



For Immediate Release
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Greater Madison MPO Announces Approval of over \$17 Million in Federal Funding for Local Projects

The Greater Madison MPO has approved \$9.4 million for bicycle and pedestrian path projects – including the long-awaited Glacial Drumlin/Capital City Connector and the final segment of the West Towne Path – and \$8.1 million for roadway projects through the federal Surface Transportation Block Grant (STBG) – Urban program.

The following are the eight projects awarded funding through the STBG Urban program:

- **Glacial Drumlin Path** (*I-39/90 to CTH AB/Buckeye Road*) – Construct a new multi-use path, including 4,200 feet of boardwalk, and a spur trail to a new parking lot for trailhead access. (Total cost: \$11.1 million; \$6.69 million in federal funding; proposed construction in SFY 2027) The MPO selected the adjacent Capital City Trail (*Wagon Trail to underpass of I-39/90*) for funding through the federal Transportation Alternatives program earlier this year.
- **West Towne Path** (*Zor Shrine Place to South Gammon Road*) – Construct the final segment of the West Towne Path, which connects the Ice Age Junction Path to Whitney Way. (Total cost: \$3.74 million; \$2.25 million in federal funding; proposed construction in SFY 2027)
- **Windsor Road Path** (*Windsor Ridge Lane to North Towne Road*) – Construct a new multi-use path on the south side of the roadway. (Total cost: \$620,000; \$490,000 in federal funding; proposed construction in SFY 2028)
- **John Nolen Drive** (*Olin Avenue to Lakeside Street*) – Reconstruct John Nolen Drive, potentially with a multi-use path on the west, with intersection, storm sewer, and lighting improvements. (Total cost: \$6.57 million; \$3.95 million in federal funding; proposed construction in SFY 2026)
- **CTH MM/Rimrock Road** (*John Nolen Drive to Beltline Highway*) – Replace the pavement, and expand the sidewalk on the west side of the street to a multi-use path. (Total cost: \$1.36 million; \$816,000 in federal funding; proposed for SFY 2026 construction)
- **CTH MM/Rimrock Road** (*McCoy Road to Beltline Highway*) – Reconstruct the street, narrow travel lanes, and add bike lanes. (Total cost: \$2.16 million; \$1.30 million in federal funding; proposed for SFY 2026 construction)
- **O’Keefe Avenue** (*Reiner Road to Summerfield Way*) – Pavement replacement with conversion of one general-purpose lane to a bus/bike/right turn lane. (Total cost: \$2.20 million; \$1.33 million in federal funding; proposed for SFY 2028 construction)
- **St. Albert the Great Drive** (*Broadway Drive to North Bird Street*) - Replace pavement and add bike lanes, with Rectangular Rapid-Flashing Beacons at School Street and North Pine Street near CH Bird Elementary School. (Total cost: \$1.21 million; \$729,000 in federal funding; proposed for SFY 2029 construction)

The MPO also uses STBG-Urban funding to support its regional travel demand management (TDM) program, [RoundTrip](#), and the City of Madison’s [pedestrian and bicycle safety education program](#).

“This round of STBG funding by the MPO provides funding for two extremely important regional bike improvement projects. Work on one of these, the Glacial Drumlin Path, has spanned more than two decades. It also provides funding for important regional roadway projects, as well as local roadway and bike & pedestrian projects in two suburban communities” said Alexandra Andros, MPO Director and Planning Manager. “The federal funding the MPO provides is an important supplement to limited local funding and supports projects such as these, which improve the safety and quality of life in our communities,” she noted. The MPO generally funds larger projects at 60%, requiring a 40% match, in order to stretch the funding across more projects, and provides a higher percentage match for small lower cost projects. “Many Madison area arterial roadway projects, all including important pedestrian and bicycle facilities, as well as bike path projects completed over the past three decades have been funded by the MPO”, she added.

The Greater Madison MPO anticipates receiving over \$9 million per year in funding under the STBG Urban program in the coming years. The MPO selects projects for funding based on their consistency with the goals and policies in the long-range regional transportation plan (RTP). The most recently adopted RTP is [Connect Greater Madison: 2050 RTP](#).

About the Greater Madison MPO

The Greater Madison MPO leads the collaborative planning and funding of a sustainable, equitable transportation system for the Greater Madison region. The MPO is responsible for comprehensive planning and decision making to build agreement on transportation investments that balance roadway, public transit, bicycle, pedestrian, and other transportation needs to achieve an exceptional quality of life for all within the region. For more information, please visit: www.greatermadisonmpo.org.

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