pedestrian projects in the draft TIP. The board discussed the potential issue of securing right-of-way for the Lower Yahara River Trail, since the county cannot use eminent domain. They discussed the issue of side paths and how they can increase the potential for vehicle ped/bike crashes in areas where there is a high frequency of access points. Chawla noted that several county highways that provide access to the Lower Yahara River Trail have varying pavement and shoulder conditions. Staff said that that Dane County is going to add paved shoulders on CTH AB as an interim improvement; this will improve access to the planned section of the Lower Yahara River Trail.

Staff reviewed the transit projects and asked Lynch to describe the \$7.2 million facility infrastructure enhancements project. Lynch said that this funding is intended to add transit priority features to improve on-time performance. Metro Transit is currently going through a network redesign. This might require median breaks, signal improvements, dedicated lines, or other types of capital improvements. Staff added that Metro Transit uses a large amount of their capital funding for operating costs for service under the preventive maintenance category.

Greater Madison MPO Technical Coordinating Committee (TCC) Meeting (September 29, 2021)

Staff reviewed the list of STBG–Urban program projects that the MPO is proposing to fund. The City of Madison was the only community that submitted projects during the most recent cycle this past June. The MPO ended up having about \$11 million more in funding available to allocate due to the Pleasant View Road project being moved up a few months into FFY 2022 in order to fill gap in total cost of projects statewide. The MPO is able to fund all of the road and bike/ped projects submitted by the city, although only partial funding is available for the John Nolen Drive project. Staff noted that the Autumn Ridge ped/bike overpass project was the first independent bike project funded through the program. Staff then reviewed the addition/change sheet listing proposed changes to the draft TIP. Changes proposed are minor, including some changes to cost estimates and schedules and adding some rail crossing projects that the state just approved for funding.

The TCC voted to recommend that the Policy Board adopt the Draft 2022–2026 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County with the proposed changes in the Addition/Change sheet. Motion carried.

Greater Madison MPO Meeting and Action (October 6, 2021)

Staff reviewed MPO selected projects for funding through the STBG-U program, with cost estimate and schedule revisions to some projects. Next, staff reviewed the project revisions and additions identified in the Addition/Change Sheet and highlighted changes from the Draft TIP. The board discussed the potential for an extension of the Hiawatha line, which runs between Milwaukee and Chicago, to Madison through the Invest America Act. This project would plan for possible routing and station locations so that Madison is prepared to act on available funding if the Invest America Act is passed. Bergamini asked about the revision to North-South BRT funding and the removal of programmed funding for construction. Lynch spoke to the funding in the Executive Budget, which will allow entry to the Project Development phase for FTA funding purposes, and described the project schedule. Staff asked about coordination with WisDOT on Park Street reconstruction to accommodate BRT. Lynch responded that WisDOT is responsible for reconstruction of Park Street, and that city staff have been proactive in working with WisDOT as reconstruction projects occur. He spoke to feedback received from South Madison residents through the Complete Green Streets Initiative, and commented that Park Street could become a different corridor than it currently is. Bergamini asked about the number of articulated buses being purchased by Metro, and if there would be enough of them to serve the North-South BRT corridor. Lynch responded that Metro is using the strong warrants for the East-West BRT corridor to purchase enough vehicles to operate the North-South BRT corridor, which increases service frequency in the core/overlapping portion of the BRT corridors. Krause asked how many bikes can be carried on articulated buses, and Lynch responded that they will hold two or perhaps three bicycles. He acknowledged that this will require facilities for bicyclists to feel comfortable leaving/locking their bikes at BRT stations. Opitz asked about the Atwood Ave. project and where bicycle lanes will be provided. Staff responded that the limits were Fair Oaks Avenue to Cottage Grove Road (excluding those intersections). Separated paths will be provided east to Walter Street with on-street bike lanes from there to Cottage Grove Road connecting to the existing bike lanes. Opitz clarified that his concern is that a continuous route be provided.

Lynch moved, Krause seconded, to approve MPO 2021 Resolution No. 9 Adopting the Draft 2022-2026 Transportation Improvement Program with the revisions included in the Addition/Change sheet. Motion carried.

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

Public Involvement Effort and Generalized Schedule for Preparing the 2022-2026 Transportation Improvement Program (TIP) for Madison Metropolitan Area & Dane County

| | | | |
|----|---|---|---|
| 1. | Notice to Local Units of Government and General Public | Request for Proposed Project Listings | April for Release of Notice Friday, April 16, 2021 |
| 2. | Projects and Applications due to MPO | Deadline for Project and Application Submittals | Early June Friday, June 18, 2021 |
| 3. | Inter-agency TIP Project Coordination Meeting | Address any discrepancies in Multi-Jurisdictional or Fed/State Funding Projects | Late June to mid-July Monday, July 26, 2021 |
| 4. | Send out email notice of availability of Draft TIP | Draft Listing of All Projects in TIP | Early August Thursday, August 12, 2021 |
| 5. | Review by MPO and TCC | Review of All Projects in TIP | During August and September |
| 6. | Public Hearing before MPO on Draft TIP | Testimony and Comments Formally Received by MPO on Draft TIP | Beginning of September Wednesday, September 1, 2021 |
| 7. | Recommendation by TCC | Final Comments to MPO | Mid- to late September September 29, 2021 |
| 8. | Action by MPO | Final Action by MPO | Beginning of October Wednesday, October 6, 2021 |
| 9. | Submittal of Complete Final TIP Report with Appendices to WisDOT for Approval | Submittal to WisDOT | Early November |

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

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

1. TIP Preparation

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

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

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

2. TIP Amendments

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

Administrative modifications are minor revisions, including:

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

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

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

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

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

Minor amendments include:

- Addition or 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

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

- 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

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 and citizen advisory committees 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)

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.